

LTR CERTIFICATION FORM: PART A (Cont'd.)

9. RESIDENTIAL/BUSINESS DISPLACEMENT DUE TO PROJECT:
(If not applicable or no displacement expected,
enter "0")

Number of Households Displaced _____

Number of Businesses Displaced NONE

AUTHORIZED SIGNATURE Eckington Place limited Partnership
BY Dennis Paul GENERAL PARTNER
(DENNIS I PAUL)

DATE 3/2018

FOR OP USE ONLY - DO NOT WRITE BELOW LINE

PROJECT NO. _____

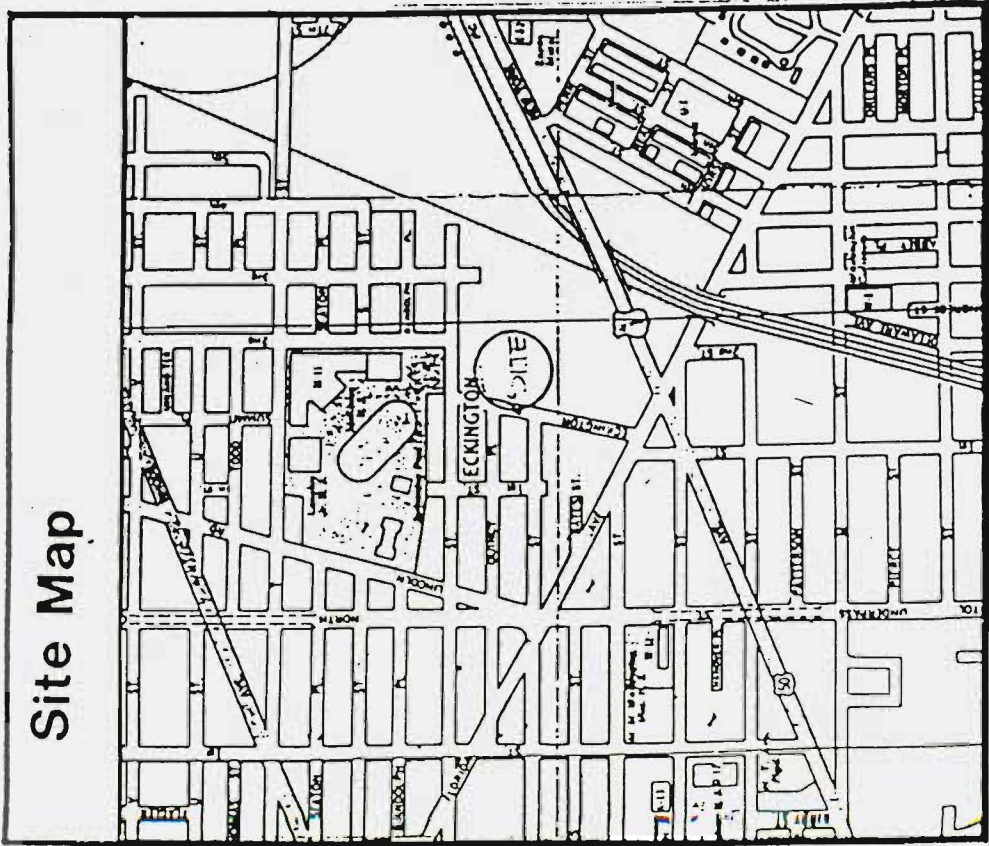
DATE RECEIVED BY OP / /

OP RECOMMENDATION FOR (Check One):

