

Bethesda Downtown Design Advisory Panel

Submission Form

PROJECT INFORMATION

Project Name	
File Number(s)	
Project Address	

Plan Type

Concept Plan ☐

Sketch Plan ☐

Site Plan ☐

APPLICANT TEAM

	Name	Phone	Email
Primary Contact			
Architect			
Landscape Architect			

PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density
Project Data			
Proposed Land Uses			
Brief Project Description and Design Concept <i>(If the project was previously presented to the Design Advisory Panel, describe how the latest design incorporates the Panel's comments)</i>			



Exceptional Design Public Benefit Points Requested and Brief Justification	
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DESIGN ADVISORY PANEL SUBMISSION PROCESS

1. Schedule a Design Advisory Panel review date with the Design Advisory Panel Liaison.
Laura Shipman, Design Advisory Panel Liaison, laura.shipman@montgomeryplanning.org, 301-495-4558
2. A minimum of two weeks prior to the scheduled Design Advisory Panel meeting, provide the completed Submission Form and supplemental drawings for review in PDF format to the Design Advisory Panel Liaison via email.
3. Supplemental drawings should include the following at Site Plan and as many as available at Concept and Sketch Plan:
 - Property Location (aerial photo or line drawing)
 - Illustrative Site Plan
 - 3D Massing Models
 - Typical Floor Plans
 - Sections
 - Elevations
 - Perspective Views
 - Precedent Images





BETHESDA GATEWAY

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BETHESDA GATEWAY

MNCPPC PLAN NO: --



OWNER / DEVELOPER:
THE BOZZUTO GROUP
6406 IVY LN
SUITE 700
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866.698.7513



