

Board of Zoning Adjustment
District of Columbia
CASE NO.16648
EXHIBIT NO.93A2

# APPENDIX

# E

CAPACITY ANALYSIS WORKSHEETS
PROJECTED TOTAL TRAFFIC SITUATION

HCS: Signalized Intersections Release 3.2

Inter: H St @ 3rd St
Analyst: ORGA-MFO
Date: 11/29/2000
E/W St: H Street

City/St: Washington, DC
Proj #: BP-Amoco
Period: AM Peak (8:00-9:00) Future
N/S St: 3rd Street

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| LGConfig | | DefL | TR | | | LTR | | | LTR | | | LTR |
| Volume | 58 | 325 | 20 | 44 | 1585 | 135 | 72 | 82 | 30 | 37 | 74 | 85 |
| Lane Width | 12.0 | 11.0 | | | 10.0 | | | 12.0 | | | 12.0 | |
| RTOR Vol | | | 0 | | | 0 | | | 0 | | | 0 |

Duration 0.25 Area Type: All other areas

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| EB Left | P | | | | NB Left | P | | | |
| Thru | P | | | | Thru | P | | | |
| Right | P | | | | Right | P | | | |
| Peds | | | | | Peds | | | | |
| WB Left | P | | | | SB Left | P | | | |
| Thru | P | | | | Thru | P | | | |
| Right | P | | | | Right | P | | | |
| Peds | | | | | Peds | | | | |
| NB Right | | | | | EB Right | | | | |
| SB Right | | | | | WB Right | | | | |
| Green | 43.0 | | | | | 27.0 | | | |
| Yellow | 4.0 | | | | | 4.0 | | | |
| All Red | 1.0 | | | | | 1.0 | | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| DefL | 94 | 175 | 0.81 | 0.538 | 66.0 | E | | |
| TR | 1824 | 3394 | 0.25 | 0.538 | 10.2 | B | 18.2 | B |
| Westbound | | | | | | | | |
| LTR | 2309 | 4296 | 0.80 | 0.538 | 17.9 | B | 17.9 | B |
| Northbound | | | | | | | | |
| LTR | 430 | 1274 | 0.52 | 0.338 | 25.6 | C | 25.6 | C |
| Southbound | | | | | | | | |
| LTR | 482 | 1427 | 0.53 | 0.338 | 25.4 | C | 25.4 | C |

Intersection Delay = 19.2 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: H St @ 3rd St
Analyst: ORGA-MFO
Date: 11/29/2000
E/W St: H Street

City/St: Washington, DC
Proj #: BP-Amoco
Period: PM Peak (4:30-5:30) Future
N/S St: 3rd Street

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| LGConfig | | LTR | | | LTR | | | LTR | | | LTR | |
| Volume | 85 | 1209 | 45 | 22 | 532 | 61 | 38 | 63 | 36 | 116 | 89 | 78 |
| Lane Width | | 11.0 | | | 10.0 | | | 12.0 | | | 12.0 | |
| RTOR Vol | | | 0 | | | 0 | | | 0 | | | 0 |

Duration 0.25 Area Type: All other areas

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | P | | | | NB | Left | P | | | |
| | Thru | P | | | | | Thru | P | | | |
| | Right | P | | | | | Right | P | | | |
| | Peds | | | | | | Peds | | | | |
| WB | Left | P | | | | SB | Left | P | | | |
| | Thru | P | | | | | Thru | P | | | |
| | Right | P | | | | | Right | P | | | |
| | Peds | | | | | | Peds | | | | |
| NB | Right | | | | | EB | Right | | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | 43.0 | | | | | | 27.0 | | | |
| Yellow | | 4.0 | | | | | | 4.0 | | | |
| All Red | | 1.0 | | | | | | 1.0 | | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LTR | 2174 | 4045 | 0.81 | 0.538 | 18.6 | B | 18.6 | B |
| Westbound | | | | | | | | |
| LTR | 2118 | 3941 | 0.30 | 0.538 | 10.6 | B | 10.6 | B |
| Northbound | | | | | | | | |
| LTR | 459 | 1361 | 0.36 | 0.338 | 22.2 | C | 22.2 | C |
| Southbound | | | | | | | | |
| LTR | 434 | 1285 | 0.85 | 0.338 | 42.9 | D | 42.9 | D |

