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June 24, 2015

VIA HAND DELIVERY

Jennifer Steingasser
Office of Planning
1100 4th Street, S.W., Suite E650
Washington, DC 20024

**Re: Large Tract Review Application
818 Michigan Avenue, NE (Square 3822, Lot 0821)**

Dear Ms. Steingasser:

Pursuant to 10 DCMR Chapter 23, we submit the following large tract review application materials on behalf of Jemal's Michigan, LLC (the "Applicant"). The Applicant seeks to redevelop the above-referenced property as a three-level parking garage. Because the proposal is a development with 50,000 square feet or more of gross floor area, large tract review of the project is required. Consistent with 10 DCMR § 2301.3, eight copies of the application package are enclosed, including the following materials:

- Completed Certification Form (10 DCMR § 2301.3(a));
- Letter of authorization from Jemal's Michigan, LLC, the owner of the property (10 DCMR § 2301.3(b));
- Map showing the location of the proposed project and the existing zoning of the site (10 DCMR § 2301.3(c));
- Applicant's statement (10 DCMR § 2301.3(d), (e), and (i));
- Architectural drawings (10 DCMR § 2301.3(f)), typical floor plans (10 DCMR § 2301.3(h)), and general circulation plan (10 DCMR § 2301.3(g)); and
- Listing of property owners within 200 feet of the property, and mailing labels (10 DCMR § 2306.2(c)).

With these materials, we respectfully request the Office of Planning to begin its review including referral of the application to all applicable District government agencies and departments.

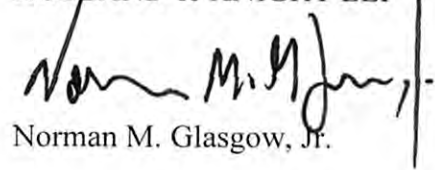
Jennifer Steingasser

June 24, 2015

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We look forward to working with you on this project. Please do not hesitate to contact either of the undersigned with any questions you may have or additional materials you might need.

HOLLAND & KNIGHT LLP

A handwritten signature in black ink, appearing to read "Norman M. Glasgow, Jr.", with a vertical line extending from the end of the signature.

Norman M. Glasgow, Jr.

cc: ANC 5B (w/ enclosures)

**SUBMISSION FOR LARGE TRACT REVIEW
BY THE
DISTRICT OF COLUMBIA OFFICE OF PLANNING**

Application of Jemal's Michigan, LLC

**818 Michigan Avenue, NE
(Square 3822 Lot 0821)**

Submitted by, on behalf of the Applicant:

Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, DC 20006
Norman M. Glasgow, Jr.
Shane L. Dettman, AICP,
Director of Planning Services

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DEVELOPMENT TEAM

Owner/Developer: Jemal's Michigan, LLC
c/o Douglas Development Corporation
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Washington, DC 20001

Architect: Antunovich Associates
Courthouse Plaza I
2200 Clarendon Blvd. Suite 1150
Arlington, Virginia 22201

Traffic Consultant: Gorove / Slade
1140 Connecticut Avenue, NW
Suite 600
Washington, DC 20036

Land Use Counsel: Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, D.C. 20006

LIST OF EXHIBITS

- Exhibit A – Completed Certification Form
- Exhibit B - Context maps
- Exhibit C – Zoning map
- Exhibit D – Photographs of Subject Property showing existing conditions
- Exhibit E – Comprehensive Plan Future Land Use Map
- Exhibit F – Comprehensive Plan Generalized Policy Map
- Exhibit G – Architectural Plans and Elevations, General Circulation Plan
- Exhibit H – List of Owners and Authorized Agents, Letter of Authorization
- Exhibit I – List of Property Owners within 200 feet of the Subject Property

INTRODUCTION

This statement and supporting documentation is submitted on behalf of Jemal's Michigan, LLC (the "Applicant") to the District of Columbia Office of Planning for large tract review of the proposed development at 818 Michigan Avenue, NE (Square 3822 Lot 0821) (the "Subject Property"). The Subject Property consists of approximately 173,228 square feet of land area. As shown on the Architectural Plans and Elevations attached hereto as Exhibit G, the Applicant proposes to develop the Subject Property with a parking garage containing approximately 1,441 parking spaces.

This application is submitted in accordance with sub-Section 2300.1(a) of Title 10 of the District of Columbia Municipal Regulation (DCMR). Section 2300.1 states "the Office of Planning, pursuant to this chapter, shall ensure that there is established a coordinated interagency review process in the District of Columbia to do the following:

- (a) Review, prior to the filing of applications for building or construction permits, all large tract development projects comprising three (3) acres or more and any commercial or mixed-use commercial development of fifty thousand square feet (50,000 sf) or more gross floor area (above grade) and cellar area (below grade);
- (b) Review, in the case of large tract development of ten (10) acres or more, all applications for subdivision authorizations and for multiple building covenants under § 108.7 of the District of Columbia Building Code (DCMR Title 12); and comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning, such review is necessary; and
- (c) Review requests for subdivisions of tracts and land comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning such review is necessary.”

As set forth below, this application meets the standards for large tract review and approval. In accordance with the provisions of 10 DCMR, Chapter 23, the Applicant respectfully requests the Office of Planning to proceed with its review, refer the application to District agencies, as necessary, and issue a report on the application.

I. Description of the Subject Property and Surrounding Area

The Subject Property is located at 818 Michigan Avenue, NE, presently Lot 0821 in Square 3822, and consists of approximately 173,228 square feet of land area, or approximately four acres. Square 3822 is bounded by Michigan Avenue, NE to the south, 10th Street, NE to the east, and John McCormack Road, NE and the WMATA Metrorail / CSX railroad tracks to the west (Exhibit B). To the immediate north is Square 3820. Generally, the Subject Property can be characterized as long and narrow, and despite its large size, has very little street frontage. It is effectively land locked on the

north, east, and west sides, and has limited opportunities to connect to the surrounding street network. Its only street frontage, totaling approximately 45 linear feet, is to the south along Bunker Hill Road, NE, a local connector street that runs along both sides of Michigan Avenue as it begins to rise over the railroad tracks. From Bunker Hill Road, the Subject Property extends northward in a long narrow strip, or pipe-stem, between the tracks and the adjacent property. The pipe-stem extends for approximately 500 feet until the Subject Property begins to widen. At its widest, the Subject Property measures approximately 240 feet, and has a depth of approximately 1,140 feet, measured from Bunker Hill Road to the rear lot line.

The area surrounding the Subject Property can be generally described as having a wide range of uses including light industrial, institutional, low- and moderate-density residential, and recreation. As previously noted, the WMATA / CSX railroad tracks border the Subject Property to the west. Catholic University is located on the opposite side of the railroad tracks. To the immediate east and north are light industrial and commercial uses zoned C-M-1 and C-2-A. Also to the north is an area of moderate-density residential uses that are zoned R-5-A. Turkey Thicket Recreation Center is located approximately 400 feet to the east of the Subject Property. To the south, across Michigan Avenue, is the Brookland – CUA Metrorail Station. The distance from the Subject Property's frontage along Bunker Hill Road to the station is approximately 250 feet. The station also includes surface parking and is served by approximately ten Metrobus routes. Also to the south are several recently completed or ongoing mixed use development projects that include residential, retail, and arts-related uses. Most of these developments were approved as Planned Unit Developments (PUDs) that also include related map amendments to permit moderate density residential and commercial uses.

As shown in Exhibit C, the Subject Property is currently zoned C-M-1, an Industrial District, and is largely unimproved with the exception of four, one- and two-story structures that are currently

vacant. Generally, the C-M-1 zone district permits low density commercial and light manufacturing uses up to a maximum floor-area-ratio (FAR) of 3.0. The maximum permitted building height is three stories or forty feet, and a minimum rear yard of 12 feet is required for all structures. There is no side yard requirement for developments within an Industrial District except if a side lot line abuts a residential district in which case there is a minimum side yard requirement of eight feet.

With respect to what the District of Columbia currently has envisioned, longer-term, for the Subject Property under the Comprehensive Plan for the National Capital: District Elements, the Future Land Use Map (January 2013), adopted as part of the Comprehensive Plan, places the site within the Mixed-Use (Production, Distribution, and Repair / Moderate Density Commercial) land use category (Exhibit E). The map describes Production, Distribution, and Repair (PDR) as areas characterized by, among others, manufacturing, warehousing, wholesale and distribution centers, transportation services, and utility and municipal activities that may require substantial buffering from surrounding uses. The PDR land use category also denotes transportation related infrastructure such as railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight. Moderate density commercial areas are defined as shopping and service areas that are predominately retail, office, and service businesses. These areas can range from small business districts that draw primarily from the surrounding neighborhoods to larger districts that draw from a broader market. Generally, buildings in this particular land use area do not exceed five stories in height.

The Comprehensive Plan Generalized Policy Map (January 2013) identifies a small portion of the southern end of the Subject Property as being in the “Land Use Change Area” associated with the Brookland-CUA Metrorail station (Exhibit F). According to the Policy Map, these areas are intended to “encourage and facilitate new development and to promote the adaptive reuse of existing structures.” Several of these areas are considered to have the capacity to become mixed-use

communities containing housing, retail shops, services, workplaces, parks and civic facilities. Lastly, the Subject Property is located within the Upper Northeast Area Element of the Comprehensive Plan, just north of the Brookland Metro Station Policy Focus Area, an area that is recommended for moderate-density mixed-use development on vacant and underutilized property, including the parking lot just east of the Metrorail station.

Finally, the Subject Property is within the boundary of the Brookland – CUA Metro Station Small Area Plan (the “SAP”), approved by the Council of the District of Columbia in March 2009, and specifically within the SAP Sub-Area referred to as the “Commercial Area North of Metro Station.” The SAP provides a framework to help guide the growth, development, and revitalization of underutilized areas within a quarter mile of the Metrorail station in a manner that respects the low-density scale of nearby residential areas, mitigates parking and traffic impacts, and improves connections. The framework is supported by specific recommendations intended to help implement the SAP. The SAP framework plan, urban design concepts, and recommendations are all based upon guiding principles that are grouped into the following four categories: Land Use and Neighborhood Character; Economic Development and Neighborhood Amenities; Transportation, Walkability, and Connectivity; and Open Space and Environment.

II. Site Background & Existing Uses

Prior to 1969, a former filling station, construction company and coal operation company occupied the site. A.P. Woodson, a heating oil distribution facility, occupied the site from 1969 to 1996. Precision Automotive Services/Washington UD Trucks occupied the site from 2000 until recently, and operated as an automotive and trucking maintenance facility during that period. More recently the site was occupied by Tenleytown Trash as a dumpster storage facility and Platinum Towing as a tow yard. Currently, there are no uses in operation at the Subject Property.

III. Design of Proposed Development

As shown in attached Exhibit G, the parking garage will be constructed of pre-cast concrete and measure approximately 672 feet in length by 185 feet in width. A total of four levels of parking will be provided, each containing approximately 360 spaces, 1,441 total spaces. The garage will have three stories and a maximum height of 39'6", as measured from the grade at the midpoint along the south façade to the top of the parapet wall. As a result of the topography of the Subject Property, rising slightly from south to north, the height of the garage above grade on the north will be approximately 31 feet. The garage will consist of approximately 310,747 square feet of gross floor area, resulting in a floor-area-ratio (FAR) of 1.8. The rear yard along the north of the garage will have an average depth of 22 feet, and the open court along the east side of the garage will have a maximum width of 54 feet, and an average width of 45 feet.

The garage will have one roof structure consisting of an elevator core and egress stair contained within one uniform enclosure. The roof structure will be located at the southern end of the parking garage, a proposed height of approximately 16 feet, and is set back from all exterior walls a distance well in excess of its height. In addition to the single roof structure, the proposed garage will contain four separate egress stairs. The additional egress stairs will not be enclosed or covered, but will be surrounded on three sides by a low safety wall or railing, as required by building code. While not considered roof structures, the four egress stairs have been set back approximately 10 feet from the exterior walls of the garage.

Vehicular access to the garage will be from the south via a long access drive connecting to Bunker Hill Road. The access drive will be approximately 440 feet which will provide more than adequate queuing, if necessary. A separate pedestrian walkway will be constructed from the garage to Bunker Hill Road which will facilitate access to the Metrorail located on the opposite side of Michigan

Avenue. A lobby / waiting area containing restrooms and building service space will be provided near the garage entrance to serve bus / shuttle pick-up and drop-off.

The proposed garage has been located as far west as possible to maximize the distance from the residential area to the northeast. The average width of the buffer along the east side of the garage is approximately 45 feet. This area will be densely landscaped as will the area along the access driveway between Bunker Hill Road and the garage entrance.

IV. Consistency with Zoning Regulations of the District of Columbia

The proposed parking garage has been designed as a matter-of-right project and meets all applicable requirements of the C-M-1 zone district. A parking garage is a matter-of-right use in the C-M-1 by way of it being permitted as a matter-of-right in the C-1 zone district, subject to the provisions of Chapter 23 of the Zoning Regulations.

The proposed garage is consistent with the C-M-1 maximum permitted height of 40 feet and three stories. As previously stated, the garage structure will be three stories and 39'6" high as measured from grade to the top of the parapet wall at the south façade. In addition, the garage will have a floor area ratio (FAR) of 1.8, well below the maximum 3.0 FAR permitted in the C-M-1 zone district.

The rear yard requirement for the proposed garage is 2.5 inches per foot of vertical distance measured from the mean finished grade at the middle of the rear of the structure to the highest point of the roof or parapet wall, but not less than 12 feet. The measured vertical distance at the rear of the garage is approximately 31 feet which results in a minimum rear yard requirement of 6.5 feet. Due to the slightly angled placement of the garage the depth of the rear yard varies across its length ranging from 17'10" feet to 26 feet, resulting in an average rear yard depth of 22 feet.

