BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

Application of BP Amoco Corporation
and Steuart Investment Company

BZA Application No. 16648
Public Hearings: December 19, 2000
March 20, 2001
ANC 6A

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BZA
Case No. 16648
Exhibit No. 93

SUPPLEMENTAL STATEMENT OF THE APPLICANT

I. Introduction

The BP Amoco Corporation respectfully submits this Supplemental Statement of the Applicant which fully documents a dramatically scaled down project which directly responds to the concerns raised by the community.

At the original December 19, 2000 hearing date, the Board strongly encouraged BP Amoco and the various community groups, and especially the most immediately affected neighbors, to continue to work together to develop a mutually acceptable plan to replace the existing gasoline service station which has operated at this location since at least 1959.

Shortly after the Board continued this case, BP Amoco, through counsel, wrote to the various community groups[1/] and members soliciting their detailed input on the proposed project. See Exhibit A. In response, the Applicant received a written response by letter dated January 10, 2001 from various elements of the community. See Exhibit B. This letter recognized that "[i]t is unlikely that all elements of the community will ever be in full agreement". Additionally, BP Amoco felt strongly that the most immediately affected neighbors should have the greatest say in how this project should go forward. On Saturday, February 3, 2001, the BP Amoco team met for several

1/ BP Amoco has intentionally and in good faith taken an inclusive approach to working with the community that dates back to the original filing of this application in September 2000 and includes numerous meetings with a wide range of groups. However, BP Amoco reserves the right to challenge requests for Party status in order to

Board of Zoning Adjustment
District of Columbia
CASE NO.16648
EXHIBIT NO.93A1

hours with approximately twenty (20) residents of Square 776 and ANC 6A Commissioner Marvin F. Fields, Jr. The most immediately affected neighbors provided specific guidance to BP Amoco for scaling back its proposal, including:

1. Build only on the existing site (Lot 53);
2. Make no changes to the existing alley system; and
3. Eliminate the proposed carwash.

Based on the guidance provided by the most immediately affected neighbors and other members of the community, the BP Amoco team undertook a top to bottom review of the proposed project. **As a result of the input from the community, BP Amoco has fully adopted the three specific recommendations set forth above by the Square 776 residents.** Initial response from the community has generally been favorable, although not unanimous. At one of two (2) competing ANC 6A meetings held simultaneously at different locations on March 1, 2001, Commissioners representing the most closely affected residents expressed preliminary support for the revised plan subject to further input from Square 776 residents. See Exhibit C.

II. Original Application

For comparison purposes, a brief description of the original proposal which BP Amoco has abandoned is provided. See Original Site Plan, Exhibit D. The earlier proposal was based on almost doubling the size of the existing site by consolidating Lot 53 with numerous smaller lots facing H and 4th Streets and in the interior of Square 776 to yield a site with a lot area of 58,347

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ensure the fullest deference to the most immediately affected neighbors in Square 776 and a streamlined and orderly conduct of this hearing.

square feet (1.34 acres). This lot consolidation would have required closing (and widening) several portions of the existing alley system serving Square 776. Development of the consolidated lot would have included a matter-of-right convenience store/foodmart, a matter-of-right carwash, and eight (8) multiproduct dispensers (pumps) in a linear or racetrack configuration with a 202-foot long canopy. Ingress and egress to the consolidated lot would have been provided from H Street, 3rd Street and 4th Street at six points.

III. Revised Proposal

In accordance with the guidance from the community, and particularly the most immediately affected neighbors in Square 776, BP Amoco has substantially scaled back its proposal. As revised, the facility will be developed on the existing site, Lot 53, which has a lot area of 35,844 square feet. See Revised Plans, Exhibit E. The matter-of-right convenience store/foodmart, including a "Wild Bean Café" has been incorporated into this revised plan, but located closer to the H Street and substantially farther from the adjoining residential properties in the rear of the site. In this rear buffer area, substantial landscaping and a 7-foot high wood fence will provide a buffer zone. Parking for 20 vehicles will be provided, although only 15 spaces are required. Eight (8) multiproduct dispensers will be in a "stacked" configuration with a 118-foot canopy running parallel to H Street. The pump area and canopy has been pulled back from H Street almost 20 feet further to respond to community requests for a less prominent presence on H Street.

A quick comparison will demonstrate how dramatically this project has been scaled back by BP Amoco.

- The site is **Thirty-Nine percent (39%)** smaller.
- The pump canopy is **Forty-Two percent (42%)** shorter as measured along H Street.
- The lot occupancy of the pump canopy is almost **One Hundred percent (100%)** smaller.
- The rear yard facing the neighbors is **Two Hundred Sixty-Four percent (264%)** deeper.
- The front yard on H Street is **Twenty percent (20%)** deeper.
- The lot occupancy of the entire project is **Thirty-Seven percent (37%)** smaller.
- The density (Floor Area Ratio) is **less than Sixteen percent (16%)** of the Permitted Commercial FAR and **less than Ten percent (10%)** of total permitted FAR.