Intersection Delay = 20.1 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: H St. @ 4th St.
Analyst: ORGA-MFO
Date: 11/29/2000
E/W St: H Street

City/St: Washington, DC
Proj #: BP-Amoco
Period: AM Peak (8:00-9:00) Future
N/S St: 4th Street

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| LGConfig | | TR | | | LT | | | | | | LTR | |
| Volume | | 359 | 31 | 28 | 1683 | | | | | 48 | 216 | 103 |
| Lane Width | | 10.0 | | | 10.0 | | | | | | 12.0 | |
| RTOR Vol | | | 0 | | | | | | | | | 0 |

Duration 0.25 Area Type: All other areas

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | | | | | NB Left | | | |
| Thru | P | | | | Thru | | | |
| Right | P | | | | Right | | | |
| Peds | | | | | Peds | | | |
| WB Left | P | | | | SB Left | P | | |
| Thru | P | | | | Thru | P | | |
| Right | | | | | Right | P | | |
| Peds | | | | | Peds | | | |
| NB Right | | | | | EB Right | | | |
| SB Right | | | | | WB Right | | | |
| Green | 42.0 | | | | | 28.0 | | |
| Yellow | 4.0 | | | | | 4.0 | | |
| All Red | 1.0 | | | | | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| TR | 2484 | 4732 | 0.18 | 0.525 | 10.1 | B | 10.1 | B |
| Westbound | | | | | | | | |
| LT | 2330 | 4439 | 0.79 | 0.525 | 18.2 | B | 18.2 | B |
| Northbound | | | | | | | | |
| Southbound | | | | | | | | |
| LTR | 561 | 1602 | 0.81 | 0.350 | 35.4 | D | 35.4 | D |

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: H St. @ 4th St.
Analyst: ORGA-MFO
Date: 11/29/2000
E/W St: H Street

City/St: Washington, DC
Proj #: BP-Amoco
Period: PM Peak (4:30-5:30) Future
N/S St: 4th Street

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| LGConfig | | TR | | | LT | | | | | | LTR | |
| Volume | | 1336 | 54 | 32 | 561 | | | | | 94 | 276 | 83 |
| Lane Width | | 10.0 | | | 10.0 | | | | | | 13.0 | |
| RTOR Vol | | | 0 | | | | | | | | | 0 |

Duration 0.25 Area Type: All other areas

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | | | | | NB Left | | | |
| Thru | P | | | | Thru | | | |
| Right | P | | | | Right | | | |
| Peds | | | | | Peds | | | |
| WB Left | P | | | | SB Left | P | | |
| Thru | P | | | | Thru | P | | |
| Right | | | | | Right | P | | |
| Peds | | | | | Peds | | | |
| NB Right | | | | | EB Right | | | |
| SB Right | | | | | WB Right | | | |
| Green | 42.0 | | | | | 28.0 | | |
| Yellow | 4.0 | | | | | 4.0 | | |
| All Red | 1.0 | | | | | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| TR | 2501 | 4764 | 0.63 | 0.525 | 14.7 | B | 14.7 | B |
| Westbound | | | | | | | | |
| LT | 2013 | 3834 | 0.32 | 0.525 | 11.3 | B | 11.3 | B |
| Northbound | | | | | | | | |
| Southbound | | | | | | | | |
| LTR | 595 | 1701 | 0.80 | 0.350 | 34.4 | C | 34.4 | C |

Intersection Delay = 17.4 (sec/veh) Intersection LOS = B



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February 12, 2001

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Mr. Mackie J. McCrea, Jr.
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Kateri A.L. Ellison
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Ms. Sarah L. Robinson
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Loree H. Murray
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Mr. Anwar Saleem, President
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1017 H 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

Re: BP Amoco Corporation
BZA Application 16648

Dear Ladies and Gentlemen:

Since the Board of Zoning Adjustment continued this case, BP Amoco and its representatives have been busy making an internal review of this proposed project and receiving constructive input from the various participants. As a result, I want to provide an update and respond to several issues raised in recent letters.

