GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Health
Environmental Health Administration

Underground Storage Tanks Division

DEC 19 AM 8:13

BRIEF SUMMARY OF SITE ACTIVITIES

Facility Name: Amoco Oil Company
Facility Address: 301 - 306 H Street, NE
Facility ID: 2-000020
LUST Case ID: 91072

SITE LOCATION

This Amoco Gas Station is located at the intersection of H and 3rd streets in Northeast Washington, D.C. The surrounding area comprises of small businesses, a school, and private residences. The site is bordered on the north and east by Allied cab repair facilities and private residences. Across 3rd Street, to the west is the Children's Museum. Across H Street to the south and southeast are a liquor store, parking lots, and a few abandoned buildings. Ground water flow is to the southwest.

REGULATORY ACTIVITIES

- USTD was informed in August 1991 of the failure of an integrity test on a 10,000-gallon petroleum UST. The tank was suspected to be leaking and was temporarily closed. Amoco also informed this office of its intention to remove the tank.
- In September 1991, this office issued a directive requesting Amoco to submit a report summarizing the initial abatement actions taken as a result of the leaking UST. Later that month, Amoco submitted a report to this office on the temporary closure activities for the failed UST.
- In October 1991, a permit was issued for the removal of 3-10,000 gallon USTs and the installation of 3-12,000 gallon USTs and monitoring wells. In late October 1991, TPH Technology Inc. (TPH INC.) (Amoco Contractor/Consultant) removed 3-10,000-gallon USTs. There was extensive visible petroleum contaminated soil within the excavation pit.
- In November 1991, Amoco installed 3-12,000-gallon steel-coated fiberglass reinforced petroleum USTs. This office issued a directive to Amoco requesting the submission of UST removal/activities report.
- In December 1991, this office issued another directive to Amoco requesting the submission of a free product abatement report. Later that month, Amoco submit a UST closure report. Laboratory analysis of samples taken after excavation showed BTEX contamination between