Due to the odd shape of the east lot line of the Subject Property and the placement of the garage, the area along the east side of the garage is an open court. The open court requirement for the proposed garage is 2.5 inches per foot of height of the court, but not less than six feet. At a height of 39'6", the width of the proposed open court is required to be eight feet. The proposed open court has a maximum width of 54 feet

V. Consistency with the Comprehensive Plan for the National Capital

As discussed in detail below, the proposed development is not inconsistent with the policies set forth in both the citywide and area elements of the Comprehensive Plan for the National Capital:

District Elements.¹

A. Purposes of the Comprehensive Plan

The D.C. Code provides that the District Elements of the Comprehensive Plan are designed to:

- a) Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development;
- b) Guide executive and legislative decisions on matters affecting the District and its citizens;
- c) Promote economic growth and jobs for District residents;
- d) Guide private and public development in order to achieve District and community goals;
- e) Maintain and enhance the natural and architectural assets of the District; and
- f) Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District. (D.C. Code § 1-306.01(b)(2014))

The proposal has been development with consideration given to these general purposes and the specific policies contained within the Comprehensive Plan intended to carry out these purposes.

¹ All references are to the 2006 Comprehensive Plan, as amended, which was adopted by the D.C. Council on December 19, 2006, approved by the Mayor of the District of Columbia on December 28, 2006, and became effective on March 8, 2007. Subsequent amendments to the 2006 Comprehensive Plan were initiated in 2009 and became effective in April 2011. See Comprehensive Plan Amendment Act of 2006 (D.C. Act 16-637; 54 DCR 924; D.C. Law 16-300) and Comprehensive Plan Amendment Act of 2010 (D.C. Act 18-711; D.C. Law 18-361)

B. Compliance with the Citywide Elements of the Comprehensive Plan

The proposed parking garage is not inconsistent with the citywide elements of the Comprehensive Plan.

i. Framework Element

The Comprehensive Plan's Framework Element establishes the foundation for the remaining elements of the Plan by discussing the major factors that are driving change in the city, including: demographic shifts, economic and technological change, fiscal constraints, and challenges in governance between federal and local issues. The Framework Element also describes expected growth projections in areas such as population, households, and jobs. Finally, this element discusses how the District expects to address, or accommodate, the expected growth according to a set of 36 underlying guiding principles which are grouped into the following five sections: Managing Growth and Change; Creating Successful Neighborhoods; Increasing Access to Education and Employment; Connecting the City; and Building Green and Healthy Communities. These principles guided the creation of policies contained within the various elements of the Comprehensive Plan, as well as the development of the Generalized Policy Map (GPM), which highlights the places where much of the city's growth is expected to occur, and the Future Land Use Map (FLUM), which shows the general character and distribution of recommended and planned land uses. In developing the project, the Applicant took into consideration several of the guiding principles, such as those listed below, as well as relied upon the GPM, FLUM, and existing Zoning Regulations.

- Managing growth by reserving sites for future development and considering infrastructure capacity (10 DCMR § 217);
- Protecting neighborhood integrity and character (10 DCMR § 218);
- Improving mobility and connections between different modes of travel (10 DCMR §§ 220); and
- Improving environmental sustainability (10 DCMR § 221).

To assist the District of Columbia government in carrying out the scope of the requested large tract review, as defined in 10 DCMR 2302.1, the following sections of this report will discuss the proposed development's relationship to various citywide and area-specific elements of the Comprehensive Plan.

ii. **Land Use Element**

The Land Use Element of the Comprehensive Plan establishes the basic policies guiding the physical form of the city, and provides direction on a range of development, conservation, and land use compatibility issues. The goal of the Land Use Element is to:

“Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries” (10 DCMR § 302.1).

The project is not inconsistent with those policies articulated in the Land Use Element that are applicable to the proposed development, including:

1. LU-2.3.3: Buffering Requirements – Ensure that new commercial development adjacent to lower density residential areas provides effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaping, fencing, screening, height step downs, and other architectural and site planning measures that avoid potential conflicts.
2. LU-3.1.2: Redevelopment of Obsolete Industrial Uses - Encourage the redevelopment of outmoded and non-productive industrial sites, such as vacant warehouses and open storage yards, with higher value production, distribution, and repair uses and other activities which

support the core sectors of the District economy (federal government, hospitality, higher education, etc.).

3. LU-3.1.5: Mitigating Industrial Land Use Impacts - Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, strict environmental controls, performance standards, and the use of a range of industrial zones that reflect the varying impacts of different kinds of industrial uses.
4. LU-3.2.1: Transportation Impacts of Institutional Uses - Support ongoing efforts by District institutions to mitigate their traffic and parking impacts by promoting ridesharing, carpooling, public transportation, shuttle service and bicycling; providing on-site parking; and undertaking other transportation demand management measures.

To maximum the buffer between the proposed parking garage and the residential area to the northeast, the garage has been located as close to the west property line as possible without encroaching into a WMATA “zone of influence” that exists along the Metrorail tracks that parallels the Subject Property on the west. The proposed buffer along the east side of the garage will have an average width of 45 feet, increasing to 54 feet width closest to the residential area, and will be heavily planted with larger caliper trees following construction.

The lighting plan for the garage has been developed to minimize the amount of light spillage. The light fixtures proposed for the lower levels of the garage will be recessed into the structure which will help shield the lights and minimize external spillage. In addition, the number of taller light fixtures on the top level of the garage has been minimized through the use of a lighting solution that will be integrated into the surrounding parapet wall. The location of taller light fixtures has been limited to the

middle portion of the roof level, the height of these fixtures has been minimized. Finally, the Applicant intends to select a light fixture designed to cast downward to minimize light spillage.

The proposed garage also has the potential to reduce congestion. A major user of the parking garage is expected to be Children's Hospital which currently has three satellite employee parking facilities, two in the District and one in Maryland. The Applicant anticipates leasing a large percentage of the parking spaces to Children's Hospital to allow consolidation of their existing facilities. While the consolidation will modify traffic patterns, it may also reduce congestion by getting drivers off the roads sooner and onto shuttles. In addition, the remainder of the spaces within the garage would be available to commuters who currently may drive further into downtown but may decide to use the garage and transfer to the Metrorail or Metrobus. Finally, the garage may also help alleviate congestion and parking issues caused by the surrounding institutional uses, especially during large events.

iii. Transportation Element

The Transportation Element of the Comprehensive Plan identifies policies and actions designed to maintain and improve the District's transportation system and enhance the travel choices of current and future residents, visitors and workers. Through these policies and actions, the critical transportation issues facing the District are addressed; including, expansion of the transit system and improving its efficiency, making investments to upgrade infrastructure, and travel demand management. According to the Comprehensive Plan, the overarching goal for transportation in the District is to:

“Create a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of the District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents” (10 DCMR 401.1).

The project is not inconsistent with the following Transportation Elements policies and actions:

1. Action T-2.2.A: Intermodal Centers - Plan, fund, and implement the development of intermodal centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a so-called “park-once service,” where travelers, including operators of tour buses, can park their vehicles in one location and then travel efficiently and safely around the District by other modes of travel. The intermodal centers surrounding the District’s downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook, and other locations that support parking for motor vehicles, including tour buses.

While many of the policies within the Transportation Element are not directly applicable to the project, as they focus on improvements to public transit, walkability, and transportation infrastructure, the proposed garage can play a role in congestion management and provide an intermodal function.

Considering the location of the proposed garage along a major corridor, Michigan Avenue; its location in relation to Metrorail and several bus routes, and potentially a DC Circulator route; and its proximity to several large existing and planned institutional and office uses, the project has the potential to provide a “park-once service” as promoted in the Comprehensive Plan. Commuters that currently drive to work downtown may opt to use the garage and transfer to public transit. In addition, visitors to Catholic University and other nearby institutions may utilize the garage during graduations, conferences, or other events. Finally, the garage could help alleviate some of the transportation impacts caused by the future redevelopment of nearby surface lots at the Brookland – CUA Metrorail station and at the intersection of Michigan Avenue and Irving Street.

In consultation with the District Department of Transportation, the Applicant is currently working to prepare a detailed transportation analysis that will include an assessment of potential impacts of the garage on nearby intersections. This analysis will take into account normal background traffic growth, pipeline develops, vehicular trip generation, and impacts to level of service at critical intersections.

iv. **Environmental Protection Element**

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources. This element provides policies and actions on important issues including, among others, tree canopy restoration, improving waterways, conserving water and energy, encouraging green building techniques, and reducing stormwater runoff. The proposed development is not inconsistent with the policies of the Environmental Protection Element.

The project helps advance the following specific environmental policies:

1. E-1.1.3: Landscaping – Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.
2. E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.
3. E-4.2.3: Control of Urban Runoff – Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.

Currently, the Subject Property has poor stormwater management and is devoid of vegetation. While the site will remain largely impervious, the construction of the garage will provide the opportunity to improve stormwater management through upgrades in infrastructure and use of sustainable strategies such as bioretention, both of which will improve water pollution control and reduce runoff. In addition, the amount of vegetation on the site will be increased through the provision of a large landscaped buffer along the east side of the garage.

v. **Urban Design Element**

The Urban Design Element addresses the District's form and visual qualities and describes the manner in which the city's buildings, streets, and open spaces work together to define the overall physical environment that residents and visitors experience. Some of the critical urban design issues that are addressed through the policies of the Urban Design Element include improving the public realm, addressing infrastructure and other barriers that have visual and functional impacts, and designing for successful neighborhood and large site reintegration. Considering successful urban design often entails weaving together land use, environmental protection, transportation, and even economic development considerations.

The project is not inconsistent with the policies of the Urban Design Element, in part, by way of its adherence with the policies contained in other elements, as described above. The specific urban design policies that influenced development of the project include:

1. UD-2.2.11: Parking Structures – Encourage creative solutions for designing structured parking to minimize its visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on streetscape.

The Applicant has taken steps to locate and design the proposed garage in a way that lessens the impacts to adjacent streetscapes and neighborhoods. The garage has been located as far west as possible to maximize the size of the landscape buffer provide on the east near the residences on Perry Place, NE. The landscape buffer will be planted with larger caliper canopy trees to provide as much screening as possible immediately after construction.

C. Compliance with the Upper Northeast Area Element of the Comprehensive Plan

The Subject Property is within the Upper Northeast (UNE) Planning Area which encompasses approximately 8.7 square miles of land area and includes approximately two-thirds of the District's northeast quadrant. 10 DCMR § 2400.1. While the Planning Area is described as being principally a residential community, the land use mix of the area is considered to be one of the most diverse. The area contains a large concentration of industrial land uses located along the CSX railroad tracks that run north and east from Union Station. Other significant land uses include parks and open space and institutional, playing home to major institutions such as Catholic University, Trinity University, and Gallaudet University, as well as numerous other institutions serving a wide-range of missions.

As projected in the 2006 Comprehensive Plan, the population of the UNE Planning Area is growing, largely as a result of significant developments around the Metro stations within the area, including the Brookland – CUA Metrorail station. These developments, as well as other significant developments in close proximity to the planning area, such as at the McMillan Reservoir Slow Sand Filtration Site and the Armed Forces Retirement Home, will put additional pressures on the District's transportation network and on existing neighborhoods. To address these issues, the Comprehensive Plan contains several policies that are focused on achieving a balance between encouraging economic development, retaining existing concentrations of industrially zoned properties that permit production,

distribution, and repair type uses, and protecting the character of existing neighborhoods in part by improving buffering between incompatible land uses.

The project is not inconsistent with the policies set forth in the UNE Planning Area Element of the Comprehensive Plan. The parking garage will put a relatively underutilized industrial property to a more productive use that, while not typically thought of for their economic development potential, will generate economic benefit for the District through increased property and sales taxes (UNE-1.1.8). Furthermore, the Subject Property's existing condition will be substantially improved through new landscaping, sustainable stormwater management, and improved buffering from the residential uses to the northeast (UNE-1.1.9 and UNE-1.1.11). As a result of its lack of street frontage, large setback from Bunker Hill Road and Michigan Avenue, and location between the railroad tracks and adjacent commercial and industrial uses, the Subject Property already is substantially buffered from its surroundings. With regard to the nearby residential uses, the garage has been located as far west as possible to maximize the amount of land area available to create a new landscaped buffer.

Finally, the use of the Subject Property as a parking garage is compatible with the site's existing PDR designation, and will not preclude a potential longer-term land use change that may include a mix of low- and moderate-density commercial and residential uses in the future.

VI. Conclusion

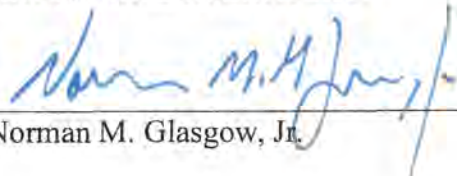
For the reasons stated above, the Applicant submits that the proposed parking garage conforms to all applicable Zoning Regulations and the Zone Map, and is not inconsistent with the purposes and intent of the District Elements of the Comprehensive Plan for the National Capital. The Subject Property is currently zoned C-M-1, within which a parking garage is permitted as a matter-of-right. The project has been design to conform to all area requirements including height, FAR, and all applicable yard and court requirements. The project has been designed to minimize impacts to adjacent

and nearby properties to the east by locating the garage as far west as possible, incorporating landscaping to create visual buffers, employing sustainable stormwater management to reduce runoff, and adjusting lighting to minimize spillage into nearby residential properties.

Accordingly, the Applicant respectfully requests the District of Columbia Office of Planning recommend approval of this Large Tract Review application in accordance with the provisions of Chapter 23 of Title 10 of the District of Columbia Municipal Regulations.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.



Large Tract Review Certification Form
Part A: Developer's Application

1. Project Name	818 Michigan Avenue NE		
Developer	Douglas Development Corporation		
Address	702 H Street NW Suite 400		
City	Washington	State	DC Zip 20001
Phone	202-638-6300	Fax	202-638-0303
E-mail	agourdine@douglasdev.com		

If Developer does not own subject property, please provide the following information regarding the property owner:

Owner(s)	Jemal's Michigan, LLC		
Address	702 H Street NW Suite 400		
City	Washington	State	DC Zip 20001
Phone	202-638-6300	Fax	202-638-0303
E-mail	agourdine@douglasdev.com		

2. Property Address	818 Michigan Avenue, NE		
City	Washington	State	DC Zip 20001
Ward	5	ANC(s)	5B Square(s) 3822 Parcel/Lot No. (s) 0821

3. Current Use(s): (place X where applicable)

Residential	<input type="checkbox"/>	Retail/Office	<input type="checkbox"/>	Industrial	<input checked="" type="checkbox"/>	Open Space/Undeveloped	<input type="checkbox"/>
Public/Institutional	<input type="checkbox"/>	Other	<input type="checkbox"/>				

*Maximum Height of Existing Improvement (ft.)

