

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT



Application No. 14341, of Exxon Corporation, pursuant to Sub-section 8207.2 and Paragraph 8207.11 of the Zoning Regulations, for a special exception under Paragraph 5101.41 to construct a gas station to replace an existing gas station and for variances from the rear yard requirements (Sub-section 5303.1), the side yard requirements (Paragraph 5304.14), the on site parking requirements (Sub-section 7202.1) and from the prohibition against allowing an accessory structure to be located in the front yard (Sub-section 7601.2) in a C-1 District at premises 5521 Connecticut Avenue, N.W., (Square 1868, Lot 68).

HEARING DATE: October 9, 1985
DECISION DATE: November 27, 1985

FINDINGS OF FACT:

1. The subject site is located on the southeast corner of the intersection of Connecticut Avenue and Morrison Street and is known as premises 5521 Connecticut Avenue, N.W. It is in a C-1 District.
2. The site has a 152.05 feet frontage on Connecticut Avenue and a 135.19 frontage on Morrison Street. There is a rising grade from Connecticut Avenue to the east.
3. The site is of an irregular foursided configuration. The area of the site is approximately 14,522 square feet. The site is improved with a gas station. That use was approved by the BZA in Order No. 8377, dated October 19, 1965.
4. North of the site across Morrison Street is an accessory parking lot serving a Safeway grocery store in the C-2-A District. East of and abutting the site there is a commercial parking lot in the C-1 District. Further east, there are single family detached dwellings in the R-1-B District. South of and abutting the site there are a variety of commercial establishments in the C-1 District. Across Connecticut Avenue to the west, are commercial establishments including a bank in the C-1 District.
5. The subject site is presently occupied by a main building with three garage bays. The existing building is oriented generally in a north-south direction, and abuts the

eastern boundary line of the property. To the south side of that building, in the southeast corner of the property, are two temporary metal trailer buildings, which provide storage areas for the station. There are presently two pump islands parallel to Connecticut Avenue, which provide full service. There is also one pump island parallel to Morrison Street, which provides self-service. There are two curb cuts into the site from Connecticut Avenue, and two curb cuts into the site from Morrison Street.

6. The applicant proposes to remove the existing three bay main building, metal trailer buildings and pump islands and replace these with a modern gasoline service station. A new main building with four garage bays will replace the existing main building and trailer buildings, and will be located in virtually the identical position. The new building will be 12 feet longer than the existing building in order to accommodate the fourth garage bay. The fourth garage bay will have a garage door and will be used for inventory storage in lieu of the metal trailer buildings. There is a roof structure that protrudes above the service station. The heating and air conditioning unit will be located above the sales area and cashier area. In an effort to minimize the intrusion the structure will be painted in a color coordinated scheme to match the building structure.

7. Four new multi-product dispenser gasoline pumps will be located under a canopy in front of the main building. These pumps will be located on pump islands which will be in the same general location as the existing full service pump islands parallel to Connecticut Avenue. The pumps will be capable of serving eight vehicles at one time, and both full service and self-service will be provided. The existing curb cuts on Connecticut Avenue will be retained. The applicant originally proposed to retain both curb cuts along Morrison Street. The applicant studied this issue and submitted a revised plan with one curb cut. The canopy will be lighted, and will allow the pumping of gas in all types of weather. All lighting will be directed downward onto the site.

8. The applicant to achieve its proposal seeks relief under Paragraph 5101.41 of the Zoning Regulations and variances from the rear yard, side yard and on-site parking requirements.

9. Under Paragraph 5101.41 the proposed use is permitted if approved by the Board of Zoning Adjustment subject to the conditions specified in Section 8207 and below in each case, and with referral to the Office of Planning in accordance with Sub-section 5101.5:

- a. Gasoline service station hereafter established or enlarged, subject to the special provisions of

Article 74 of these regulations, and provided that:

1. The station shall not be located within twenty-five feet of Residence District unless separated therefrom by a street or alley;
2. The operation of the use will not create dangerous or other objectionable traffic conditions; and
3. The Board may impose requirements pertaining to design, appearance, screening, lighting or such other requirement as it shall deem necessary to protect adjacent or nearby property.