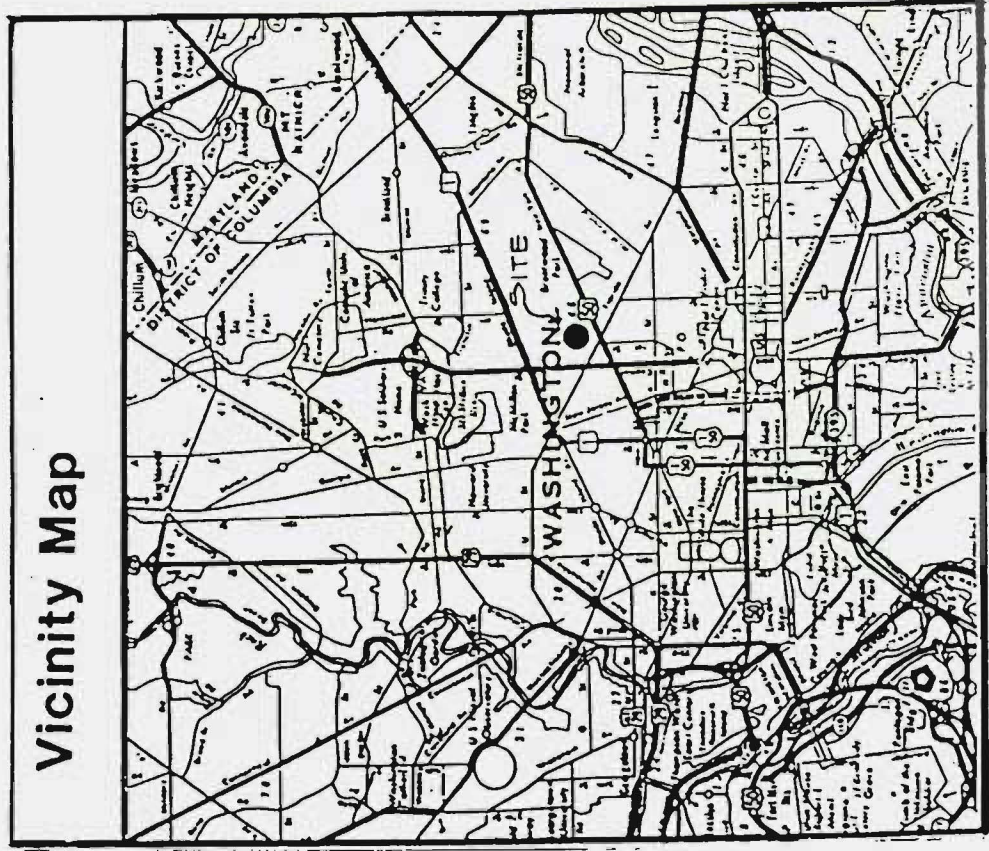
Approval Disapproval

DATE OF FINAL ACTION / /

Site Map



Vicinity Map



CAPITAL CITY FLOWER MARKET

1625 Eckington Place, NE



CAPITAL CITY FLOWER MARKET

Project Contribution Toward District Community Goals

The Capital City Flower Market is a major signal to the private sector that the New York Avenue/Florida Avenue/Eckington Place area of the District of Columbia is worthy of serious consideration for private investment in rehabilitation and new development. The intense combined effort of five businesses to remain within the District is demonstration of the importance of retaining available industrial/business initiative sites for the relocation and expansion of existing business. Otherwise, over 135 District jobs in the wholesale flower industry would be lost to surrounding counties.

The project not only avoids job loss but also preserves the opportunity for increased employment as the wholesale flower industry grows because of having new modern facilities. This growth is both economic and psychological since it should demonstrate to the business and immediate neighborhood that the Eckington area is improving and deserves both private and public sector attention.

The new Flower Market will have an attractive appearance with a "Greenhouse" look displaying to all viewers a vast array of ever changing floral colors. The exterior will have landscaping to enhance this image. The property will be enclosed by a residential type fence and parking will be on site. All this is in place of what is now a location of trash dumpings, collapsing shed buildings, unused rail sidings, and crumbling concrete. The project is visible from the New York Avenue entry into the District and its construction will be viewed by thousands of drivers each day. It should help foster other similar projects for the neighborhood.

Additionally, the project will bring new tax reserves for the District which are important to poorly funded educational and social programs. New jobs, retained jobs, new taxes, new community image, new private capital investment, no public sector funding, ...-- all of these benefits plus much more as the contributions that will be gained from the Capital City Flower Market project.



