5/3/2005
BZA Case # 17281
Powerfuel & Transport LLC
4675 S. Capital Street SW
Washington D.C.

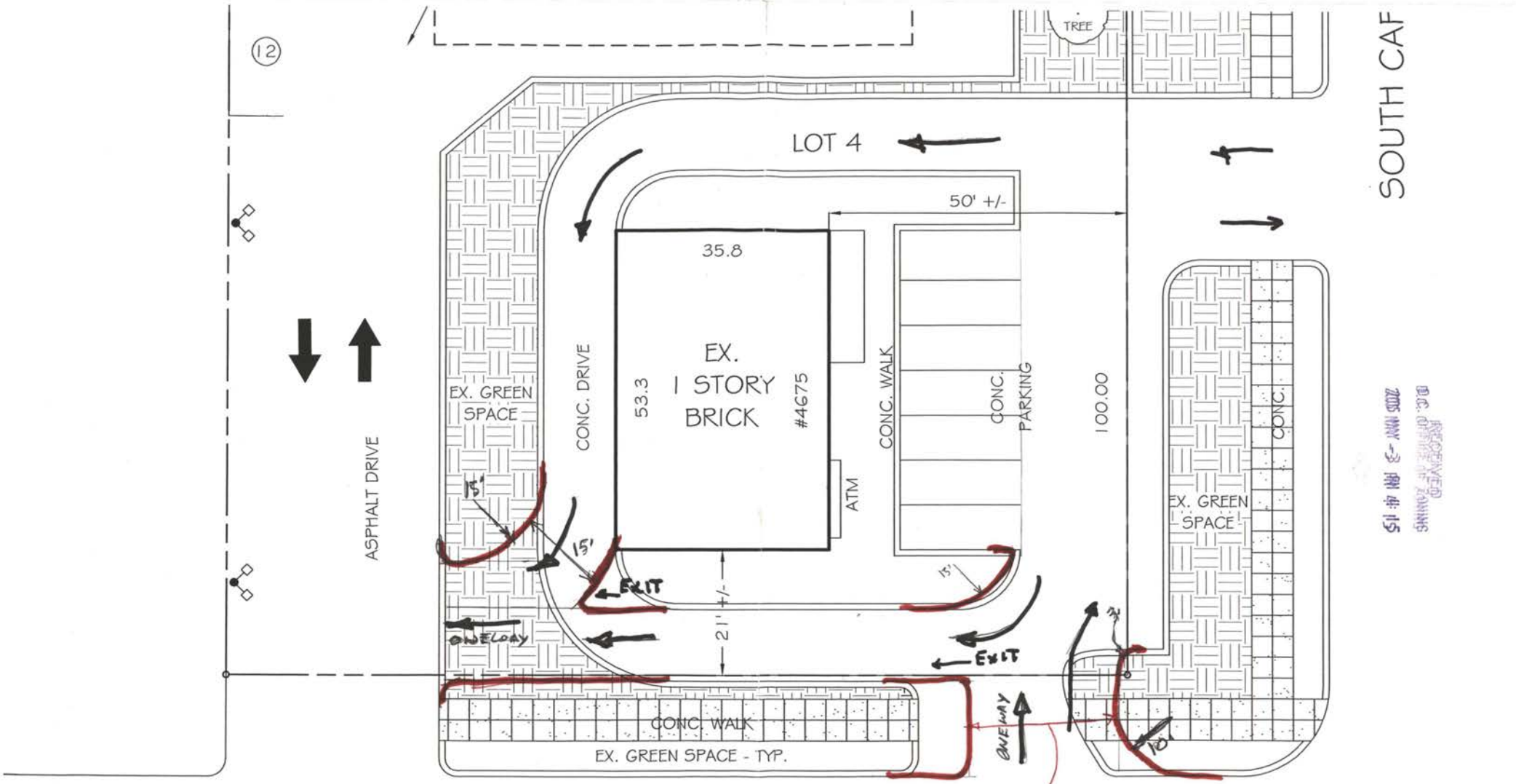
Transmittal:
1.Site Plan w/ Landscaping Changes as requested at Feb 8, 2005 hearing
2. Traffic Flow & Suggested Revisions by Street Traffic Studies, Ltd.
3.Traffic Study
4. Memorandum

Submitted by : Ted Beck , Agent
Construction & Enviromental Manager
Powerfuel & Transport LLC
309 Main Street
Laurel, Md. 20707
410-808-1288

2005 MAY -3 PM 4:14

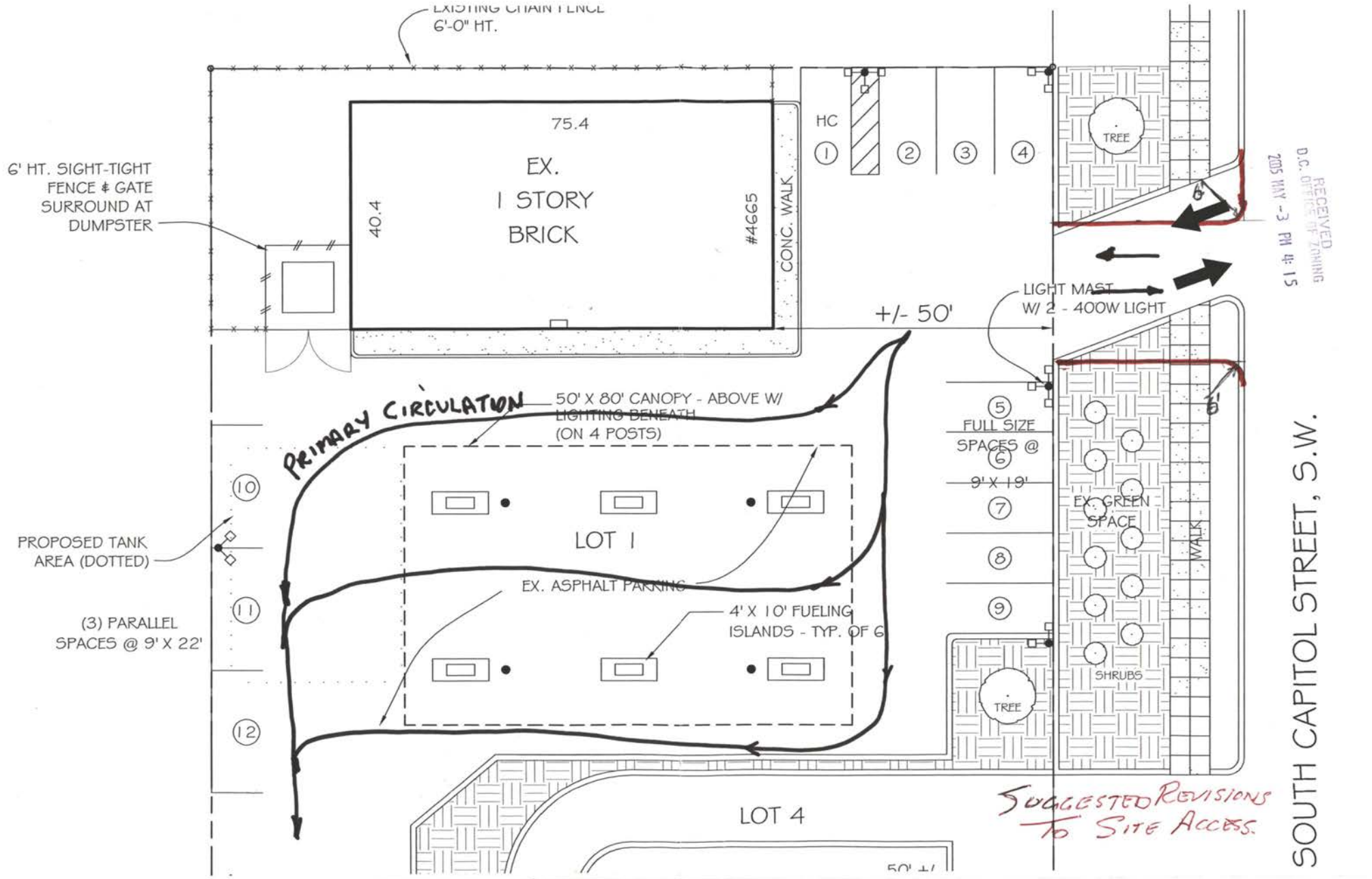
BZA
Case No. 17281
Exhibit No. 38

Board of Zoning Adjustment
District of Columbia
CASE NO. 17281
EXHIBIT NO. 38



1 / SP-1 SITE PLAN W/ LANDSCAPING

SCALE: 1" = 15.0'


EXISTING CHAIN FENCE
6'-0" HT.
6' HT. SIGHT-TIGHT FENCE & GATE SURROUND AT DUMPSTER
75.4
EX.
1 STORY
BRICK
40.4
#4665
CONC. WALK
HC
1
2
3
4
TREE
RECEIVED
D.C. OFFICE OF ZONING
2005 MAY -3 PM 4:15
LIGHT MAST
W/ 2 - 400W LIGHT
+/- 50'
PRIMARY CIRCULATION
50' X 80' CANOPY - ABOVE W/ LIGHTING BENEATH (ON 4 POSTS)
LOT 1
EX. ASPHALT PARKING
4' X 10' FUELING ISLANDS - TYP. OF 6
PROPOSED TANK AREA (DOTTED)
(3) PARALLEL SPACES @ 9' X 22'
10
11
12
5
6
7
8
9
FULL SIZE SPACES @ 9' X 19'
EX. GREEN SPACE
WALK
SHRUBS
TREE
LOT 4
SOUTH CAPITOL STREET, S.W.
SUGGESTED REVISIONS TO SITE ACCESS.

Street Traffic Studies, Ltd.

RECEIVED
D.C. OFFICE OF ZONING
2005 MAY -3 PM 4:28

MEMORANDUM

May 2, 2005

To: District of Columbia Board of Zoning Adjustment

Subject: BZA Case #17281, Traffic Evaluation for Proposed Gas Station located at 4665 South Capitol Street, S.E., Washington, DC

Prepared by: Stephen G. Petersen, P.E.

At the request of Independent Petroleum Service, Inc. we have undertaken an evaluation of traffic conditions that will result from the construction of a gasoline service station adjacent to and south of an existing convenience/food service facility located at 4665 South Capitol Street, S.E. It is understood that the adjacent lot, where the Bank of America branch with drive-thru service is now located, was formerly occupied by a gasoline service station. The objective of the applicant is to reestablish this use on a lot immediately adjacent to and north of the bank. The purpose of this study is to demonstrate that a gasoline service station can be constructed as proposed and that the circulation pattern that is proposed will provide safe access without overburdening the intersection of South Capitol Street and Southern Avenue which is in close proximity to the site.

The discussion that follows will describe the field studies that were undertaken, the suggestions for modifying the pattern of access and circulation for both the site and the adjacent bank, and the effect of the trips generated by the gasoline station on traffic conditions at the intersection of South Capitol Street and Southern Avenue, S.E.

Description of Field Studies and Results

A field inspection was made of the site and the streets that serve it to determine traffic controls, the number of lanes provided for traffic and the traffic movements associated with these lanes. The intersection of South Capitol Street and Southern Avenue is regulated by a traffic control signal and includes push-button controlled indications for pedestrians. South Capitol Street is marked for five traffic lanes with three southbound and two northbound. The east leg of Southern Avenue is four lanes wide with two each way, but the west leg dead ends about 200 feet west of South Capitol Street and is unpaved. When paved by the applicant, it will operate with one lane in each direction. Exhibit 1, attached, is a schematic drawing showing the existing lane configuration.

16626 S. Westland Drive • Gaithersburg, Maryland 20877
Telephone 301.948.1754 • FAX 301.258.0558

To provide a base for measuring current and projected conditions, manual turning movement traffic counts were undertaken during the week of April 18, 2005. The principal count was at the intersection of South Capitol Street and Southern Avenue. However, additional counts were undertaken to gain an understanding of the level of activity at the site driveway as well as those of the adjacent bank and the service station driveways across South Capitol Street from the subject site. The peak one hour of traffic flow in the morning and evening at each of the count locations is shown on Exhibit 2. The data shown on this exhibit were extracted from peak period counts included in Appendix A that extended from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m.

To measure how well the traffic that uses the signalized intersection is served, a capacity analysis was performed using the procedures set forth in the *Highway Capacity Manual* published by the Transportation Research Board of the National Academies of Science and Engineering. These procedures are implemented using a computer program known as the *Highway Capacity Software*, specifically the module developed for the analysis of signalized intersections. When the turning movement data shown on Exhibit 2 are input to the software program it was determined that, when the signal timing is optimized, the traffic using the intersection can operate at Level of Service C with average intersection delays of 29.1 and 25.2 seconds in the morning and evening peak hours, respectively. Further, the analysis shows that the individual approaches operate at Level of Service D or better in both peak hours. The summaries of the results from the capacity analysis for existing conditions are shown on the first two pages of Appendix B.

Analysis of Proposed Gas Station Development

The starting point for the analysis of the traffic impact of a proposed use is to determine the projected number of vehicles that may enter and leave the site during the peak hours of traffic flow. The source for such data is *TRIP GENERATION, 7th Edition*, published by the Institute of Transportation Engineers. The proposed use best fits under Land Use Code 945, Gasoline/Service Station with Convenience Market. The data for weekday peak hours indicate an average rate of 10.06 trips/vehicle fueling position in the morning peak hour of traffic on the adjacent street. The subject site is proposed to have 12 fueling positions that could generate a total of 120 trips in the peak hour. Since trips are one way movements and the in/out split for a service station is 50/50, 120 trips is equivalent to 60 vehicles entering the site and then departing upon completion of the transaction. The rate for the evening peak hour is about 30% higher, 13.38 trips/vehicle fueling position, producing a total of 160 trips, or 80 vehicles entering the site and then departing. (There are no "fitted curve equations" for this use.)

As a highway oriented use, one of the distinguishing characteristics of a gasoline service station is that it draws most of its customers from the traffic stream passing the site. Data published by the Institute of Transportation Engineers in the *Trip Generation Handbook, Second Edition*, indicate that on average for a Land Use Code 945 development only 16% of the trips in the morning peak hour can be classified as "primary" trips, i.e., new trips on the road system serving the site. The comparable value for the evening peak hour is 12%. Thus, the number of new trips on South Capitol Street and Southern Avenue was

determined to a total of 20 in each peak hour, or 10 vehicles entering and leaving the site during each peak hour. These trips, and their assignment to the road network are shown in Exhibit 3A. Note that most of the trips entering the site are assigned to depart via the west leg of Southern Avenue. In this way the departure trip from the site to renter the traffic stream can be controlled with the existing traffic signal at this intersection.