10. The gasoline service station is located in its entirety within the C-1 District and in excess of twenty-five feet from a residence district. It is separated from the nearest residence district by a parking lot and a public alley. All vehicular entrances are in excess of twenty-five feet from a residence district and all driveways are at least forty feet from the intersection of Connecticut Avenue and Morrison Street, as measured from the intersection of the curb lines extended. All hoists will be located within the main building. There will be no grease pits on the site. The day-to-day trash will be picked-up on a daily basis. The hard trash such as tires, engine parts and batteries will be stored in a separate facility until pick-up time. The dumping dumpster will be on a pad and will be screened. The pad is wide enough so that a truck can back in with a lift and pick the dumpster up. (Trash enclosure details, Exhibit No. 28 of the record).

11. Based upon the evidence and testimony, the Board finds that internal circulation within the station will be improved. The consolidation of all pump island parallel to Morrison Street, will allow all traffic on the site to move in the same general direction. The Board finds that this reconfiguration will reduce the potential for vehicular conflicts within the station.

12. Based upon the evidence and testimony, the Board finds that the proposed use is so designed that the appearance, screening and lighting of the station will not adversely affect any of the neighboring property owners. The lighting will be confined to the site and all lighting will be oriented downward so as not to adversely affect neighboring properties. The applicant has worked with the ANC on several design issues, and these have been incorporated into the final site plan for the project.

13. As to the issue whether the operation of the station will create dangerous or other objectionable traffic conditions, the applicant's expert traffic witness testified that measurements of traffic movements to and from the subject site were made during the morning and evening rush hours and at midday (approximately 30-45 minutes on each occasion) during the week of September 23, 1985. There is substantial use of all of the four existing driveways:

1. 69 percent of the vehicles enter from Connecticut Avenue.
2. thirty-one percent of the vehicles enter from Morrison Street.
3. Thirty-two percent of the vehicles exit to Connecticut Avenue.
4. Sixty-eight percent of the vehicles exit to Morrison Street.

The witness concluded, from the observations and the measurements, that access to Morrison Street is very important. Without such access, nineteen percent of the drivers would have to enter Connecticut Avenue from Morrison Street, make a left turn crossing northbound traffic and merge with southbound traffic, then immediately make another left turn back again across northbound traffic to enter the site. Such a maneuver would not be consistent with sound traffic engineering principles. In addition, residents of the area, without the Morrison Street access, would be forced back into the northbound Connecticut Avenue traffic stream before making the right turn on Morrison Street to reach their homes.

14. The witness further testified that the need for Morrison Street access is thus clearly established. On-site circulation would be best served with two driveways, to provide desirable flexibility of movement. While desirable, this is not critical. If only one driveway is to be provided, it should be farther removed from Connecticut Avenue than the existing western driveway; either the eastern driveway should be retained, or a new one provided between the two existing driveways.

15. The expert witness further testified that the zoning requirement that all on-site parking spaces be delineated is not appropriate for a service station. It is necessary, in the normal operation of service stations, to move vehicles from time to time about the site. The need to have these vehicles kept within designated stalls would not serve the public well; on the contrary, it would make for inefficient on-site circulation.

16. In response to the Board's request for a study of means of directing traffic that would be exiting onto Morrison Street toward Connecticut Avenue rather than to the east the witness reported on three alternatives: (Exhibit No. 29 of the record).

- a. Alternative 1 - would require entering and exiting traffic from Morrison Street to keep to the left, which would be contrary to normal practice and which could be confusing to drivers. To minimize the confusion, the two driveways would have to be placed as far apart as feasible. That would require the location of the exiting driveway to be close to Connecticut Avenue, which would make for an unsafe condition in that exiting vehicles would be directed head-on into the path of vehicles entering Morrison Street from Connecticut Avenue.
- b. Alternative 2 - addresses the problem referred to above, but it would require vehicles leaving the pumps to swing wide to approach the driveway, thereby eliminating on-site parking areas. To bring the driveways close together would result in an unsafe condition because of conflicting movements where the entering and exiting vehicles' paths cross on Morrison Street.
- c. Alternative 3 - would be the safest and most desirable design from a traffic engineering viewpoint. The standard driveway design is a comfortable one for motorists. Appropriate signs would direct vehicles toward Connecticut Avenue. If ninety percent of the vehicles that now leave the service station on Morrison Street and proceed through the neighborhood were to travel, instead, toward Connecticut Avenue, on an average day there would be approximately 7-9 cars going through the neighborhood, or less than one car per hour, on the average. In the opinion of the witness alternative 3 would be a reasonable and proper design to meet the needs of both the service station and the residential community. For reasons discussed below the Board does not concur with the opinion of the traffic witness.