As revised, this proposal leaves approximately 23,000 square feet of BP Amoco-owned property at the corner of H and 4th Streets undeveloped. BP Amoco has demolished the vacant and condemned buildings on this unused part of the site, except 316 H Street[2/] which has been offered to the community for relocation as a donation. See Exhibit F. A similar free offer by BP Amoco of a "historic" building in Clarkesville, Maryland created a bidding war and auction among numerous interested parties. See Exhibit G. Almost immediately, the H Street

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2/ On December 14, 2000, the Historic Preservation Review Board unanimously denied the historic landmark application for 316 H Street filed by the Stanton Park Neighborhood Association.

Community Development Corporation expressed interest in purchasing the undeveloped properties. See Exhibit H.

IV. BP Amoco Innovation and Environmental Respect.

In no respect will this be a typical gasoline service station. A full-size prototype of this new BP Amoco station was developed secretly in a warehouse in Atlanta, Georgia as an introduction for the newly merged BP Amoco and its role as an environmentally-sensitive energy company. Under its new BP Amoco image, the gasoline service station will be new and innovative in its design, services and products. As the world's largest producer of solar energy equipment, BP Amoco has designed the pump island canopy to incorporate solar panels to harvest the sun's energy to provide power to the facility. The multi-product dispensers or pumps will not only have the latest in vapor containment equipment to safeguard the air, but provide free Internet access to customers. BP Amoco will sell low sulfur fuels (80% less sulfur than currently marketed fuels) several years ahead of federal requirements and the newly installed underground storage tanks will be the latest technology, including double-wall fiberglass underground storage tanks with overfill protections and alarms, and a "closed" piping system to prevent vapor release into the atmosphere. *See* Environmental Evaluation attached as Exhibit F, attached to original Prehearing Statement.

The foodmart/convenience will not be another 7-11, but offer upscale goods and services to customers in an area starved for quality offerings. The foodmart/convenience store's size, 4,224 square feet will enable it to offer a wider range of goods and services. Inside the BP

Connect" will be a wide range of fresh and packaged goods, including everything from fresh produce, fresh baked goods, and common food and household staples. Also, BP Amoco plans to co-locate a "Wild Bean Café," an upscale coffee bar and delicatessen. The Wild Bean Café is being developed in consultation with and similar to Au Bon Pain.

V. Applicant Meets The Requirements For The Requested Special Exception

Uses that are allowed by special exception are deemed compatible with other uses permitted in that particular zoning classification provided certain requirements are met. In reviewing applications for a special exception under the Zoning Regulations, the BZA's discretion is limited to determining whether the proposed exception satisfies the relevant zoning requirements. If the prerequisites of the Regulations are satisfied, the Board ordinarily must grant the application. See, e.g., Bakers' Local Union No. 118 v. District of Columbia Board of Zoning Adjustment, 437 A.2d 176, 178 (D.C. 1981).

As set forth in greater detail below, approval of special exception relief in this case meets or exceeds all of the applicable requirements and is in harmony with the general purpose and intent of the Zoning Regulations and Map and will not adversely affect the use of nearby properties.

In the C-2-A zone, a special exception under § 726 for a gasoline service station is subject to the requirements set forth in § 706, including:

706.1 A gasoline service station established or enlarged after the adoption of these regulations shall be permitted in a C-1 district if approved by the

Board of Zoning Adjustment in accordance with the conditions specified in § 3108 of chapter 31 of this title, subject to the provisions of chapter 23 and the provisions of this section.

706.2 Each application submitted under this section shall be referred to the Office of Planning in accordance with the provisions of § 705.

BP Amoco Compliance: BP Amoco has met with the Office of Planning staff and provided these updated plans. Additional information, including this Statement will be provided to Office of Planning.

706.3 The station shall not be located within twenty-five (25 ft.) of a Residence district unless separated from the Residence district by a street or alley.

BP Amoco Compliance: As shown on the attached Site Plan, Exhibit E, the site is separated from the adjacent residential properties by existing alleys. BP Amoco also proposes to implement a substantial landscaping and buffer plan around the site perimeter.

706.4 The operation of the use shall not create dangerous or other objectionable traffic conditions.

BP Amoco Compliance: As more fully detailed in the Traffic Impact Analysis Prepared by O.R. George & Associates, Inc., Transportation Planning & Engineering Consultants, attached as Exhibit H to the Applicant's Original Preliminary Statement, the proposed facility will "not create dangerous or other objectionable traffic conditions." In particular, the Traffic Impact Analysis clearly demonstrates the following conclusions:

1. Existing Levels of Service on the adjacent roadway network are quite acceptable, and are well within the City's stipulated standards.