The remainder of the trips entering and leaving the site are characterized as "pass-by" trips, i.e., trips that stop for gas or to patronize the convenience store as a part of a trip to another destination. The distribution and assignment of the pass-by trips is shown In Exhibit 3B. The distribution factors that were applied were derived for an analysis of the trips using the branch bank on the adjacent lot. The rational for this assumption is that a branch bank has many of the same characteristics of in and out traffic as a service station in terms of convenience and was, therefore, deemed to be an appropriate model for the distribution of trips.

The combined total of primary and pass-by trips is shown in Exhibit 3C. These trips are then added to existing traffic to determine the total traffic that will need to be accommodated by the road network and in particular the signalized intersection of South Capitol Street and Southern Avenue. However, before undertaking this analysis, the field inspection indicated the need for some modifications to the bank driveway on Southern Avenue.

Proposed Bank Driveway Modifications

As currently constructed, the bank driveway on Southern Avenue is used by traffic both entering and leaving the bank site. However, the driveway is less than 50 feet from the west curb of South Capitol Street with the result that an exiting vehicle blocks the inbound lane. Since there is no westbound thru traffic on Southern Avenue, this condition is primarily a nuisance at this time. When the gas station is open and operating it is anticipated that some trips will be entering the subject site from Southern Avenue and blockage of the westbound lane could become a safety concern. Therefore, it has been proposed to and accepted by the applicant that he will reconfigure the bank circulation system on the south side of the bank site to direct bank traffic to exit at the back (west side) of the site. This will allow the existing driveway to become a one-way entrance to the site and alleviate the current condition. No change is proposed to the existing South Capitol Street bank driveway at the north end of the site. A revised site plan to be provided by the applicant will show these changes which are also shown schematically on Exhibit 4.

Analysis of Total Traffic Condition

The modification to the bank driveways shown schematically on Exhibit 4 is carried over to Exhibit 5 which also shows a proposed modification to the westbound lanes on Southern Avenue on the approach to South Capitol Street. Observations in the field showed that in the evening peak period many people used the right lane to turn left since the ratio of left to right turns is over 4 to 1. In the morning peak period the ratio is closer to 1 to 1 but, with the potential for more trips wanting to proceed across South Capitol Street to the west leg of Southern Avenue, the current overlap of southbound left turns and

westbound right turns will not work as intended. Therefore, it is suggested that the lane markings be modified to show the existing left only from the left lane but modify the right lane to formalize the current operation as a left/thru/right lane.

The final step in the analysis was to add the trips projected for the gas station to the existing traffic as shown in Exhibit 6. This Exhibit shows a substantial increase in the eastbound traffic flow on the west approach of Southern Avenue. To determine the effect of this increase on the operation of traffic through the signal, the capacity analysis applied to the existing conditions was rerun to determine the average delays to traffic and the resulting Levels of Service. The results of this analysis are shown on Pages 3 and 4 of Appendix B. The analysis indicates that the intersection will continue to operate at Level of Service C with average intersection delays of 33.0 and 34.8 seconds in the morning and evening peak hours, respectively. The analysis also demonstrates that each of the four approaches will also operate at Level of Service D or better in both peak hours.

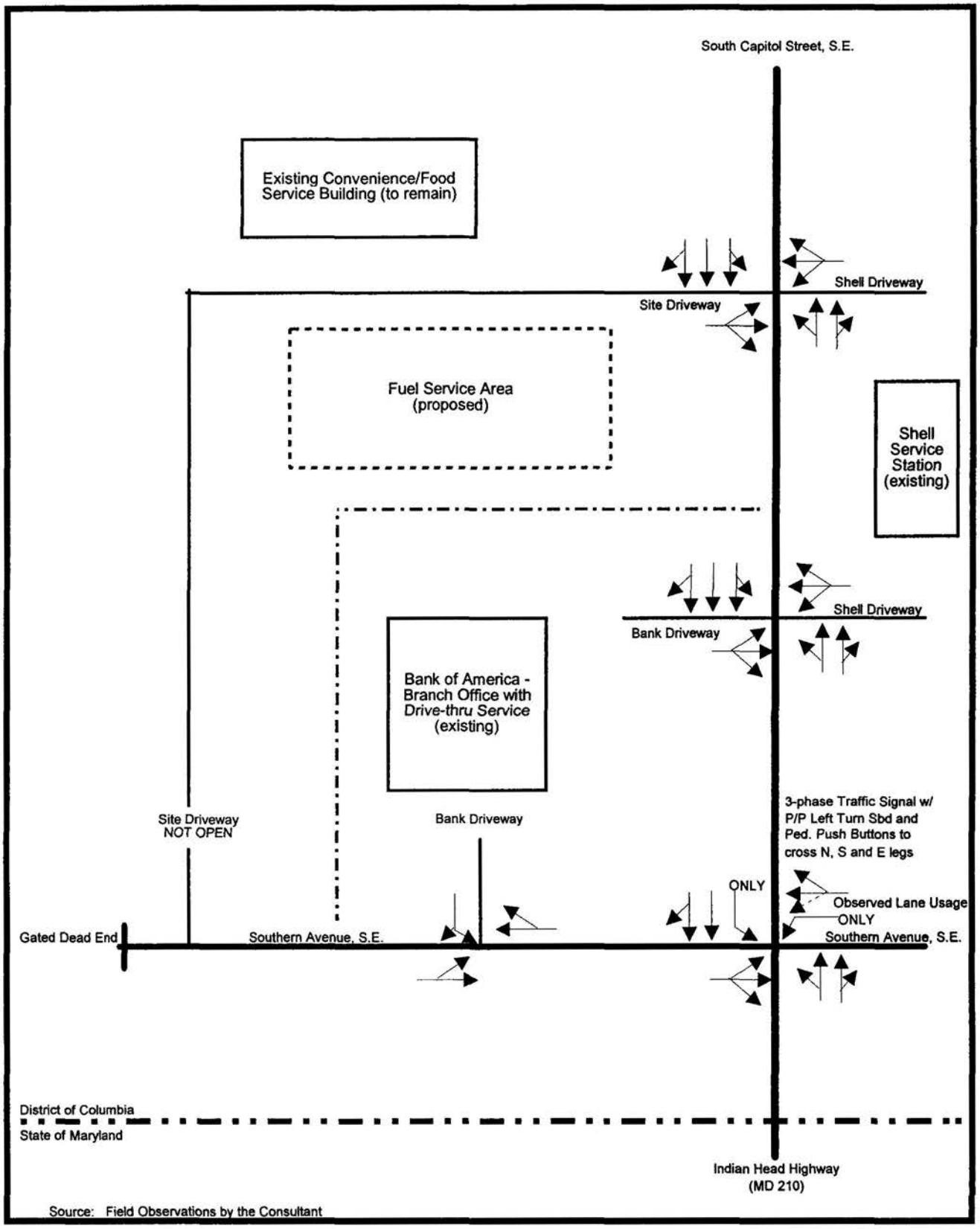
Summary and Conclusions

A traffic impact analysis for the gas station proposed to be constructed at 4665 South Capitol Street has been undertaken in accordance with accepted practice for such a study. Existing traffic flows were determined, trips for the proposed use were projected and recommendations were provide to the applicant for modifications to the south driveway of the branch bank on the adjacent site.

Capacity analysis procedures were applied to both the existing and projected traffic volumes. The results of these analysis indicate that with some minor modifications in the timing of the existing traffic signal, an overall Level of Service C can be maintained at the intersection of South Capitol Street and Southern Avenue. Further, the analysis indicates that each of the approaches to the intersection can be operated in a manner that will produce Level of Service D or better conditions.

In conclusion, it is our professional opinion that the construction of the proposed gasoline service station and related convenience store can be accommodated by the adjacent street system.

Exhibits 1 thru 6 follow.

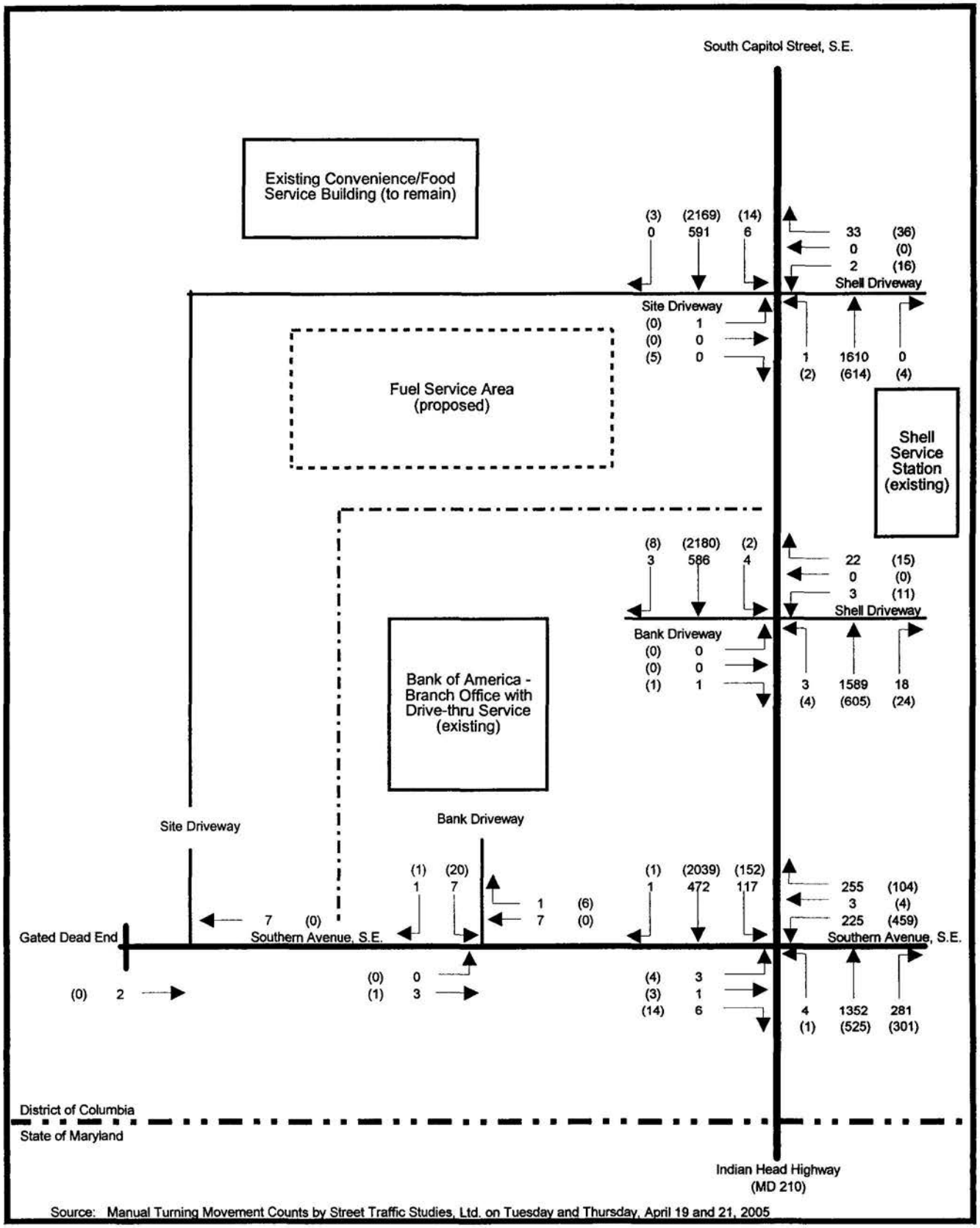


Source: Field Observations by the Consultant

N

STREET TRAFFIC STUDIES LTD.

EXHIBIT 1
APPROACH LANE CONFIGURATIONS and INTERSECTION TRAFFIC CONTROLS
EXISTING CONDITIONS
Schematic Drawng - Not to Scale



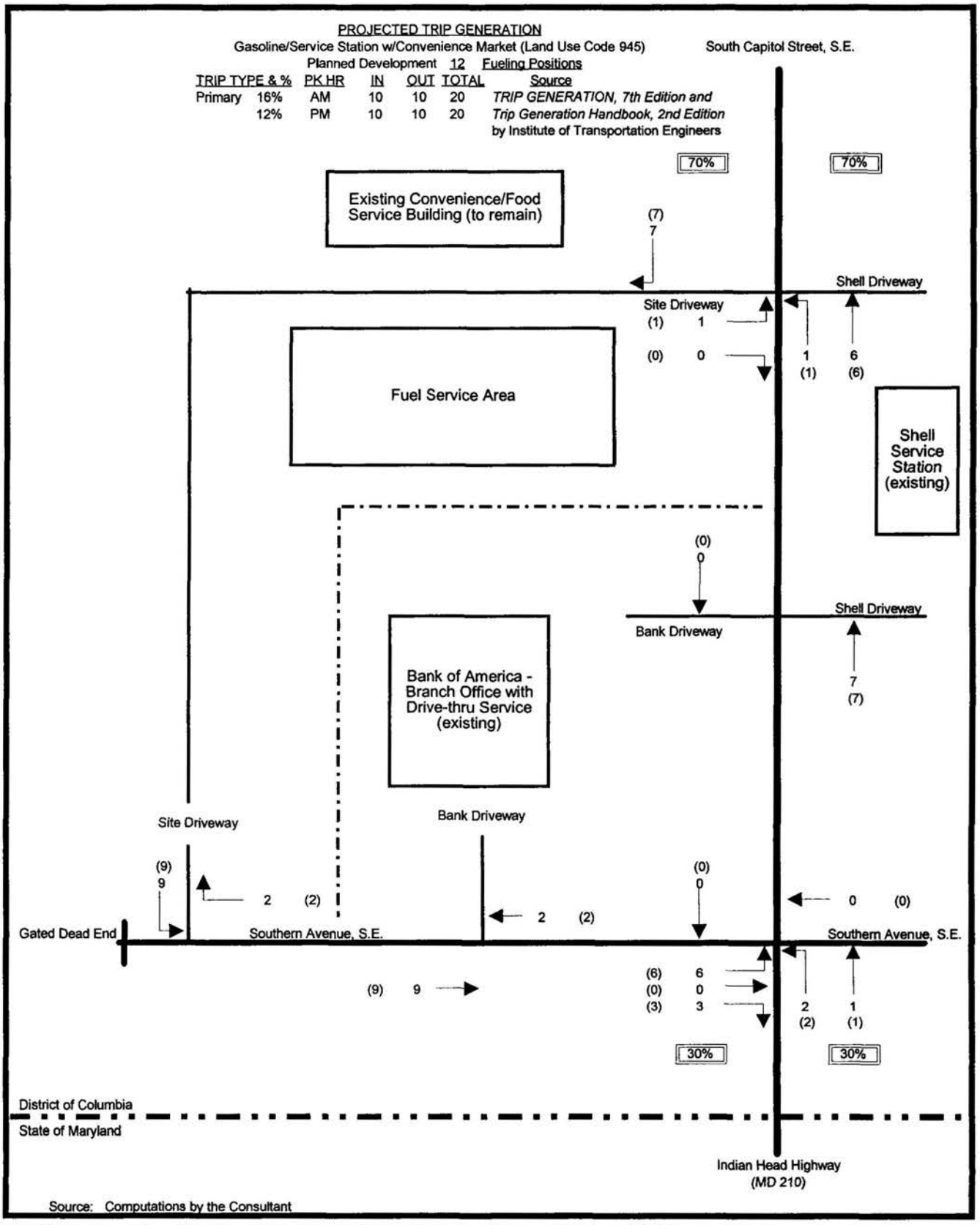
Source: Manual Turning Movement Counts by Street Traffic Studies, Ltd. on Tuesday and Thursday, April 19 and 21, 2005

N

STREET TRAFFIC STUDIES LTD.