17. In addition to special exception relief, the applicant is also required to seek variance relief for the rear yard and side yard, as well as to allow an accessory

structure to be located in the front yard, and a variance from the off-street parking requirements.

18. The evidence of record shows, and the Board finds, that the lot is a corner lot, with a frontage along Connecticut Avenue of 152.05 feet, narrowing to 97.47 feet at the rear of the site. The frontage along Morrison Street is 125.19 feet, narrowing to just over 100 feet on the south side of the site. The gasoline station has been located at this site for 20 years. The existing main building abuts the retaining wall on the applicant's east property line. This configuration allows for maximum safe and efficient vehicular circulation on the site. The retaining wall on the applicant's eastern boundary line is located entirely on the applicant's property. As such, the Board finds that the new building cannot be built up to this property line.

19. The Board finds that the Zoning Regulations do not require a side yard, but if one is provided, it must measure at least six feet. The new building will be placed in the same general location as the existing building, abutting the retaining wall and set approximately one foot off the east lot line. Based upon the evidence and testimony, the Board finds that a strict application of the side yard provisions would require the proposed new building to be either built face on the east property line, or moved west at least six feet toward the middle of the site until the strict side yard requirements are met.

20. The Board finds that the location of the building face on the east property line would require the demolition of the existing retaining wall and reconstruction of the wall one foot east. On the other hand, the movement of the building at least six feet toward the middle of the site would serve to impede one of the very purposes for which the gasoline service station has been established, i.e., to sell gasoline, by reducing the area available for the location of pump islands. Such relocation of the building would thereby restrict the efficient and safe flow of vehicular traffic through the site.

21. The Board finds that the Zoning Regulations require a twenty foot rear yard. The revised plans submitted by the applicant indicate that the building will be located very close to the rear lot line. Based upon the evidence and testimony, the Board finds that a strict application of the rear yard regulations would require the building to be shifted north and west approximately twenty-five feet toward the center of the site until the rear yard requirement is met, thus reducing the efficiency of the vehicular circulation. The presence of a fifteen foot building restriction line along Morrison Street prevents the further movement of the building northward in order to delete this variance. The proposed location of the building is the ideal location

for the building, in light of the fact that the maximum amount of available open area on the site should be located in front of the building, to allow for efficient vehicular circulation.

22. The Board finds that the Zoning Regulations do not allow accessory structures to be located in the front or side yard. Based upon the evidence and testimony, the Board finds that a strict application of the regulations would require the canopy to be placed behind the main building, rather than in front of the building. The very purpose of the canopy is to cover motor vehicles while gasoline is being pumped. The location of the pumps themselves in the front yard is permitted as a matter-of-right. Based upon the evidence, the Board finds that the reversing of the position of the main building and the pump islands with the canopy would totally eliminate access to the site from Connecticut Avenue. This would create a dangerous traffic condition on the site, with little or no means of ingress and egress, and would be contrary to sound planning principles.

23. Based upon the evidence and testimony, the Board finds that a strict application of the Zoning Regulations would require that there be fifteen parking spaces marked on the site for the parking of vehicles. The Board finds that the canopy itself is considered as a building under the strict definition of the Zoning Regulations. As such, this "building" generates gross floor area, and thus generates a parking requirement itself. The purpose of a parking requirement is to provide a place to park vehicles for persons who will be entering a particular building. The purpose of the canopy over the pump islands is to shield vehicles which are parked temporarily while gasoline is being pumped. If the canopy over the pump islands were not included in the plan, the parking requirement would be approximately one-half of that stated by the Zoning Administrator. The report of the Department of Public Works supports the position that there should be an exemption for parking spaces generated by a canopy over gasoline pumps.

24. The Board finds that the applicant is seeking a variance from the parking spaces generated by the main building, as well as by the canopy. A strict application of the regulations would require that the applicant mark off fifteen parking spaces on the gas station site, measuring nine feet by nineteen feet, "Accessible and of appropriate dimensions to be used exclusively for the temporary parking of a motor vehicle." (Emphasis added). The Board finds that the operation of the gasoline service station with service bays requires flexibility in the location of motor vehicles on the site throughout the day to accommodate the efficient operation of the station. The applicant has

submitted a plan which shows that more than the required number of motor vehicles can be safely accommodated on the site at any one time. However, the Board finds that to require the applicant to mark these individual spaces as parking spaces to be used exclusively for the temporary parking of a motor vehicle would hinder the safe and efficient operation of the service station. In addition, the ANC testified that any limit imposed on the number of cars that can be placed on the site at any one time may result in the parking of excess vehicles on the street, which would take away from the available supply off-on-street parking for the neighborhood.