* Total Gross Floor Area (GFA) of Existing Improvements (sq. ft.):

* If Property is Undeveloped or Cleared, Enter "N/A".

4.

**Note: Refer to definition of GFA in
Section 199 of the D.C. Zoning
Regulations**

Office of Planning Large Tract Review Certification Form Part A: **Developer's Application (Contd.) 2**

Current Zoning:

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.	C-M-1	173,228	3.0	40
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

5. Proposed Zoning:

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.				
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

6. Estimated Project Completion Date (mo./yr.)

Type of Development (place X where applicable)

New ☒ Rehab/Historic Preservation ☐ Addition ☐

Existing Jobs Retained and/or New Jobs Created by Project:

Temporary/Construction Permanent

7. Gross Floor Area (GFA) by Use:

	GFA (sq. ft.)
* Residential	<input type="text"/>
Retail	<input type="text"/>
Office	<input type="text"/>
Hotel	<input type="text"/>
Industrial	310,747
Other	<input type="text"/>
Total GFA	310,747

For Residential Space Only:

No. of Single-Family Units
No. of Multi-Family Units:

Estimated Development Cost:
Land Cost
Construction Cost
Other Cost
Total Project Cost

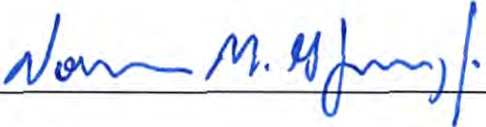
8. Public Contribution:

UDAG	<input type="text"/>
EDA	<input type="text"/>
D.C. Revenue Bonds	<input type="text"/>
CDBG	<input type="text"/>
Urban Renewal	<input type="text"/>
HODAG	<input type="text"/>
Other	<input type="text"/>

9. Residential/Business Displacement Due to Project: *If not applicable or no displacement expected, enter "0"*

Number of Households Displaced

Number of Businesses Displaced

Authorized Signatures  Date 6/24/15

_____ Date _____

_____ Date _____

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 / /



Office of the Chief Technology Officer (OCTO)

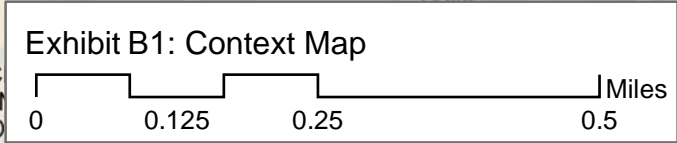
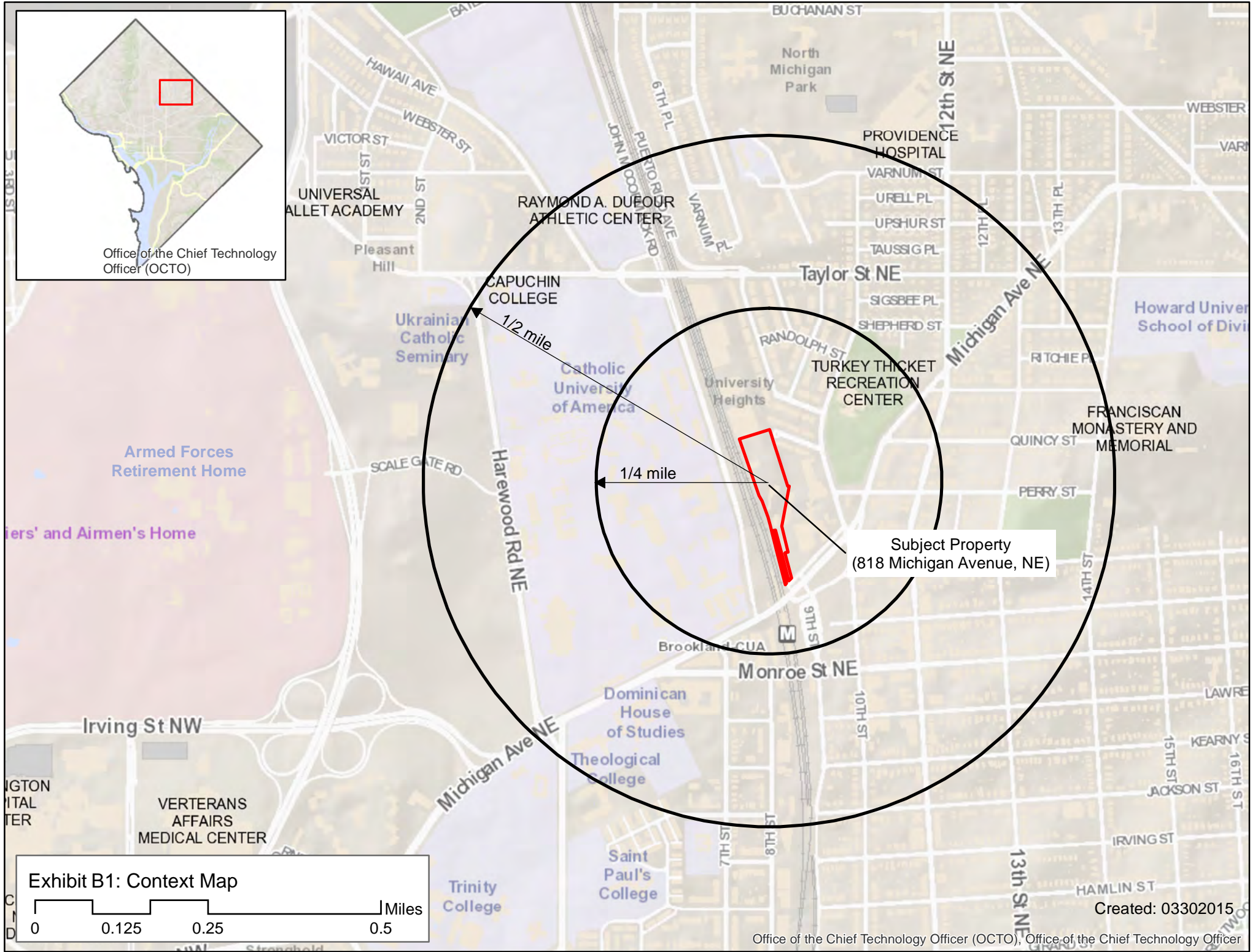
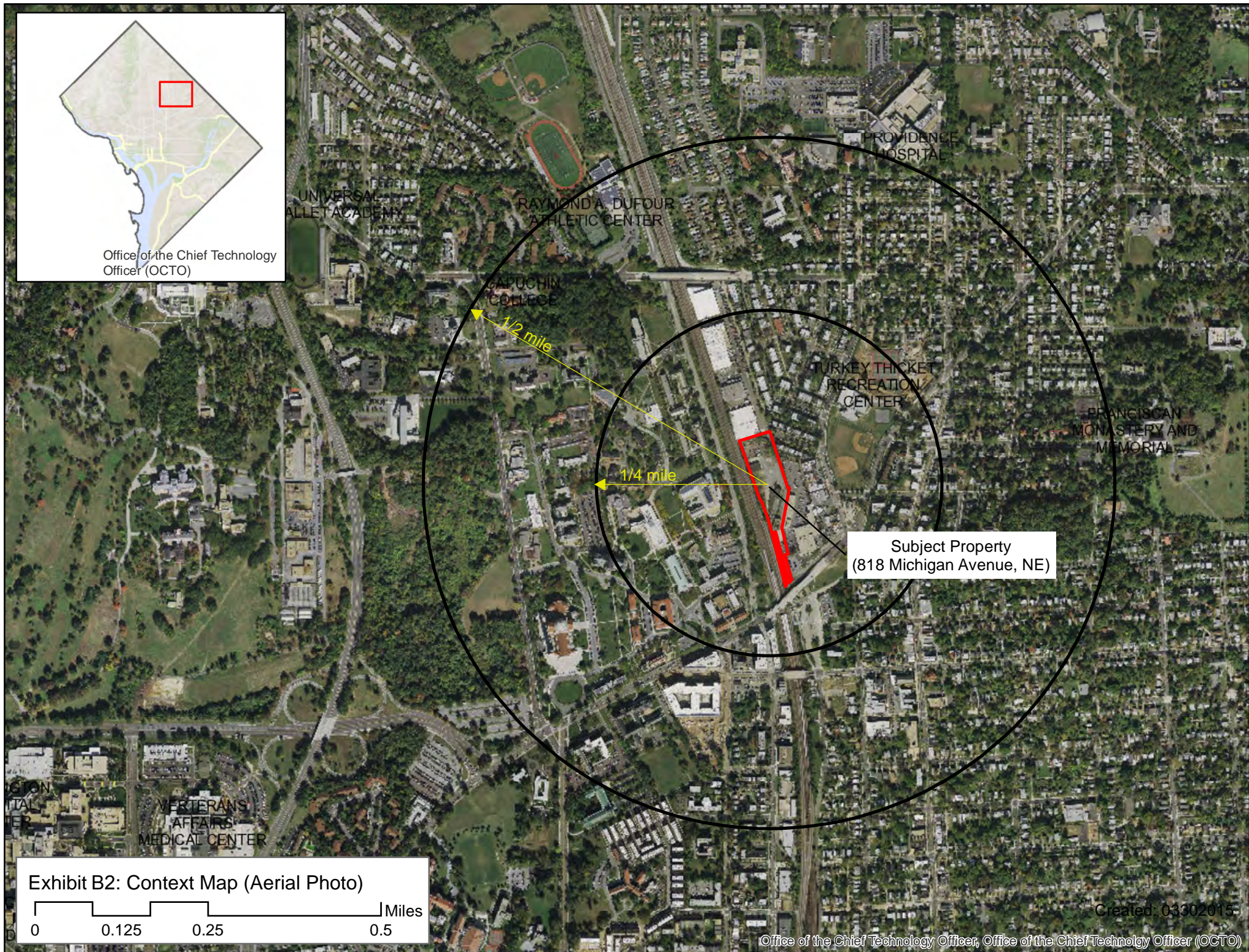


Exhibit B1: Context Map

Created: 03302015



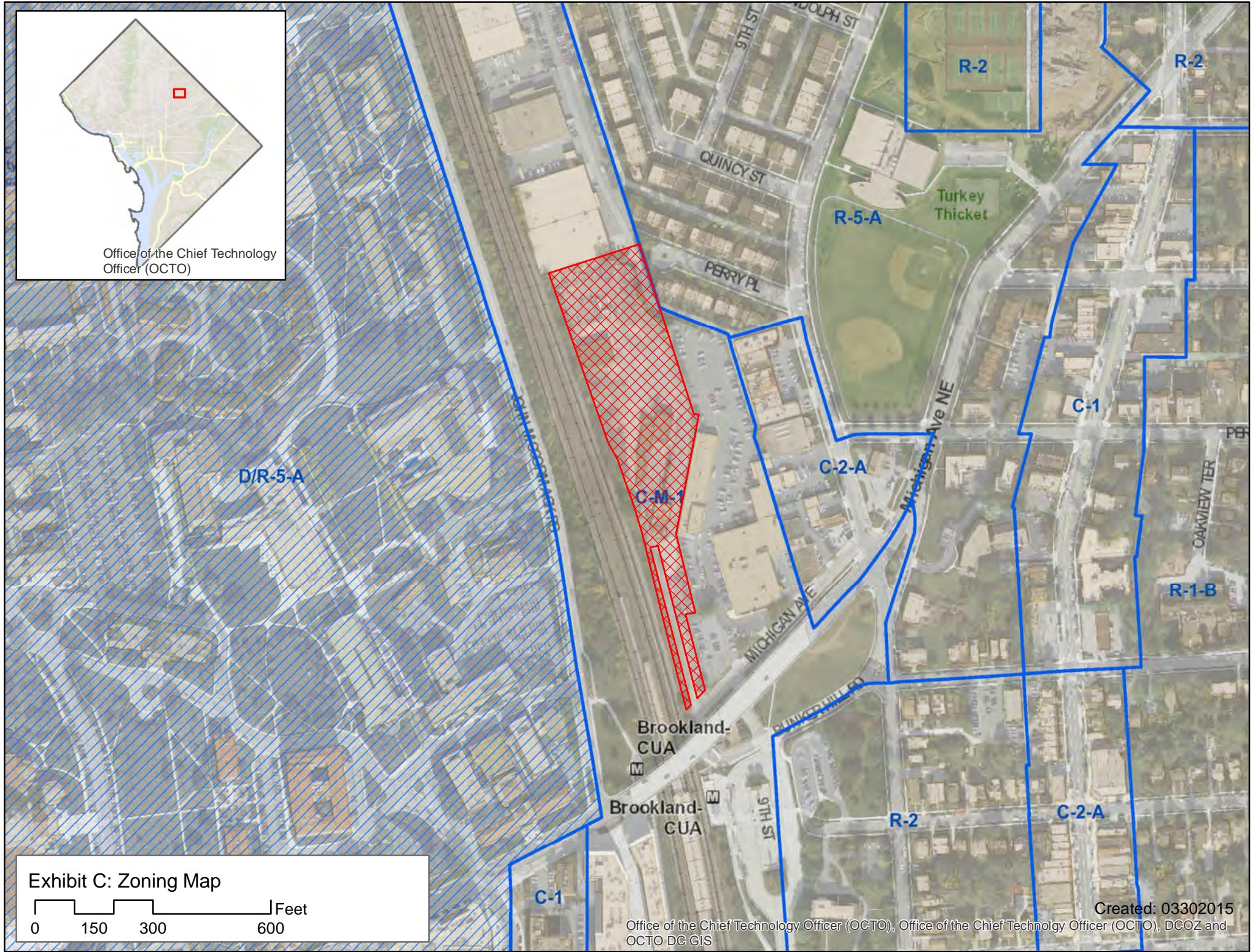
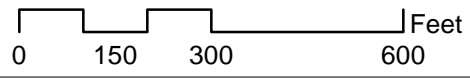


