GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 - 14TH STREET, N.W.
7TH FLOOR
WASHINGTON, D.C. 20009

REPLY TO:
OFFICE OF INTERMODAL PLANNING

Memorandum

TO: Jerrily R. Kress, FAIA
Director
Zoning Office

FROM: Kenneth Laden
Administrator

DATE: DEC - 8 2000

SUBJECT: BZA Application No. 16648 - Proposed Redevelopment and enlargement of an existing Gasoline Service Station and an addition of a car wash and an upscale foodmart/convenience store 300-332 H Street, N.E.

The Department of Public Works (DPW) has reviewed the application and other material accompanying your memorandum of September 29, 2000. This report addresses the transportation elements of the proposal.

The applicant, BP-AMOCO Corporation's plan calls for the existing gas station to be expand and upgraded, to include the following elements:

- Demolition of the existing one story brick building and elimination of the automobile repair and storage/offices currently on the site.

- Development of a gas station to consists of eight pump islands with sixteen multiple-product dispensers, a convenience market and a car wash.

The site is located on the north side of H street between Third and Fourth Streets N.E. H Street in the area is a principal arterial street with an average daily traffic volume (ADT) of 25,000 vehicles in the vicinity of the site. This facility is a major commuter route during the rush hour periods. Third Street is a local street and Fourth Street is a collector street.

BZA
Case No. 16648
Exhibit No. 67

Board of Zoning Adjustment
District of Columbia
CASE NO.16648
EXHIBIT NO.67

We have reviewed the applicant's traffic report with regard to trip generation rates used for this study. The trip rates are comparable with the Council of Government (COG) trip generation study for gasoline stations in the District of Columbia. According to the applicant, traffic to and from the site is anticipated to increase to 100 vehicles during the A.M and P.M. peak hours. This level of additional traffic will not have a significant impact on the operation of the intersections H Street at Third and Fourth Streets. It should be noted the convenience store and the car wash are not primary generators of traffic. They are accessory support services to the station. We further note that there will be ample room for queuing cars in the station property to prevent overflow onto the pubic space.
Access and circulation pattern will essentially remain the same. The existing curb cuts or driveways along Third Street an H Street would be maintained, but they would be widened to facilitate site access. The project would add one driveway off Fourth Street. The Department supports the existing and proposed circulation.

From a transportation standpoint, the proposed improvements will not have adverse traffic impact on the adjacent street system in the area. Accordingly, DPW has no objection to the proposal.