25. The Board finds that the gasoline service station has been located at this site since 1965. The new main building will be located in virtually the identical position as the existing main building, which is set back on the site as far to the east as possible. If the building were to be located further to the east, toward the east lot line, no side yard variance would be required. The Board also finds that the rear yard variance will not adversely impact adjacent property because the evidence of record indicates that the adjacent building, which is built out to its lot line, is two stories tall at this point, and is without windows in this location.

26. The Board finds that the positioning of the canopy in front of the main service station building is similar in nature to many other gasoline service stations in the Metropolitan Washington Area which have canopies over the gasoline pumps. The Board finds that if the main building and the canopy were connected, the strict requirements of the Zoning Regulations would be met, but this connection itself would add to the gross floor area, and thus to the parking requirement for the service station. Therefore, the Board finds that while the connection would eliminate one variance, it would add to the degree of variance necessary for the parking relief.

27. The Office of Planning (OP) recommended that the application be approved with conditions. The OP noted that the application complies with the requirements of Paragraph 5101.41 of the Zoning Regulations, and that the station has been in existence for the past twenty years on the site. The OP noted that the granting of variance relief in this case for the rear and side yards, the parking, and the canopy is appropriate. The OP also noted that the proposed improvements on the site are typical of all other gasoline station modernizations which have occurred in the city in the recent past. The OP concluded by recommending approval of the application, and recommended that the applicant work with the Advisory Neighborhood Committion to address their concerns about landscaping, sign treatment and driveway locations on Morrison Street. The OP also suggested that

the applicant submit a revised landscaping plan in the event that the driveway configuration is altered from the existing configuration which was submitted with the original application. The Board notes that such revised plans have been submitted by the applicant. The Board concurs with the reasoning and recommendation of the OP.

28. The Department of Public Works (DPW) by memorandum dated October 2, 1985, reported that DPW noted the subject gasoline station has been located on the present site for twenty years. The DPW further noted that the proposed reconstruction would not entail any expansion nor would it require any new curb cuts along Connecticut Avenue or Morrison Street. In DPW's judgement, automobile trips generated by the renovation would have a negligible impact on the street system. Presently, the gas station is served by four driveways, two off Connecticut Avenue and two on Morrison Street. To enhance access and circulation, the DPW recommended that the eastern most driveway on Morrison Street be eliminated. In regard to the parking provision, the DPW has evaluated the parking requirements versus the parking need of the station. Under the Zoning Regulations, the applicant is required to provide fifteen spaces to service the station, which include seven spaces for the canopy and eight for the building garage. The DPW did not intend for Sub-section 7202.1 of the newly adopted parking and loading zoning amendments to apply to the canopy structure of a gasoline station. It was the Department's intent that the gasoline station parking requirement only apply to enclosed buildings, such as repair garages and retail adjuncts. Under this specific case, the repair garage would require eight parking spaces. By eliminating the easternmost driveway, the applicant can provide eight spaces on-site which, in the DPW's judgement, would be adequate to accommodate the project. From a transportation standpoint, the proposed renovation would have a negligible impact on the surrounding street system. The Board concurs with the DPW as to the on-site parking requirements. For reasons discussed below the Board does not concur that the proposed one curb cut on Morrison Street would have a negligible impact on the surrounding street system.

29. Advisory Neighborhood Commission 3G by letter dated September 30, 1985, recommended that the requested relief not be granted unless certain conditions were met. Those conditions were as follows:

- (a) The applicant will only erect a free-standing advertising sign which, over the years, will be unobstrusive and aesthetically pleasing.
- (b) A detailed landscaping plan shall be submitted to the BZA for its final approval, and that the ANC be permitted to work with

the applicant in reviewing this landscaping plan before it receives final approval from the BZA.

- (c) The only ingress and egress to this gasoline station should be from Connecticut Avenue, requiring the elimination of the Morrison Street egress and ingress.