Exhibit C: Zoning Map





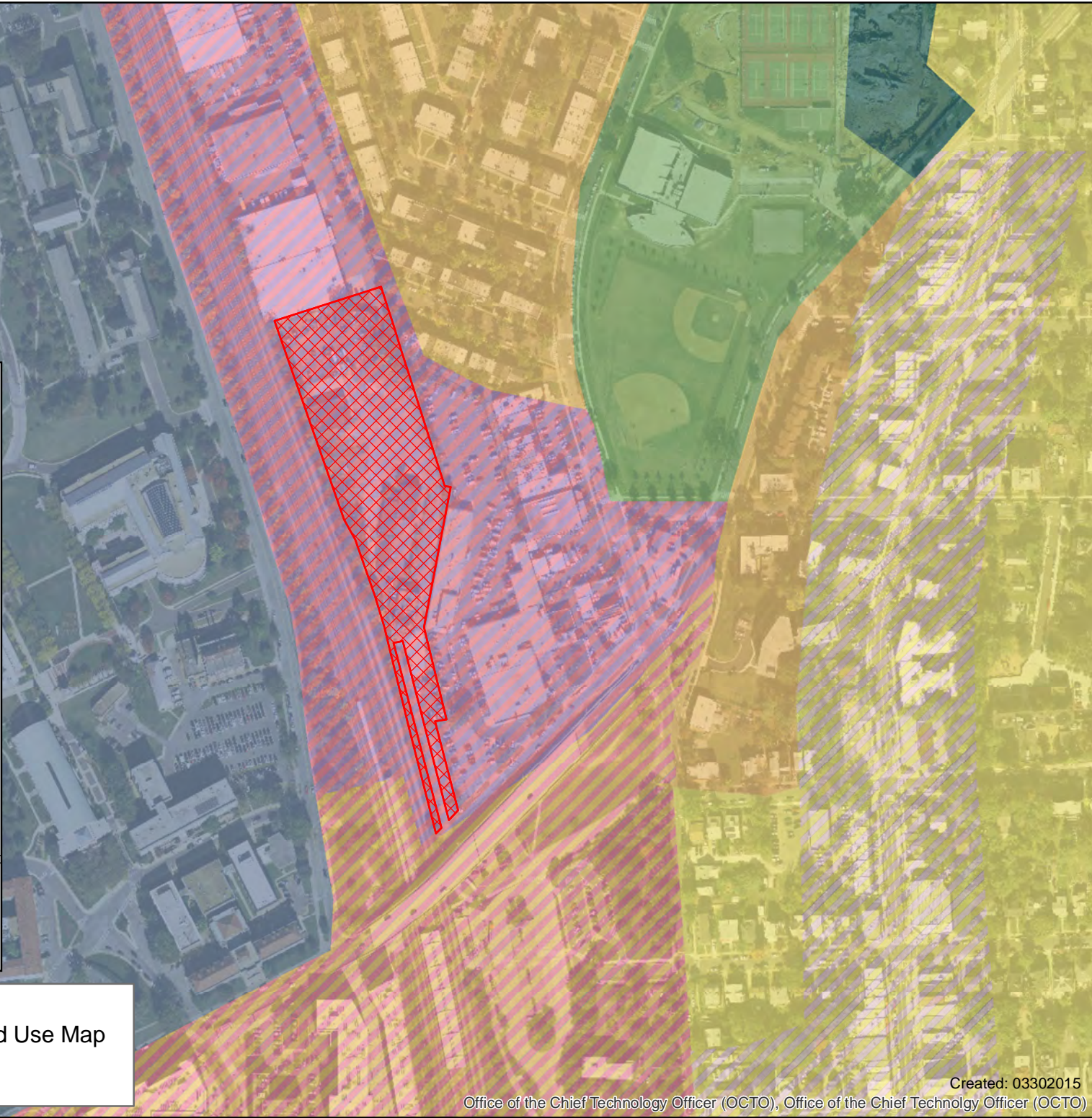


Legend

- Residential-Low Density
- Residential-Moderate Density
- Residential-Medium Density
- Residential-High Density
- Commercial-Low Density
- Commercial-Moderate Density
- Commercial-Medium Density
- Commercial-Medium-High Density
- Commercial-High Density
- Institutional
- Federal
- Local Public Facilities
- Parks, Recreation, and Open Space
- Production and Technical Employment
- Mixed Use
- Water
- NO DATA

Exhibit E:
Comprehensive Plan Future Land Use Map

0 150 300 600 Feet





Legend

- Central Employment Area
- Institutional Uses
- Land Use Change Areas
- Land Use Change Areas (Federal)
- Federal Lands
- Regional Centers
- Multi-Neighborhood Centers
- Main Street Mixed Use Corridors
- Neighborhood Commercial Centers
- Central Washington
- Neighborhood Enhancement Areas
- Water
- Parks
- Neighborhood Conservation Areas

Exhibit F:
Comprehensive Plan Generalized Policy Map

0 150 300 600 Feet

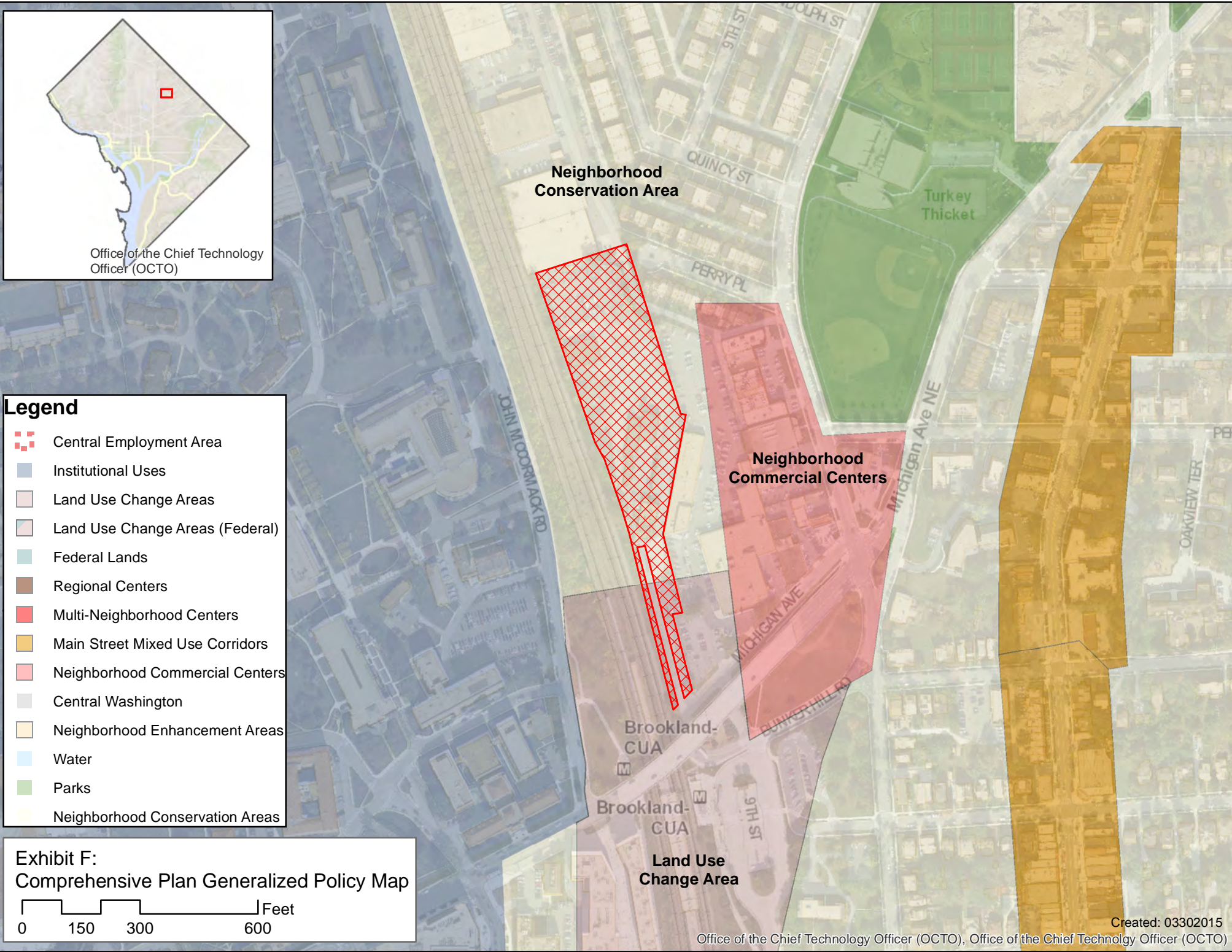


Exhibit G

Architectural Plans and Elevations, General Circulation Plan

Submitted Separately

818 MICHIGAN AVENUE NE PARKING STRUCTURE

LARGE TRACT REVIEW SUBMISSION

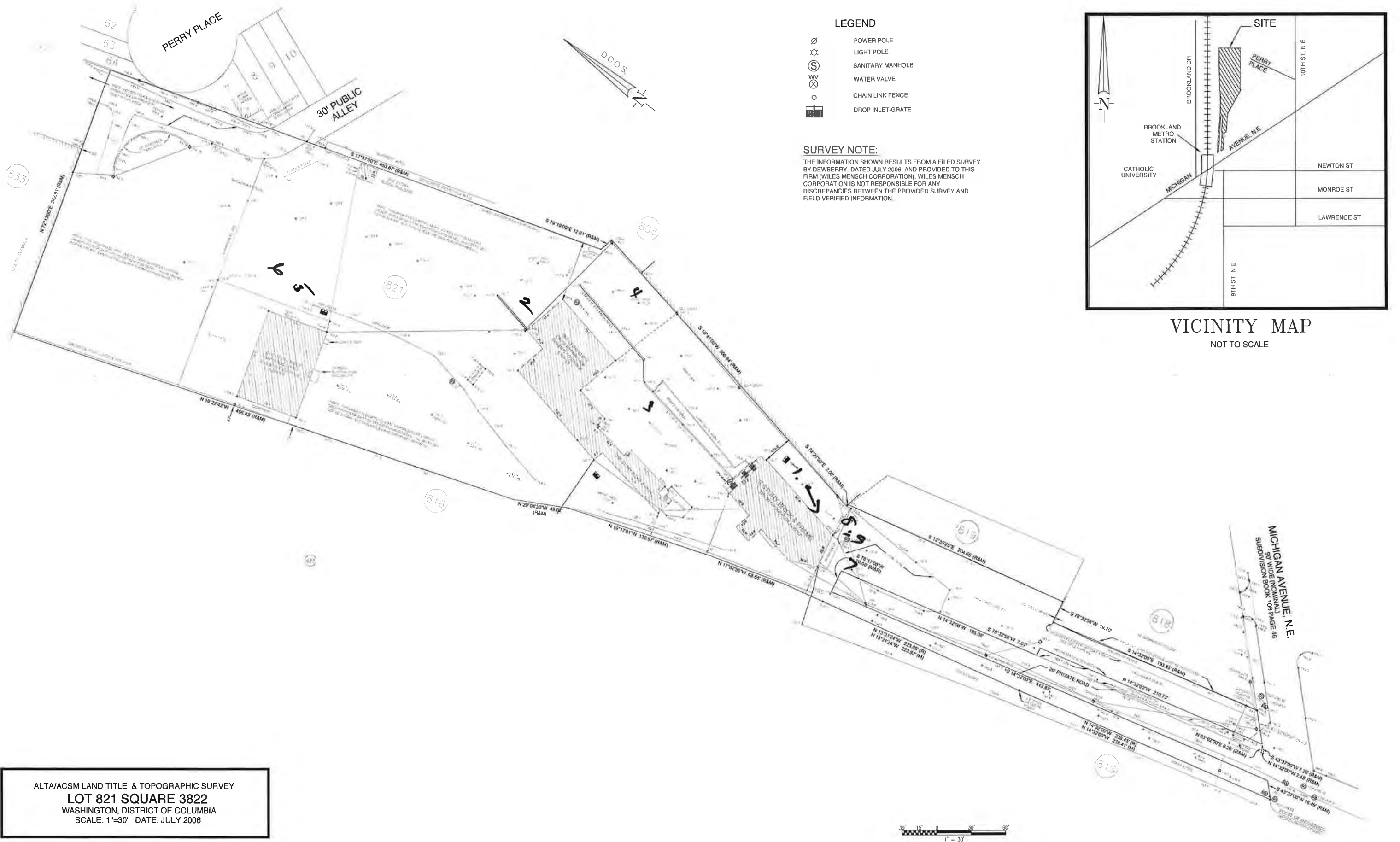
JUNE 22, 2015



DRAWING INDEX

#	TITLE
1	COVER
2	EXISTING SITE PLAN
3	EXISTING SITE AERIALS
4	ZONING TABULATION
5	PROPOSED SITE PLAN / LEVEL 1 FLOOR PLAN
6	PROPOSED TYPICAL FLOOR & ROOF PLAN
7	GENERAL CIRCULATION PLAN
8	ENLARGED LOBBY PLAN
9	BUILDING ELEVATIONS
10	BUILDING SECTIONS
11	WALL SECTIONS
12	AERIAL VIEW FROM THE SOUTH
13	ENTRANCE VIEW FROM THE SOUTH
14	AERIAL VIEW FROM NORTHEAST
15	VIEW FROM PERRY PLACE

OWNER: Douglas Development Corporation	ARCHITECT: Antunovich Associates	LAND USE COUNCIL: Holland & Knight	GENERAL CONTRACTOR: Clark Construction	CIVIL ENGINEER: Wiles Mensch Corporation	MEP/FP: Dewberry	STRUCTURAL ENGINEER: TCE & Associates, Inc.
825 7th St NW Washington, DC 20007	2200 Clarendon Blvd, Suite 1150 Arlington, VA 22201 703.224.1126 www.antunovich.com	800 17th St NW, Suite 1100 Washington, DC 20006	7500 Old Georgetown Rd Bethesda, MD 20814	11860 Sunrise Valley Dr, Suite 200 Reston, VA 20191	2101 Gaither Rd, #340 Rockville, MD 20850	1109 Spring Street, 5th Floor Silver Spring, MD 20910