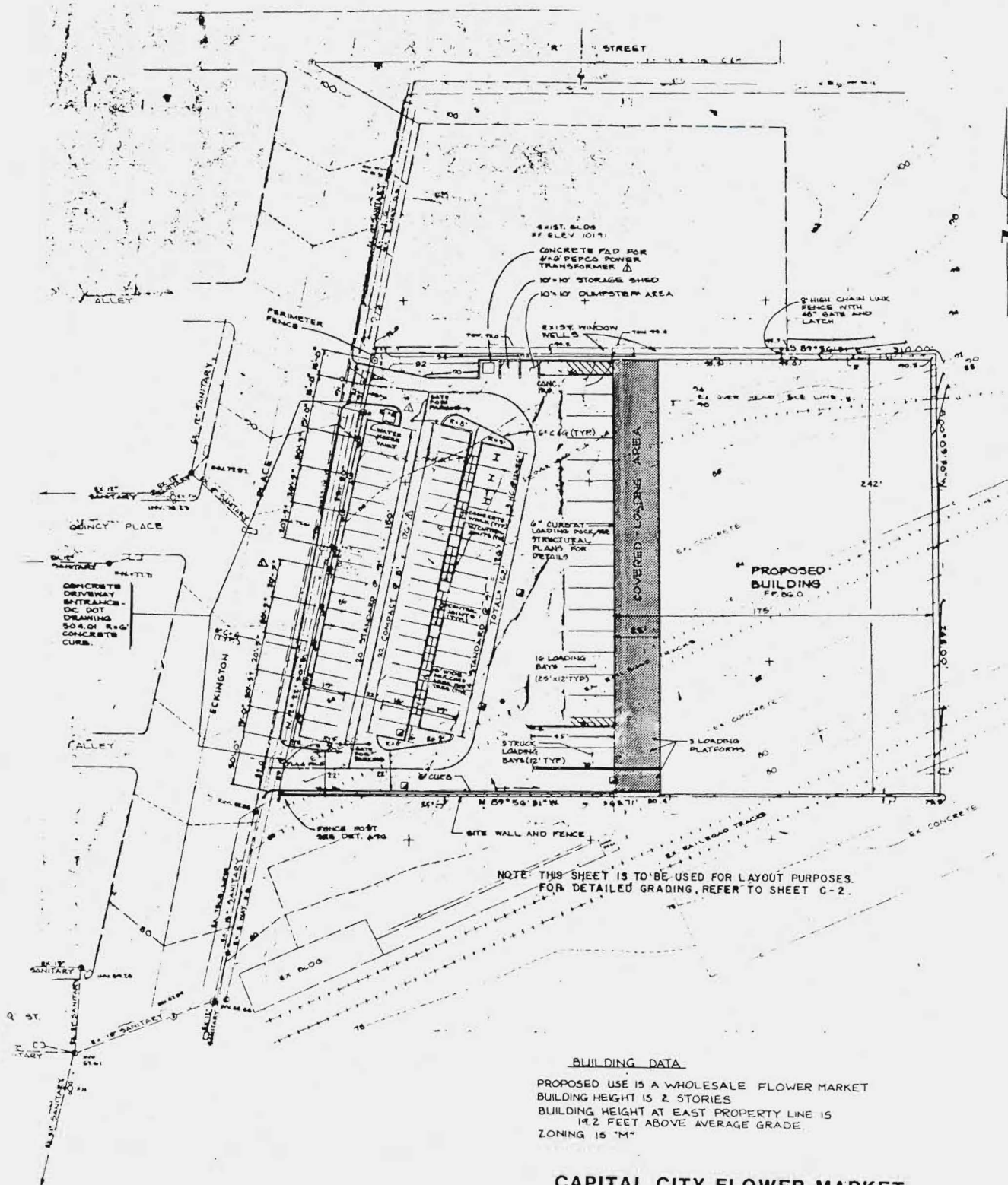
CAPITAL CITY FLOWER MARKET

Relationship to District Elements of the Comprehensive Plan

The Capital City Flower Market project has an exact relationship with the parameters set forth in the DCMR10 Planning and Development Program enacted by D.C. Law 5-76 and 5-187. Its location is in one of the designated specialized treatment areas, "NUMBER ONE & Eckington Yards." This project conforms to the policies defined in DCMR10 Amendment No. 5, Section 1119.1 and 1121.2. Additionally, the project exactly implements the intent of Section 1111 contained in D.C. Law 50187, "Production & Technical Employment Land Use." The project also implements the policies set forth in D.C. Law 5-76, Sec. 211, 212, 213, and 214.

As stated in the "Project Contribution Toward District Community Goals", the benefits are in complete agreement with the objectives outlined in Sections 101.1, 103, 109 (General Prov); and Sections 200, 202, 203, 205, 206, and 208 (Economic Development).

A close examination of the project reveals that this total private sector development is probably the most complete current example of the success of the District's comprehensive plan objectives. No public funds, complete private sector investment, rehabilitation of a district targeted area high minority employment opportunity and ease of accessible to residential neighborhoods are just some of the relationships.



NOTE: THIS SHEET IS TO BE USED FOR LAYOUT PURPOSES.
FOR DETAILED GRADING, REFER TO SHEET C-2.

BUILDING DATA

PROPOSED USE IS A WHOLESALE FLOWER MARKET
 BUILDING HEIGHT IS 2 STORIES
 BUILDING HEIGHT AT EAST PROPERTY LINE IS
 14.2 FEET ABOVE AVERAGE GRADE.
 ZONING IS "M"

**CAPITAL CITY FLOWER MARKET
 GENERAL SITE, DEVELOPMENT AND
 CIRCULATION PLAN**

NOTE:
 All sediment control will be installed
 prior to beginning of demolition, in
 accordance with demolition and erosion
 control plan.