30. The applicant responded to the conditions of the ANC as follows:

- (a) Exxon indicated to the ANC and to the BZA that it would construct a 30 square foot freestanding Exxon sign, with integrated price signs, on the site rather than the typical 40 square foot Exxon sign, and further that the Exxon sign presently located on the commercial building adjacent to the gasoline station would be removed.
- (b) Exxon informed the ANC that it could select whatever landscaping it desired, within reason, as a substitute for the plantings shown on the Exxon landscaping plan. Exxon asked that any plantings which the ANC may choose be of a type which will not serve to adversely impact traffic by screening views of traffic, particularly at or near intersections and entrances. The ANC presented its proposed landscaping plan to Exxon subsequent to the hearing in this case, and Exxon incorporated design features from that landscaping plan into its final plan to the greatest extent practicable, consistent with traffic safety concerns and D.C. Laws and Regulations.
- (c) Exxon has submitted a revised site plan showing a single curb cut to the site from Morrison Street, instead of the two curb cuts as originally proposed. The plan was designed by Exxon's engineers in conjunction with the applicant's traffic and transportation expert. It was the applicant's position that this new configuration, together with signage indicating no right turn out of the property onto Morrison Street, would greatly reduce any potential adverse impacts on the residences on Morrison Street.

31. The Board concurs with the three conditions of the ANC. It does not find that the applicant's response to condition "c" of the ANC persuasive.

32. Six residents of Morrison Street appeared and testified in opposition to the application. A petition was also submitted into the record from residents of the 3700 block of Morrison Street in support of the position of the ANC.

33. The opposition did an independent traffic study. The traffic counts were done at off-peak hours. The opposition reported as follows:

1. On Wednesday, September 25, 1985 - At 7:00 P.M. to 7:15 P.M.: 23 cars entered or left the Exxon through the Morrison Street driveways (an hourly rate of 92 cars an hour).
2. On Saturday, October 5, 1985 - At 10:30 A.M. to 10:45 A.M.: 17 cars entered or left the Exxon through the Morrison Street driveways (an hourly rate of 68 cars an hour).
3. On Monday, October 7, 1985 - At 6:05 P.M. to 6:20 P.M.: 20 cars entered or left the Exxon through the Morrison Street driveways (an hourly rate of 80 cars an hour).
4. On Monday, October 7, 1985 - At 8:00 P.M. to 8:15 P.M.: 15 cars entered or left the Exxon through the Morrison Street driveways (an hourly rate of 60 cars an hour).

34. The opposition reported as to the street measurements of the 3700 blocks of McKinley, Morrison and Livingston Streets, the immediately neighboring streets of the subject site as follows:

1. McKinley Street, N.W., (3700 Block)
Width of street, curb cut: 28 feet two inches. Driveable width of street (between the curb and one lane of parked cars): 22'

Parking is permitted on only one side of McKinley Street; the intersection of Connecticut Avenue and McKinley Street is controlled by a set of traffic lights; McKinley Street is marked with double, unbroken yellow lines down the entire length of this block.

Morrison Street, N.W. (3700 Block)

Width of Street, curb to curb: 28 feet two inches. Driveable width of street (between two lanes of parked cars): 16'

Parking is permitted on both sides of Morrison Street and both sides are commonly occupied by parked cars; the intersection of Connecticut Avenue and Morrison Street is not controlled, except by stop signs facing Morrison Street; Morrison Street is not marked with any traffic lines.

Livingston Street, N.W. (3700 Block)

Width of street, curb to curb: 29 feet six inches. Driveable width of street (between two lanes of parked cars): 17' 4"

Parking is permitted on both sides of Livingston Street and both lanes are commonly occupied by parked cars; the intersection of Connecticut Avenue and Livingston Street is controlled by traffic lights; a part of this block of Livingston Street is marked by double yellow lines running east from the intersection with Connecticut Avenue for several car lengths.

Morrison Street is the narrowest street of the neighboring streets for moving traffic and it has the fewest devices for the control of moving traffic.

35. In essence, the opposition asserted that the requested cut would offer no more than a modest convenience for some customers of the Exxon station, most of whom come from outside the neighborhood, but that the cost of this minor convenience was a serious injury to the residential character and safety of this neighborhood.

36. In a petition and in oral testimony the opposition asserted that the present driveway cuts, which were authorized in 1965, now add to Morrison Street between 60 and 92 cars an hour in the off-peak hours and that most of this traffic does not originate or terminate in the neighboring streets in the District of Columbia. They gave testimony that this traffic had increased in recent years, causing noise and accidents to property. In the views of the neighbors, these cuts have created unsafe conditions along the length of Morrison Street, N.W. and in the other streets near this station which are now being used heavily as "cut-through" routes by auto traffic that comes predominantly from and returns to suburban Maryland.