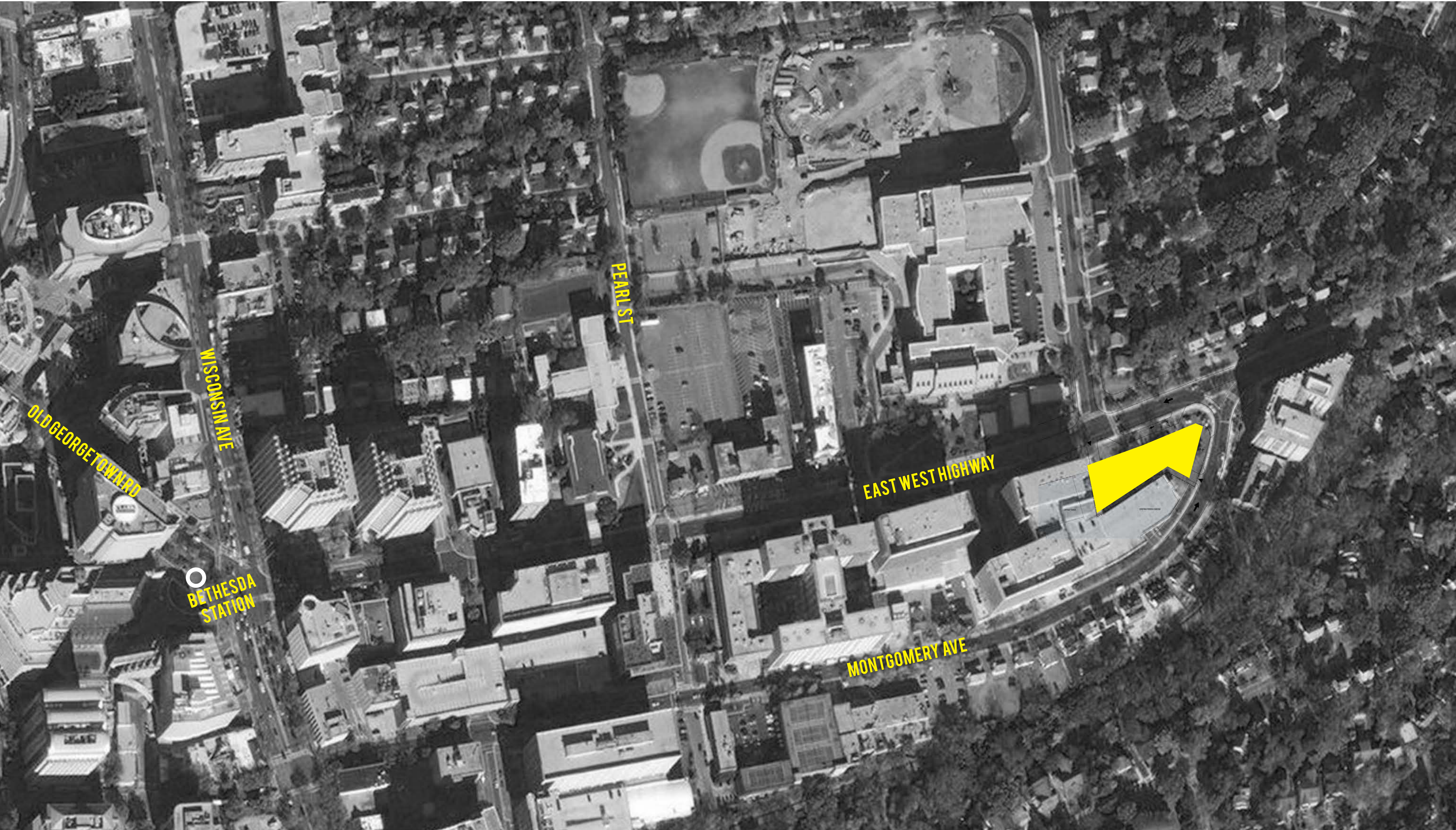
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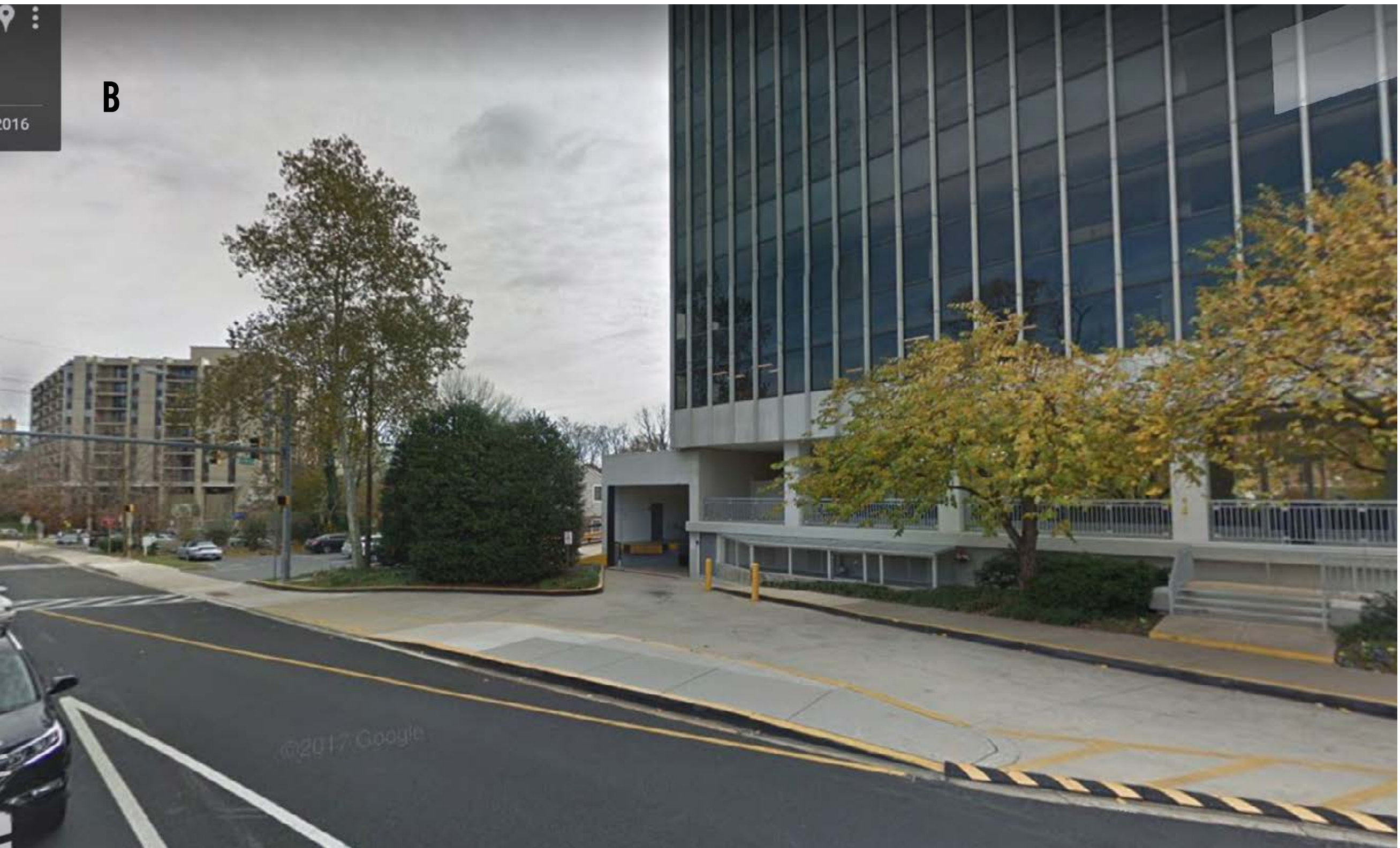