BZA
Case No. 16648
Exhibit No. 84

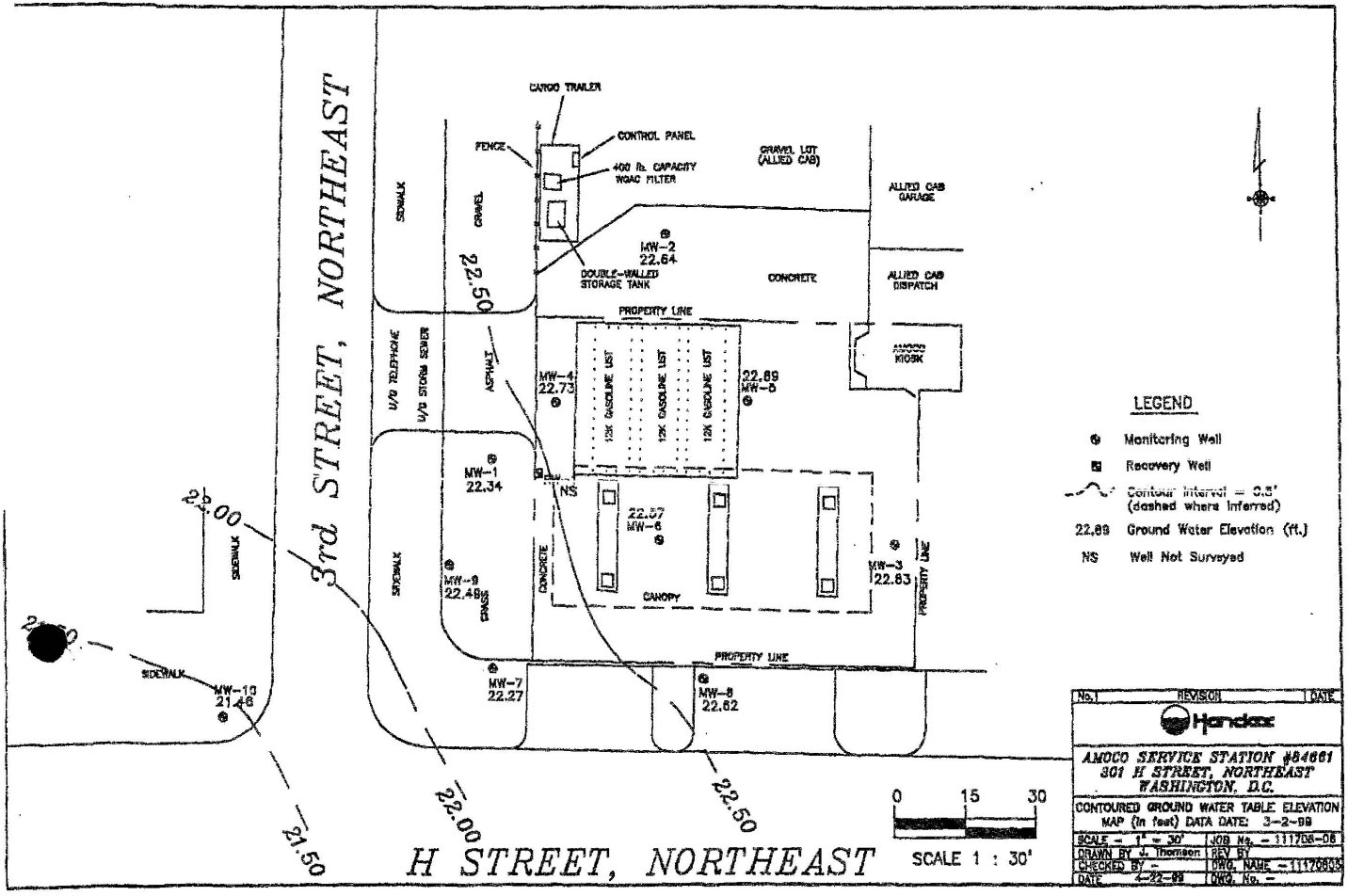
Board of Zoning Adjustment
District of Columbia
CASE NO.16648
EXHIBIT NO.84

concentrations in the influent system samples and the fact that no free product had been recovered by the pump-and-treat system, the report recommended the permanent shut down of the system and the free product persistent in one of the monitoring wells be removed by Soil Vapor Extraction or other types of remediation technology.

- In February 1997, Handex officially requested for the system to be shut down and the commencement of post remediation monitoring. A passive bailer was installed in the monitoring well with free product. The request was approved and the system was shut down in March 1998.
- The monitoring wells at the site are gauged quarterly and sampled semi-annually and the results submitted to this office. The last sampling was conducted in October 2000 and the quarterly report is due by the end of the month.
- In October 1999, a permit to replace the existing 3-12,000-gallon petroleum USTs with State-of-the-Art double walled fiberglass USTs was issued by this office.

CONCLUSION

The remediation case is still open and currently monitored quarterly and sampled semi-annually since two monitoring wells continue to show BTEX levels above the Districts' standards. The contaminants are currently restricted to the site only. So far, Amoco Oil Company is in compliance with the District's UST Regulations and the Federal RCRA I requirements. The replacement of the existing 3-12,000-gallon USTs with double walled fiberglass USTs will greatly reduce the potential for any future leaks from the UST systems. Excavation during removal and installation of the USTs will take care of any contaminated soil present in the tank field. This will reduce the petroleum-related contaminants present in one of the monitoring wells on site as well as any further migration of contaminants in the ground water.