37. The opposition testified that closing the driveway would be consistent with this Board's action of nine years ago, when the Board required the Safeway grocery store directly across Morrison Street from this station to close the Safeway's driveway cut into the same block for reasons of aesthetics and safety. The nine year example of the Safeway store shows that ingress and egress can be halted into Morrison Street, "without detriment to either store patronage or traffic safety." (BZA Order No. 13573, dated April 12, 1982).

38. The neighbors also gave testimony that there was additional relevant precedent in the form of the other Exxon stations in nearby northwest Washington and nearby Maryland. Out of seven Exxon stations now doing business within several miles of this station, five have all ingress and egress entirely from a single major commercial artery like Connecticut Avenue, N.W. (e.g., at 8505 Connecticut Avenue; 5143 River Road; 4244 Wisconsin Avenue; 6100 MacArthur Boulevard; and 4866 Massachusetts Avenue, N.W.). None of these stations has a side cut into any street at all. Each of the remaining two Exxon stations (one at Connecticut Avenue and Porter Street, N.W. and one at Connecticut Avenue and Nebraska Avenue. The neighbors gave testimony that no Exxon station within miles of this location has a driveway cut into a residential street. They gave testimony that no residential block like the block where the applicant has requested this driveway cut.

39. The opposition filed photos into the record evidencing that employees of the station have made a practice of parking cars in their existing driveways with an apparent lack of concern for the safety of their customers or the safety of pedestrians who must walk near the station. Closing the driveway would provide additional space for a stated need of the Exxon station, parking cars.

40. The Board finds the arguments of the opposition to be most persuasive. The evidence in support thereof is based on evidence which for the most part was in rebutted. The testimony was based on every day observations of the adjacent neighbors to the site. In this sense the Board is more impressed with the neighbors observations than that of the applicant's expert traffic witness.

CONCLUSIONS OF LAW AND OPINION:

Based upon the testimony and evidence of record, the Board concludes that the applicant is seeking special exception and variance relief. A special exception is a use which is predeemed compatible with other uses in the same zoning district provided certain requirements are met. The Board concludes that the proposed renovation of the gasoline service station, with the conditions imposed herein, will be

in harmony with the general purpose and intent of the Zoning Regulations and will not tend to adversely affect the use of neighboring property.

As to the variance relief, these are area variances, the granting of which requires a showing through substantial evidence of a practical difficulty upon the owner arising out of some unique or exceptional condition of the property such as exceptional narrowness, shallowness, shape or topographical conditions. The Board further must find that the application will not be of substantial detriment to the public good and will not substantially impair the intent and purpose of the zone plan. The Board concludes that the practical difficulty is inherent in the land because of its physical conditions as to shape and size. The siting of the structures also add to the practical difficulty.

The Board further concludes that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent and purpose of the zone plan. The Board concludes that it has accorded to the ANC the "great weight" to which it is entitled by statute.

Accordingly, it is ORDERED that the application is GRANTED SUBJECT to the following CONDITIONS:

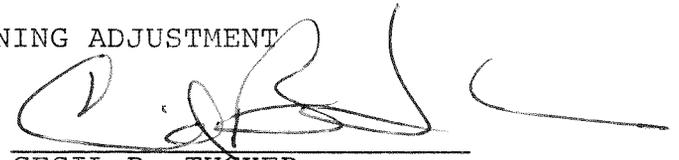
1. Construction shall be in accordance with the site plan marked as Exhibit No. 32A of the record, except as hereinafter modified.
2. There shall be no curb cuts along the Morrison Street frontage of the subject property.
3. There shall be a continuous row of shrubs along the Morrison Street frontage of the subject property. The existing curbcuts shall be filled in and landscaped, with shrubs that match the existing landscaping on Morrison Street.
4. There shall be no more than one sign advertising the Exxon station. Such sign shall not exceed thirty square feet in size.
5. The small triangular portion of property located on the south side of the proposed structure shall be blocked off in order to prevent any accumulation of trash and debris. The screening shall be finished with the same color and material of the structure.

6. The applicant shall screen all roof structures from public view.

VOTE: 4-0 (Lindsley Williams, Charles R. Norris, William F. McIntosh and Carrie L. Thornhill to grant; Douglas J. Patton not present, not voting).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY:



CECIL B. TUCKER
Acting Executive Director

FINAL DATE OF ORDER: 12 MAR 1986

UNDER SUB-SECTION 8204.3 OF THE ZONING REGULATIONS, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

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