PARKING SUMMARY

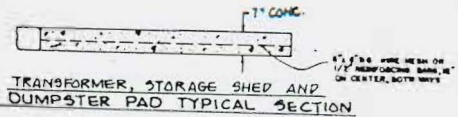
3	HANDICAPPED TYP (12' x 14')
34	STANDARD TYP (7' x 14')
23	COMPACT TYP (8' x 16')
59	TOTAL SPACES

LOADING SUMMARY

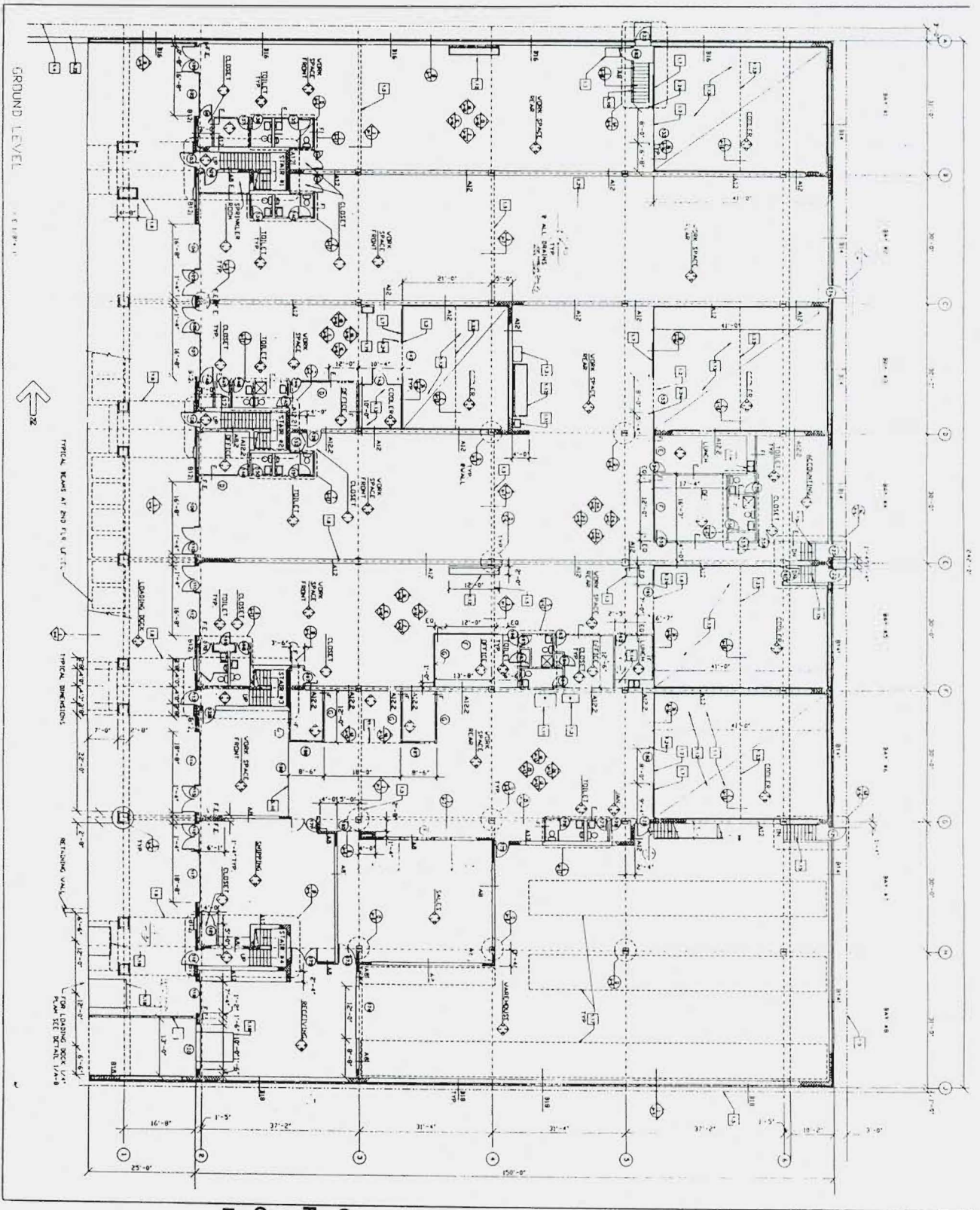
1	10' x 12' DEPTH
2	45' x 12' DEPTH
16	25' x 12' DEPTH
17	TOTAL DEPTHS