818 MICHIGAN AVENUE NE LARGE TRACT REVIEW SUBMISSION

Washington, D.C. · Douglas Development Corp · Antunovich Associates ©

existing site plan

JUNE 22, 2015

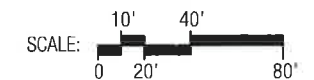
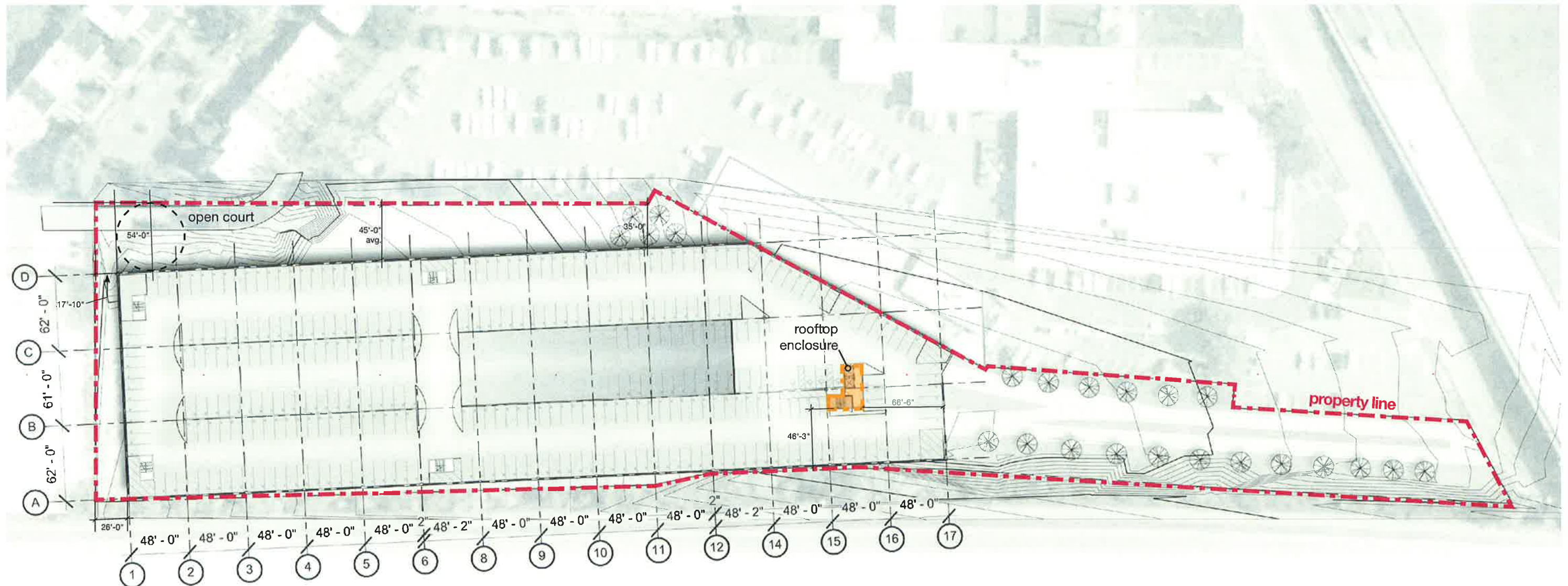


818 MICHIGAN AVENUE NE LARGE TRACT REVIEW SUBMISSION

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existing site aerials

JUNE 22, 2015



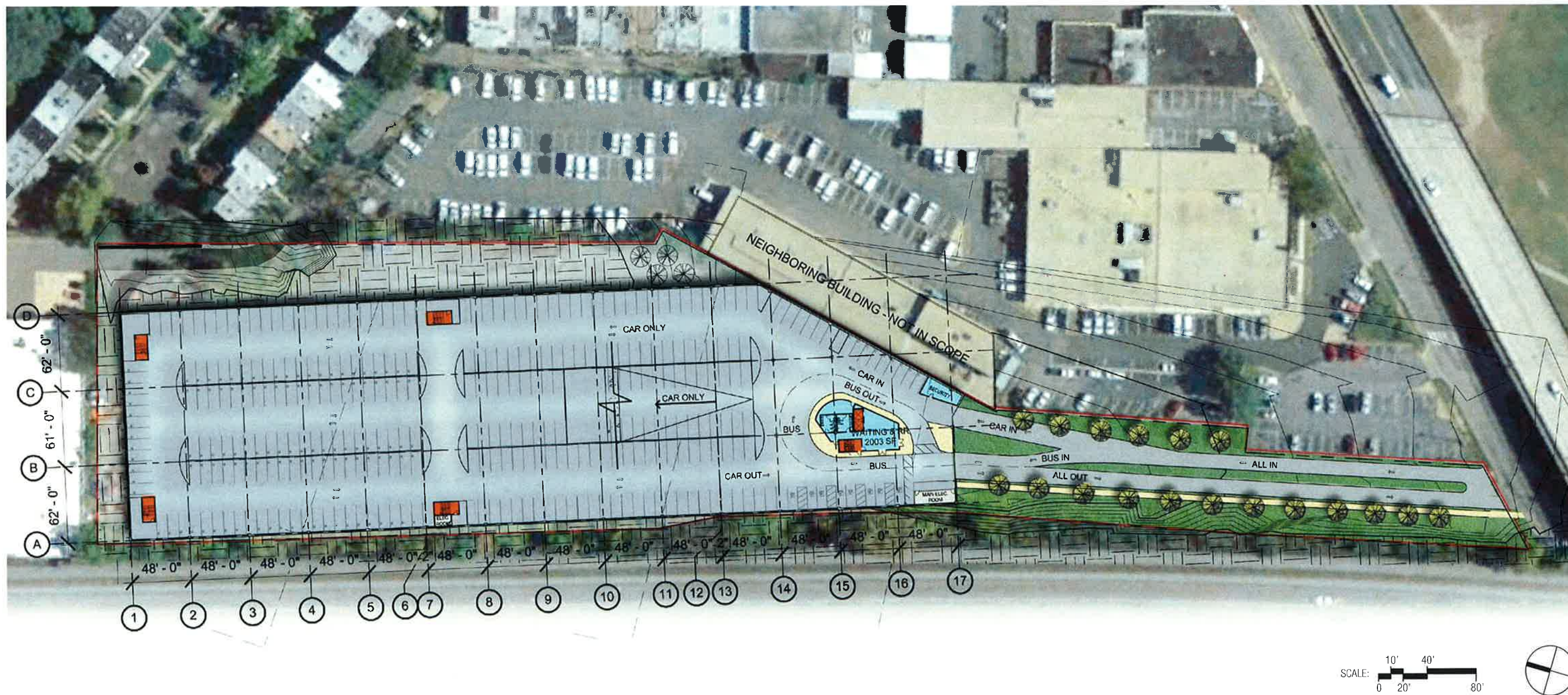
818 Michigan Ave. NE - BUILDING HEIGHT ANALYSIS	
LEVEL	STORY HEIGHT
PARAPET	3'-6"
ROOF	N/A
3RD FLOOR	10'-0"
2ND FLOOR	10'-0"
1ST FLOOR	16'-0"
TOTAL HEIGHT	39'-6"
MAX HT ALLOWED BY RIGHT	40'-0"

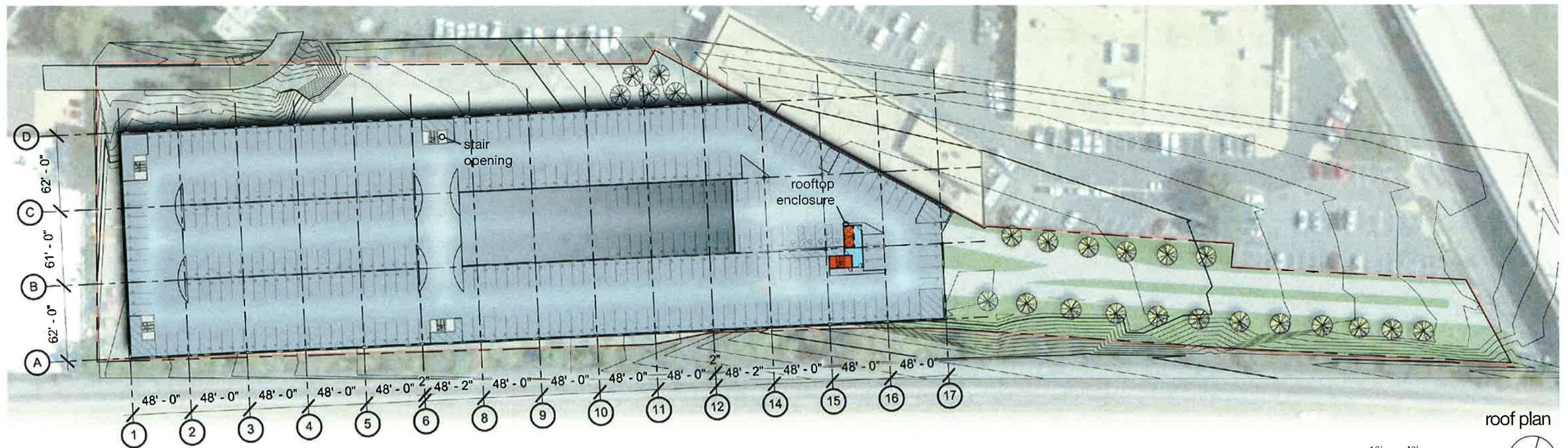
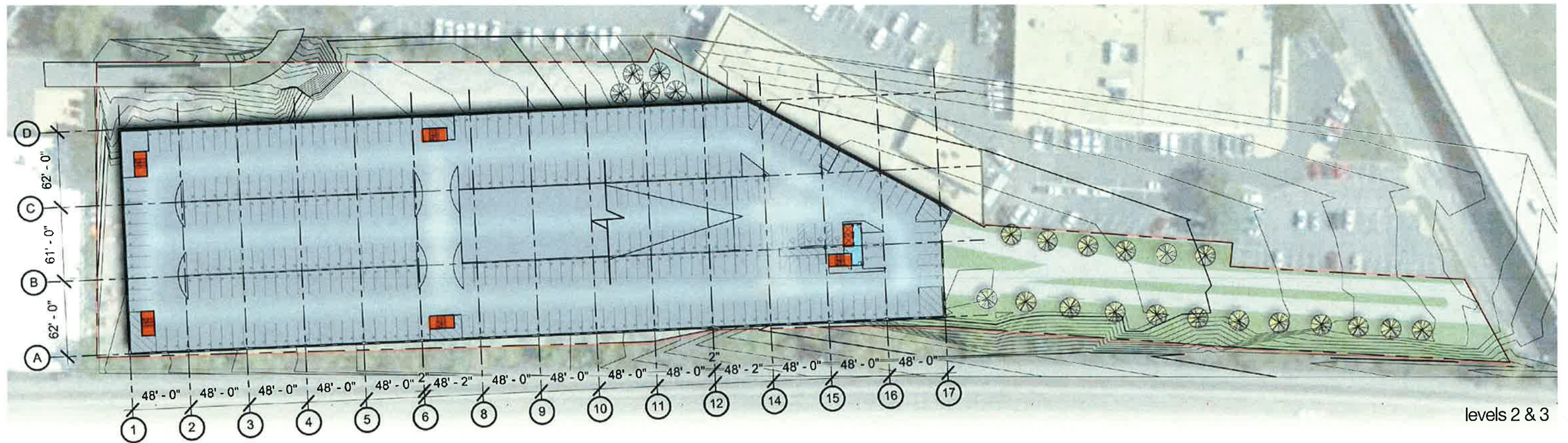
818 Michigan Ave. NE - AREA ANALYSIS		
LEVEL	GROSS BUILT AREA	AREA GENERATING FAR
ROOF	118,631	1,587
3RD FLOOR	118,631	118,631
2ND FLOOR	118,631	118,631
1ST FLOOR	118,631	71,898
TOTAL	355,893	310,747
SITE AREA	173,228	
FAR	1.8	

818 Michigan Ave. NE - C-M-1 ZONING ANALYSIS			
	PROPOSED	MINIMUM	MAXIMUM
SITE AREA	173,228	-	-
LOT COVERAGE	68.48%	-	-
FAR	1.8	N/A	3
HEIGHT	39'-6"	-	40'
REAR YARD	22'	12'	-
OPEN COURT (EAST)	54'	8.2'	-
PARKING TOTAL	1,441	594	-

NOTES:

- structure does not come into contact with west property line

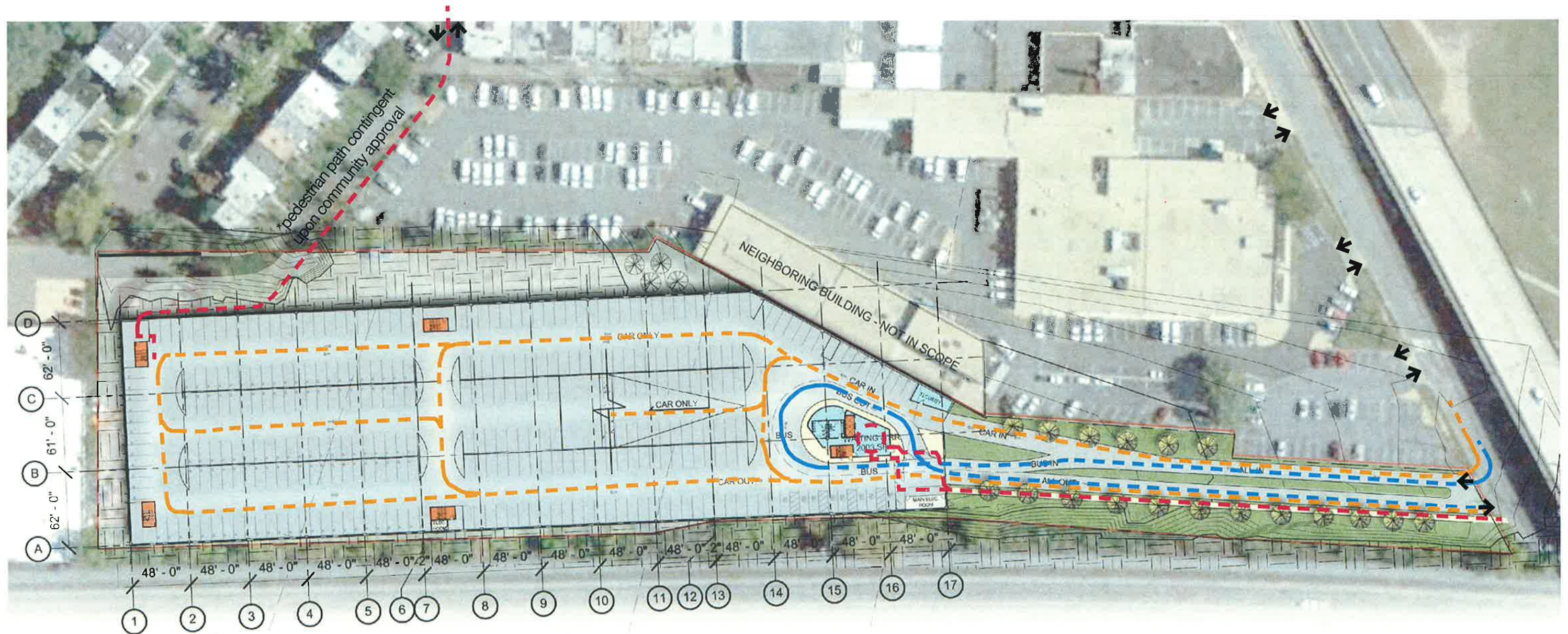


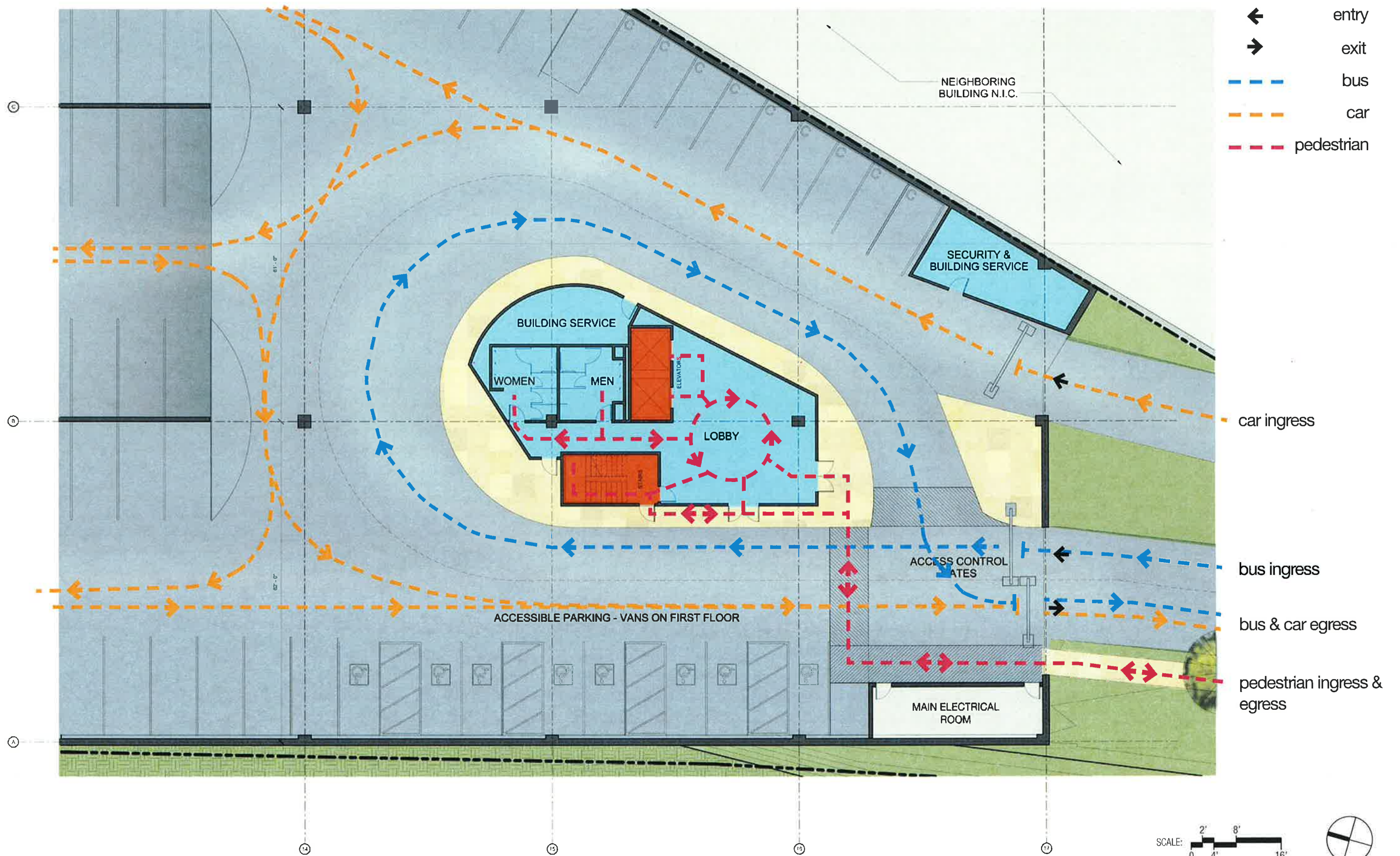


SCALE: 0 10' 20' 40' 80'



- ← entry
- exit
- bus
- car
- pedestrian





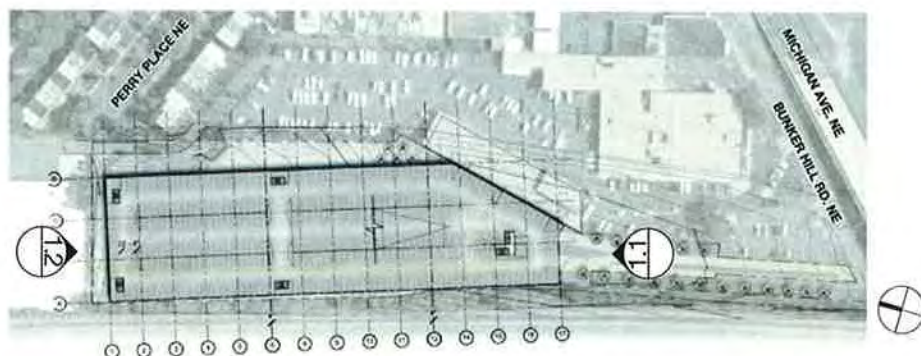


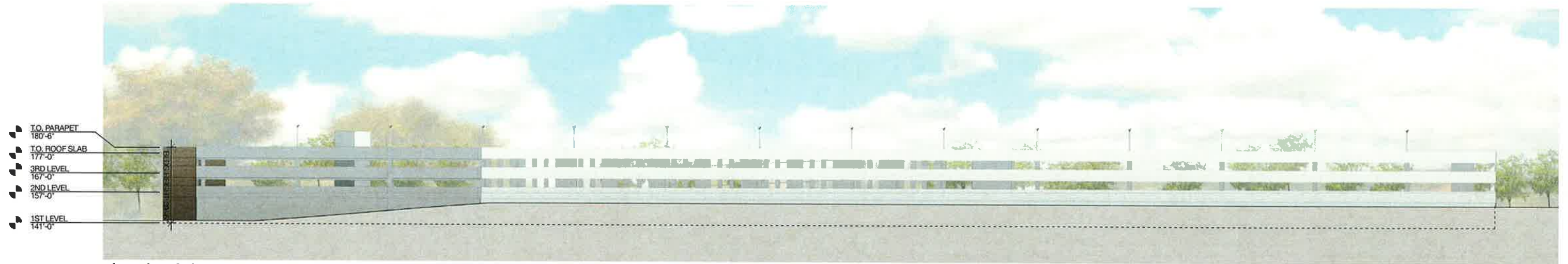
elevation 1.1 - south



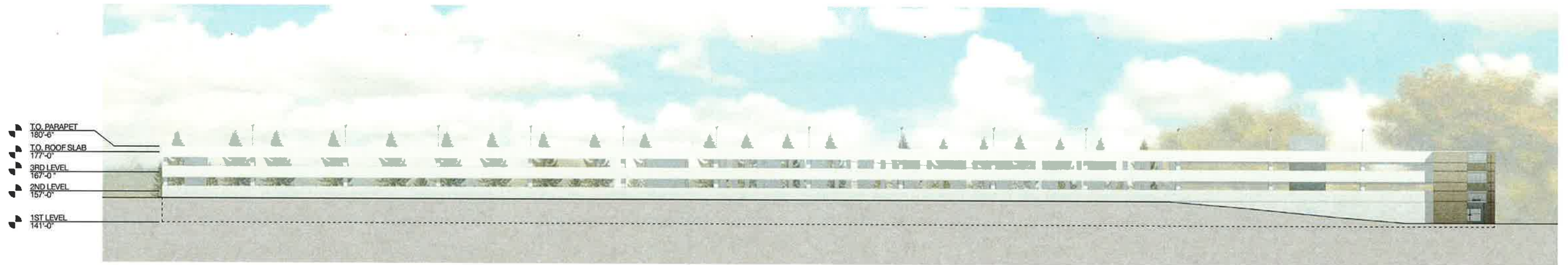
elevation 1.2 - north

SCALE: 0 6.25' 12.5' 25' 50'

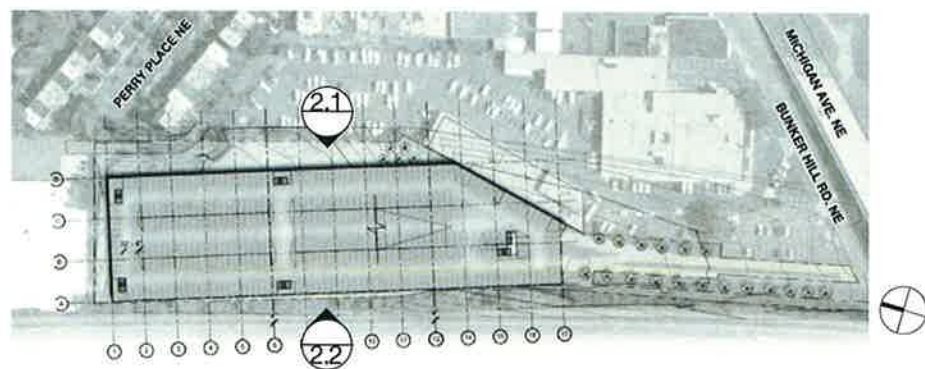




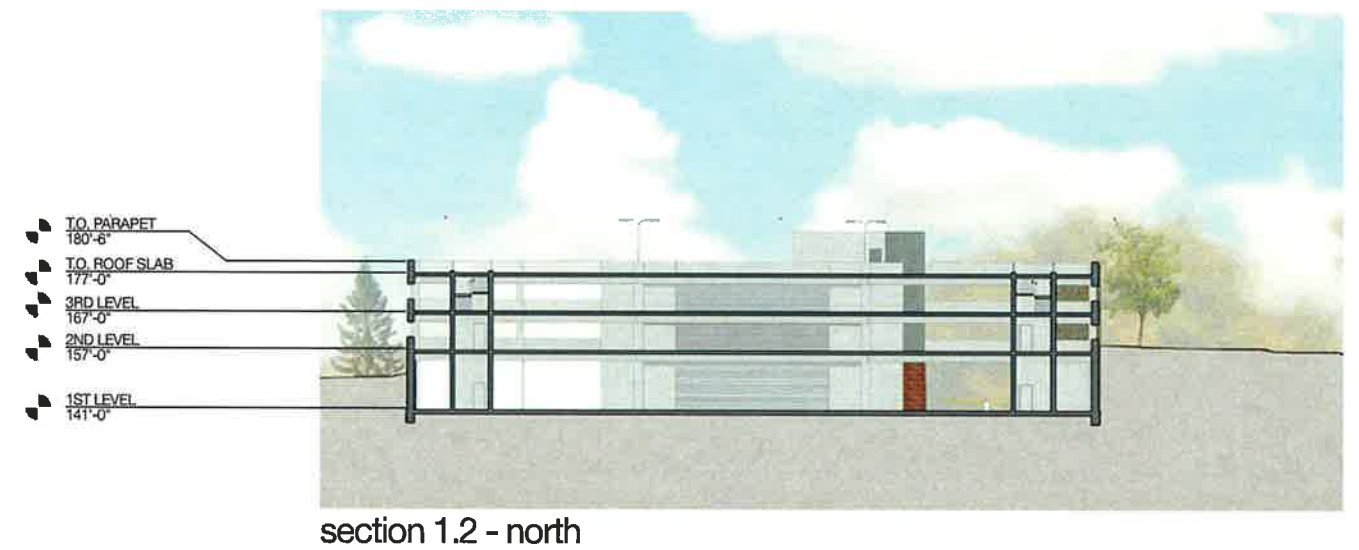
elevation 2.1 - east



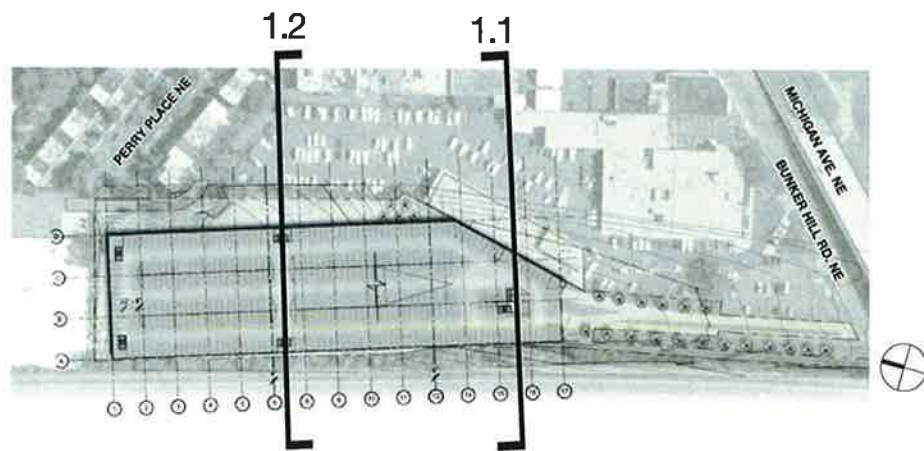
elevation 2.2 - west



SCALE: 0 6.25' 12.5' 25' 50'

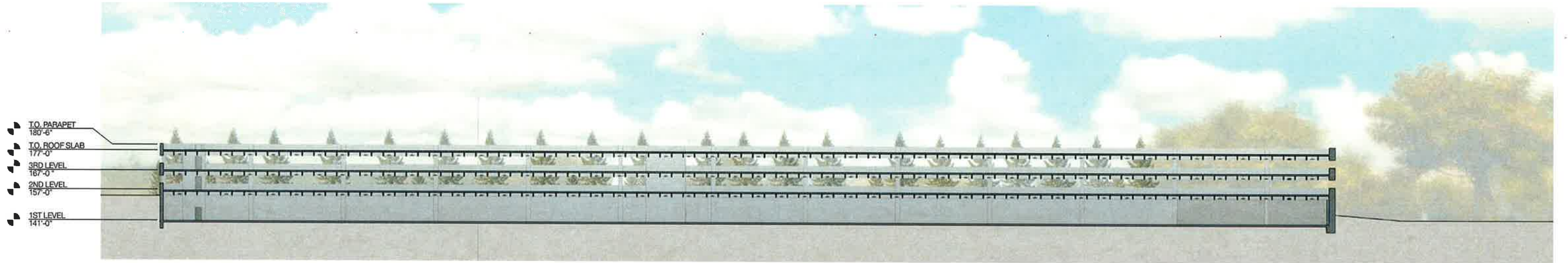


SCALE: 0 6.25' 12.5' 25' 50'