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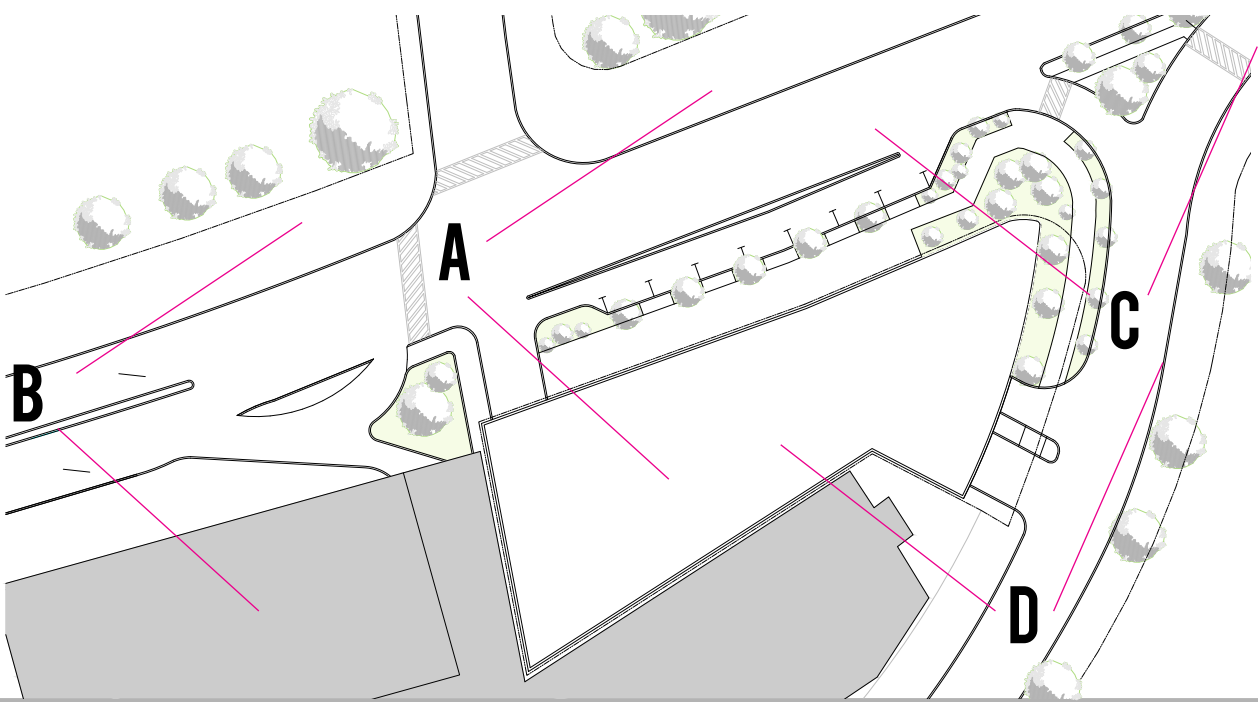