3rd STREET, NORTHEAST
H STREET, NORTHEAST
CARGO TRAILER
CONTROL PANEL
FENCE
400 lb. CAPACITY WQAC FILTER
GRAVEL LOT (ALLIED CAB)
ALLIED CAB GARAGE
SIDEWALK
GRASS
MW-2 22.64
DOUBLE-WALLED STORAGE TANK
CONCRETE
ALLIED CAB DISPATCH
PROPERTY LINE
U/G TELEPHONE
U/G STORM SEWER
ASPHALT
MW-4 22.73
12K GASOLINE UST
22.69 MW-5
KIOSK
MW-1 22.34
NS
22.57 MW-6
MW-3 22.83
MW-9 22.48
CANOPY
MW-7 22.27
MW-8 22.62
MW-10 21.46
22.00
21.50
22.50
0 15 30
SCALE 1 : 30'
LEGEND
Monitoring Well
Recovery Well
Contour Interval = 0.5' (dashed where inferred)
22.69 Ground Water Elevation (ft.)
NS Well Not Surveyed
No. REVISION DATE
Handex
AMOCO SERVICE STATION #84661
301 H STREET, NORTHEAST
WASHINGTON, D.C.
CONTOURED GROUND WATER TABLE ELEVATION MAP (in feet) DATA DATE: 3-2-99
SCALE = 1" = 30'
JOB No. = 111708-08
DRAWN BY J. Thomsen
REV BY
CHECKED BY -
DWG. NAME = 111708GX
DATE 3-22-99
DWG. No. -

District of Columbia Government
ADVISORY NEIGHBORHOOD COMMISSION 6A
Zoning And Licensing Subcommittee Chairman, Marvin F. Fields
624 H., Street, NE 1st Floor. Washington, D.C. 20002
Office 202 547-8741 * Fax 202 547-8742

December 13, 2000

Fourteen 6A Zoning and Licensing Subcommittee Meetings
Chaired by Commissioner, *Marvin F. Fields*
Held At
900 G., Street, NE

A Summery of Wednesday, December 13, 2000 Z&L Meeting.

Zoning and Licensing members present and a quorum of Commissioner, Marvin F. Fields, H. J. Amons, Philip Edward, Frank Withrow, Daniel M. Pernell and community members' Virginia Gaddis and Karen Wirt.

Acknowledgment of Visiting Commissioners: Elect Mr. Keith Jarrell and Ms. Janet Quigley.

Items of Application before the ANC 6A Zoning and Licensing Subcommittee:
12/13/00 AMOCO GAS STATION to be located at the intersection of H and 3Rd., Northeast. Bordering Commissioners are Frank Withrow and Daniel M. Pernell and their bordering single member district. The site is bordered on the north and east with residential homes and the Capitol Children's Museum that houses three charter schools. The Allied Cab repair shop is adjacent to the Bp Amoco property and across the street at 3rd., and H is a liquor store, parking lot and a few abandoned buildings. Bp Amoco representatives are asking for "A Matter of Right and Special Exception (Application # 16648)" for a proposed gas station at is its existing site 3rd and H., Street, N.E.

The 6A Z & L was called to order by Chairman Marvin F. Fields. He asked for the Representatives of AMOCO Oil Company to come forward and make a brief presentation.

After a long and heated discussion from Bp Amoco representative Mr. Anthony Rachel of BP AMOCO and members of his team. Then it was followed by strong input from members of the surrounding community. Such as Ms. Sarah Robinson of 816 4Th Street, NE and Mr. Tim Ball of 321 I Street, NE. Mr. Robert Pittman C0-President of Linden Neighborhood Association. Mr. Drury Tallant C0-Chair of Stanton Park Neighborhood Association, Father Richard Downey of St. James Parris Church, Mr. Eric Rogers of Ward-6 Council member Sharon Ambrose Office and Mr. Thomas West and Dr. Kofi Berko, Jr. of the DC Department of Health Environmental Heath Administration, (*concerning Underground Storage Tanks link Division*).

Commissioner, Daniel M. Pernell, III bordering commissioner to BP project made the motion that this 6A Zoning and Licensing Subcommittee send a letter of particulars to be requested in person before the Board of Zoning and Adjustment, (BZA) on December 19, 2000 to grant a thirty (30) days continuance of this Matter of Right and Special Exception Application #16648 concerning BP AMOCO. Commissioner, Pernell asked for a second to his motion.