2. The uses proposed by the Application do not attract a significant level of destination trips. Approximately eighty percent (80%) of peak hour trips are attracted from traffic volumes already on the adjacent roadways.

3. Even if all trips accessing the station were assumed to be new or destination trips, the situation upon build out of the future gas station and accessory uses would still be well within the City's Levels of Service standards.

4. The number of curb cuts or driveways along Third and H Streets would be maintained, but they would be widened and better spaced to facilitate site access.

In its December 8, 2000 report on the original and much larger project, DPW concluded that from "a transportation standpoint, the proposed improvements will not have an adverse traffic impact on the adjacent

street system in the area. Accordingly, DPW has no objection to the proposal. See Exhibit I.

706.5 The Board may impose requirements pertaining to design, appearance, screening, or lighting, or other requirements as it deems necessary to protect adjacent or nearby property.

BP Amoco Compliance: As more fully set forth in this Supplemental Statement and its original statement, BP Amoco has incorporated substantial design, streetscape, landscaping, buffering, lighting and other elements to the proposed development plan. Many of these elements were modified in response to input from the community.

706.6 Required parking spaces may be arranged so that all spaces are not accessible at all times. All parking spaces provided under this subsection shall be designed and operated so that sufficient access and maneuvering space is available to permit the parking and removal of any vehicles without moving any other vehicle onto public space.

BP Amoco Compliance: As shown on the Site Plan, BP Amoco has provided parking substantially in excess of the minimum required. All

parking spaces are fully accessible at all times without impacting site circulation or safety.

Additionally, Section 2302 imposes the following requirements for a gasoline service station, including:

2302.2 No portion of the structure or premises to be used for any of the uses listed in 2302.1 [gasoline service station] shall be located within twenty-five feet (25 ft.) of a Residence district unless separated from the Residence district by a street or alley.

BP Amoco Compliance: The building is located more than 51 feet from the Residence District and also separated by an alley.

2302.3 No use listed in 2302.1 shall have a vehicular entrance or exit connected with a street at a point closer than twenty-five feet (25 ft.) To any Residence district existing at the time the use is established, unless separated from the Residence district by a street or alley.

BP Amoco Compliance: All vehicular entrances and exists are more than twenty-five feet (25 ft.) from any residential district. See Site Plan.

2302.4 No driveway of any entrance or exit to any use listed in 2302.1 shall be closer than forty feet (40 ft.) to a street or intersection as measured from the intersection of the curb lines extended.

BP Amoco Compliance: All driveways and curb cuts providing any entrance and exist to the site are located more than forty feet (40 ft.) from any intersection as measured under the Zoning Regulations, except an existing curb cut to be retained at the corner of 3rd and 4th Streets.

V. Witnesses

The following witnesses will testify in support of this Application:

1. Mr. Stephen R. Faletto, BP Amoco Corporation.
2. Mr. John Lombardo, BP Amoco Corporation
3. Mr. Dan M. Duke, Bohler Engineering.
4. Mr. Osborne R. George, O.R. George Traffic Consultants.
5. Mr. Kenneth J. Wilhelm, BP Amoco Dealer
6. Mr. Jeffrey Folkes, BP Amoco Corporation
7. Rabbi Spero, Square 776 Resident

VI. Exhibits In Support Of Application

Exhibit A: December 21, 2000 letter to community from BP Amoco.

Exhibit B: January 10, 2001 letter from community to BP Amoco.

Exhibit C: March 3, 2001 Washington Post article, "In Capitol Hill Community ANC fractures."

Exhibit D: Original Site Plan.

Exhibit E: Revised Plans, including Site Plan, Landscape Plan, Existing Condition Plan, and Elevation Plan.

Exhibit F: February 12, 2001 letter to community from BP Amoco.

Exhibit G: March 1, 2001 article regarding Hartford County house donation.

Exhibit H: February 16, 2001 letter from H Street CDC.

Exhibit I: DPW Report dated December 8, 2000.

VI. Conclusion

For the reasons set forth above, the requested special exception relief can be granted without impairing the intent, purpose and integrity of the Zoning Regulations.

Respectfully submitted,

GREENSTEIN DELORME & LUCHS, P.C.

March 6, 2001

By: _____
John Patrick Brown, Jr.