LEGEND

	DRAINAGE INLET
	RETAINING WALL
	DIRECTION OF DRAINAGE FLOW
	EXISTING SPOT ELEV.
	PROPOSED SPOT ELEV.
	AREA UNDER CANOPY
	FENCE PIER (SEE SHEET A-1)



NOTE: 1/2" EXPANSION JOINT ALL SIDES
 MIN 1/8" x 11" SLOPE TO ASPHALT AREA
 FOR DUMPSTER AND TRANSFORMER PADS



GROUND LEVEL



TYPICAL ROOMS AT END OF UTILITY

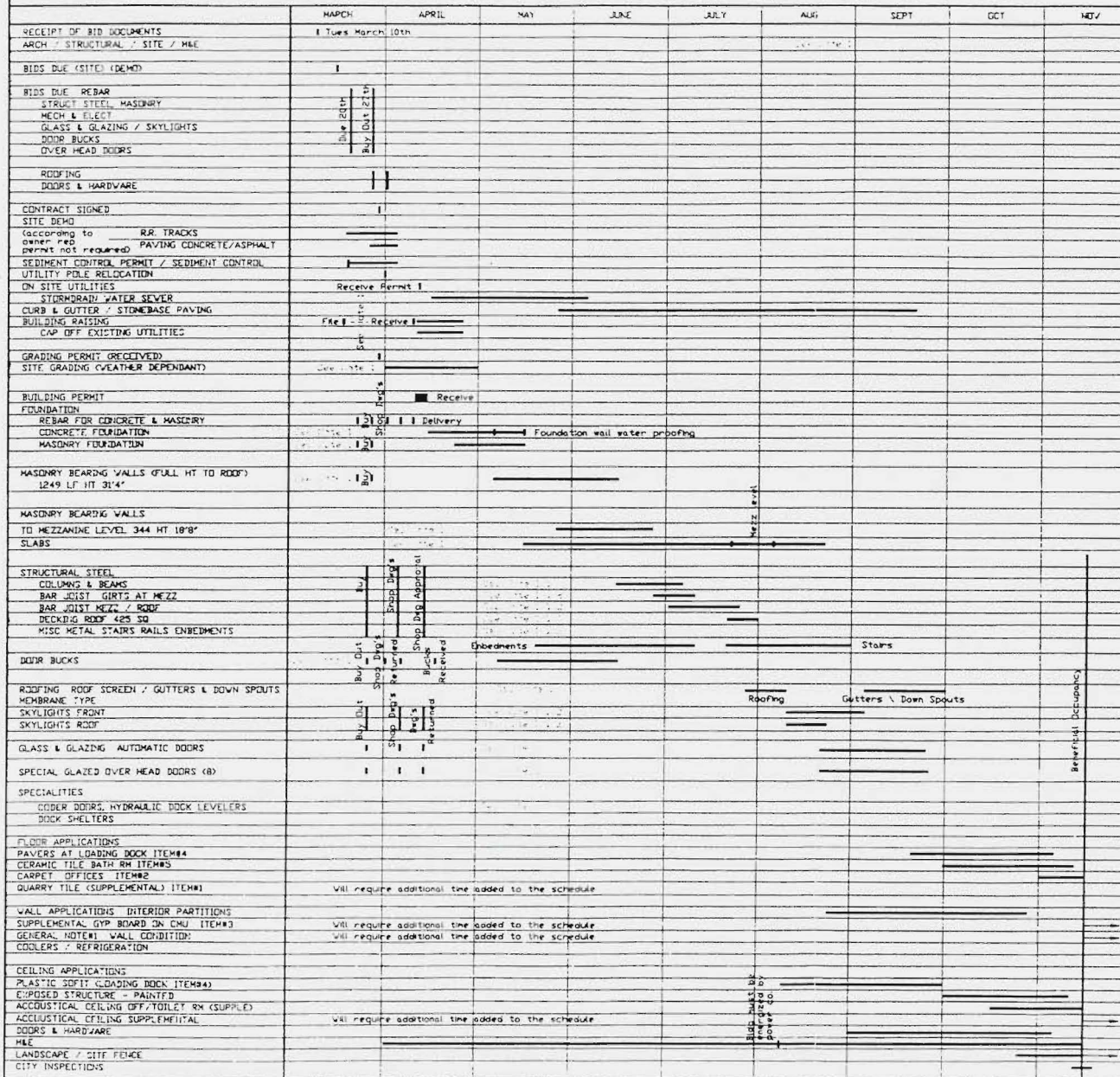
TYPICAL DIMENSIONS

RECEIVING VANS

FOR LOADING DOCK VANS
PLAN SEE DETAIL 1/2A-B

**CAPITAL CITY
FLOWER MARKET
GROUND LEVEL
FLOOR PLAN**

PRELIMINARY TARGET SCHEDULE FOR CAPITAL CITY FLOWER MARKET



CAPITAL CITY FLOWER MARKET SCHEDULE OF BUILDING CONSTRUCTION

The schedule was developed by the 1/16/97 drawings of Colmore, Clarke & Ass.