1. **Community Input/Project Design**. On Saturday, February 3, 2001, we met with a sizable group of Square 776 residents. This meeting with the most directly affected neighbors was extremely beneficial and BP Amoco obtained clear and specific guidance from its neighbors. Based on this meeting and the more general comments in a January 10, 2001 letter forwarded by Mr. Tallant, BP Amoco is currently working on the development of a revised proposal for this project which uses the existing site (Lot 53) and excludes the proposed car wash. I expect to have plans for a revised proposal within the next 10-15 business days and a copy will be provided for review at the offices of ANC 6A.

2. **Environmental Issues**. In its prehearing statement, and at numerous meetings, BP Amoco has provided information and responded to the questions regarding environmental issues at this site. Specifically, the December 13, 2000 ANC 6A meeting included an extensive discussion of environmental issues. At that meeting, D.C. environmental officials for Underground Storage Tanks attended and expressed the view that they had no environmental concerns with the project. However, BP Amoco is more than willing to respond to any additional specific environmental questions. Please direct those inquiries in writing to my attention. I will ensure that BP Amoco provides appropriate written responses. At the same, please note that the Environmental Impact Screening Form ("EISF") is outside the jurisdiction of the BZA. Mr. Sockwell, now Chairman of the BZA, made that clear at the December hearing.

3. **316 H Street, N.E.** The Residents of Square 776 are in favor of the demolition of the buildings fronting on H Street including 316, for public safety reasons. Before going forward with this demolition, BP Amoco has decided to offer this building for One Dollar ($1.00) to the Stanton Park Neighborhood Association, or other appropriate organization, willing to relocate and restore the structure. However, given the continuing public safety threat and nuisance posed by this building, this offer must be accepted within thirty (30) days and a fast track relocation program set in place.

Thank you for your patience while BP Amoco makes appropriate and requested changes to its development proposal. In the interim, if you have any additional questions, please do not hesitate to contact me.

Very truly yours,

GREENSTEIN DELORME & LUCHS , P.C.

By: _____
John Patrick Brown, Jr.

JPB:jc

cc: BP Amoco
The Honorable Sharon Ambrose
Ms. Ellen McCarthy, Office of Planning
Mr. David McGettigan, Office of Planning
Ms. Karina Ricks, Office of Planning

151893



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# Auction providing reprieve for house

## Victorian structure was to be destroyed for BP gas station

By Alec MacGillis
Sun Staff
Originally published March 1, 2001

If walls could talk, the handsome old Victorian house on Route 108 in Howard County probably would be rejoicing like a pardoned death-row inmate right about now.

A few months ago, the 100-year-old house with the broad porch and high-peaked roof was earmarked for demolition to make room for a gas station in Clarksville, near the newest Columbia village of River Hill.

But that was before a group of Howard County preservationists put out the word that the house was available to anyone with the money to relocate it and a lot to receive it. The group took so many calls about the house - more than 300, its president estimates - that BP, which owns the site, has scheduled an auction as a way to choose among potential owners.

The group, Preservation Howard County, will use the proceeds to relocate endangered buildings in the future. The bidding is expected to start low, and the group has no target price.

The house's rescue from the wrecking ball represents an unusual instance of corporate and citizen cooperation in the battle to balance growth and history, preservationists and BP officials said.