LEGEND		PEAK HOURS
000	- Morning Peak Hour	7:30 to 8:30 a.m.
(000)	- Evening Peak Hour	4:30 to 5:30 p.m.

EXHIBIT 2
PEAK HOUR VOLUMES
EXISTING TRAFFIC



Source: Computations by the Consultant

N

STREET TRAFFIC STUDIES LTD.

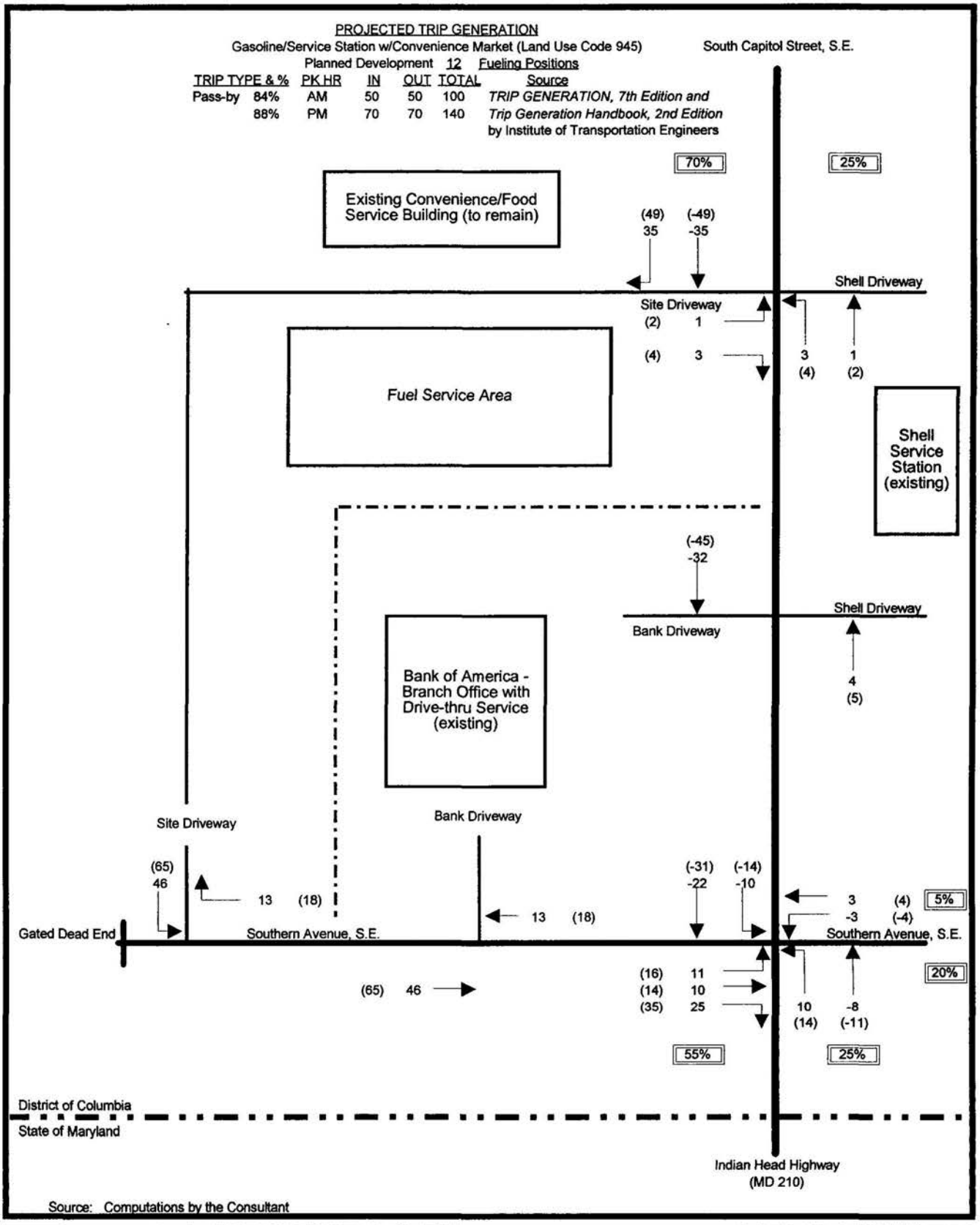
LEGEND

000 - Morning Peak Hour

(000) - Evening Peak Hour

0% - Trip Distribution

EXHIBIT 3A
ASSIGNMENT and DISTRIBUTION
PRIMARY (NEW) SITE TRIPS



Source: Computations by the Consultant

N

STREET TRAFFIC STUDIES LTD.

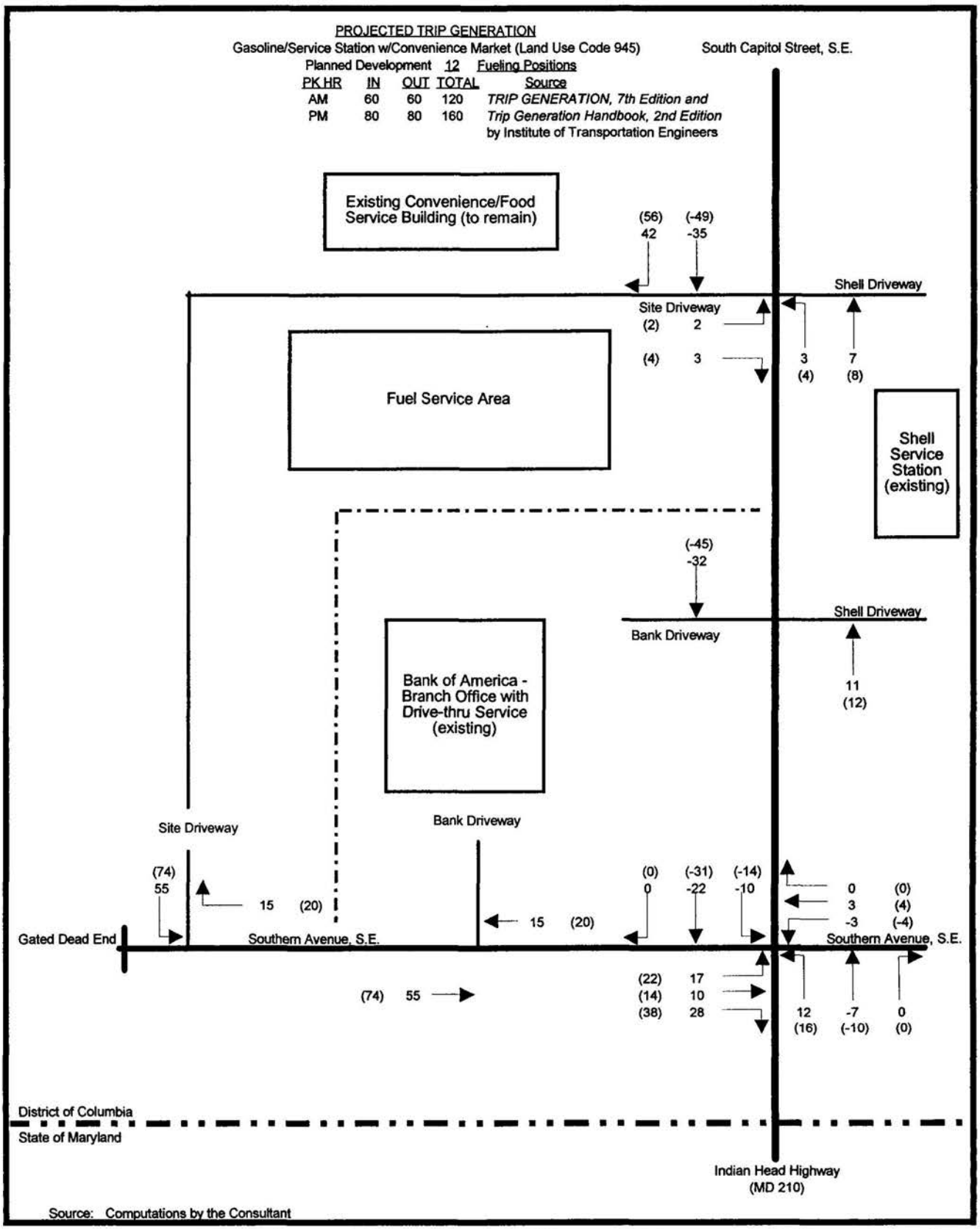
LEGEND

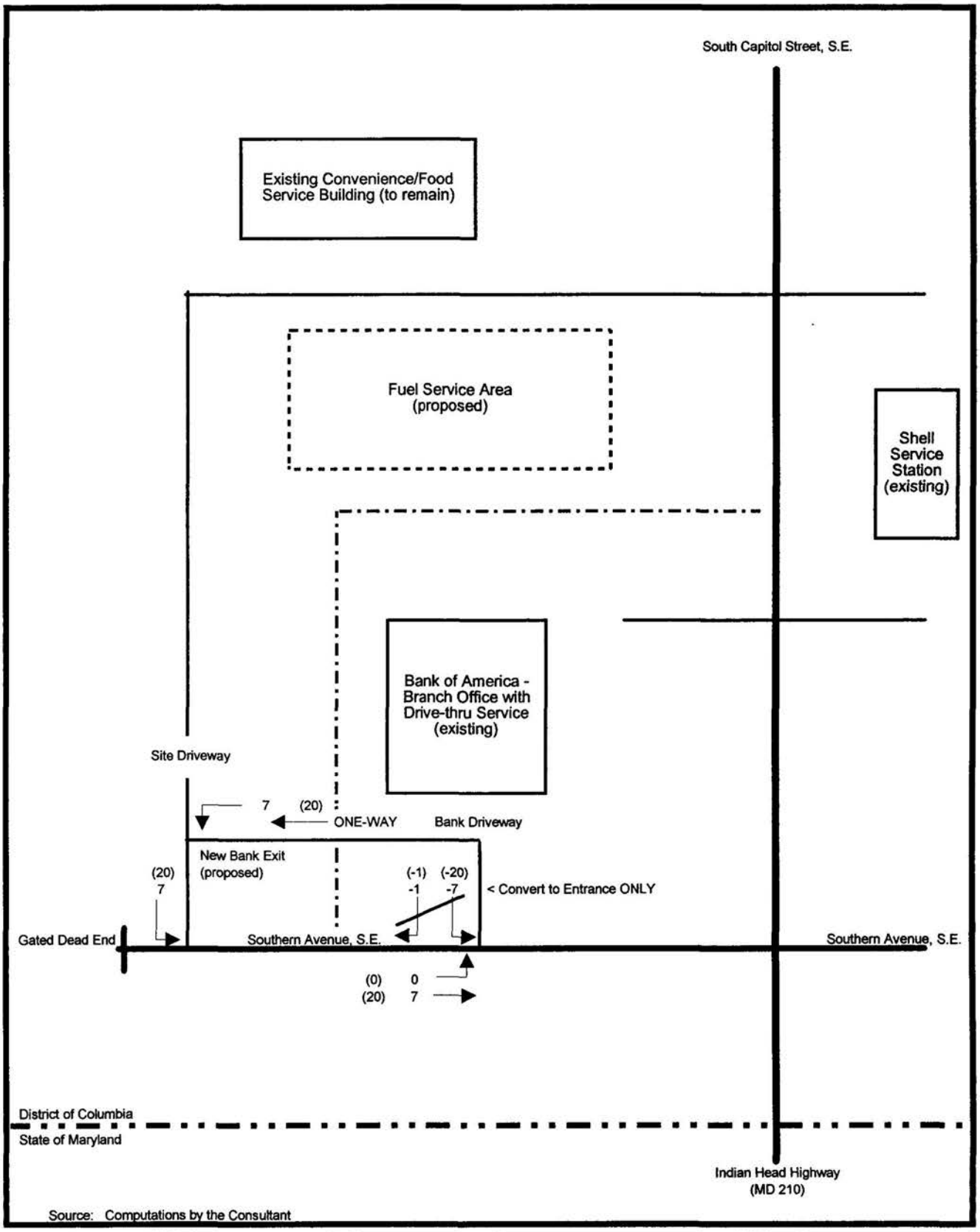
000 - Morning Peak Hour

(000) - Evening Peak Hour

0% - Trip Distribution

EXHIBIT 3B
ASSIGNMENT and DISTRIBUTION
PASS-BY & DIVERTED SITE TRIPS


PROJECTED TRIP GENERATION
Gasoline/Service Station w/Convenience Market (Land Use Code 945)
Planned Development 12 Fueling Positions
PK HR IN OUT TOTAL Source
AM 60 60 120 TRIP GENERATION, 7th Edition and
PM 80 80 160 Trip Generation Handbook, 2nd Edition
by Institute of Transportation Engineers
South Capitol Street, S.E.
Existing Convenience/Food Service Building (to remain)
(56) 42
(-49) -35
Shell Driveway
Site Driveway
(2) 2
(4) 3
3 (4)
7 (8)
Fuel Service Area
Shell Service Station (existing)
(-45) -32
Shell Driveway
Bank Driveway
11 (12)
Bank of America - Branch Office with Drive-thru Service (existing)
Site Driveway
Bank Driveway
(74) 55
15 (20)
15 (20)
(0) 0
(-31) -22
(-14) -10
0 (0)
3 (4)
-3 (-4)
Gated Dead End
Southern Avenue, S.E.
Southern Avenue, S.E.
(74) 55
(22) 17
(14) 10
(38) 28
12 (16)
-7 (-10)
0 (0)
District of Columbia
State of Maryland
Indian Head Highway
(MD 210)
Source: Computations by the Consultant
N
STREET TRAFFIC STUDIES LTD.
LEGEND
000 - Morning Peak Hour
(000) - Evening Peak Hour
0% - Trip Distribution
EXHIBIT 3C
ASSIGNMENT of SITE TRIPS
ALL GENERATED TRIPS