LAW OFFICES OF ANTHONY M. RACHAL, III

By: _____
Anthony M. Rachal, III

Co-Counsel for Applicant

153532

CERTIFICATE OF SERVICE

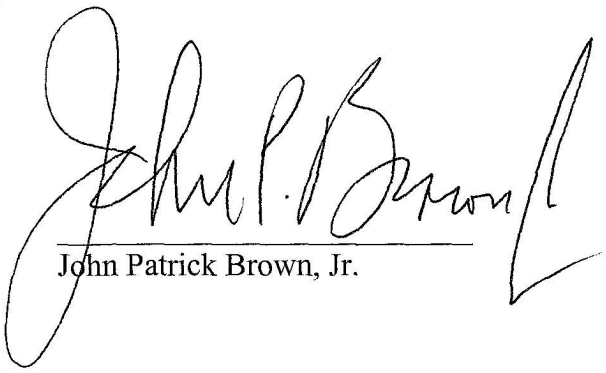
I HEREBY CERTIFY that a true and correct copy of the Statement of the Applicant was served by hand-delivery, this 6th day of March, 2001, upon:

Mr. Daniel M. Pernell
Mr. Marvin F. Fields, Jr.
Mr. G. Keith Jarrell
Advisory Neighborhood Commission 6A
624 H Street, N.E.
Washington, D.C. 20002

Ms. Sarah L. Robinson
816 4th Street, N.E.
Washington, D.C. 20002

Mr. Mackie J. McCrea, Jr.
814 4th Street, N.E.
Washington, D.C. 20002

Mr. David McGettigan
Office of Planning
801 N. Capitol Street, N.E.
Fourth Floor
Washington, D.C. 20002



John Patrick Brown, Jr.

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December 21, 2000

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Washington, D.C. 20002

Mr. Mackie J. McCrea, Jr.
814 4th Street, N.E.
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Mr. Drury Tallant, Co-Chair
Stanton Park Neighborhood
Association
730 3rd Street, N.E.
Washington, D.C. 20002

Mr. Lyle R. Schauer
Capitol Hill Restoration
Society
P.O. Box 15264
Washington, D.C. 20003-0264

Ms. Meg Maguire, President
Scenic America
801 Pennsylvania Avenue, S.E.
Washington, D.C. 20003

Re: BP Amoco Corporation
BZA Application No. 16648

Dear Ladies and Gentlemen:

Following the Board of Zoning Adjustment's ("BZA") hearing on December 19, 2000, BP Amoco has requested that I contact the various persons and organizations who have expressed concerns and/or opposition to this project. Over the last three months, BP Amoco has met with a great many persons and organizations, both in support and opposition, in more than a dozen different meetings. The current plan incorporates many, but not all, comments and suggestions which have been offered

from a variety of sources and at different times. In order to attempt to move this consultation process forward, BP Amoco wants to solicit and receive specific comments which represent the consolidated and coordinated input of the various elements of the community.

Accordingly, on behalf of BP Amoco, I am requesting that the community elements, working together, provide us with specific and detailed written input on this proposed project. As a starting point, consideration should be given to the project as it has evolved and is currently proposed, including the gasoline station, convenience store/foodmart, and car wash. Please note that BP Amoco is simply a gasoline company and not able or willing to consider other development options (e.g. office, retail, housing). In order for BP Amoco to effectively review and respond to the community's input, the information must be specific. For instance, "scaled back" without any specificity as to details of what, where or how much will not be helpful.

Given the impending holidays and the number of community participants, BP Amoco wants to allow sufficient time for the group to meet and formulate its unified views. Hopefully this can be accomplished not later than Monday, January 8, 2001. If this schedule proves difficult, please let me know.

I have attempted to make this letter inclusive (without regard to the limits of party status before the BZA) as it relates to the various community participants. If I have failed to include anyone or any group, it was not intentional and your guidance on who should be added to the list would be greatly appreciated.



Scenic America
DC Preservation League
Committee of 100 on the Federal City
National Trust for Historic Preservation

Residents of Square 776
Capitol Hill Restoration Society
Stanton Park Neighborhood Association
Near Northeast Citizens Against Crime and Drugs
H Street Association of Merchants and Professionals

January 10, 2001

Mr. John Patrick Brown
Greenstein DeLorme & Luchs, P.C.
1620 L Street, NW, Suite 900
Washington, DC 20036

Re: BP Amoco Corporation
BZA Application 16648
S.O. Application 00-90

Dear Mr. Brown,

Pursuant to your request in a letter dated December 21, 2000 for specific comments that "represent the consolidated and coordinated input of various elements of the community", we have tried below to provide you with some guidance which we believe represents the majority view. It is unlikely that all elements of the community will ever be in full agreement; however, the community and the Office of Planning have given you a remarkably consistent set of comments. Those comments have been echoed by organizations with significant local and even national stature such as the Capitol Hill Restoration Society, the Committee of 100 on the Federal City, the National Trust for Historic Preservation, and Scenic America. The Office of Planning prepared a 15 page report outlining in great detail the incompatibility of your proposal with the goals of the Comprehensive Plan, good urban planning principles, and efforts to revitalize this commercial corridor.