The motion is based on the lack of clear information provided by BP AMOCO Representatives. Provided to the members of the adjacent community and their properties. Also, not enough clear information concerning an Environmental Impact and Traffic study. Whereas, standing commissioners and commissioners elect would have an opportunity to view all information concerning this large scaled project.

Members of the ANC 6A and other community groups are attempting to complete the fact finding and present a letter of clear understanding of what is going on with Bp Amoco Station to the community. At this we are unable to do so.

Taping of the December 13, 2000 Zoning and Licensing Subcommittee meeting can be seen and viewed in the 6A Commission Office at 624 H., Street, N.E. and copies are provided when requested.

Chair of the Zoning and Licensing Subcommittee
Marvin F. Fields, Jr.

Minutes from ANC [redacted] Zoning and Licensing Subcommittee M[redacted]ing October 11, 2000

by Commissioner Marvin F. Fields, Jr.

On Wedneday, October 11th, 2000 ANC Z and L subcommittee convened its regularly scheduled meeting at 900 G Street, NE at 7pm. The meeting was chaired by Commissioner Marvin F. Fields, Jr.

BZA applicants before the Z and L subcommittee were BP Amoco and Sasha Bruce House. The ANC Z and L committee did not take a position.

The matter concerning BP Amoco is as follows:

- The 6A Commissioners and the surrounding community asked for the BP Amoco project to be scaled back.
- Commissioner Gregory Ferrell asked for the applicant to explain their need for a special exception. And, if bp amoco received no support from the BZA or the ANC 6A, would BP Amoco bring their present property up to standard? Not a positive response to Commisioner Ferrell.
- Community member Mr. Pat Lally asked BP Amoco representatives about height, density, curb cutting, landscaping and weeding of the alleys.
- Commissioner Daniel M. Pernell felt that the BP Amoco project would be a high rise and a negative impact on the surrounding community and an impact on the Capital Children's Museum, just across the street from the proposed project, housing two charter schools.
- 6A Commissioners and community members voiced their opinion that it would be vital to have another meeting to discuss modification, and on-going community issues, retail services, community reinvestment, traffic and enviromental assessments and survey, fire department review, and if all buffer zones are necessary regarding the proposed BP Amoco gasoline station. It would be necessary to schedule a meeting with all parties involved before the next ANC 6A regularly-scheduled meeting for November 4, 2000.

Many attending the meeting believed there is no proposal in place for an alternative plan.

The matter concerning Sasha Bruce House is as follows:

- To arrange another meeting involving the surrounding community and to confer with the SMD ANC commissioner Marvin F. Fields before their hearing date with the BZA on October 24th, 2000.

Commissioner M.F. Fields, Jr.

704 Eighth Street, NE
Washington, DC

November 28, 2000

Board of Zoning Adjustment
441 4th Street, NW, Suite 210
Washington, D.C. 20001

RE: Application #16648

Dear Members of the Board:

I am a resident of Northeast Washington, a place that I care about very much. I moved to the city to escape the maddening chaos that the car-dependent suburbs have become, for a simpler life where I can walk to work, stores, restaurants, and services. I think many of the people that live around me share a similar view. A true city is a web of neighborhoods, each self-sustaining and full of life, interconnected by sidewalks, streets, bus lines, subways, and parks. Washington offers much in the way of a well-planned urban design, with beautiful vistas, plentiful green space, and an efficient grid system. In short, Washington is a city, a place that should not welcome elements of the suburban style of development that detract from such a good design.

The proposal from BP Amoco to expand its property at 3rd and H streets, NE, is such a development. In the many community meetings that I have attended regarding this proposal, I have seen nothing from the engineer, Mr. Dan Duke, of Bohler Engineering in Sterling, VA, that suggests he understands or appreciates the kind of development that is appropriate or sensible for this urban parcel. I have written to Mr. Duke regarding the plans that he has forwarded on behalf of BP Amoco, with suggestions for improving this design. My suggestions included reconfiguring the plan so that the retail element of the project faces the street (not buried behind the pumping islands) to accommodate the residents of the community. I prevailed upon Mr. Duke to consider a plan to restore the historic façades of the storefronts in the 300 block of H Street to create the retail space the company seeks to include. (Other than a reply thanking me for my letter, I have not received a substantive response from Mr. Duke, Bohler Engineering, BP Amoco, or others regarding this letter.)