EAST AND WEST HIGHWAY



MONTGOMERY AVE



EXISTING CONDITIONS

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County Area Plan and Site Plan

The site is adjacent to the main East-West vehicular and pedestrian access to downtown Bethesda, and bisects East West Hwy and Montgomery Ave, becoming a sort of East bound urban peninsula and gateway to downtown. East West Highway/Montgomery and Bradley Ave are the only East-West direct access avenues to downtown Bethesda.

Massing

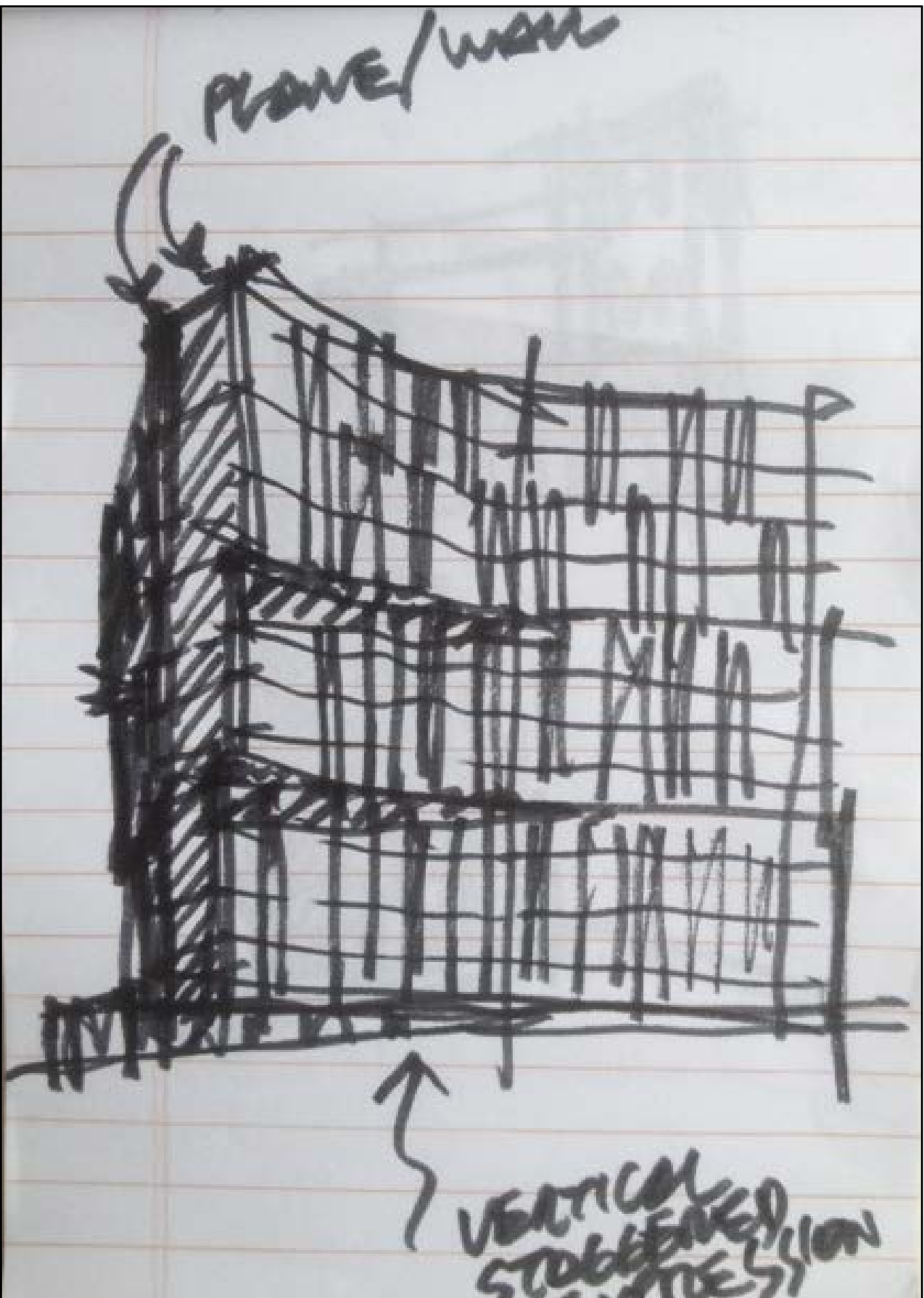
The site geometry defines a distinctive wedge-shaped massing like many other iconic urban conditions where diagonal streets intersect the city grid, such as Connecticut Ave in Dupont Circle or Broadway and the Flat Iron Building in Manhattan. The building massing will limit the apparent face of the building and provide a unique geometry to take advantage of the wedge shaped sculpting and stepping its edges for a dramatic effect. The steps are revealed in the building corner and edges, the building walls step down or up around an inflection line located on the midpoint of the East West Hwy façade. These walls will create a modulated and articulated façade thats breaks up the building mass. If the site block is analogous to an urban peninsula and the streets are rivers, the building is carved like a canyon.

Architecture

A base distinguishes the public, residential and commercial functions, while the building articulation above materializes as three stepped, faceted solid planes within the build-to-line. The walls’ subtle steps will be accentuated at the building edges and corner, where the solid planes are exposed and an inner glass layer is revealed. Cast shadows will accentuate the steps along the building elevations. Vertical rhythm fenestration minimizes the building scale and reinforces the steps and horizontal strata through variations of building design.

Public Through Block Connection

The Bethesda Downtown Plan proposes a public through block connection to connect East West Hwy and Montgomery Ave along the west end side of the proposed site. Establishing a connection is a good measure to improve connectivity to the Capital Crescent Trail and Purple line. However due to the 21 feet of grade drop between East West Hwy and Montgomery Ave, and the existing garage structure blocking that connection, the proposed connection is redirected around the block and building corner. This rerouted connection will allow for a gentler pedestrian slope and will activate the building corner sidewalk, complementing the corner gateway condition. At this time there is not a single owner encompassing the through block connection, and it is unknown if that portion of the block will ever be redeveloped. It would be better to provide a meaningful connection around the block for pedestrians to connect to the Capital Crescent Trail and the Purple Line today, rather than wait until the entire block is redeveloped. This would be a superior pedestrian condition rather than a stark drop off of the grade that occurs through the block.



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Guidelines Flexibility

The Planning Board may approve alternative design approaches that better meet the intent of the design guidelines. This review flexibility will allow room for truly exceptional and unexpected creative solutions to improve the downtown.

Certain guidelines provide a range of recommended dimensions to appropriately meet the intent. These ranges are not rigid requirements but instead provide more predictability for applicants as to what will be expected during development review, and provide staff and the Planning Board with a framework to guide the review process. Unless dimensions are specifically recommended in the Sector Plan, guidelines that include dimensions also outline opportunities for alternative design solutions to meet the intent of the guidelines. These alternatives address constrained sites and buildings of moderate height.