Overwhelmingly, the comments you have received repeatedly stressed the need to: substantially improve the existing site in a manner consistent with the urban fabric; provide neighborhood-serving, pedestrian-friendly retail; and eliminate from your plan the need to close the existing system of alleys. These critical issues were identified very early in the review of your project, but are yet to be addressed. Summarized below are some of the goals which we believe to be generally agreed upon, together with suggested ways to accomplish each goal.

1) reflect and contribute to the urban environment
- promote neighborhood-serving, pedestrian access
- maximize retail activity on the street frontage
- provide a density of development consistent with this urban neighborhood

2) respect the surrounding neighborhood
- provide goods and services targeted at the residential community
- develop a project design which is compatible with surrounding uses
- create a project design which increases the value of nearby property

3) encourage additional investment
- demonstrate the potential for redevelopment of existing buildings

On a site this large, there are numerous alternative design possibilities, and we do not want to preclude other, more creative site development solutions. The overwhelming consensus in the community is for BP Amoco to focus its redevelopment efforts on improving the existing gas station, and facilitate a more positive outcome for the H Street frontage to the east and west of the alley. We believe the following suggested site organization could be designed to make a substantial positive contribution to the H Street Corridor:

a) Locate the convenience store - preferably a 2-3 story structure -at the corner of Third and H Street with a pedestrian entrance from the H Street sidewalk. Buildings at corners are especially important and effective in reinforcing the urban streetscape.

b) Retain and re-use any existing historic structures in the redevelopment proposal, especially 316 H Street, NE.

c) Install the pumps and canopy behind the building, parallel to Third Street, with appropriate screening from adjacent residential properties.

d) Maintain and improve the existing system of alleys to facilitate vehicular circulation to the gas station and residential structures. Reduce to a minimum any curb cuts.

e) Ensure that if there is a car wash - it is oriented and designed to significantly minimize disruption to adjacent residential properties.

f) Develop commercial retail or office uses on that portion of the site between the alley and Fourth St. or facilitate appropriate commercial development of the site.

As currently proposed, the project adversely affects the dominant scale and pattern of the H Street Commercial Corridor. It will not provide net benefits to either the Corridor or the surrounding residential community. Please understand it is not the community which bears the responsibility to design an acceptable project, and the above comments should not be construed as the only acceptable solution. It is the responsibility of BP Amoco to design a project which meets the broad general requirements of the District's zoning and planning guidelines; is consistent with the Comprehensive Plan; and is an architectural statement of sufficiently high quality to win community support.

The BP Amoco Corporation has the breadth of the guidance contained in the Planning Office's 15 page report, has heard a consistent set of comments from the community and other organizations, and has ample time to respond with a design that provides a positive model for corporate responsibility.

The Board of Zoning Adjustment has provided an opportunity to redesign this project. We strongly recommend that BP Amoco begin to take seriously the comments which the Office of Planning and the community has provided, and engage in a meaningful process to design an appropriate project.

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Washington, DC 20002
(202) 543-8773

Mr. Anwar Saleem President
H Street Association of Merchants and Professionals
1017 H Street, NE
Washington, DC 20002

cc: Mayor Anthony Williams
Councilmember Sharon Ambrose
Eric Price, Deputy Mayor for Economic Development
Andrew Altman, Director, DC Office of Planning
Ellen McCarthy, Deputy Director, DC Office of Planning
Chairperson Sheila Cross Reid, Board of Zoning Adjustment
Office of DC Surveyor
ANC 6A
H Street CDC



In Capitol Hill Community, ANC Fractures

Members Torn Over Race, Other Issues Meet Separately

By DAVID MONTGOMERY
Washington Post Staff Writer

Tensions building for years on a Capitol Hill Advisory Neighborhood Commission climaxed Thursday night when two factions held rival meetings and declared each other out of touch with the community.

One meeting, in a church at 1101 G St. NE, had a quorum of seven members, but it was called "illegal" by the five members who met a few blocks away at the commission's headquarters, at 624 H St. NE.

The chairman of ANC-6A said there were signs to notify residents of the change of location but that someone tore them down. So, she said, she waited outside to tell constituents to report to G Street. Members of the smaller group shrugged off the change of location and held their own meeting where it had been scheduled initially.

Residents and elected officials attribute the schism to everything from racial animosity and gentrification to a generation gap, personality conflicts and power grabs. No single diagnosis seems to fit, and the causes are complex.

ANC-6A represents a rapidly changing neighborhood north and east of the Capitol. Younger white and black families are moving onto some blocks, driving up real estate prices. Like longtime residents, the newcomers are dissatisfied with lingering blight on some streets, and with the struggling H Street commercial corridor.

A majority of the members of the ANC changed on Election Day, but divisions remained. Many past members have been burned out by the squabbling, says D.C. Council member Sharon Ambrose (D-Ward 6), who was at the meeting with the quorum.