LEGEND

■ Must dates



CAPITAL CITY FLOWER MARKET

Traffic Analysis

- I. **Overview:** The proposed Capital City Flower Market site is at 1625 Eckington Place, NE. As shown on the site map in this report, Eckington Place is a short street, approximately 4 blocks long, between Florida Avenue and R St. The land to the east of Eckington Place is industrial in nature and consists of an old bakery building which has been converted to mini-warehouse usage and several sections of the old B&O Eckington Freight Yards, most of which are currently vacant. The west side of Eckington Place is primarily commercial (mainly warehouse usage) with intermixed residential. A traffic study was performed to determine the impacts of this usage on the adjacent street system. Peak hour counts were taken and levels of services (LOS) were analyzed for both Eckington Place at Florida Avenue and Eckington Place at R St. Vehicular trip generation and traffic assignment were calculated in order to analyze LOS after development. The above intersections were chosen as "critical intersections" because they are the first major intersection each direction from the site. Since the volumes and impacts generated by this site were extremely small in relation to the volumes at these intersections, no further intersections were deemed "critical".
- II. **Existing Traffic:** Full turning movement counts were taken at Florida and Eckington from 7 AM until 6 PM. AM and PM peak movements were identified. Count and summary tabulations are included as an appendix. The peaks occurred from 8:15-9:15 AM and 4:30-5:30 PM. Level-of-Service (LOS) was calculated for each peak using the FHWA software to the Highway Capacity Manual (Special Report 209, TRB, 1985). The LOS outputs are on the next two pages and the total analysis are included in an appendix. In all cases, all movements on Florida Avenue are operating at LOS "C" or better. All movements on Eckington Place are at LOS "D". The driveway exiting Wendy's is operating at LOS "C". At Eckington and R Street, all intersection legs are operating at LOS "B" or better.
- III. **Trip Generation:** The proposed building has a major use as a wholesale flower market. It will generate traffic in the following categories: employees, outbound deliveries, inbound deliveries, and customers. The proposed building also has a small amount of general office space. Each category will be analyzed as to traffic generated at the peak hour of adjacent streets. In some cases, the peak hour of generated traffic varies greatly from the peak hour of adjacent streets. The breakdown of building area by usage was based upon final architectural plans and input from the proprietors, as follows:

Wholesale	45,000 sf
General Office	6,200 sf
Canopy	<u>6,000 sf</u>
TOTAL	57,200

Florida Avenue and Eckington Place

AM Peak: 8:15 - 9:15 AM

LEVEL-OF-SERVICE WORKSHEET

EXISTING

Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.077	1.019	108.0	10.3	79	0.0	1.00	10.3	B	14.0	B
T	0.545	0.509	108.0	13.7	1634	0.3	1.00	14.0	B		
WB											
T	0.513	0.667	108.0	6.9	2138	0.2	1.00	7.1	B	6.8	B
R	0.291	0.667	108.0	5.7	894	0.1	1.00	5.7	B		
NB											
LTR	0.043	0.278	108.0	21.7	312	0.0	1.00	21.7	C	21.7	C
SB											
L	0.493	0.556	108.0	24.8	399	0.8	1.00	25.6	D	25.9	D
TR	0.517	0.278	108.0	25.0	326	1.2	1.00	26.2	D		

Intersection Delay = 12.0 (sec/veh) Intersection LOS = B

LEVEL-OF-SERVICE WORKSHEET

PROPOSED

Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.270	1.019	108.0	11.5	77	0.5	1.00	11.9	B	13.9	B
T	0.545	0.509	108.0	13.7	1634	0.3	1.00	14.0	B		
WB											
T	0.513	0.667	108.0	6.9	2138	0.2	1.00	7.1	B	6.8	B
R	0.300	0.667	108.0	5.7	894	0.1	1.00	5.8	B		
NB											
LTR	0.043	0.278	108.0	21.7	308	0.0	1.00	21.7	C	21.7	C
SB											
L	0.505	0.556	108.0	24.9	399	0.9	1.00	25.8	D	26.1	D
TR	0.538	0.278	108.0	25.2	326	1.4	1.00	26.6	D		