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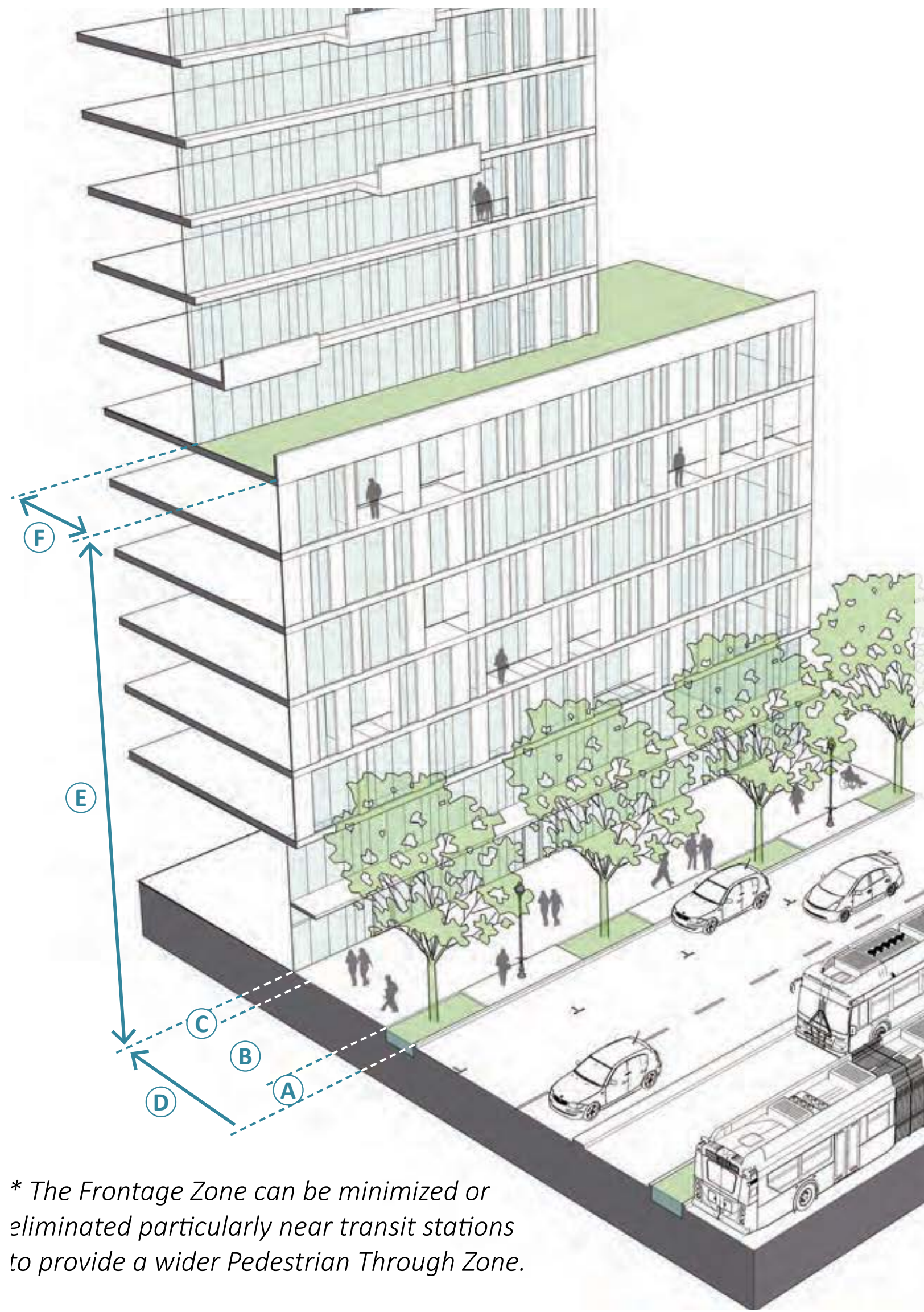
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* The Frontage Zone can be minimized or eliminated particularly near transit stations to provide a wider Pedestrian Through Zone.



Table 2.01: Urban Boulevard

Sidewalk Zones

- A. Planting/Furnishing Zone: 6- 10 ft.
- B. Pedestrian Through Zone: 10- 20 ft.
- C. Frontage Zone*: 0- 10 ft.

Building Placement

- D. Build-to Line: 25-30 ft. from street curb

Alternative Treatments

** On this street type, buildings under 120 ft. may consider alternative methods to reduce tower bulk other than step-backs. These are outlined in Section 2.4.8 Tower: "Menu" of Methods to Reduce Bulk.