The five members who met at the headquarters on H Street are black, while the quorum on G Street included one black and six whites, one of whom is Latino.

"The biggest problem we are having is we are racially divided," said Daniel M. Pernell III, who is black. Members who met with him at headquarters represent districts in the north and east sections of the ward.

"I think there's a gentrification mandate," said Marvin F. Fields Jr., allied with Pernell. "The fact we don't buckle down and lick those shoes, that makes us undesirable."

Ivette Basterrechea, chairman of the ANC, who was a member of the quorum, rejected that allegation. "They happen to be black and happen to be friends," she said. "I'm Latina. I feel comfortable among all people. . . . I am commissioner for everyone in 6A."

Ambrose, who Fields and Pernell allege has schemed with the white commissioners, also disputed the racial analysis. "Does it matter whether folks are white or African American as to whether they want a clean neighborhood?" she said.

Another factor in the dispute may involve tenure on the board. Four of the smaller group ran as incumbents, while six of the larger group were newcomers elected in November.

"I have courted these old commissioners," said Basterrechea, a lawyer who has lived in the ward for six years. "I've sought their advice, and I've tried to include them in decisions."

But the newcomers have rejected some of the old ways of doing business, such as deferring to the representative of a single-member district on issues taking place within that district, Fields said. "It's a slap in the face," said Fields, whose support of a beer-and-wine license in his district was overruled Thursday night at the larger meeting.

The group also voted him out as treasurer and zoning chairman. But it was the question about the beer-and-wine license for Mimi's convenience store, at 1101 H St. NE, that broke the ANC in two.

Residents' complaints of drinking outside and sale of drug paraphernalia inside led to Mimi's losing its license a few years ago.

Now the owners want to sell the business to Sandy Chung, but the Chung family won't buy unless the location has a beer-and-wine license. The Chungs hope to transfer the license of a defunct neighborhood business to Mimi's, said Paul L. Pascal, Chung's attorney.

The larger group voted to recommend against the transfer. "We don't need another [beer-and-wine] license on H Street," Basterrechea said.

Many in the neighborhood are fond of owner Mimi Lee's family. They sell a broader range of groceries, sandwiches and over-the-counter remedies than most convenience stores, and Fields said they give money and food to community activities. He and Pascal say the prospective owners promised to take the location upscale.

And so the smaller group supported the license transfer.

The license wasn't the only controversy. A proposed Amoco gas station expansion in the 300 block of H Street NE was rejected by the larger group. The project is too large and too "suburban" for a city neighborhood with historic architecture nearby, Basterrechea and other residents said. But Fields said H Street needs that kind of investment, and he and his allies lean in favor of the development.

Basterrechea said she expected the Amoco discussion to draw a crowd, and so she changed the location of the meeting. But she announced the change only a few days earlier. Fields and Pernell cite ANC rules requiring seven days' notice, and they plan to ask the corporation counsel to void all votes. Basterrechea said a change can be made for good cause.

Also simmering in the neighborhood are questions of what to do with a historic theater and renovation of Sherwood Playground.

Can ANC-6A get along? Pernell, of the group of five, sees hope in the residents, who he doesn't believe are as divided as their representatives on the ANC. "The residents, to my knowledge, are working out just fine," he said. "They don't see a strong structure in ANC-6A."

Basterrechea says that as chairman, she hopes to put past squabbles behind and get more residents involved by showing an ANC-6A that works. "We're an intelligent community, and we want to make intelligent, well-thought-out decisions," she said.

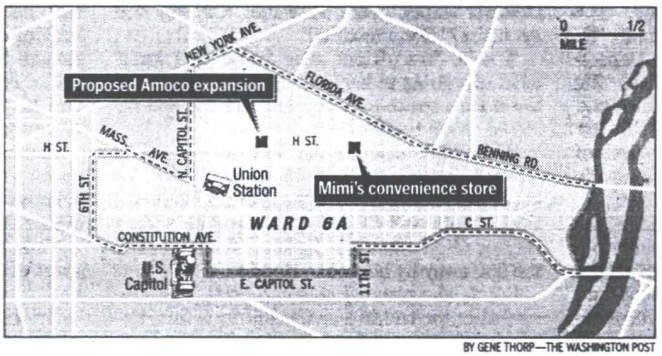


FILE PHOTO/BY ROBERT A. REEDER—THE WASHINGTON POST

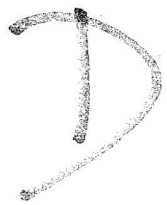
ANC member Daniel M. Pernell III, during a fall tour of neighborhood. "The biggest problem we are having is we are racially divided," Pernell said of the meetings. He sees hope in residents, who he believes are less divided.