Source: Computations by the Consultant

N

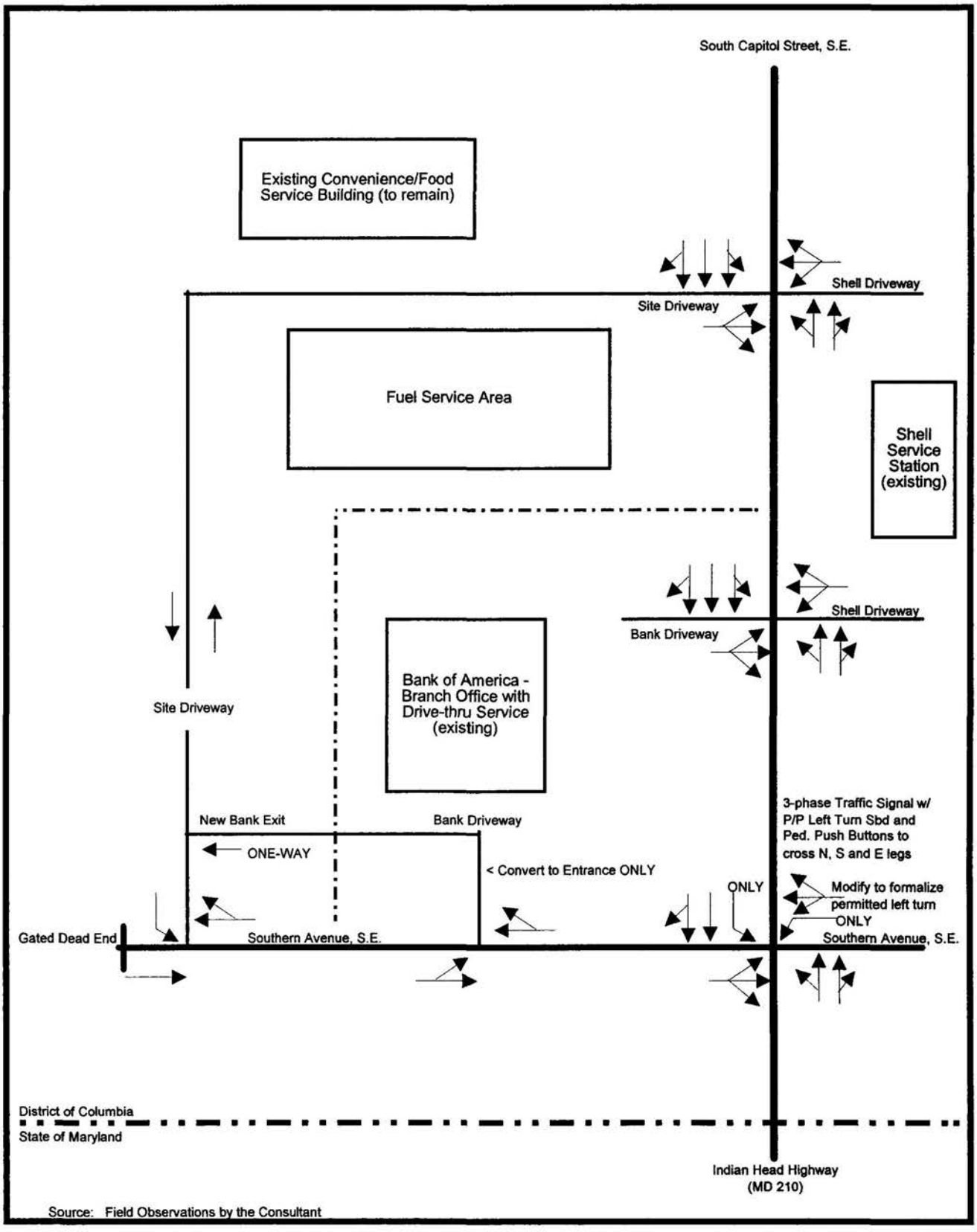
STREET TRAFFIC STUDIES LTD.

LEGEND

000 - Morning Peak Hour

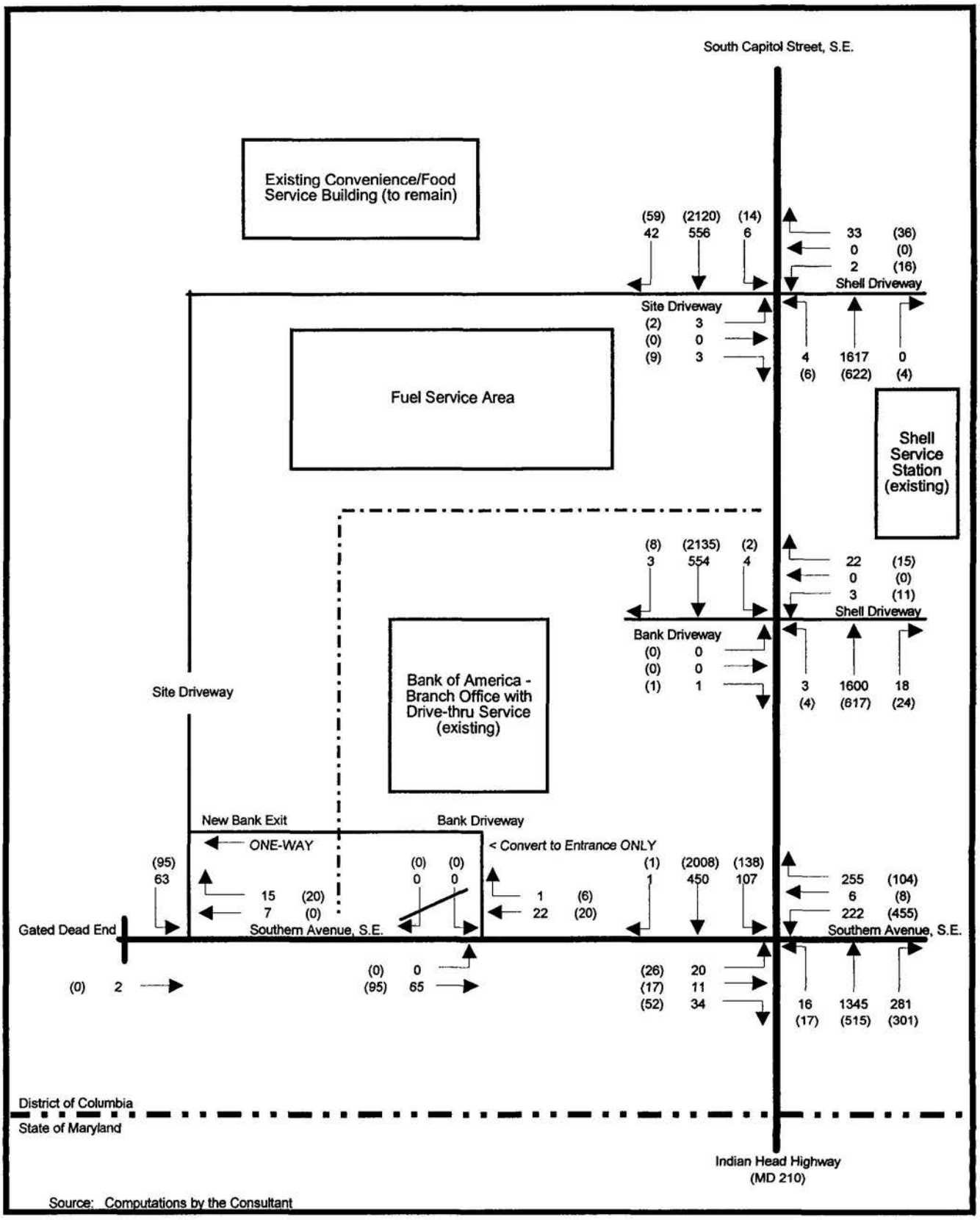
(000) - Evening Peak Hour

EXHIBIT 4
REASSIGNMENT OF BANK TRIPS TO PROPOSED NEW SOUTH SIDE EXIT



Source: Field Observations by the Consultant

N	STREET TRAFFIC STUDIES LTD.	**EXHIBIT 5** **APPROACH LANE CONFIGURATIONS and INTERSECTION TRAFFIC CONTROLS** **MODIFIED CONDITIONS** **Schematic Drawng - Not to Scale**



Source: Computations by the Consultant

N

STREET TRAFFIC STUDIES LTD.

LEGEND

000 - Morning Peak Hour

(000) - Evening Peak Hour

EXHIBIT 6
PEAK HOUR VOLUMES
TOTAL TRAFFIC

APPENDIX A

MANUAL TURNING MOVEMENT TRAFFIC COUNTS
April 2005 by Street Traffic Studies, Ltd.

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Capitol St / MD 210
and: Southern Ave
Counted by: LK & TK

Location : Washington, DC / Prince George's Co
Date : 4/21/05 Day: Thursday
Weather : Clear
Entered by: CB

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: South Capitol St				TRAFFIC FROM SOUTH on: MD 210				TRAFFIC FROM WEST on: Southern Ave				TRAFFIC FROM EAST on: Southern Ave				TOTAL N+S + E+W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
07:00-15	2	117	29	148	1	311	77	389	1	1	0	2	69	1	39	109	648
15-30	1	101	23	125	0	297	66	363	2	0	0	2	58	1	46	105	595
30-45	0	134	31	165	1	319	59	379	2	0	1	3	54	0	57	111	658
45-00	0	123	35	158	1	325	73	399	1	0	1	2	67	0	56	123	682
08:00-15	0	114	28	142	0	337	77	414	1	1	1	3	53	0	62	115	674
15-30	1	101	23	125	2	371	72	445	2	0	0	2	51	3	80	134	706
30-45	3	113	24	140	1	282	65	348	1	3	2	6	71	8	59	138	632
45-00	1	92	27	120	0	170	36	206	2	1	2	5	50	0	38	88	419
AM 2 HOUR TOTALS	8	895	220	1123	6	2412	525	2943	12	6	7	25	473	13	437	923	5014
1 HOUR TOTALS																	
07-08	3	475	118	596	3	1252	275	1530	6	1	2	9	248	2	198	448	2583
715-815	1	472	117	590	2	1278	275	1555	6	1	3	10	232	1	221	454	2609
730-830	1	472	117	590	4	1352	281	1637	6	1	3	10	225	3	255	483	2720
745-845	4	451	110	565	4	1315	287	1606	5	4	4	13	242	11	257	510	2694
08-09	5	420	102	527	3	1160	250	1413	6	5	5	16	225	11	239	475	2431
PEAK HOUR																	
730-830	1	472	117	590	4	1352	281	1637	6	1	3	10	225	3	255	483	2720
PM																	
04:00-15	0	465	28	493	1	102	50	153	4	4	2	10	92	1	23	116	772
15-30	0	453	33	486	0	122	73	195	7	1	0	8	112	2	28	142	831
30-45	0	515	37	552	1	131	73	205	7	0	1	8	100	0	28	128	893
45-00	1	519	46	566	0	131	77	208	2	1	0	3	105	0	30	135	912
05:00-15	0	490	30	520	0	132	62	194	2	1	2	5	132	1	19	152	871
15-30	0	515	39	554	0	131	89	220	2	1	1	4	122	3	27	152	930
30-45	1	495	32	528	1	127	75	203	3	3	2	8	125	2	19	146	885
45-00	0	483	31	514	0	151	80	231	2	1	1	4	119	1	24	144	893
PM 2 HOUR TOTALS	2	3935	276	4213	3	1027	579	1609	29	12	9	50	907	10	198	1115	6987
1 HOUR TOTALS																	
04-05	1	1952	144	2097	2	486	273	761	20	6	3	29	409	3	109	521	3408
415-515	1	1977	146	2124	1	516	285	802	18	3	3	24	449	3	105	557	3507
430-530	1	2039	152	2192	1	525	301	827	13	3	4	20	459	4	104	567	3606
445-545	2	2019	147	2168	1	521	303	825	9	6	5	20	484	6	95	585	3598
05-06	1	1983	132	2116	1	541	306	848	9	6	6	21	498	7	89	594	3579
PEAK HOUR																	
430-530	1	2039	152	2192	1	525	301	827	13	3	4	20	459	4	104	567	3606

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD ST: STSLTD STSLTD STSLTD S STSLTD STSLTD STSLTD STSLTD

PEDESTRIAN COUNT - SUMMARY

Location: Washington, DC/Prince George's Co

Intersection of: South Capitol St / MD 210 Date: 4/21/05 Day: Thursday

and: Southern Ave Weather: Clear

Counted by: LK & TK Entered By: CB

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		
TIME	EB	WB	NB	SB	EB	WB	NB	SB	TOTAL
AM									
07:00-15	6	4	3	1	5	4	3	6	32
15-30	5	6	1	3	3	3	4	4	29
30-45	4	3	3	1	2	1	4	5	23
45-00	6	2	0	4	4	4	5	3	28
08:00-15	3	4	2	1	3	2	3	4	22
15-30	4	3	4	2	2	3	4	1	23
30-45	3	5	2	2	1	4	2	6	25
45-00	3	4	0	1	2	4	4	6	24
AM 2 HOUR TOTALS	34	31	15	15	22	25	29	35	206
1 HOUR TOTALS									
07-08	21	15	7	9	14	12	16	18	112
715-815	18	15	6	9	12	10	16	16	102
730-830	17	12	9	8	11	10	16	13	96
745-845	16	14	8	9	10	13	14	14	98
08-09	13	16	8	6	8	13	13	17	94
PEAK HOUR									
07-08	21	15	7	9	14	12	16	18	112
PM									
04:00-15	8	11	0	2	3	4	4	1	33
15-30	3	10	1	0	2	6	6	2	30
30-45	6	2	4	3	3	15	11	12	56
45-00	8	1	4	6	0	7	5	3	34
05:00-15	7	6	6	6	6	12	5	5	53
15-30	8	7	0	2	3	8	18	8	54
30-45	1	3	8	5	2	13	3	3	38
45-00	5	13	10	10	4	13	12	10	77
PM 2 HOUR TOTALS	46	53	33	34	23	78	64	44	375
1 HOUR TOTALS									
04-05	25	24	9	11	8	32	26	18	153
415-515	24	19	15	15	11	40	27	22	173
430-530	29	16	14	17	12	42	39	28	197
445-545	24	17	18	19	11	40	31	19	179
05-06	21	29	24	23	15	46	38	26	222
PEAK HOUR									
05-06	21	29	24	23	15	46	38	26	222

STSLTD STSLTD STSLTD STSLTD STSLTD ST: STSLTD STSLTD STSLTD S STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Capitol St
and: Chicken Restaurant Drwy / Shell Gas Station Drwy
Counted by: SP & EZ

Location : Washington, DC
Date : 4/19/05 Day: Tuesday
Weather : Clear
Entered by: CB