"We saw the opportunity here to do something to help the historic preservation community, and we thought the best and most celebratory way to get public awareness for this was to" hold an auction, said Jeff Folks, BP's mid-Atlantic director of public, government and media affairs.

Preservation Howard County at first was reluctant to hold an auction because it had advertised the house as free for the taking by anyone with

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the needed money and land, said Mary Catherine Cochran, president of the group. But the group decided that an auction would help ensure that whoever claimed the house was committed to relocating it, she said.

"It's a way to weed out folks who aren't that interested," Cochran said. "If they have a couple thousand dollars invested in it, they'll work hard to move it."

Shirley Frazier, whose great-grandfather, William T. Clark, is believed to have built the house about 1900, is among those looking forward to the auction.

"It's the last Victorian in Clarksville. They've all gone by the wayside, one by one," said Frazier, a school secretary who visited the house when her great-aunt lived there.

Relocation experts estimate the house will cost up to $50,000 to move, depending on how far it has to go. Each set of power lines that must be detached to make room for the house while in transit will cost about $1,000, they say.

Together, buying a site, moving the house and renovating it could cost at least $225,000, Cochran estimated. But in today's real estate market, she noted, that's a relatively good deal for a house that boasts walnut banisters extending to the third floor, oak and hard pine floors, dormers and Palladian windows.

Of the hundreds of callers who have inquired about the house, Cochran said, only about a dozen "had a really good idea what they were getting into," and even fewer had a nearby lot available to receive the house and the money to move it.

Some of the inquiries she received were more memorable than others, Cochran said. One was from a woman in Baltimore who, when told that it would be expensive to truck the house to the city, started calling helicopter companies to explore airlifting the three-story building.

Another was from a woman who said that she was very interested in the house but that she "hadn't talked to her husband yet."

Open lots are scarce in the River Hill area, but several of those interested in the house have managed to find unlisted land nearby, Cochran said. Others excited by the prospect of moving the house have been frustrated by their inability to find a place for it.

Vicky Green, who with her husband has been seeking a larger home in Howard for their six children, jumped at the preservationists' offer, but the couple has come up empty in looking for land.

"There's nothing. We didn't see any signs for anything," said Green,

who lives in the Columbia village of Harper's Choice. "It would have been perfect for us, with such a large family."

An open house will be held at the house, at Route 108 and Ten Oaks Road, near the juncture of Route 32, from 10 a.m. to noon March 17. The auction, which is being handled by Alex Cooper Auctioneers of Towson, will be held at the house at 11 a.m. March 24.

To take part, interested parties must bring a certified check for $5,000, which will be returned to those who lose the bidding.

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**H Street Community Development Corporation**

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FAX (202) 635-2433

February 16, 2001

Mr. Anthony M. Rachal, Esquire
Law Office of Anthony Rachal
903 D Street, Northeast
Washington, D.C. 20002

Dear Mr. Rachal:

The H Street Community Development Corporation appreciates the interest of your client, BP/Amoco Company, regarding the economic revitalization of the H Street corridor. The 300 block of H Street, NE is an extremely important gateway to the commercial and retail opportunities in our diverse community. The diversity of the community is our greatest asset of which we all desire a safer, cleaner and more vibrant H Street corridor.

You are surely aware of the various community concerns pertaining to the scale and scope of your client's development plans. We applaud your initiative to engage the community in dialogue and efforts to obtain support. Concerns of this community should be given great weight and careful consideration in order to capture the spirit of revitalization. Our experience has taught us valuable lessons about community input and reaching a consensus on tough issues. H Street CDC respectfully requests to be kept abreast of any decision about your client's development plans.

In the event that your client's development plans change, H Street CDC would like the first opportunity to purchase the available property. Particularly, we are interested in the former Collins and Gordon family parcels. Thank you in advance for keeping the lines of communication open.

Sincerely,

William J. Barrow, III
Executive Director



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

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.