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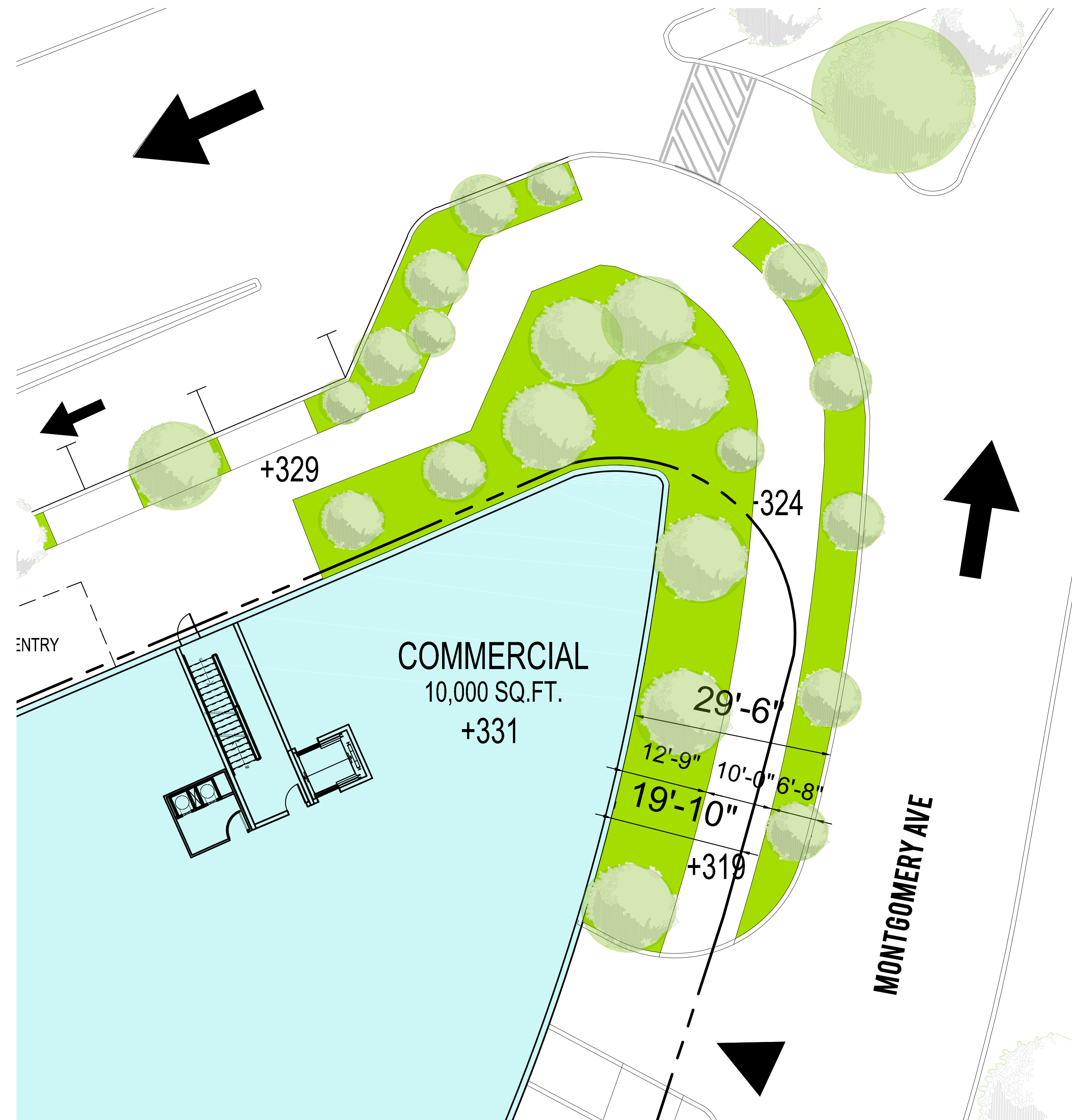
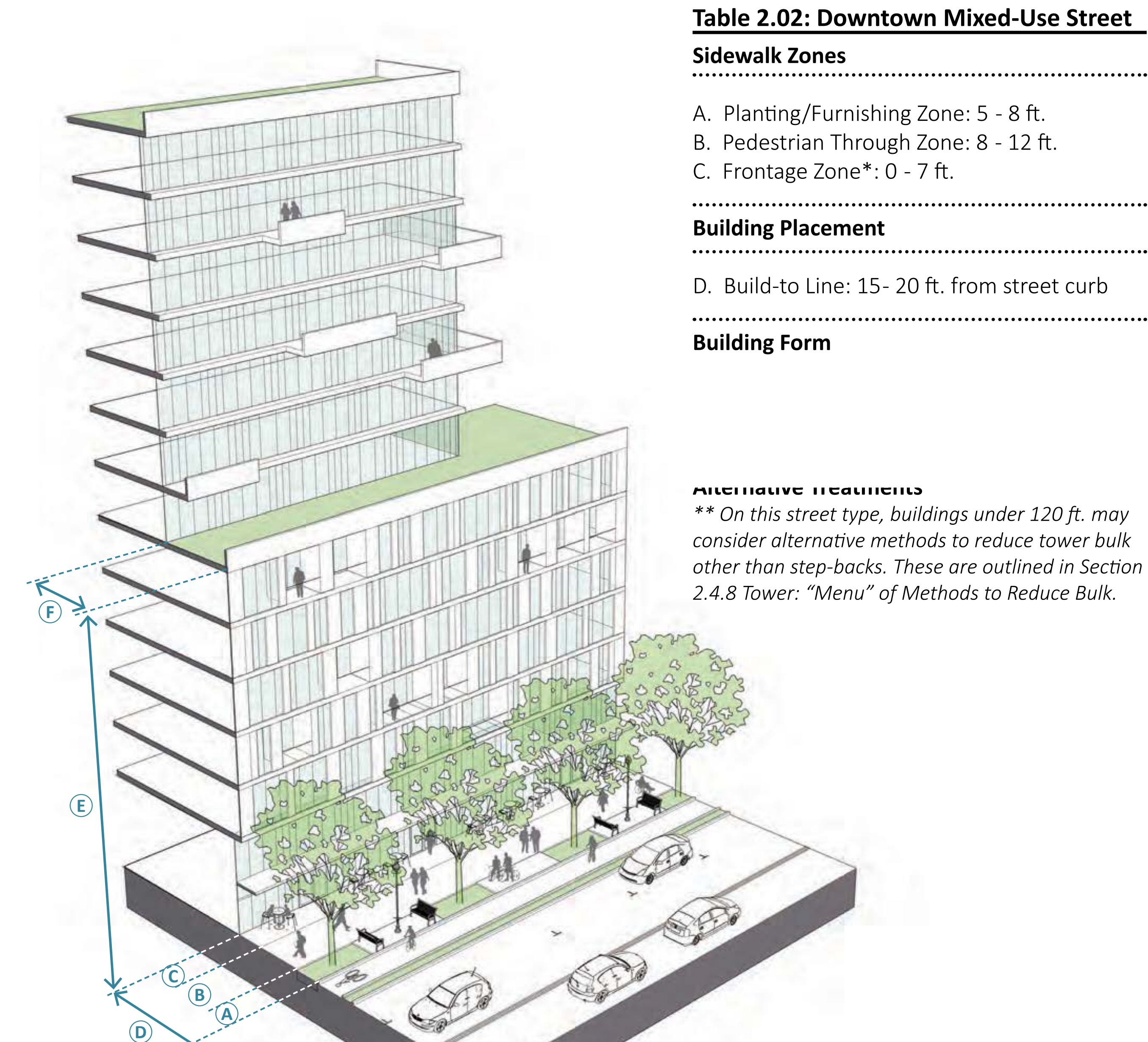