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: South Capitol St				TRAFFIC FROM SOUTH on: South Capitol St				TRAFFIC FROM WEST on: Restaurant Drwy				TRAFFIC FROM EAST on: Shell Station Drwy				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
07:00-15	1	150	0	151	0	345	1	346	0	0	0	0	0	0	6	6	503
15-30	0	127	4	131	0	339	0	339	0	0	0	0	0	0	8	8	478
30-45	0	165	1	166	1	377	0	378	0	0	1	1	0	0	9	9	554
45-00	0	159	1	160	0	382	0	382	0	0	0	0	0	0	9	9	551
08:00-15	0	143	2	145	0	399	0	399	0	0	0	0	1	0	6	7	551
15-30	0	124	2	126	0	452	0	452	0	0	0	0	1	0	9	10	588
30-45	0	143	3	146	0	342	0	342	0	0	0	0	2	0	14	16	504
45-00	0	124	1	125	2	199	0	201	1	0	0	1	0	0	10	10	337
AM 2 HOUR TOTALS	1	1135	14	1150	3	2835	1	2839	1	0	1	2	4	0	71	75	4066
1 HOUR TOTALS																	
07-08	1	601	6	608	1	1443	1	1445	0	0	1	1	0	0	32	32	2086
715-815	0	594	8	602	1	1497	0	1498	0	0	1	1	1	0	32	33	2134
730-830	0	591	6	597	1	1610	0	1611	0	0	1	1	2	0	33	35	2244
745-845	0	569	8	577	0	1575	0	1575	0	0	0	0	4	0	38	42	2194
08-09	0	534	8	542	2	1392	0	1394	1	0	0	1	4	0	39	43	1980
PEAK HOUR																	
730-830	0	591	6	597	1	1610	0	1611	0	0	1	1	2	0	33	35	2244
PM																	
04:00-15	0	498	4	502	0	126	0	126	0	0	2	2	3	0	8	11	641
15-30	1	490	1	492	0	142	0	142	0	0	0	0	4	0	9	13	647
30-45	1	551	4	556	0	158	1	159	0	0	0	0	3	0	5	8	723
45-00	1	560	4	565	0	151	1	152	1	0	0	1	7	0	10	17	735
05:00-15	0	507	1	508	2	146	0	148	4	0	0	4	5	0	9	14	674
15-30	1	551	5	557	0	159	2	161	0	0	0	0	1	0	12	13	731
30-45	0	524	2	526	0	148	1	149	1	0	0	1	5	0	8	13	689
45-00	1	507	2	510	0	173	1	174	1	0	0	1	6	0	6	12	697
PM 2 HOUR TOTALS	5	4188	23	4216	2	1203	6	1211	7	0	2	9	34	0	67	101	5537
1 HOUR TOTALS																	
04-05	3	2099	13	2115	0	577	2	579	1	0	2	3	17	0	32	49	2746
415-515	3	2108	10	2121	2	597	2	601	5	0	0	5	19	0	33	52	2779
430-530	3	2169	14	2186	2	614	4	620	5	0	0	5	16	0	36	52	2863
445-545	2	2142	12	2156	2	604	4	610	6	0	0	6	18	0	39	57	2829
05-06	2	2089	10	2101	2	626	4	632	6	0	0	6	17	0	35	52	2791
PEAK HOUR																	
430-530	3	2169	14	2186	2	614	4	620	5	0	0	5	16	0	36	52	2863

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Capitol St
and: Bank of America Drwy / Shell Gas Station Drwy
Counted by: JA & EZ

Location : Washington, DC
Date : 4/21/05 Day: Thursday
Weather : Clear
Entered by: CB

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: South Capitol St				TRAFFIC FROM SOUTH on: South Capitol St				TRAFFIC FROM WEST on: Bank of America Drwy				TRAFFIC FROM EAST on: Shell Station Drwy				TOTAL N+S + E+W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
07:00-15	1	148	1	150	1	344	5	350	0	0	1	1	0	0	1	1	502
15-30	1	124	2	127	1	337	5	343	0	0	2	2	1	0	0	1	473
30-45	0	164	1	165	1	373	3	377	0	0	0	0	1	0	5	6	548
45-00	1	157	1	159	1	377	4	382	0	0	0	0	1	0	5	6	547
08:00-15	1	142	1	144	1	395	4	400	0	0	0	0	0	0	4	4	548
15-30	1	123	1	125	0	444	7	451	1	0	0	1	1	0	8	9	586
30-45	5	138	2	145	1	337	5	343	2	0	0	2	0	0	5	5	495
45-00	4	120	1	125	2	198	10	210	0	0	0	0	0	0	3	3	338
AM 2 HOUR TOTALS	14	1116	10	1140	8	2805	43	2856	3	0	3	6	4	0	31	35	4037
1 HOUR TOTALS																	
07-08	3	593	5	601	4	1431	17	1452	0	0	3	3	3	0	11	14	2070
715-815	3	587	5	595	4	1482	16	1502	0	0	2	2	3	0	14	17	2116
730-830	3	586	4	593	3	1589	18	1610	1	0	0	1	3	0	22	25	2229
745-845	8	560	5	573	3	1553	20	1576	3	0	0	3	2	0	22	24	2176
08-09	11	523	5	539	4	1374	26	1404	3	0	0	3	1	0	20	21	1967
PEAK HOUR 730-830	3	586	4	593	3	1589	18	1610	1	0	0	1	3	0	22	25	2229
PM																	
04:00-15	9	492	0	501	5	121	1	127	1	0	0	1	0	0	5	5	634
15-30	10	484	0	494	7	136	7	150	1	0	0	1	1	0	6	7	652
30-45	3	549	2	554	1	152	7	160	0	0	0	0	3	0	7	10	724
45-00	3	565	0	568	3	152	6	161	0	0	0	0	1	0	0	1	730
05:00-15	0	516	0	516	0	146	7	153	1	0	0	1	3	0	2	5	675
15-30	2	550	0	552	0	155	4	159	0	0	0	0	4	0	6	10	721
30-45	3	526	1	530	0	145	3	148	1	0	1	2	1	0	3	4	684
45-00	0	512	2	514	1	170	5	176	1	0	2	3	1	0	2	3	696
PM 2 HOUR TOTALS	30	4194	5	4229	17	1177	40	1234	5	0	3	8	14	0	31	45	5516
1 HOUR TOTALS																	
04-05	25	2090	2	2117	16	561	21	598	2	0	0	2	5	0	18	23	2740
415-515	16	2114	2	2132	11	586	27	624	2	0	0	2	8	0	15	23	2781
430-530	8	2180	2	2190	4	605	24	633	1	0	0	1	11	0	15	26	2850
445-545	8	2157	1	2166	3	598	20	621	2	0	1	3	9	0	11	20	2810
05-06	5	2104	3	2112	1	616	19	636	3	0	3	6	9	0	13	22	2776
PEAK HOUR 430-530	8	2180	2	2190	4	605	24	633	1	0	0	1	11	0	15	26	2850

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Location : Washington, DC

from: South Capitol St / MD 210 / Southern Ave | Date : 4/21/05 | Day: Thursday

to: Bank of America TRACKING | Weather : Clear

Counted by: AA & PWC (See Attached Sketch) | Entered by: CB

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: South Capitol St (From A)				TRAFFIC FROM SOUTH on: MD 210 (From C)				TRAFFIC FROM WEST on:				TRAFFIC FROM EAST on: Southern Ave (From B)				TOTAL N + S + E + W
	A-1	A-2		TOTAL	C-1	C-2		TOTAL				TOTAL	B-1	B-2		TOTAL	
AM																	
07:00-15	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
15-30	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
30-45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
45-00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2 HOUR TOTALS	6	2	0	8	0	0	0	0	0	0	0	0	2	0	0	2	10
1 HOUR TOTALS																	
07-08	1	2	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
715-815	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
730-830	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
745-845	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08-09	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
PEAK HOUR 07-08	1	2	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
PM																	
04:00-15	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
30-45	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
30-45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
PM 2 HOUR TOTALS	1	0	0	1	2	0	0	2	0	0	0	0	4	4	0	8	11
1 HOUR TOTALS																	
04-05	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	3	5
415-515	0	0	0	0	1	0	0	1	0	0	0	0	1	2	0	3	4
430-530	0	0	0	0	1	0	0	1	0	0	0	0	3	2	0	5	6
445-545	1	0	0	1	0	0	0	0	0	0	0	0	3	1	0	4	5
05-06	1	0	0	1	0	0	0	0	0	0	0	0	4	1	0	5	6
PEAK HOUR 05-06	1	0	0	1	0	0	0	0	0	0	0	0	4	1	0	5	6

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

from: Bank of America TRACKING Location : Washington, DC

to: South Capitol St / MD 210 / Southern Ave Date : 4/21/05 Day: Thursday

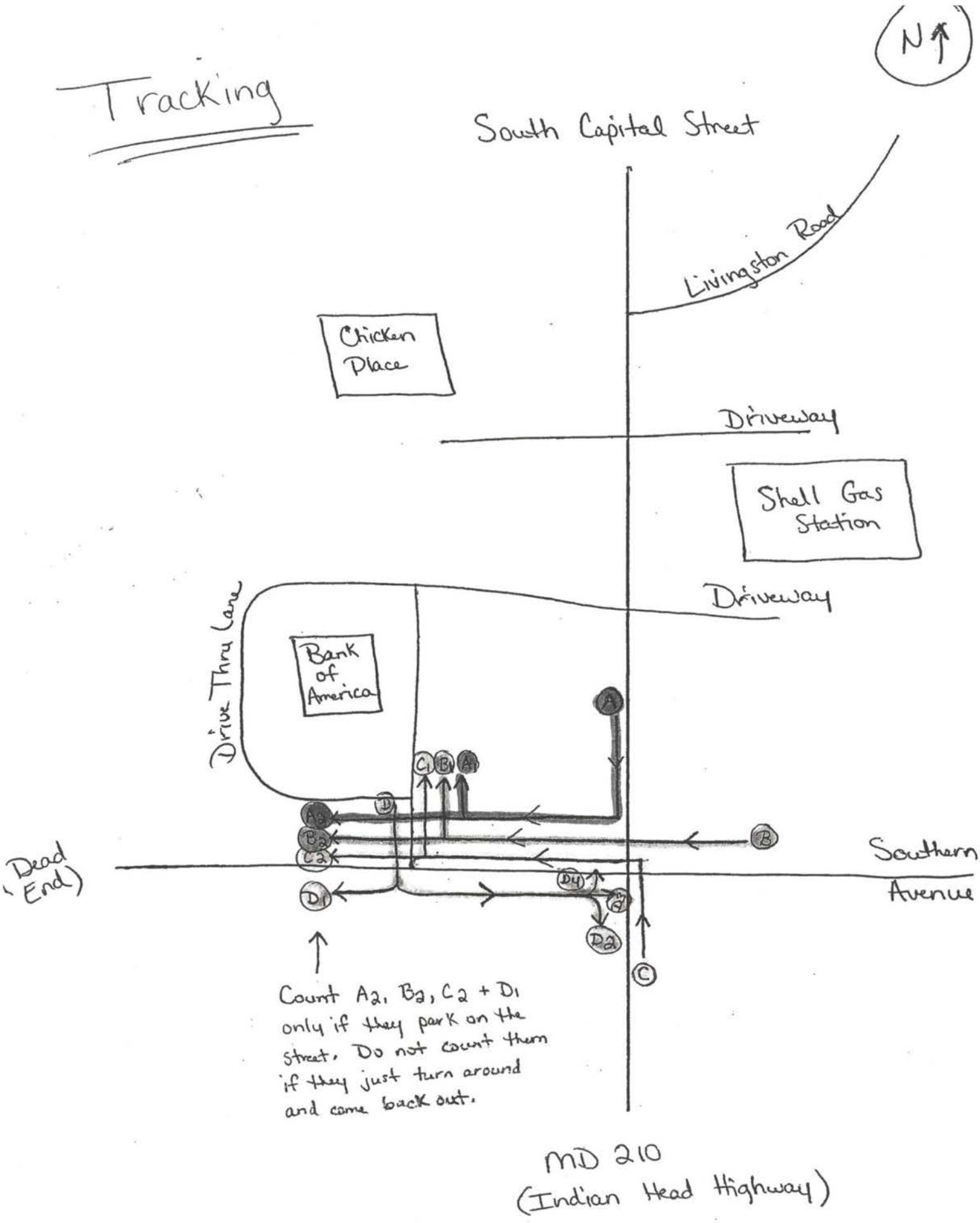
Counted by: AA & PWC (See Attached Sketch) Weather : Clear

Entered by: CB

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH from: Bank of America				TRAFFIC FROM NORTH from: Bank of America				TRAFFIC FROM WEST on:				TRAFFIC FROM EAST on:				TOTAL N+S + E+W
	D-1	D-2	D-3	TOTAL	D-4			TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
07:00-15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
15-30	1	1	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
30-45	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
45-00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00-15	0	0	1	1	2	0	0	2	0	0	0	0	0	0	0	0	3
15-30	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
30-45	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
45-00	1	3	0	4	2	0	0	2	0	0	0	0	0	0	0	0	6
AM 2 HOUR TOTALS	4	4	5	13	11	0	0	11	0	0	0	0	0	0	0	0	24
1 HOUR TOTALS																	
07-08	1	1	1	3	6	0	0	6	0	0	0	0	0	0	0	0	9
715-815	1	1	2	4	6	0	0	6	0	0	0	0	0	0	0	0	10
730-830	1	0	2	3	5	0	0	5	0	0	0	0	0	0	0	0	8
745-845	2	0	4	6	4	0	0	4	0	0	0	0	0	0	0	0	10
08-09	3	3	4	10	5	0	0	5	0	0	0	0	0	0	0	0	15
PEAK HOUR 08-09	3	3	4	10	5	0	0	5	0	0	0	0	0	0	0	0	15
PM																	
04:00-15	0	7	4	11	1	0	0	1	0	0	0	0	0	0	0	0	12
15-30	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	9
30-45	1	7	0	8	1	0	0	1	0	0	0	0	0	0	0	0	9
45-00	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00-15	0	1	1	2	1	0	0	1	0	0	0	0	0	0	0	0	3
15-30	0	3	1	4	1	0	0	1	0	0	0	0	0	0	0	0	5
30-45	0	2	3	5	2	0	0	2	0	0	0	0	0	0	0	0	7
45-00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
PM 2 HOUR TOTALS	1	31	13	45	6	0	0	6	0	0	0	0	0	0	0	0	51
1 HOUR TOTALS																	
04-05	1	24	7	32	2	0	0	2	0	0	0	0	0	0	0	0	34
415-515	1	18	4	23	2	0	0	2	0	0	0	0	0	0	0	0	25
430-530	1	14	3	18	3	0	0	3	0	0	0	0	0	0	0	0	21
445-545	0	9	6	15	4	0	0	4	0	0	0	0	0	0	0	0	19
05-06	0	7	6	13	4	0	0	4	0	0	0	0	0	0	0	0	17
PEAK HOUR 04-05	1	24	7	32	2	0	0	2	0	0	0	0	0	0	0	0	34