As the project stands, there is not a single aspect of the design that merits acceptance in an urban context. One would hope that this kind of design would be relegated to the side of a highway. The lawyers representing BP Amoco have maintained that the benefits to the community are greater than any inconveniences the nearby residents may endure. Frankly, I do not see how a suburban gas station a full city block in size is going to improve our community. Certainly, this kind of development will not increase the attractiveness of the H Street corridor and help to spur new growth. Rather, it will merely help to degrade the prospects for both sides of H Street in this block and reduce the visual impact further as one approaches the neighborhood from another physical and mental barrier, the bridge over the rail yard.

Our community is looking for ways to make H Street a destination, not a thruway—a place where families stop to shop, eat, attend civic and social events, and enjoy things that we have yet to even imagine. While we recognize that BP Amoco now owns, and therefore, "controls", the parcel of

property in question, we believe that it is the responsibility of the city's various regulatory agencies to ensure that crucial piece of commercial property is developed in a responsible, and appropriate manner. I urge the members of the Board of Zoning Adjustment to deny any variances that would enable BP Amoco to carry out their plans as they stand. This includes allowing the closing of public alleys, additional curb cuts along H Street, demolition of the historic properties in the square, and any other measures that would enable this plan to be realized.

I urge you to work with the other agencies within the city government—Historic Preservation Review Board, DCRA, and Office of Zoning—to provide consistent, clear guidance to BP Amoco as to what the city will allow and accept at this site. Thorough communication between these agencies and, especially, with the community, during this process is tantamount to establishing a process that will ultimately result in a win for everyone involved.

The fact is that it is possible, and moreover potentially more profitable, for BP Amoco to design a mixed-use site that incorporates the historic structures, brings the retail forward, scales down the service station, and still functions as a perfectly healthy block in an urban neighborhood. The attorneys and planners working for BP Amoco do not seem to see it this way. It is incumbent upon the community and the city to help them see differently. I urge you to read Mary Vogel's letter regarding two potential visions for this parcel and the street at large for further evidence.

I am aware of the BZA's hearing regarding this proposal scheduled for December 19 at 9:30 am, and I plan to attend. Please let me know if there are additional steps available—to me and my community—to provide input and guidance regarding this process. Thank you for your time and attention to this matter.

Respectfully,

Kevin Palmer

Kevin Palmer

Enclosures

Letter to Mr. Dan Duke of Bohler Engineering
Letter from Ms. Mary Vogel of Washington, DC

Cc:
Office of Councilmember Sharon Ambrose
DC Office of Planning
DC Office of Zoning
Advisory Neighborhood Commission 6A

Mr. Dan Duke
Bohler Engineering

Mr. Duke:

We have not formally met, but I've attended two meetings in which you've discussed your design proposals for the expansion of the BP-Amoco site on H Street, NE in Washington, DC. As you have probably surmised, this project is perceived by the community as a critical piece in the larger issue of redevelopment of the entire corridor. To give you a little background, the neighborhood in which your client proposes to build is keenly interested in shedding the years of disinvestment since its physical demise in the 1968 riots here. The community is well aware of the problems that this dearth of activity has helped to breed—drug trafficking, abuse, crime, and a general feeling of insolence when walking the corridor.

As you have seen by the active nature of the meetings which your client has agreed to hold with the community, we are very interested in what happens along this important commercial corridor. Many of us have dreams of a day when we can walk to a grocery store, gym, coffee shop, dentist, doctor's office, pizza joint, quality restaurant, daycare center, and so on. Urban neighborhoods are a collection of people with the like desire for community—often the exact opposite of what has been realized in the suburbs. We are not dependent on cars in the city. The majority of folks only own cars to enable travel to places beyond the city, or to haul groceries since full-service groceries are hard to come by in many areas of the city. But that is changing.

