

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: *KB* Kelsey Bridges
Manager, Neighborhood Planning Branch

DATE: July 2, 2026

SUBJECT: BZA Case No. 21457 – 1623 28th Street NW (Evermay Foundation)

APPLICATION

S&R Foundation (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the non-profit use requirements of Subtitle U § 203.1(o) to permit continued operation of a non-profit use in an existing, detached, three-story plus cellar, principal dwelling unit. The site is in the R1-B/GT Zone at 1623 28th Street NW (Square 1285, Lot 0006) and is not served by a public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The Applicant was granted zoning relief in 2012 to operate within the historic residential building at 1623 28th Street NW as a nonprofit organization (Board of Zoning Adjustment [BZA] Case No. 18315) under conditions that included certain uses of the site, hours of operation, valet and staff regulations, number of events listed per year, parking guidelines, and thresholds for amplified music;
- The exception was granted again in 2016 (BZA Case No. 18315-A) for 10 more years, through 2026.
- This application seeks to renew and update the existing Special Exception to provide more frequent events at the previously approved 200-person limit throughout the year, introduce

limited exhibits that host up to 50 attendees per hour, and remove the ten-year limit moving forward;

- No changes are proposed to the existing buildings or property, including access, loading, or vehicle parking;
- Vehicular, loading, pedestrian, and bicycle access is provided by the existing curb cut on 28th Street NW, connecting to the existing surface parking lots and loading areas;
- Per Subtitle U § 203.1(o), the amount and arrangement of parking spaces for a nonprofit in this zone shall be adequate and located to minimize traffic impact on the adjacent neighborhood;
- The Applicant's March 12, 2026 Transportation Statement ([Exhibit 18H](#)) demonstrated the number of vehicle trips generated by more frequent larger events would not trigger detailed vehicle capacity analysis and includes proposed Transportation Demand Management (TDM) measures to support non-automotive travel to and from the site; and
- Given the modest increase in trips, and in conjunction with the proposed TDM measures, the impacts on the transportation network are expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of this application.

TRANSPORTATION ANALYSIS

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The Applicant is proposing to maintain 107 existing off-street vehicle parking spaces, with eight (8) spaces reserved for staff and performers and the remainder for event attendees. The vehicle parking spaces are located on surface lots around the property, all accessible from the curb cut on 28th Street NW.

Bicycle Parking

The Applicant is also proposing to maintain nine (9) short-term bicycle parking spaces on the property for use by employees and visitors, provided by one (1) bicycle rack near the buildings.

Loading

DDOT's practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading. The Applicant proposes to maintain current loading operations, which occur on site and enable trucks to enter and exit the curb cut on 28th Street NW with head-in and head-out movements. Trash must be stored entirely on private property, out of the view of the sidewalk, and collected at the rear of the property.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm. All elements of the project proposed within District-owned right-of-way require the Applicant to pursue a public space construction permit.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and OP to discuss the public space comments in this report.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are five (5) Heritage Trees and approximately 50 Special Trees on the property. DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the preservation and protection of existing Heritage, Special and small street trees, as well as the planting of new street trees.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan will be required.

KB:eo