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD


Tracking
N
South Capital Street
Livingston Road
Chicken Place
Driveway
Shell Gas Station
Driveway
Drive Thru Lane
Bank of America
A
C1 B1 A1
D1
A2
B2
C2
B
D4
D3
D2
C
(Dead End)
Southern Avenue
D1
Count A2, B2, C2 + D1 only if they park on the street. Do not count them if they just turn around and come back out.
MD 210
(Indian Head Highway)

APPENDIX B
CAPACITY ANALYSIS SUMMARIES
Highway Capacity Software, Signalized Intersection Module

SHORT REPORT

General Information		Site Information	
Analyst	Stephen G. Petersen, P.E.	Intersection	S Capitol/Southern
Agency or Co.	Street Traffic Studies, Ltd.	Area Type	All other areas
Date Performed	04/30/2005	Jurisdiction	District of Columbia DOT
Time Period	Morning Peak Hour	Analysis Year	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	1	1	0	0	2	0	1	2	0
Lane group		LTR		L	LTR			LTR		L	TR	
Volume (vph)	3	1	6	225	3	255	4	1352	281	117	472	1
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green		2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type		3		3	3			3		3	3	
Unit Extension		3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	21		0	29		0	17		0	29		0
Lane Width		12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0		0	0	
Unit Extension		3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08
Timing	G = 21.0	G = 6.0	G =	G =	G = 9.0	G = 62.0	G =	G =
	Y =	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		10		234	269			1705		122	493	
Lane group cap.		78		390	389			1858		213	2418	
v/c ratio		0.13		0.60	0.69			0.92		0.57	0.20	
Green ratio		0.05		0.25	0.25			0.56		0.68	0.68	
Unif. delay d1		49.5		36.2	37.7			21.7		22.3	6.5	
Delay factor k		0.50		0.50	0.50			0.50		0.50	0.50	
Increm. delay d2		3.4		6.7	9.7			8.7		10.7	0.2	
PF factor		1.000		1.000	1.000			1.000		1.000	1.000	
Control delay		52.9		42.8	47.4			30.4		33.0	6.7	
Lane group LOS		D		D	D			C		C	A	
Apprch. delay	52.9			45.3			30.4			11.9		
Approach LOS	D			D			C			B		
Intersec. delay	29.1			Intersection LOS						C		

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1e

SHORT REPORT

General Information		Site Information	
Analyst	Stephen G. Petersen, P.E.	Intersection	S Capitol/Southern
Agency or Co.	Street Traffic Studies, Ltd.	Area Type	All other areas
Date Performed	04/30/2005	Jurisdiction	District of Columbia DOT
Time Period	Evening Peak Hour	Analysis Year	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	1	1	0	0	2	0	1	2	0
Lane group		LTR		L	LTR			LTR		L	TR	
Volume (vph)	4	3	13	459	4	104	1	525	301	152	2039	1
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green		2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type		3		3	3			3		3	3	
Unit Extension		3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	54		0	45		0	31		0	67		0
Lane Width		12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0		0	0	
Unit Extension		3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08
Timing	G = 24.0	G = 6.0	G =	G =	G = 6.0	G = 62.0	G =	G =
	Y = 4	Y = 0	Y =	Y =	Y = 4	Y = 4	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		20		468	110			844		155	2082	
Lane group cap.		93		508	493			1802		383	2321	
v/c ratio		0.22		0.92	0.22			0.47		0.40	0.90	
Green ratio		0.05		0.31	0.31			0.56		0.65	0.65	
Unif. delay d1		49.7		35.7	28.2			14.2		8.7	15.9	
Delay factor k		0.50		0.50	0.50			0.50		0.50	0.50	
Increm. delay d2		5.2		24.5	1.0			0.9		3.2	6.0	
PF factor		1.000		1.000	1.000			1.000		1.000	1.000	
Control delay		55.0		60.2	29.2			15.1		11.8	21.9	
Lane group LOS		D		E	C			B		B	C	
Apprch. delay	55.0			54.3			15.1			21.2		
Approach LOS	D			D			B			C		
Intersec. delay	25.2			Intersection LOS						C		

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1e

SHORT REPORT

General Information		Site Information	
Analyst	*Stephen G. Petersen, P.E.*	Intersection	*S Capitol/Southern*
Agency or Co.	*Street Traffic Studies, Ltd.*	Area Type	*All other areas*
Date Performed	*04/30/2005*	Jurisdiction	*District of Columbia DOT*
Time Period	*Morning Peak Hour*	Analysis Year	*Total Traffic Conditions*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	*0*	*1*	*0*	*1*	*1*	*0*	*0*	*2*	*0*	*1*	*2*	*0*
Lane group		*LTR*		*L*	*LTR*			*LTR*		*L*	*TR*	
Volume (vph)	*20*	*11*	*34*	*222*	*6*	*255*	*16*	*1345*	*281*	*107*	*450*	*1*
% Heavy veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*	*0.96*
Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup lost time		*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Ext. eff. green		*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival type		*3*		*3*	*3*			*3*		*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*21*		*0*	*29*		*0*	*17*		*0*	*29*		*0*
Lane Width		*12.0*		*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/hr												
Bus stops/hr		*0*		*0*	*0*			*0*		*0*	*0*	
Unit Extension		*3.0*		*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	

Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08
Timing	G = *10.0*	G = *22.0*	G =	G =	G = *6.0*	G = *60.0*	G =	G =
	Y = *0*	Y = *4*	Y =	Y =	Y = *4*	Y = *4*	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *110.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		*67*		*231*	*272*			*1711*		*111*	*470*	
Lane group cap.		*299*		*395*	*462*			*1787*		*164*	*2257*	
v/c ratio		*0.22*		*0.58*	*0.59*			*0.96*		*0.68*	*0.21*	
Green ratio		*0.20*		*0.29*	*0.29*			*0.55*		*0.64*	*0.64*	
Unif. delay d1		*36.9*		*33.1*	*33.4*			*23.8*		*22.1*	*8.4*	
Delay factor k		*0.50*		*0.50*	*0.50*			*0.50*		*0.50*	*0.50*	
Increm. delay d2		*1.7*		*6.2*	*5.4*			*13.4*		*20.2*	*0.2*	
PF factor		*1.000*		*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control delay		*38.6*		*39.3*	*38.8*			*37.1*		*42.3*	*8.6*	
Lane group LOS		*D*		*D*	*D*			*D*		*D*	*A*	
Apprch. delay	*38.6*			*39.0*			*37.1*			*15.0*		
Approach LOS	*D*			*D*			*D*			*B*		
Intersec. delay	*33.0*			Intersection LOS						*C*		

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1e

SHORT REPORT

General Information		Site Information	
Analyst	Stephen G. Petersen, P.E.	Intersection	S Capitol/Southern
Agency or Co.	Street Traffic Studies, Ltd.	Area Type	All other areas
Date Performed	04/30/2005	Jurisdiction	District of Columbia DOT
Time Period	Evening Peak Hour	Analysis Year	Total Traffic Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	1	1	0	0	2	0	1	2	0
Lane group		LTR		L	LTR			LTR		L	TR	
Volume (vph)	26	17	52	455	8	104	17	515	301	138	2008	1
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green		2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type		3		3	3			3		3	3	
Unit Extension		3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	54		0	45		0	31		0	67		0
Lane Width		12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0		0	0	
Unit Extension		3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08
Timing	G = 23.5	G = 13.5	G =	G =	G = 6.0	G = 55.0	G =	G =
	Y = 4	Y = 0	Y =	Y =	Y = 4	Y = 4	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		97		464	114			850		141	2050	
Lane group cap.		197		526	597			1225		328	2095	
v/c ratio		0.49		0.88	0.19			0.69		0.43	0.98	
Green ratio		0.12		0.37	0.37			0.50		0.59	0.59	
Unif. delay d1		45.1		29.4	23.3			21.1		11.9	21.8	
Delay factor k		0.50		0.50	0.50			0.50		0.50	0.50	
Increm. delay d2		8.5		18.9	0.7			3.3		4.1	15.2	
PF factor		1.000		1.000	1.000			1.000		1.000	1.000	
Control delay		53.6		48.3	24.0			24.3		16.0	37.0	
Lane group LOS		D		D	C			C		B	D	
Apprch. delay	53.6			43.5			24.3			35.7		
Approach LOS	D			D			C			D		
Intersec. delay	34.8			Intersection LOS						C		

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1e

District of Columbia
Board of Zoning Administrators

Case Of

Power Fuel & Transport LLC

4675 South Capitol St. Project

Law Offices
DeCaro & Howell PC
Suite 201
14406 Old Mil Rd.
Upper Marlboro, MD 20772
301-464-1400/4776 *phone/fax*

BZA
Case No. 17281
Exhibit No. 38

Law Offices

DeCARO & HOWELL, P.C.

Attorneys

Thomas F. DeCaro, Jr., JD, CPA
Admitted in DC, MD & VA
Marla Howell, JD
Admitted in Maryland

Office Manager
Rain Brady

Suite 201
14406 Old Mill Rd.
Upper Marlboro, Maryland
20772-3029
(301) 464-1400*(Phone)*
(301) 464-4776 *(Fax)*
***E-Mail:* TFD@Erols.com**

Additional Locations:

Suite 220
8321 Old Court House Rd.
Vienna, VA 22182
Phone: **703-255-0090**

WWW.DeCaroHowell.com

May 2, 2005

RECEIVED
D.C. BOARD OF ZONING
2005 MAY -3 PM 4:14

MEMORANDUM

To:	District of Columbia Board of Zoning Administrators
From:	Power Fuel & Transport LLC
Subj:	**4675 South Capitol Street, S.W.**
	Case No. 17281

Introduction. The purpose of this memorandum is to set forth the position of Power Fuel & Transport LLC ("PFT-LLC") that (1)with all due respect, this case does not belong before the BZA; and (2) the use of the site as a gasoline station constitutes a conforming use.

Submission Without Prejudice. Submission of this memorandum is informational only. By submitting this memorandum and otherwise participating in the hearings and proceedings before the BZA, PFT-LLC is not admitting that any zoning approval is required with respect to continuing work at the site and opening and operating a retail gasoline service station in connection with the plans and documents related to building permit #B463152 issued June 24, 2004.

Facts. The site had originally consisted of a single parcel. At some point, this parcel was subdivided into four parcels. Lots One and Four are involved in the instant case.

This parcel has the following history for uses of the property located at lot #247/62 & 247/63 Square 6275: Lots # 4 and #1 have been, according to records from as far back as September 23, 1953 to present, continuously used for a gasoline station in the District of Columbia. (Please note that due to a typographical error, in some of the paperwork the Square is referred to as Square 6274.)

For most of its history since that date, the site was owned and operated by Shell Oil Company (Exhibit A). After the gasoline station had been established for many years, the

Shell Oil Company, on September 6, 1968 filed for a permit to install a new 4000 gallon tank, as shown in documents attached (Exhibit B) which show six dispensers located on the islands and five underground tanks including the new 4000 gallon tank. With respect to this installation, it should be noted that BZA approval was not required for the installation of the tanks and dispensers.

It is most significant that the Shell permit to install the new 4000 gallon tank in September of 1968 references both of the subdivided parcels. There is no indication that there was any issue with the conforming use of both of the parcels after the subdivision under the C-3 classification. The fact that the Shell permit involved an installation of an underground petroleum storage tank and other gasoline service station equipment on two of the subdivided parcels can only mean that, according to the history of this site, C-3 classification clearly applies to both of the subdivided parcels.

Furthermore, the subdivision of the parcels has never meant that a gasoline station use was confined to that lot where gasoline station equipment happens to have been located prior to the subdivision. There is absolutely no indication in the history of the site that the C-3-A conforming classification was lost for either of the parcels created by the subdivision, by virtue of the subdivision.

The Shell Oil permit, as submitted, shows the application was made for 4675 South Capital St. lots 247/62 **and** 247/63 Square 6274 permit # B172760 dated September 6, 1968. These lot and square designations are those which are shown on 1958 Zoning Map, submitted for review, taken directly from Zoning Office. The map is attached as Exhibit C.

The next permit issued at this site as shown on records was made November 10, 1969 (Exhibit D). Quoted from that permit is a description of the scope of the work as follows:

> Shell Oil Company 4675 South Capital St S.E. Lot 247/62 Square 6274 Work on building only.
> " TO REMOVE EXISTING ROOF REPLACE BUILDING REMOVE ALL PORCELAIN FACING CONSTRUCT NEW ROOF ETC AS PLAN NO ENLARGEMENT"

Again, no BZA approval was required for this work.

The next relevant historical record concerning the use of these lots is a certificate of occupancy for the gasoline service station at the site, which we have found was issued to Paul D. Hohnson dated December 7, 1976. In that document, the site is shown as 4675

South Capital St SW Lot 247/53[1] Square 6274[2]. See Exhibit E, the Certificate of Occupancy B100638. This history indicates that both lots were utilized as gasoline service stations without comment or objection by a governmental entity. Furthermore, use of the lots as a gasoline service station did not require zoning approval in 1976. Such treatment of the lots is consistent with the use of the lots by Shell. There is absolutely no indication that there is any distinction involved in either of the lots with respect to their valid use as a gasoline service station.

No other site history was located in the course of our search. None of the site history located indicates that the subdivision had the effect of terminating C-3-A status to either of the post-subdivision parcels or of mandating that tanks or other service station equipment be located on one parcel as opposed to the other.

In fact, it makes no sense to change the current zoning of a lot just because that lot comes into existence due to a subdivision. To adopt this rule, which does not exist pursuant to the current law, the regulations or the cases, would result in a patchwork of permissible uses arising merely because a of the change in configuration of a particular Square.

Current Project. The history of the current scope of work is as follows. The existing underground petroleum storage tanks were to be removed so that the new owners, PFT-LLC could install new equipment after financing was to become available. While awaiting this financing, the building on the site was leased to other businesses to generate revenue until such time as finances were arranged for the reestablishment of the gasoline station.

The fact that the current lease on the building at 4675 South Capitol St. SW is held by Bank of America has no effect on the applicable zoning of the parcel, because the reopening of the gasoline service station will have no effect on the use of the site by the Bank. PFT-LLC is in the process of having the address change added for the gasoline service station to comply with application for Lot 1, Square 6274. Bank of America uses a structure off to the side of one of the post-subdivision lots. The Bank's building is a separate fully conforming use of the site, which is physically not involved in the gasoline station refurbishment. There is no regulation or interpretation which results in a change in the zoning classification, or requirement for separate zoning board approval, if a parcel is rented out for a conforming use which is different from another conforming use.