My point is that what the people in this community are looking for is a way to develop opportunities that serve the people of this community, not the suburban commuters that ravage our neighborhood streets on a daily basis. One neighbor of mine commented last night, "I want people from Maryland to want to stop and have dinner on H Street, not merely stop for gas, pump up, and drive on." Your current proposal offers the neighborhood very little in the way of a local-serving commercial style of development, while making every effort at convenience to the automobile user, the majority of whom will not be from the local community.

While the majority of the community recognizes that BP-Amoco now "controls" (as Mr. Rachal is so fond of saying) the nearly-full-block of 3rd, 4th, H, and I Streets, NE, and that further development of the property is inevitable, we are trying to impress upon you and your client that the best thing you can do for the project is to propose a responsible, sensible design. One that marries the goals BP-Amoco has with good urban planning principles. This is a city neighborhood and regardless of the design of the canopy you propose, stretching such a thing for a city block—particularly in the context of the magnitude that this corner represents as the entrance to the neighborhood—is inappropriate and insensitive.

There are many workable solutions to the problem, some of which will offer a greater design challenge for you and greater costs to your client. However, an easy case can be made that the better your investment, the better the return will be. In this case, one alternative that BP-Amoco and yourself have not seemed to consider is the potential for retaining the historic character of the street through restoration of the existing structures and conversion to your much-hyped mini-mart. With the addition of new construction behind these historic fa*ades, you could surely grow the mini-mart beyond 7,000 square feet. If BP-Amoco's stated mission is to be something more than a petroleum company, perhaps they could show the community real investment by partnering with a named retailer—say a Kinko's—to provice a real service to the community in a portion of the newly created retail space.

Removing the mini-mart from behind the gas islands would open up new space in that part of the parcel and placing the retail at the front of the parcel (at the egress with the sidewalk) would certainly improve pedestrian access. No matter how many crosswalks you install, any instance where a car and pedestrian must compete for real estate, there will be conflict (just follow any of the stories in the past few years of pedestrians in suburban neighborhoods like Rockville, where it seems they lose at least one trying to cross the Pike a week).

In short, Mr. Duke, there are many possibilities that BP-Amoco could consider that your direction could help to persuade. The community will not rest until it is made to feel like a partner in the development of it. Too often large corporations take the stance that a community should "like it or leave it." That may be easy to do in the suburbs, where few people will really be impacted by an insensitive design, but in the city, people matter. Pedestrians matter. Cars are a nuisance, a source of pollution and asthma, and a scourge on the landscape.

I would like to assist you and your client in getting the facts about your project before the community by putting together a space on a website for people to review the plans, make suggestions and comments about them, and learn about the process and steps that the company is taking to do the right thing. If you are willing to cooperate, I think the process could go much more smoothly and you could find that BP-Amoco comes out smelling like a rose and respected for the positive message it sends to the community, rather than the perception it currently enjoys as a poor corporate neighbor.

Please feel free to call me at 202 366-6848 or e-mail me at kevpalm@erols.com. I look *forward* to working with you to make the expansion of this important site one that BP-Amoco and the community at large can be proud of.

Thanks for your time.

Regards,

Kevin Palmer
704 8th Street, NE
Washington, DC
kevpalm@erols.com

Board of Zoning Adjustment
441 4th Street, NW, Suite 210
Washington, D.C. 20001

November 27, 2000

> "Speeding traffic and pedestrian street life are antithetical and incompatible. . . . Streets, and how they function, are the ultimate distinction between a city and a suburb."
> —*Cities Back From The Edge*, Roberta Gratz with Norman Mintz

Dear Members of the Board,

I want to invite you to come on a little tour with me. We're not going far. In fact, it's so close you could bicycle to it from here as I often do. But you probably didn't bring your bicycles today, so we'll take the Metro. We'll go just one stop from Judiciary Square to Union Station. Then we'll head out the back way through the parking lot and down the ramp to the H Street overpass.