Intersection Delay = 12.1 (sec/veh) Intersection LOS = B

Florida Avenue and Eckington Place

PM Peak: 4:30 - 5:30 PM

LEVEL-OF-SERVICE WORKSHEET

EXISTING

Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.586	1.019	108.0	14.1	89	6.6	1.00	20.7	C	21.3	C
T	0.865	0.509	108.0	17.7	1634	3.7	1.00	21.4	C		
WB											
T	0.494	0.667	108.0	6.8	2138	0.2	1.00	6.9	B	6.7	B
R	0.287	0.667	108.0	5.6	894	0.1	1.00	5.7	B		
NB											
LTR	0.044	0.278	108.0	21.7	300	0.0	1.00	21.7	C	21.7	C
SB											
L	0.712	0.556	108.0	26.7	398	4.0	1.00	30.7	D	29.5	D
LTR	0.607	0.278	108.0	25.8	346	2.2	1.00	27.9	D		

Intersection Delay = 16.7 (sec/veh) Intersection LOS = C

LEVEL-OF-SERVICE WORKSHEET

PROPOSED

Page-7

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.676	1.019	108.0	15.1	88	12.1	1.00	27.1	D	21.6	C
T	0.865	0.509	108.0	17.7	1634	3.7	1.00	21.4	C		
WB											
T	0.494	0.667	108.0	6.8	2138	0.2	1.00	6.9	B	6.7	B
R	0.292	0.667	108.0	5.7	894	0.1	1.00	5.7	B		
NB											
LTR	0.045	0.278	108.0	21.7	296	0.0	1.00	21.7	C	21.7	C
SB											
L	0.718	0.556	108.0	26.7	398	4.2	1.00	31.0	D	29.9	D
LTR	0.627	0.278	108.0	25.9	346	2.5	1.00	28.4	D		

Intersection Delay = 16.9 (sec/veh) Intersection LOS = C



- A. Wholesale Employees: The 1982 ITE Trip Generation rates were used for peak hour of generator to determine total trip ends per 100 gsf. Trips were split 80/20 in/out in the AM peak and the reverse in the PM peak.

TRIPS GENERATED (PEAK OF GENERATOR)
BASED ON 45,000 GSF WHOLSALE

		Rate	GSF(000)	Trips
AM	IN	.46	45	21
	OUT	.12	45	5
PM	IN	.42	45	19
	OUT	.10	45	5

The hours of operation of the wholesale area are 5AM-2PM. Discussions with the proprietors indicate that most employees follow the hours of operation. Clearly, the peaks of this generator fall well outside the peaks of the adjacent streets. However, some staff may arrive or leave during the rush hours; a total of 20% will be assumed for computational purposes.

TRIPS GENERATED (PEAK OF ADJACENT STREETS)

		Trips	% In Rush Hour	Trips
AM	IN	21	0.2	4
	OUT	5	0.2	1
PM	IN	19	0.2	4
	OUT	5	0.2	1

- B. Wholesale Deliveries: Currently, 20 delivery vehicles ranging from vans to small single unit trucks are used by the proprietors of the market. Though the purpose of their move to this site is not primarily one of expansion, approximately 30% to 40% of expansion capability is available over the years. Projected future delivery vehicles will be 25-30. Typically, delivery vehicles are on the road by 7 AM. Many return after their first route, typically between 9:30 and 11 AM to reload. Most vehicles have returned by about 1:30 PM. There is very little delivery traffic after this time. For computational purposes, 10% of all vehicles were assumed to return early enough from the first delivery run to coincide with the AM peak. It was assumed that these vehicles were loaded and back on the road during the peak. In the afternoon, 15% of the delivery vehicles were assumed to be late enough to coincide with the PM peak. (Both of these numbers are high compared to current operational characteristics).



TRIPS GENERATED (PEAK OF ADJACENT STREETS)

	IN	3
AM	OUT	3
	IN	5
PM	OUT	0

- C. Inbound Deliveries: Inbound deliveries to the wholesalers come by tractor-trailer in the late evening. Approximately 2 truckloads daily arrive between 7 and 11 PM. It is extremely rare that any of these deliveries would coincide with the peaks on adjacent streets.
- D. Customers: Currently, very little drive-up business (less than 5% of gross sales) occurs by customers of the flower market. It is assumed that current trends will continue. Discussions with owners indicate that 5-10 drive-up customers per morning is a fair current estimate. Assuming a two to threefold growth in this area, and a uniform distribution, approximately 5 customers per hour is reasonable in the morning rush hour. Due to the 2 PM closing time, no customers are expected in the PM peak.