---

[1] The documentation contains a typographical error referring to Lot 53, which does not exist at the premises address. Obviously this document should have referenced Lot 63 at this address.

[2] The Square number is also in error as there is no Square 6274 at the address. Square 6275 is the original Square designation on the 1958 Zoning Map. The reference to 6274 is an obvious typing error on application.

PFT-LLC has previously obtained a building permit for the installation of new equipment for the gasoline station with six dispensers and two underground tanks. The scope of the work on the property involves two of the subdivided lots: 4675 South Capital St. S.W. Square 6274 (247/62) which is Lot 4 today & (247/63) which is Lot 1 today. See Exhibit F.

The site plan submitted by PFT-LLC calls for installation of the two new underground petroleum storage tanks and six new dispensers on what is now designated as lot #1. These installations are to be made in the open area which would be 247/63 6274 as described above in reference to Shell Oil Company permit application, as original owners, dated September 6, 1968. The Shell Oil Company address of the work at issue is 4675 S. Capital St. Lots 247/62 – 247/63 for the installation of the 4000 gallon tank. In other words, the PFT-LLC installation is substantially identical to Shell's installation in 1968.

Significantly, gasoline service station installations by Shell and by PFT-LLC were both performed after the subdivision on the post-subdivision lots, with approval of all required departments of the District of Columbia government. In Shell's case, BZA input was not required. There is no reason why this case involving PFT-LLC should be considered by the BZA at this time, given this history, if for no other reason than the PFT-LLC project is virtually identical to the Shell project.

As with the previous site work, the PFT-LLC project was self-certified by the architect as meeting all of the requirements of the DCRP-BLRA-BZA-DCZA and that the project qualifies as a conforming use in the District of Columbia.

The project has been uniformly approved by local citizens. The only District of Columbia opposition to the project comes from a competing gas station across the street, which will be required to lower its prices to DC citizens after the PFT-LLC station opens. Obviously, this competitor has a vested interest to use any available means to delay or prevent a lower price gasoline supplier from opening up. The only other opposition has come from other gasoline service stations which are not even located in the District of Columbia, and which appear to be affiliated with the competitor and not independently asserting any valid objections. This out-of-state opposition is obviously funded by competing oil companies which do not want to see additional competition for their brand in the District of Columbia. The PFT-LLC project will obviously benefit the citizens by making gas available at a lower price and by introducing competition. The opposition from competitors should actually be considered as a positive reason why the PFT-LLC site should be developed.

Legal and Regulatory Support for Our Position. A. The Work Proposed Is Not A Building Enlargement Therefore Zoning Approval Is Not Required. One aspect of the scope of work involves the installation of a gasoline station canopy over the pump islands.

DC Regulations do not include installation of a canopy as being a building enlargement, under Canopy as Accessory Use. The regulations read as follows:

> Canopy installation does not constitute enlargement to building as matter right, but rather it shall be permitted as accessory uses of land & building as follows:
>
> 2500.2 (b) A pump island canopy and kiosk adjacent to the pumps used exclusively as an attendant's shelter of the gasoline service station may be located in any open area of the lot not within twenty-five feet (25') of a Residence District unless separated therefrom by a street or alley. (Emphasis added).

As this is the condition of the site, the canopy has no effect on the building size and zoning approval is not required.

B. The Subdivision Of The Original Parcel Does Not Terminate The Right To Continue To Use Both Of The Post-Subdivision Parcels In Conformity With The Prior Approved C-3-A Zoning . At the outset, it should be noted that PFT-LLC and predecessor users of the lots have held a valid certificate of occupancy for the gasoline service station use since prior to1976 with the previous owner, and continuing currently as of 2003 with PFT-LLC. The property was purchased as a gasoline station with intention to install new upgraded equipment once the financial aspects were met. The new equipment was to replace previously existing gasoline service station installations on **both** of the post-subdivision lots.

All permits, both historically as referenced above, and those permits issued to PFT-LLC were issued through the DCRA process as required to install the new system to bring the gasoline station back to life. The old tanks were removed as a condition of sale because the tank would not have met the DC Regulation & EPA Deadline of December 22, 1998. It is therefore clear that the installation and use on this site of a gasoline service station is and has always been valid conforming to the use provisions of the district in which the use is located. Temporary suspension of business to comply with federal environmental regulatory requirements clearly does not constitute abandonment of the site use, nor does such compliance result in loss of zoning classification for any other reason.

An otherwise conforming use which, like the current use of the lots, is lawfully in existence at the time of adoption or amendment of the zoning title, shall not be later deemed to be a nonconforming use for purposes of requiring zoning approval, special exception or otherwise. This is true even if such a use, commenced after the amendment or adoption, may thereafter require special exception approval from the Board of Zoning Adjustment.

As the site is located in C-3-A zone, the gasoline station which had been *established* before December 20, 1985 has *not ever been enlarged* as defined in §743.1. There is no

basis to find that the site is anything but exempt from having the site reviewed by the BZA. The site is now conforming and has always fully conformed and abided with the requirements under 3104, 706 & Chapter 23. The original C&O had six fueling points and the existing application has six fueling points. PFT-LLC clearly meets all requirements of Chapter 23 as required, meaning that nothing involved in the PFT-LLC construction or planning process has triggered a requirement of review or approval by BZA.

Under §742.3, Other Accessory Uses and Building Customarily Incidental and Subordinate to the Uses Permitted in a C-3-A District, such as the gasoline service station at issue in this case, *shall be permitted in C-3-A District.*

Case law in the District of Columbia demonstrates that the mere physical change to a site, such as subdivision of a lot, does not adversely affect the zoning of the two resulting lots. In *George Washington University v. DC BZA*, 429 A.2d 1342 (1981), the property owner operated an approved but non-conforming clothing store for about 60 years at a particular location. Later, the property owner, with BZA approval, converted the building into a restaurant which was a different non-conforming use. The court held that this conversion did not result in abandonment or other loss of approval of the original clothing store. Although a clothing store was a nonconforming use, and the site had been remodeled, and the use of the site actually changed from clothing store to restaurant, the property owner was allowed to revert the use to clothing store without BZA approval.

There is no reason why the courts would treat a lot subdivision any differently than a building modification. This is especially true in the instant case where the refurbishment of the original gasoline service station use involves elements of both of the post-subdivision lots, and where a gasoline service station had, for in excess of 60 years, occupied both of the post-subdivision lots. Unlike the *George Washington University* case, there is no evidence that the parcel in the Power Fuel case was ever converted from gas station use before or after the subdivision.

In *Wood v. D.C.*, 39 A2d 67 (1944), the court held that a new occupancy permit was not required for use of a stable which had been vacant for about 6 years before the occupant recommenced use as a stable. The court held that, even though the premises had not been used for an extended period of time, and even though the use as a stable did not conform to the current zoning requirements, the occupant was entitled to use the property as a stable, because the property had been continuously been used as a stable for many years. The temporary discontinuance of use, even for an extended period did not mean that the premises could not be occupied for the original nonconforming purpose. This was the case even where a new owner/operator took over the site.

In the instant case, both of the post-subdivision parcels had been used continuously as a gasoline service station. Even during the period of time before the parcel was acquired and refurbished by the current owner, the gasoline service station underground tanks and

other installations were present, necessitating environmental compliance. Although there was a time when the prior owner closed the service station, there was no instance when the gasoline service station use of the parcel was ever changed.

Most significantly, there are no cases in the District of Columbia which hold that subdividing a parcel of land which has an originally valid conforming or even an approved non-conforming use results in any requirement for additional zoning approval for either of the post-subdivision parcels, provided that the same use of the post-subdivision parcels continues in the new project. Nor are there any cases which hold that the temporary suspension of business at a location results in loss of zoning classification where the same type of business is opened later.

It is clear that the use of both parcels for a gasoline service station is a conforming use of the site. The regulatory definition of a nonconforming use is contained on the attached Exhibit G. The Zoning Administrator has confirmed by letter that the use of the site as a gasoline service station is a conforming use. Submitted separately are maps and plans showing lighting, green areas and traffic flow patterns which enhance the use of the site and which exceed the requirements for the site.

Conclusion. With all due respect, this case should not be under consideration by the BZA. There is no building expansion, nor is there a situation involving an invalid or novel nonconforming use of the premises. The building permit was validly issued and should be reinstated immediately to prevent any additional harm to the owner.

Respectfully submitted,
DeCaro & Howell PC

By:_____
Thomas F. DeCaro, Jr.

Exhibit List

Exhibit A . . . . . Shell Oil Site Ownership

Exhibit B . . . . . Tank Installation Permit

Exhibit C . . . . . 1958 Zoning Map

Exhibit D . . . . . Shell Permit of 11/69

Exhibit E . . . . . Hohnson C&O of 12/76

Exhibit F . . . . . PFT-LLC Plans

Exhibit G . . . Definition of "Nonconforming Use"

***Exhibit A* - Shell**
Site Ownership

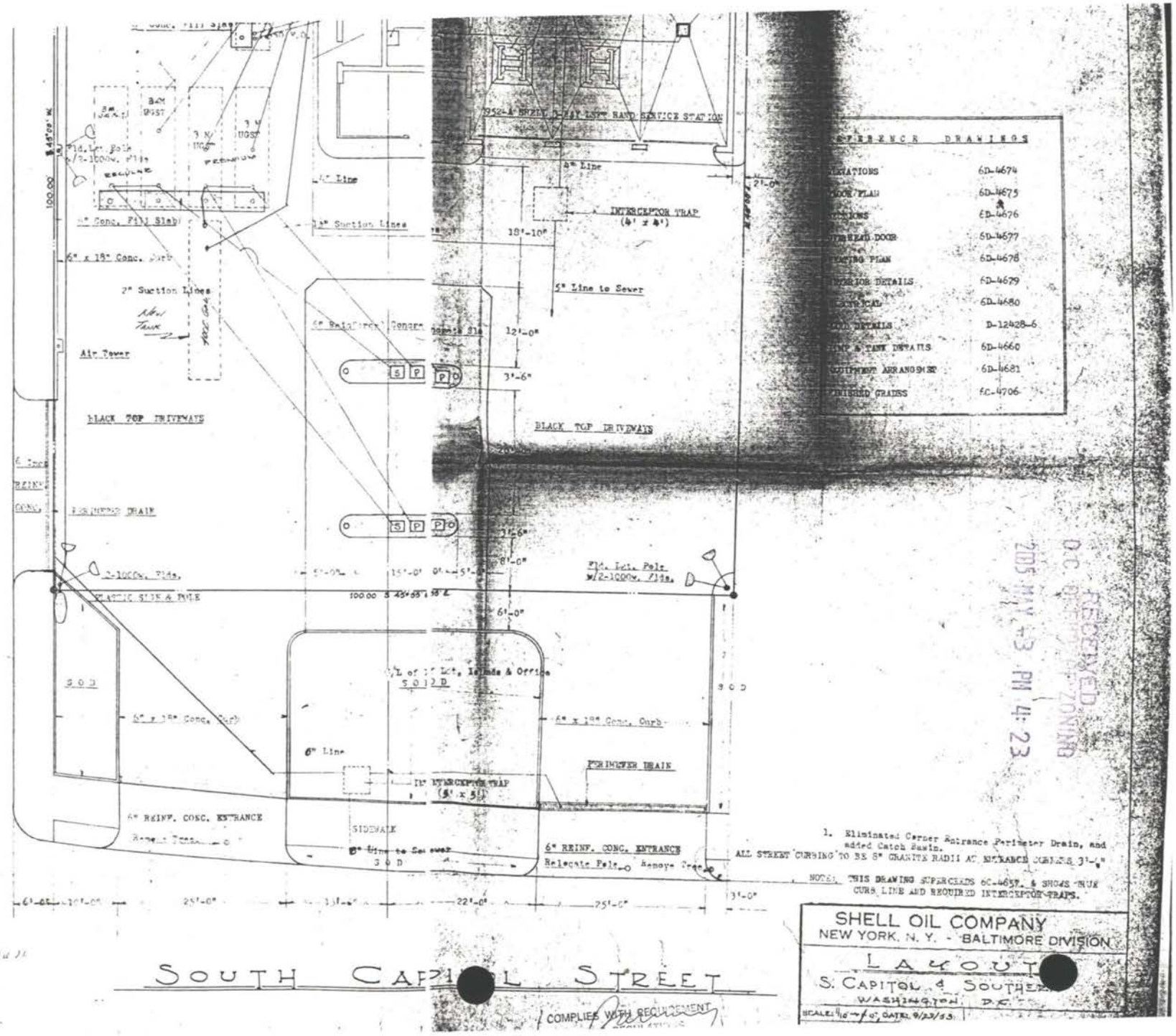

SOUTHERN AVE. [EXTENDED]
SOUTH CAPITOL STREET
1952-A BRICK & TILE LOW HAND SERVICE STATION
REFERENCE DRAWINGS
ELEVATIONS 6D-4674
FLOOR PLAN 6D-4675
SECTIONS 6D-4676
OVERHEAD DOOR 6D-4677
PAINTING PLAN 6D-4678
INTERIOR DETAILS 6D-4679
ELECTRICAL 6D-4680
SIGN DETAILS D-12428-6
PUMP & TANK DETAILS 6D-4660
EQUIPMENT ARRANGEMENT 6D-4681
FINISHED GRADES 6C-4706
INTERCEPTOR TRAP (4' x 4')
INTERCEPTOR TRAP (5' x 5')
5" Line to Sewer
6" Line
BLACK TOP DRIVEWAYS
Air Tower
Fld. Lt. Pole w/2-1000w. Flds.
6" x 18" Conc. Curb
6" REINF. CONC. ENTRANCE
SIDEWALK
PERIMETER DRAIN
SOD
APPROVED: SEP 6 1968
Fire Chief
COMPLIES WITH REQUIREMENTS
RECEIVED
D.C. BOARD OF ZONING
2005 MAY 13 PM 4:23
1. Eliminate Corner Entrance Perimeter Drain, and add Catch Basin.
ALL STREET CURBING TO BE 6" GRANITE RADII AT ENTRANCE CURBING 3'-0"
NOTE: THIS DRAWING SUPERCEDES 6C-4657, & SHOWS TRUE CURB LINE AND REQUIRED INTERCEPTOR TRAPS.
SHELL OIL COMPANY
NEW YORK, N. Y. - BALTIMORE DIVISION
LAYOUT
S. CAPITOL & SOUTHERN
WASHINGTON, D.C.
SCALE: 16'-0" DATE: 9/23/53

***Exhibit B* - Tank**
Install Permit

20K Ohio

LI-P-153
Formerly 153-CPB
Rev. 9/4/57

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF LICENSES AND INSPECTIONS
LICENSE AND PERMIT DIVISION
PERMIT BRANCH

DEPOSIT $ 2.-.68
(Date) C.P.