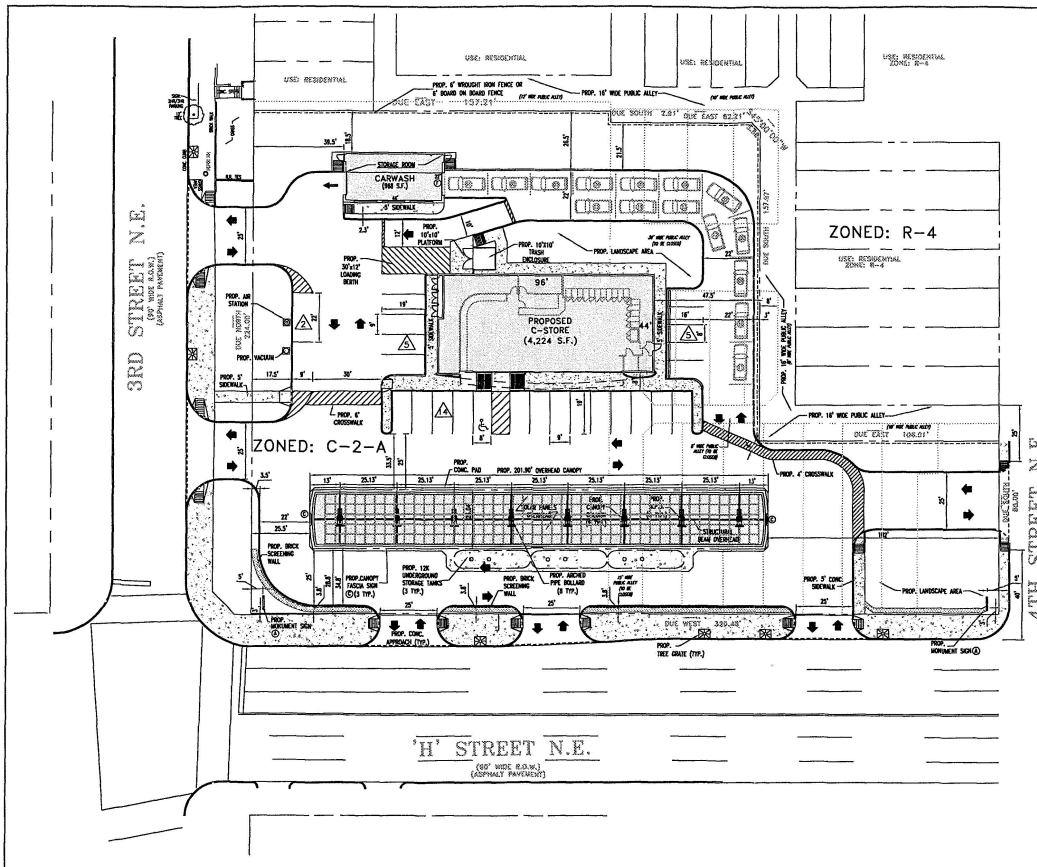
ANC Politics in Capitol Hill

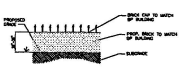
Members of a Capitol Hill Advisory Neighborhood Commission are at odds over several issues, including the proposed expansion of an Amoco station and a proposed beer-and-wine license for a convenience store.



BY GENE THORP—THE WASHINGTON POST





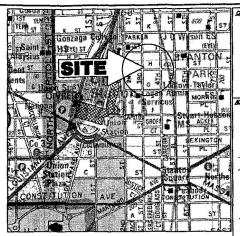


NOTE: SUBGRADE SHALL MUST BE COMPACTED TO 95% OF OPTIMUM DENSITY

BRICK WALL DETAIL
N.T.S.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.



LOCATION MAP

COPYRIGHT: ADC THE MAP PEOPLE
PERMIT USE NO. 20089278
SCALE: 1"=2000'

GENERAL NOTES

1. This plan references a survey by:
   Control Point Associates, Inc.
   1120 Welsh Road
   Suite 200
   North Wales, PA 19454
   Revised: 01-31-00
2. Applicant:
   BP Amoco Corporation
   Suite 900
   One West Pennsylvania ave.
   Towson, MD 21204-5027
   Attn: John Lombardo
3. Legal Description: SUBJECT PROPERTY CONSISTS OF THE FOLLOWING LOTS:

   (Note: See sheet 4 of 4 for lot locations.)