It took us about 5 years to get here. . .We've just passed the crest walking down the south sidewalk going east. A cyclist asks to pass on our left, so we move right. That cyclist knows better than to risk her life on the street itself. Motorists use all six lanes as if it were a raceway.

It is mid-afternoon and the sun is illuminating the north side of the street--so our eyes are drawn there. What is the first thing that catches our attention after the empty building vacated by the Children's Museum, but a whole city block of asphalt and a sidewalk broken every few feet with curb cuts--assuring that no one will walk there--and assuring an urban heat-island effect that promotes the climate change that our addiction to the automobile has catalyzed.

The mini-mart associated with this gas station has garage door type night windows similar to those of other merchants on H Street. One brave pioneer had tried to take them down on a couple of buildings back in 2000, but he learned his lesson. The only street life this block-long gas station tends to attract are the drug addicts and dealers who used to hang out around the smaller station that previously occupied this corner.

What is this I-95 style truck stop doing here just a few paces from one of the grandest edifices of our city? What does this block-long BP Amoco Station at this gateway location tell you about our priorities for H Street, NE? What was once a vibrant shopping district has continued to crumble abandoned to the automobile for decades to come, if not centuries.

The residents who once used H Street, NE for the bulk of their weekly shopping can just jump in their cars and head on over to Virginia to shop at the big boxes and the malls. That is, those who have cars can go to Virginia. The rest, well, they are too poor to make much noise about their loss anyway.

Members of the BZA, is this the message that you want to send our neighborhoods?

> "Whatever people are doing to a downtown to make it more pedestrian-friendly, active and aesthetically appealing and to revive street-oriented activity, taming of cars is inevitably involved. More and more people demand it."
> —*Cities Back From The Edge*, Roberta Gratz with Norman Mintz

Now let's start our tour over from the crest of the H Street overpass. Mayor Williams' Year 2000 bicycle plan has reclaimed one lane on either side of the H Street overpass for bicycles, getting them off the sidewalk and slowing traffic a bit. The merchant and resident initiated efforts have reclaimed part of H Street to restore an old street car line and this connects seamlessly to the New York Avenue Metro Station. It also slows traffic on the street.

Now, the first thing we see beyond the renovated Children's Museum is a four-story Victorian style structure that mimics the row house architecture for which Capitol Hill is so acclaimed. The first floor is storefront retail with an interesting mixture of shops. The second floor is office space—perhaps medical and dental. The next two floors are

residential, serving people who want to be close to jobs, services, Metro and other rail transportation. Most of these urban pioneers have chosen not to own a car since public transportation and services are so convenient. What an ideal location--especially now that H Street has been reclaimed for its residents!

This gateway building has earned a "Platinum Rating" through the LEED (Leadership in Energy and Environmental Design) rating system. With its green roof, diverse native plant landscape, shared block garden created from all the back yards on the block, largely daylit rooms and excellent indoor air quality, it is a model for the rest of the infill and restoration that is going on along H Street. (This restoration and in-fill had been happening without the gateway project—through enterprising local entrepreneurs from the neighborhood. The gateway just boosted their efforts.)

People from the Telecom high tech office building at the base of the overpass as well as workers from the North Capitol Corridor gravitate to the gateway at lunch hour and coffee breaks. This stimulates more entrepreneurial endeavors, including a demand to widen the sidewalk for sidewalk cafes. This slows the street even more, but former commuters don't mind because they themselves are inclined to stop and take advantage of the street life too. Some of them even find it so appealing that they move back into the city—to these very blocks.

You can imagine the rest of the story, just as you can imagine the rest of the first scenario. I use them to illustrate the fact that the proposed BP Amoco project DOES NOT meet the intent and purpose of the Zoning Regulations and the Comprehensive Plan of the District of Columbia to provide for the health, safety and welfare of the residents AND SHOULD BE DENIED!

Sincerely,

Mary Vogel

Mary Vogel
202-547-7203 H
600 G St. NE
Washington, DC 20002
maryvogel@yahoo.com