TRIPS GENERATED (PEAK OF ADJACENT STREETS)

	IN	5
AM	OUT	5
	IN	0
PM	OUT	0

- E. General Office: The 1982 ITE Trip Generation rates were used to determine generated traffic as follows:

TRIPS GENERATED (PEAK OF ADJACENT STREETS)
BASED ON 6200 GSF OFFICE

		Rate	Trips
	IN	1.45	9
AM	OUT	0.25	2
	IN	0.29	2
PM	OUT	1.14	7



- F. Summary: The total trips generated in categories A-E are as follows:

TOTAL TRIPS GENERATED (PEAK OF ADJ. STREETS)

	IN	21
AM	OUT	11
	IN	11
PM	OUT	8

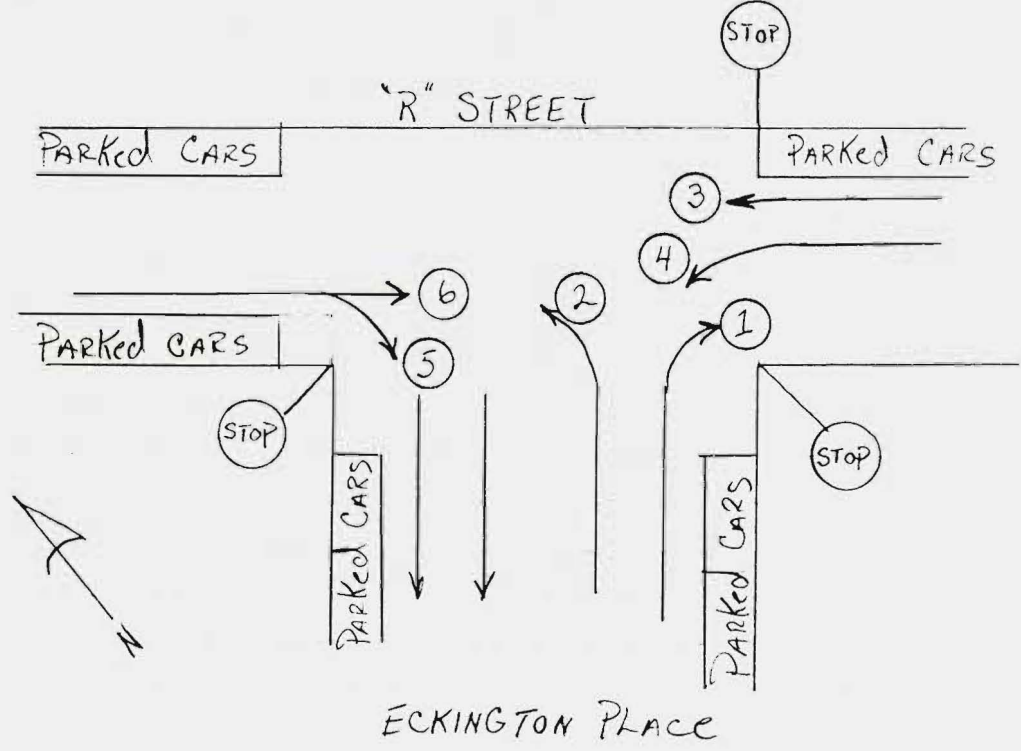
- IV. Traffic Assignment: Discussions with the proprietors indicate that customers are split with about 50% in northern VA, 35% uptown and 25% in suburban MD. Those going toward MD would exit the site toward Florida and turn left there. Those heading to DC or uptown could turn either right or left on Florida to head toward New York Avenue depending upon which is easier. Most employees reside in the District of Columbia. The outbound split was assumed at 5% right on Eckington toward R, 40% left on Eckington and left on Florida, and 55% left on Eckington and right on Florida. The percentage left/right split at Florida does not significantly affect the analysis since both occur from the same lane; only the overall additional turns affect LOS at this intersection.
- V. Proposed Traffic: Proposed LOS was calculated for both intersections using the latest FHWA Capacity Manual software. In every case, proposed LOS equaled existing. At Eckington & R, there was no increase in intersection delay. At Eckington and Florida, the delay increased 0.2 seconds. Clearly, all intersection legs are operating at acceptable levels of service and there are no significant negative impacts caused by the increased traffic from this proposed site.



CAPITAL CITY FLOWER MARKET
APPENDIX
TRAFFIC COUNTS & LOS WORKSHEETS

Made By _____ Checked By _____ Date _____ Job No. _____
 Sheet _____ Of _____

"R" STREET @ ECKINGTON PLACE



PEAK HOUR 4:30-5:30 PM
 Date of Count 4/2/87

MOVEMENT	PEAK HOUR COUNT
1	207
2	143
3	215
4	44
5	136
6	62