MISCELLANEOUS APPLICATION
For Bldg. repairs use application form 152 CPB
(Write with Typewriter or Ink)

Permit No. B 172760
Issued 9-6-68

Address of proposed work 4675 S. CAPITOL Lot 247/62 247/63 Square

Name of owner SHELL OIL CO Address 905 SIL SPR. AVE SIL SPR, MD
(Print Name in Full)

Character of work

Cost of work $ 700.00

TO THE DIRECTOR OF INSPECTION:

The undersigned owner (or his authorized agent) hereby applies for permission to perform the following work:

INSTALL 1-4000 GAL UG GASOLINE TANK

NO HOLD NOTICE AGAINST PROPERTY

Form LI-P-651 **BUILDING PERMIT**

PERMIT NO. B 172760

Date 9-6-68 (Type) TANK.

Address of work 4675 SOUTH CAPITOL ST Lot 247/62 Square 247/63

Permission is hereby granted to SHELL OIL CO. (Owner)

TOTAL PERMIT FEE $

FILING FEE $

NO. DATE

FEE PAYABLE $ 14.00

who is authorized to perform the work described herein at the address shown above in strict accordance with the conditions stated on BOTH sides of this permit.

Authorized work and conditions of performance thereof:

INSTALL 1- 4000 GALLON UNDER GROUND GASOLINE TANK
AS PER PLANS.

PERMIT

(To be filled in if applicable)
Builder — ~~XXXXXX~~ ACKER SONS INC. Value $ 700 No. of Bldgs.

Width of Bldgs. Length Height No. of Stories

Zone C-3-A. To be occupied as GAS STATION

Height of terrace above grade Projections:

Address of owner

Deposit No. Amount $

Chief, Permit Branch

By DORIS BUTLER
Permit Clerk

DEPT. OF LICENSES & INSPECTIONS, GOV'T. OF DIST. OF COL.
OFFICE COPY

Reserved for Approvals

SEP 5 - 1968

Execution by Agent { (Print) Shell Oil Co. (Owner)
By Lary L. Butler (Signature of Authorized Agent)

P-4081

Exhibit C - **1958**
Zoning Map

N
LIVINGSTON
ST
6275
130
DISTRICT
C-2-B
RECEIVED
D.O. OFFICE OF ZONING
2006 MAY -3 PM 4:23

Exhibit D **- Shell**
Permit 11/69

Washington, D. C., 9/22, 1969

Parcel 201/62

Sq 627

Recorded in Book 2.A.K. page 227

S. O. 22,220

T. Thos. ED

F. B. Cobble

Surveyor, District of Columbia.

Per T.C.

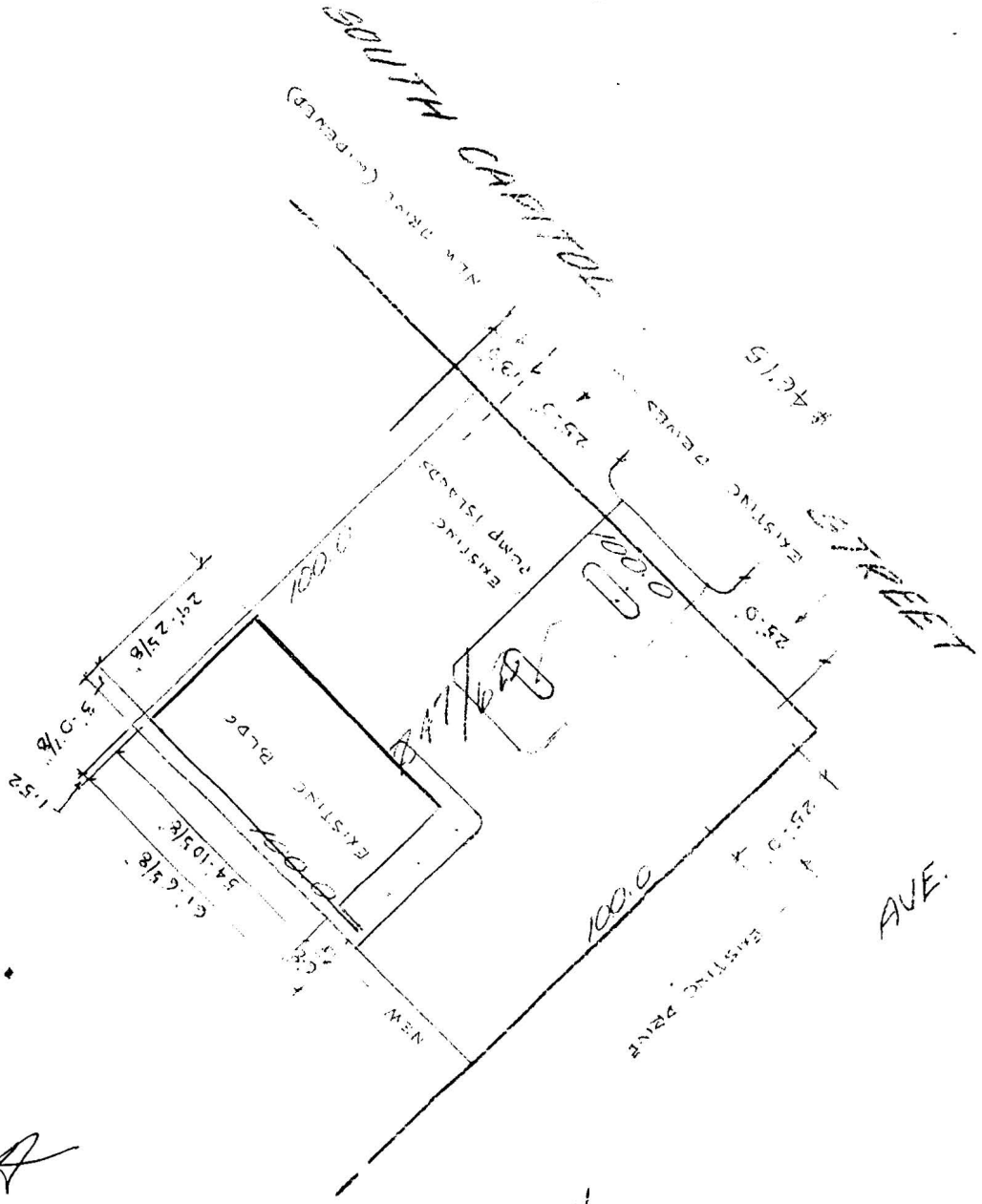
I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plan as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb or alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and the private restricted property).

Date 9-22-69

Norman C. Lowe

(Signature of ~~owner, or his~~ authorized agent)

DATA SHOWN ON ASSESSMENT AND TAXATION LOTS OR PARCELS ARE PER RECORDS OF ASSESSOR, D. C. BUT DO NOT NECESSARILY AGREE WITH DEED DESCRIPTION.



ANTI-[redacted]REQUIREMENT REGULATIONS

OCT 2 1969 Initial

D.C. (illegible) 96

205 MAR -3 AM 9:23

Lot Square

TOTAL PERMIT FEE $
FILING FEE 247/62 6274

SHELL OIL CO. 4675 SOUTH CAPITOL ST, S.E. (Owner)

100%

NO. DATE

FEE PAYABLE $ 320.00

TO REMOVE EXISTING ROOF REPLACE BUILDING REMOVE ALL PORCELAIN FACING
CONSTRUCT NEW ROOF ETC AS PER PLAN NO ENLARGMENT
THIS PERMIT DOES NOT AUTHORIZE CROSSING OF SIDEWALK WITH TRUCKS.
REGULAR FEE SHOULD BE 240.00 TYPE UP AS 320 SO THAT THE MAN COULD
GET A REFUND HIS CHECK WAS FOR 320.00

(To be filled in if applicable)

Builder — NOT SKE SELECTED Value $15,000.00 No. of Bldgs.

Width of Bldgs. Length Height No. of Stories

Zone C-3-A To be occupied as GASOLINE STATION

Height of terrace above grade Projections:

Address of owner GLENDA BOWYER

Deposit No. Amount $ $

DEP'T. OF LICENSES & INSPECTIONS, GOV'T. OF DIST. OF COL.

INSPECTOR'S COPY

RECEIVED
D.C. BOARD OF ZONING
2005 MAY -3 PM 4:24

Exhibit E **- Hohnson C&O 12/76**

Form ED-P-601 **CERTIFICATE OF OCCUPANCY** No. B100638

Washington, D.C., Dec 7, 19 76

Permission is hereby granted to ~~Paul D Johnston~~

to use the ~~lot~~ floor(s) of the building located on Lot ~~24,153~~ Square ~~6275~~

known as premises ~~4675 South Capitol St SW~~ for the following

purpose(s): ~~Gasoline service station 6 hose out lots~~

THIS CERTIFICATE SHALL BE POSTED CONSPICUOUSLY ON THE ABOVE PREMISES AT ALL TIMES. IT IS VALID INDEFINITELY, unless an expiration date is stated, ONLY for the premises, or part thereof, and for the purpose(s), indicated above, and IS NOT TRANSFERABLE to another person or premises under ANY conditions. ANY CHANGE in the type of business, ownership of business, or part of premises used therefor, will render this Certificate VOID and a NEW Certificate must be obtained.

DEPT. OF ECONOMIC DEVELOPMENT, GOVT. OF DIST. OF COL.

OFFICE COPY

ZONE

FEE $ 5.00

C 3 A

Chief, Permit Branch

By: [signature] Permit Clerk

RECEIVED
2005 NOV -3 PM 4:24

Exhibit F **-PFT-**
LLC Plans

S:

K CONTAINMENT SUMP/TURBINE ENCLOSURE

ROFLEX PIPING (1.5" PRIMARY AND 3" SECONDARY)

UBMERSIBLE PUMP

ANK VENT

ILL PIPE WITH 10-GAL. SPILL CONTAINMENT

TAGE 2 VAPOR RECOVERY

ANK PROBE - VEEDER ROOT TLS 350

IGH/LOW LEVE/INTERSTIAL SENSOR

VENT PIPE

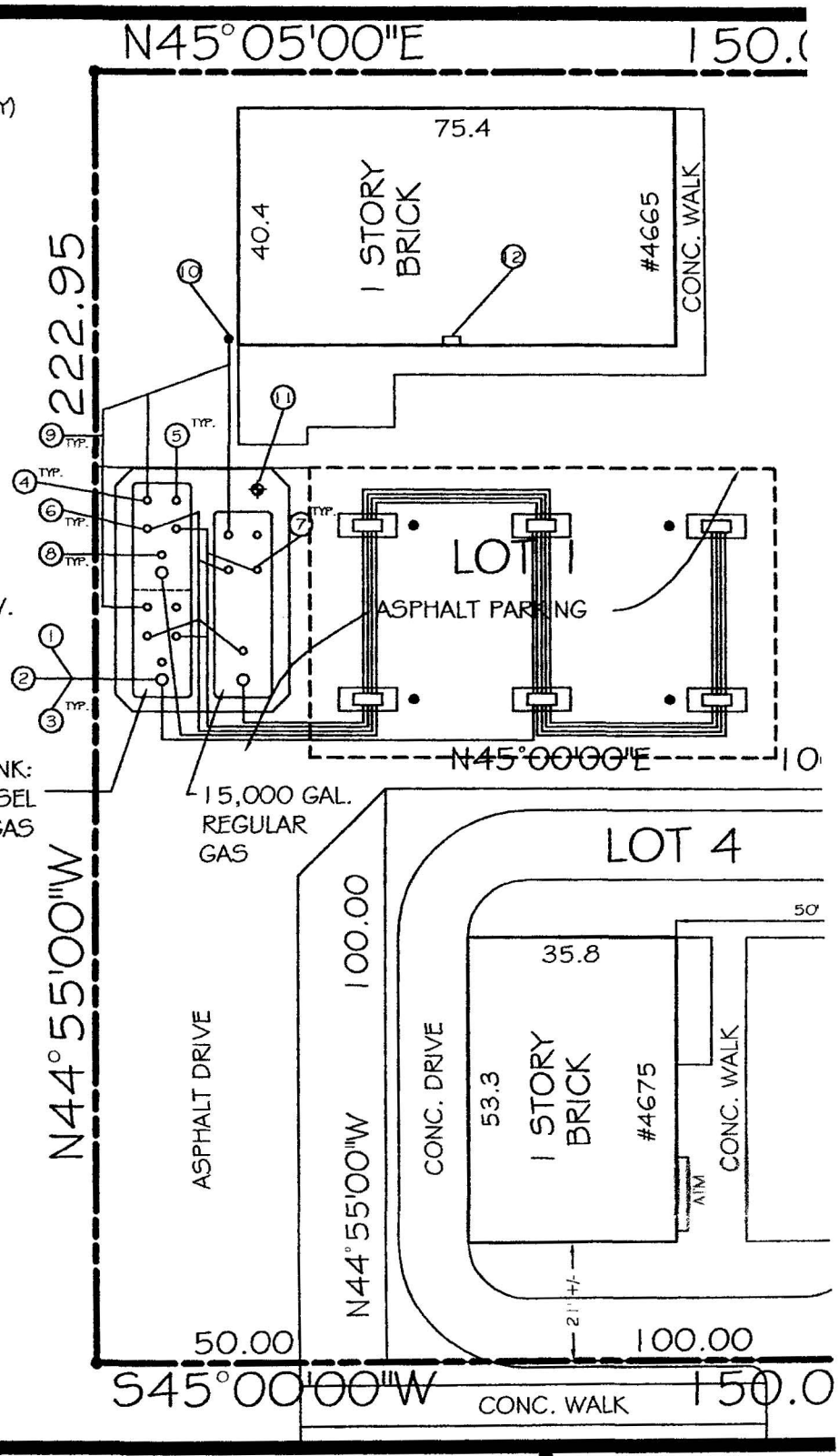
VENT RISER

4" PVC OBSERVATION WELL

VEEDER ROOT TLS CONSOLE

ELECTRIC CONDUIT

DISPENSER SUMP



EQUIPMENT SCHEDULE

'S. &/OR MODEL #'S MAY CHANGE (G.C. TO SEE MFR. CUT SHEETS)

	DESCRIPTION	MANUFACTURER	MFGR'S #
	DOUBLE WALL UNDERGROUND STORAGE TANK		
	[redacted]	RED JACKET	

Exhibit G - **Def.**
Of Nonconform

Non-Conforming Uses

A Non-Conforming Use is an existing use of land or of structure which was once permitted under the Zoning Regulations, or which pre-existed the application of the Regulations, but which is no longer permitted under current Regulations. These uses may be continued but are controlled to a greater degree than uses normally permitted by Zoning Regulations. The Zoning Regulations give BZA the authority to allow the expansion of such uses under certain circumstances and to allow certain changes in the use itself. The substitution of uses may also be permitted.

Top