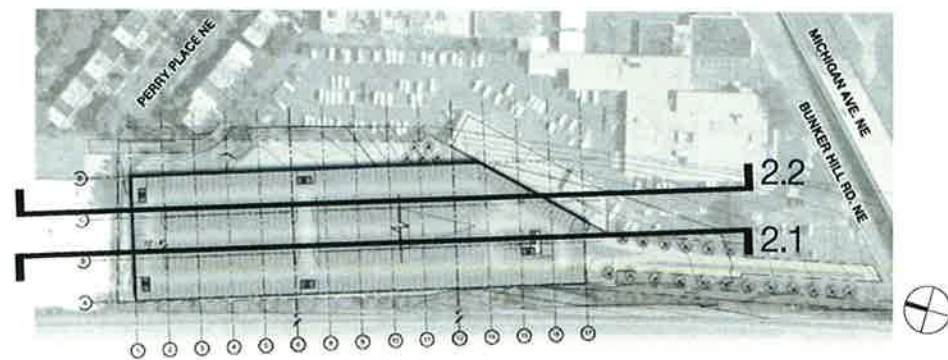




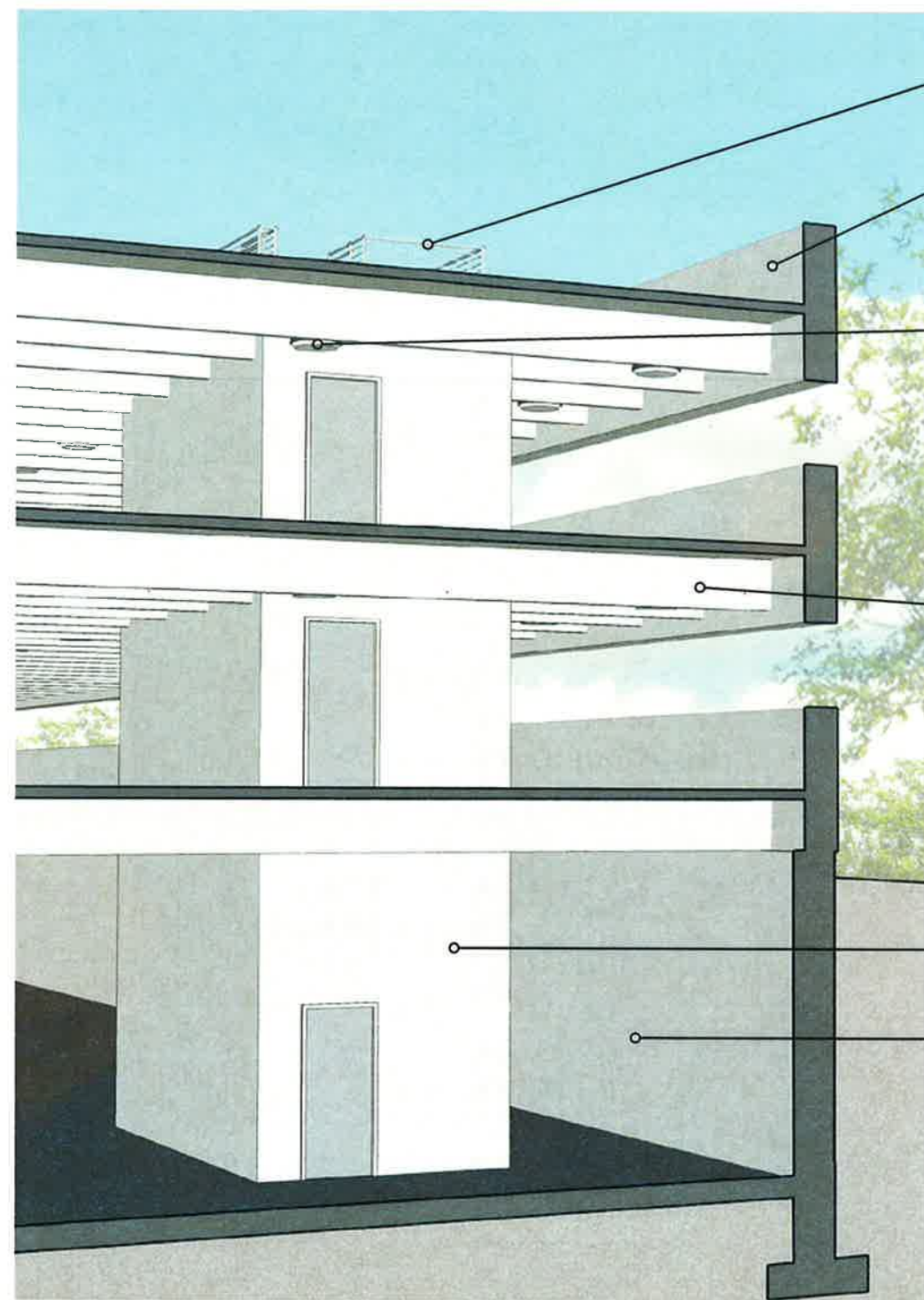
section 2.1 - east



section 2.2 - west

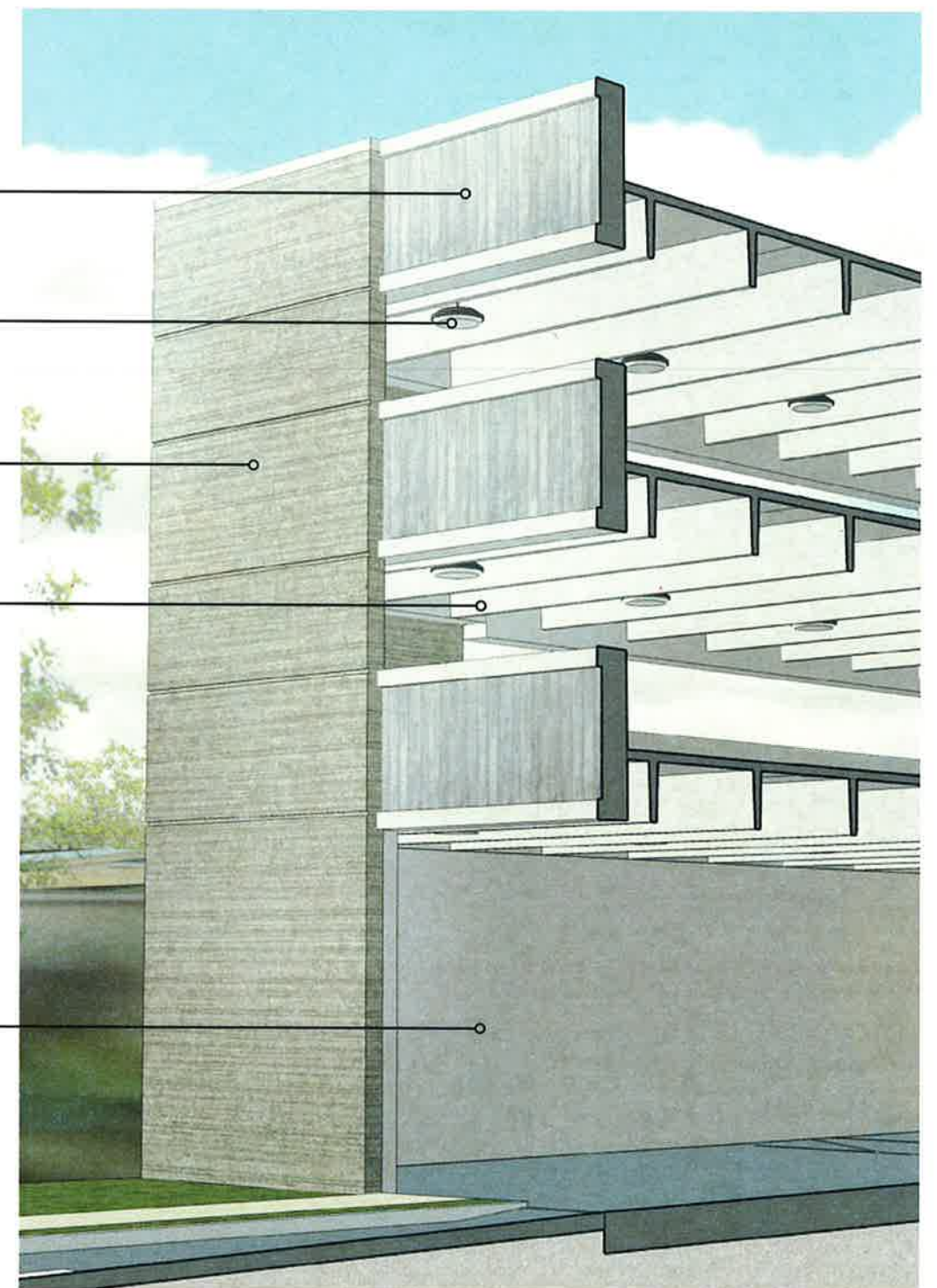


SCALE: 0 6.25' 12.5' 25' 50'



standard condition

- exterior stair railing
- structural precast spandrel
- architectural precast spandrel
- led light fixture
- architectural wall panel
- precast double-tee beam
- stair shaft
- structural precast wall system



entry area



818 MICHIGAN AVENUE NE LARGE TRACT REVIEW SUBMISSION

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aerial view from the south

JUNE 22, 2015



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entrance view from the south

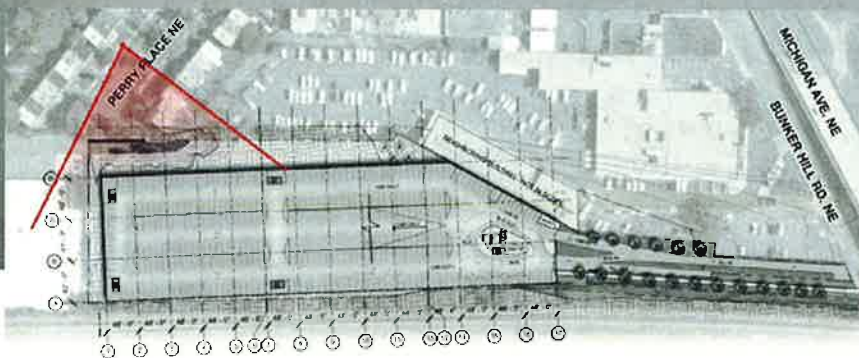
JUNE 22, 2015



818 MICHIGAN AVENUE NE LARGE TRACT REVIEW SUBMISSION

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aerial view from northeast
JUNE 22, 2015



818 MICHIGAN AVENUE NE LARGE TRACT REVIEW SUBMISSION

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view from perry place
JUNE 22, 2015



702 H Street NW Suite 400
Washington, DC 20001
202.638.6300 | 202.638.0303 fax

JEMAL'S MICHIGAN, LLC

April 27, 2015

Jennifer Steingasser
District of Columbia Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

Re: Large Tract Review Application
818 Michigan Avenue, NE (Square 3822, Lot 0821)

Dear Ms. Steingasser:

Jemal's Michigan, LLC, the owner of the above-referenced property, hereby authorizes the law firm of Holland & Knight LLP to act on our behalf for all actions necessary with respect to the application for Large Tract Review for the proposed parking garage at the property.

Please feel free to contact me should you have any questions regarding this matter.

JEMAL'S MICHIGAN, LLC,
a District of Columbia limited liability company

By: _____

Name: Douglas Jemal
Title: Managing Member



702 H Street NW Suite 400
Washington, DC 20001
202.638.6300 | 202.638.0303 fax

Name, address, and signature of all owners and authorized agents:

Paul Millstein
VP, Construction
Douglas Development Corporation
702 H Street, NW
Suite 400
Washington, DC 20001

Signature: _____

A handwritten signature in cursive script, appearing to read 'Paul Millstein', written over a horizontal line.