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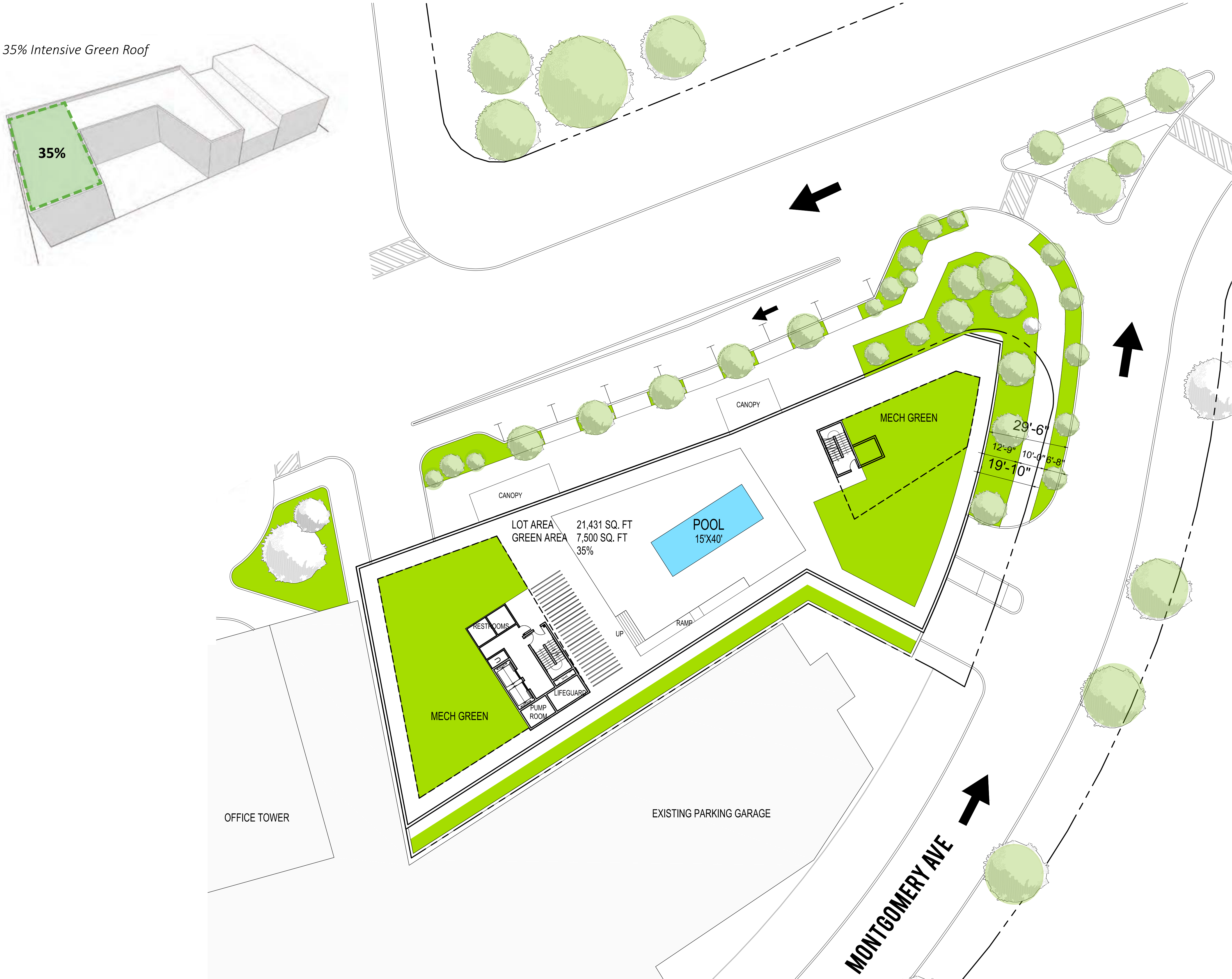
2.3.2 Green Cover