AREA LOT 9	=	1,450 S.F. OR	0.033 AC.
LOT 25	=	1,020 S.F. OR	0.023 AC.
LOT 26	=	1,020 S.F. OR	0.023 AC.
LOT 27	=	980 S.F. OR	0.022 AC.
LOT 29	=	765 S.F. OR	0.018 AC.
LOT 51	=	2,854 S.F. OR	0.066 AC.
LOT 52	=	1,523 S.F. OR	0.035 AC.
LOT 53	=	35,844 S.F. OR	0.823 AC.
LOT 800	=	1,488 S.F. OR	0.034 AC.
LOT 814	=	94 S.F. OR	0.002 AC.
LOT 814	=	815 S.F. OR	0.015 AC.
LOT 816	=	765 S.F. OR	0.018 AC.
LOT 817	=	712 S.F. OR	0.017 AC.
LOT 818	=	2,975 S.F. OR	0.068 AC.
LOT 819	=	3,060 S.F. OR	0.070 AC.

4. Zoning: C-2-A, C-M-1
   Overlay District: None
5. Existing Use: Sale of Motor Vehicle Fuel w/Food Store, Residential
   Date of Station Existence: 3/19/99
6. Proposed Use: Gasoline Service Station, Automobile Laundry, Convenience Store
7. ZONING ORDINANCE PROVISIONS:

	REQUIRED	PROVIDED
a) Minimum Lot Size:	n/a	TOTAL 1.34 AC (58,347 SF)
b) Minimum Lot Width:	n/a	227.42'
c) Maximum Building Height	50 FT	
-Proposed Food Shop		22'-2"
-Proposed Canopy		16'-6"
-Proposed Trash Enclosure		6'-0"
-Proposed Car Wash		13'-5"
d) Setbacks:		
"H" Street, N.E.	n/a	28'
Rear Yard (opposite "H" Street):	15'	18.5'
Side Yard		
3rd Street, N.E.	N/A (6' IF POSSIBLE)	25.5'
4th Street, N.E.	N/A (6' IF POSSIBLE)	102.0'
e) Open Space:	n/a	82.1% (48,310 SF)
f) Parking Spaces:		
1/300 for C-Store / Car Wash		
1.) Food Shop (Retail)	18	Standard 21
		Compact 5
		Total 26
2.) Automobile laundry	15	15
g) Loading Berth	1@ 10' x 30'	1@ 12' x 30'
h) Percent Lot Occupancy	60% (MAX)	17.9%
8. Max Building (FAR)	1.5	0.17

9. Public Water service and Sanitary Sewer service are available to the site.
10. No adjacent or neighboring properties shall be adversely affected by the proposed development.
11. The Service Station is located in an area provided with "combined" storm and sanitary sewer facilities. Stormwater management facilities shall be designed in accordance with all D.C.R.A. requirements.
12. Information regarding underground utilities was obtained from the best available records. The contractor must determine the exact locations and elevations of the connection points by hand digging test pits prior to construction.
13. All curb & gutter shall conform to the District of Columbia Department of Public Works Standards.
14. All features shown on this plan are existing and to remain unless otherwise stated (TBR) = to be removed.

bp
1 N. PENNSYLVANIA AVENUE, STE. 660
ENGLAND, MARYLAND

ALLIANCE ENGINEERING CONSULTANT
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• 109 CARPENTER DRIVE, SUITE 210 •
• STERLING, VIRGINIA 20164 •
• (703) 709-9990 FAX: (703) 709-9992 •

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PENNSYLVANIA LICENSE No. 047316
DELAWARE LICENSE No. 10026

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DISTRICT OF COLUMBIA No. 9913
PENNSYLVANIA LICENSE No. 27084
NEW YORK LICENSE No. 63486
NEW JERSEY LICENSE No. 24GE03
DELAWARE LICENSE No. 10026

NO.	DATE	REVISION DESCRIPTION
6.	12/16/00	REV. PER B/P LOCATION
5.	12/01/00	REV. PER WIDENED ALLEY
4.	11/22/00	REV. PER B/P LOCATION
3.	10/16/00	REV. PER COMMUNITY COMMENTS
2.	9/11/00	REV. PER ATTORNEY COMMENTS
1.	6/26/00	REVISED PER CLIENT COMMENTS
0.	2/21/00	REVISED FOR NEW BLOCKS
0.	4/4/00	REV. FOR 30'X94' BUILDING

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DEVELOPMENT DESIGNATION
NEW BUILD (STICK-BUILD)
#200 SERIES HARMONY BUILDING WITH CAR WASH, & 8 MPD STARTING GATE CANOPY

SITE ADDRESS
208 H STREET, N.E.
WASHINGTON, D.C.

STORE # 84661

SCALE:	1"=20'	ALLIANCE JOB#:	JL
DATE:	02/28/00	BP JOB#:	208
DESIGNED BY:	A.J.V.	ALLIANCE PM:	RS
DRAWN BY:	L.C.L.	CAD I.D.	S7611SSE
CHECKED BY:	A.J.V.	CAD I.D.	S27611

DRAWING TITLE
SITE PLAN

SHEET NO
1
OF 4
REV. No. 7