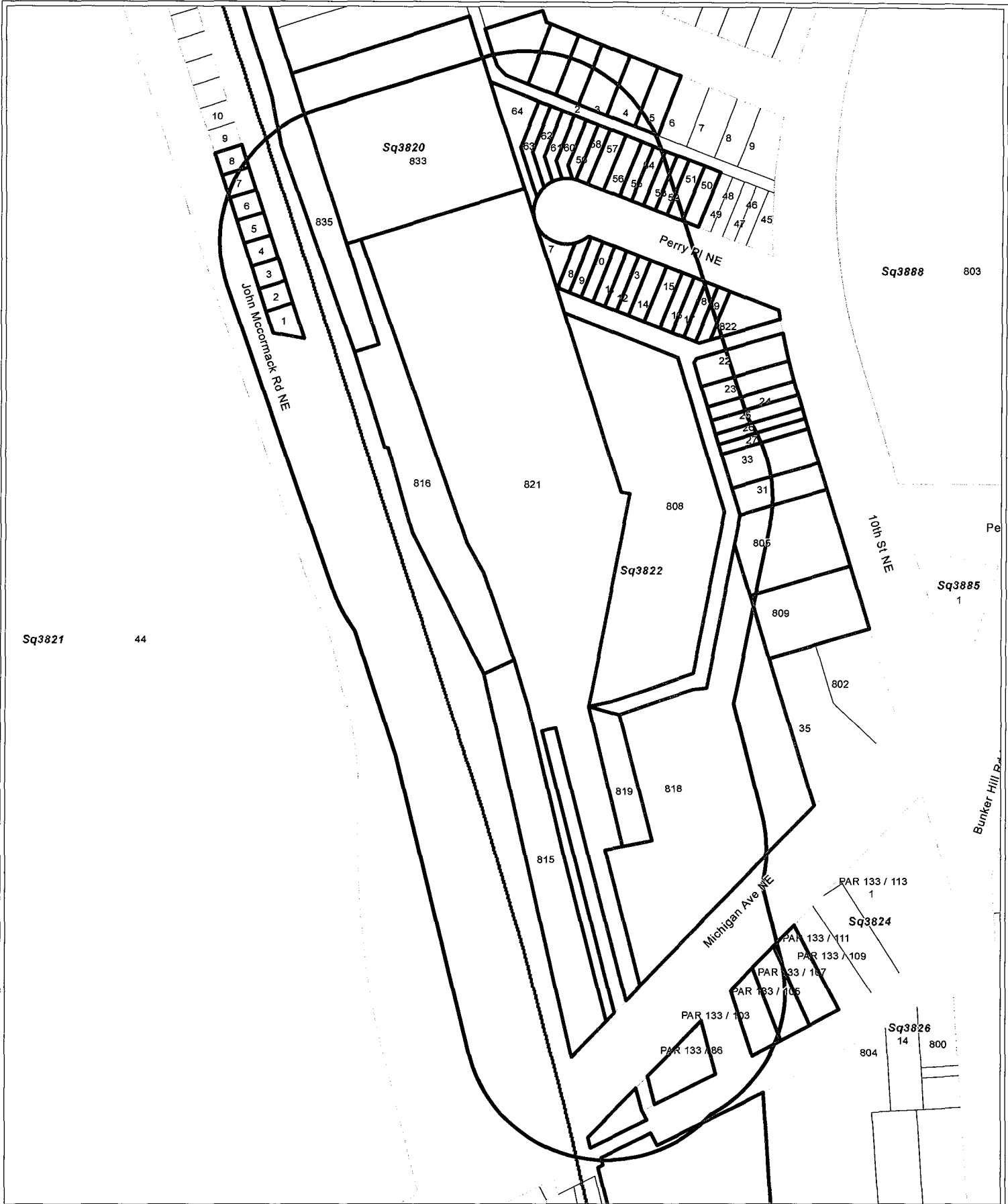
4/28/15
date

Norman M. Glasgow, Jr.
Holland & Knight LLC
800 17th Street, NW
Suite 1100
Washington, DC 20006

Signature: _____

A handwritten signature in cursive script, appearing to read 'Norman M. Glasgow, Jr.', written over a horizontal line.

date



Square 3822 Lot 0821



Property Lines



200 Foot Radius

Office of Tax and Revenue

 Real Property Assessment Division

 Geographic Information Systems



Map Created: 04-22-2015

 For planning purposes only

Square Suffix and Lot: PAR 01330086 * Lot Address: 0820 MICHIGAN AV NE
Owner: DISTRICT OF COLUMBIA * Owner's Address: 1133 N CAPITOL ST NE WASHINGTON, DC 20002-7549

Square Suffix and Lot: PAR 01330107 * Lot Address: 0916 BUNKER HILL RD NE
Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: PAR 01330105 * Lot Address: 0914 BUNKER HILL RD NE
Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: PAR 01330103 * Lot Address: 0912 BUNKER HILL RD NE
Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: PAR 01340112 * Lot Address: TAYLOR ST NE
Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: 3820 0001 * Lot Address: 701 QUINCY ST NE
Owner: MARIA E WAGNER * Owner's Address: 701 QUINCY ST NE WASHINGTON, DC 20017-3623

Square Suffix and Lot: 3820 0002 * Lot Address: 705 QUINCY ST NE
Owner: FRANCIS SHAW * Owner's Address: PO BOX 41353 WASHINGTON, DC 20018-0753

Square Suffix and Lot: 3820 0003 * Lot Address: 709 QUINCY ST NE
Owner: ROBBIE KING * Owner's Address: 1415 GERANIUM ST NW WASHINGTON, DC 20012-1517

Square Suffix and Lot: 3820 0004 * Lot Address: 901 QUINCY ST NE
Owner: 901 QUINCY STREET NE LLC * Owner's Address: 2612 28TH ST NE WASHINGTON, DC 20018-1415

Square Suffix and Lot: 3820 0005 * Lot Address: 905 QUINCY ST NE
Owner: WILKOFF SUSAN M * Owner's Address: PO BOX 534 GLEN ECHO, MD 20812-0534

Square Suffix and Lot: 3820 0050 * Lot Address: 928 PERRY PL NE
Owner: TARA J O HARE * Owner's Address: 928 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0051 * Lot Address: 926 PERRY PL NE
Owner: FESSEHAIE KIDANE * Owner's Address: 926 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0052 * Lot Address: 924 PERRY PL NE
Owner: SHAWN C ZELLER * Owner's Address: 924 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0053 * Lot Address: 922 PERRY PL NE
Owner: ROBIN L GILBRECHT * Owner's Address: 922 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0054 * Lot Address: 920 PERRY PL NE
Owner: H A ESFANDIARY * Owner's Address: 920 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0055 * Lot Address: 918 PERRY PL NE
Owner: CHERYL T JOHNSON * Owner's Address: 918 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0056 * Lot Address: 916 PERRY PL NE
Owner: MICHELE A FALCONE * Owner's Address: 2600 MCCOMAS AVE KENSINGTON, MD 20895-2825

Square Suffix and Lot: 3820 0057 * Lot Address: 914 PERRY PL NE
Owner: RICHARD L GORMAN * Owner's Address: 137 W LEE ST BALTIMORE, MD 21201-2420

Square Suffix and Lot: 3820 0058 * Lot Address: 912 PERRY PL NE
Owner: MERAL KARAN * Owner's Address: 912 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0059 * Lot Address: 910 PERRY PL NE
Owner: DAVID T POWELL * Owner's Address: 910 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0060 * Lot Address: 908 PERRY PL NE
Owner: ERMINE V PRIMUS * Owner's Address: 908 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0061 * Lot Address: 906 PERRY PL NE
Owner: SHU L MA * Owner's Address: 906 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0062 * Lot Address: 904 PERRY PL NE
Owner: SUSANNE HORN * Owner's Address: 904 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3820 0063 * Lot Address: 902 PERRY PL NE
Owner: LORENZO D AVANZO * Owner's Address: 913 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3820 0064 * Lot Address: 900 PERRY PL NE
Owner: JEFFREY W HAMILTON * Owner's Address: UNIT 3030 BOX 5420 DPO, AA 34004-9997

Square Suffix and Lot: 3820 0079 * Lot Address: 3900 7TH ST NE
Owner: BLAKE PROPERTIES NETT LLC * Owner's Address: PO BOX 6296 WASHINGTON, DC 20015-0296

Square Suffix and Lot: 3820 0833 * Lot Address: 0675 TAYLOR ST NE
Owner: DISTRICT OF COLUMBIA HOUSING AUTHORITY * Owner's Address: 1133 N CAPITOL ST NE
WASHINGTON, DC 20002-7561

Square Suffix and Lot: 3822 0007 * Lot Address: 901 PERRY PL NE
Owner: MARY KENEL * Owner's Address: 901 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0008 * Lot Address: 903 PERRY PL NE
Owner: MELISSA J SHARER * Owner's Address: 903 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0009 * Lot Address: 905 PERRY PL NE
Owner: GREGORY L HICKS * Owner's Address: 5508 SMITA PL LANHAM, MD 20706-2475

Square Suffix and Lot: 3822 0010 * Lot Address: 907 PERRY PL NE
Owner: DENISE V SPENCER * Owner's Address: 907 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0011 * Lot Address: 909 PERRY PL NE
Owner: KATHERINE E JACQUART * Owner's Address: 909 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0012 * Lot Address: 911 PERRY PL NE
Owner: LUCIA RONCA * Owner's Address: 932 PERRY PL NE WASHINGTON, DC 20017-1837

Square Suffix and Lot: 3822 0013 * Lot Address: 913 PERRY PL NE
Owner: LORENZO D AVANZO * Owner's Address: 913 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0014 * Lot Address: 915 PERRY PL NE
Owner: JENNY A SALADINI * Owner's Address: 915 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0015 * Lot Address: 917 PERRY PL NE
Owner: BERTHA L OSEKRE * Owner's Address: 917 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0016 * Lot Address: 919 PERRY PL NE
Owner: SEAN M GREEN * Owner's Address: 919 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0017 * Lot Address: 921 PERRY PL NE
Owner: PETER C MONTGOMERY * Owner's Address: 921 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0018 * Lot Address: 923 PERRY PL NE
Owner: HORACE W BALL * Owner's Address: 923 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0019 * Lot Address: 925 PERRY PL NE
Owner: LORENZO D'AVANZO * Owner's Address: 913 PERRY PL NE WASHINGTON, DC 20017-1838

Square Suffix and Lot: 3822 0022 * Lot Address: 3748 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0023 * Lot Address: 3746 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0024 * Lot Address: 3744 10TH ST NE

Owner: JANIS L DATZ C/O JANIS DATZ * Owner's Address: 13020 KERRYDALE RD WOODBRIDGE, VA 22193-5014

Square Suffix and Lot: 3822 0025 * Lot Address: 3742 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0026 * Lot Address: 3740 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0027 * Lot Address: 3738 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0031 * Lot Address: 3730 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0033 * Lot Address: 3732 - 3736 10TH ST NE

Owner: JAN SLAMEN FAMILY TRUST * Owner's Address: PO BOX 4732 SILVER SPRING, MD 20914-4732

Square Suffix and Lot: 3822 0805 * Lot Address: 3726 10TH ST NE

Owner: ATLANTIC ELECTRIC SUPPLY CORPORATION * Owner's Address: 3726 10TH ST NE WASHINGTON, DC 20017-1820

Square Suffix and Lot: 3822 0808 * Lot Address: 0900 MICHIGAN AV NE

Owner: COMCAST CABLEVISION OF THE DISTRICT LLC * Owner's Address: 1 COMCAST CTR FL 32 PHILADELPHIA, PA 19103-2838

Square Suffix and Lot: 3822 0809 * Lot Address: 3722 10TH ST NE

Owner: MORTON LESSANS * Owner's Address: 3726 10TH ST NE WASHINGTON, DC 20017-1820

Square Suffix and Lot: 3822 0815 * Lot Address: MICHIGAN AV NE

Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: 3822 0816 * Lot Address: MICHIGAN AV NE

Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: 3822 0818 * Lot Address: 0900 MICHIGAN AV NE

Owner: COMCAST CABLEVISION OF THE DISTRICT LLC * Owner's Address: 1 COMCAST CTR FL 32 PHILADELPHIA, PA 19103-2838

Square Suffix and Lot: 3822 0819 * Lot Address: MICHIGAN AV NE

Owner: COMCAST CABLEVISION OF THE DISTRICT LLC * Owner's Address: 1 COMCAST CTR FL 32 PHILADELPHIA, PA 19103-2838

Square Suffix and Lot: 3822 0821 * Lot Address: 0816 MICHIGAN AV NE

Owner: JEMAL'S MICHIGAN LLC * Owner's Address: 702 H ST NW STE 400 WASHINGTON, DC 20001-3875

Square Suffix and Lot: 3825 0804 * Lot Address: 9TH ST NE

Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: 3820 0835 * Lot Address: TAYLOR ST NE

Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: PAR 01330137 * Lot Address: 0801 MICHIGAN AV NE

Owner: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) * Owner's Address: 600 5TH ST
NW WASHINGTON, DC 20001-2610

Square Suffix and Lot: 3822 0822 * Lot Address: 0927 PERRY PL
Owner: IMANTS BROLIS * Owner's Address: 2007 N EDISON ST ARLINGTON, VA 22207-1941

DISTRICT OF COLUMBIA
1133 N CAPITOL ST NE
WASHINGTON, DC 20002-7549

WASHINGTON METROPOLITAN AREA
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WASHINGTON, DC 20001-2610

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WASHINGTON, DC 20018-0753

ROBBIE KING
1415 GERANIUM ST NW
WASHINGTON, DC 20012-1517

901 QUINCY STREET NE LLC
2612 28TH ST NE
WASHINGTON, DC 20018-1415

WILKOFF SUSAN M
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GLEN ECHO, MD 20812-0534

TARA J O HARE
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FESSEHAIE KIDANE
926 PERRY PL NE
WASHINGTON, DC 20017-1837

SHAWN C ZELLER
924 PERRY PL NE
WASHINGTON, DC 20017-1837

ROBIN L GILBRECHT
922 PERRY PL NE
WASHINGTON, DC 20017-1837

H A ESFANDIARY
920 PERRY PL NE
WASHINGTON, DC 20017-1837

CHERYL T JOHNSON
918 PERRY PL NE
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MICHELE A FALCONE
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KENSINGTON, MD 20895-2825

RICHARD L GORMAN
137 W LEE ST
BALTIMORE, MD 21201-2420

MERAL KARAN
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DAVID T POWELL
910 PERRY PL NE
WASHINGTON, DC 20017-1837

ERMINE V PRIMUS
908 PERRY PL NE
WASHINGTON, DC 20017-1837

SHU L MA
906 PERRY PL NE
WASHINGTON, DC 20017-1837

SUSANNE HORN
904 PERRY PL NE
WASHINGTON, DC 20017-1837

LORENZO D AVANZO
913 PERRY PL NE
WASHINGTON, DC 20017-1838

JEFFREY W HAMILTON
UNIT 3030 BOX 5420
DPO, AA 34004-9997

BLAKE PROPERTIES NETT LLC
PO BOX 6296
WASHINGTON, DC 20015-0296

DISTRICT OF COLUMBIA HOUSING
AUTHORITY
1133 N CAPITOL ST NE
WASHINGTON, DC 20002-7561

MARY KENEL
901 PERRY PL NE
WASHINGTON, DC 20017-1838

MELISSA J SHARER
903 PERRY PL NE
WASHINGTON, DC 20017-1838

GREGORY L HICKS
5508 SMITA PL
LANHAM, MD 20706-2475

DENISE V SPENCER
907 PERRY PL NE
WASHINGTON, DC 20017-1838

KATHERINE E JACQUART
909 PERRY PL NE
WASHINGTON, DC 20017-1838

LUCIA RONCA
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WASHINGTON, DC 20017-1837

LORENZO D AVANZO
913 PERRY PL NE
WASHINGTON, DC 20017-1838

JENNY A SALADINI
915 PERRY PL NE
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BERTHA L OSEKRE
917 PERRY PL NE
WASHINGTON, DC 20017-1838

SEAN M GREEN
919 PERRY PL NE
WASHINGTON, DC 20017-1838

PETER C MONTGOMERY
921 PERRY PL NE
WASHINGTON, DC 20017-1838

HORACE W BALL
923 PERRY PL NE
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