Intent: The green cover guidelines are intended to increase overall tree canopy cover, expand green corridors, reduce heat island effect, improve air quality and carbon sequestration capacity and improve ecological biodiversity. See the Sector Plan Section 2.4.1 Urban Green.

Guidelines:

- On private property, provide a minimum of 35 percent* green cover, which may include singularly or a combination of the following:
- A. Intensive green roof (6 inches or deeper) on 35 percent of rooftop.
 - B. Tree canopy cover on 35 percent of landscape.
 - C. A combination of tree canopy and intensive green roof for a total green cover of 35 percent or greater.

* If on-site energy generation requires the use of the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.



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B. Use Unique Geometry

Varied geometry adds visual interest and helps to reduce the perceived bulk of a building’s upper floors. Angled and curved facades allow a building to be viewed dynamically from different vantage points. They can enhance privacy between towers in close proximity by directing views away from nearby windows.



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D. Modulate and Articulate Facades

Techniques to break up large facades and reduce perceived building bulk include shifts in massing to allow for upper floor terraces, green roofs and balconies; changes in facade planes; and varied fins, frames and mullions to add depth to glass facades.



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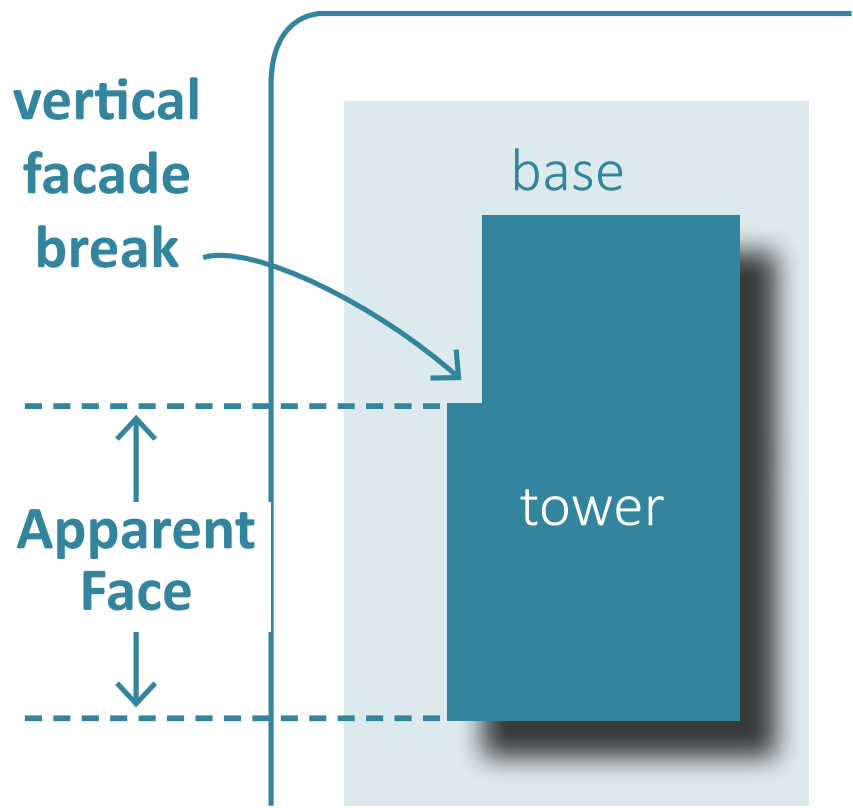
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F. Limit Apparent Face

The apparent face is the length of a facade plane that is unbroken by vertical changes in depth. Limiting this length reduces the perceived bulk of a long building facade.



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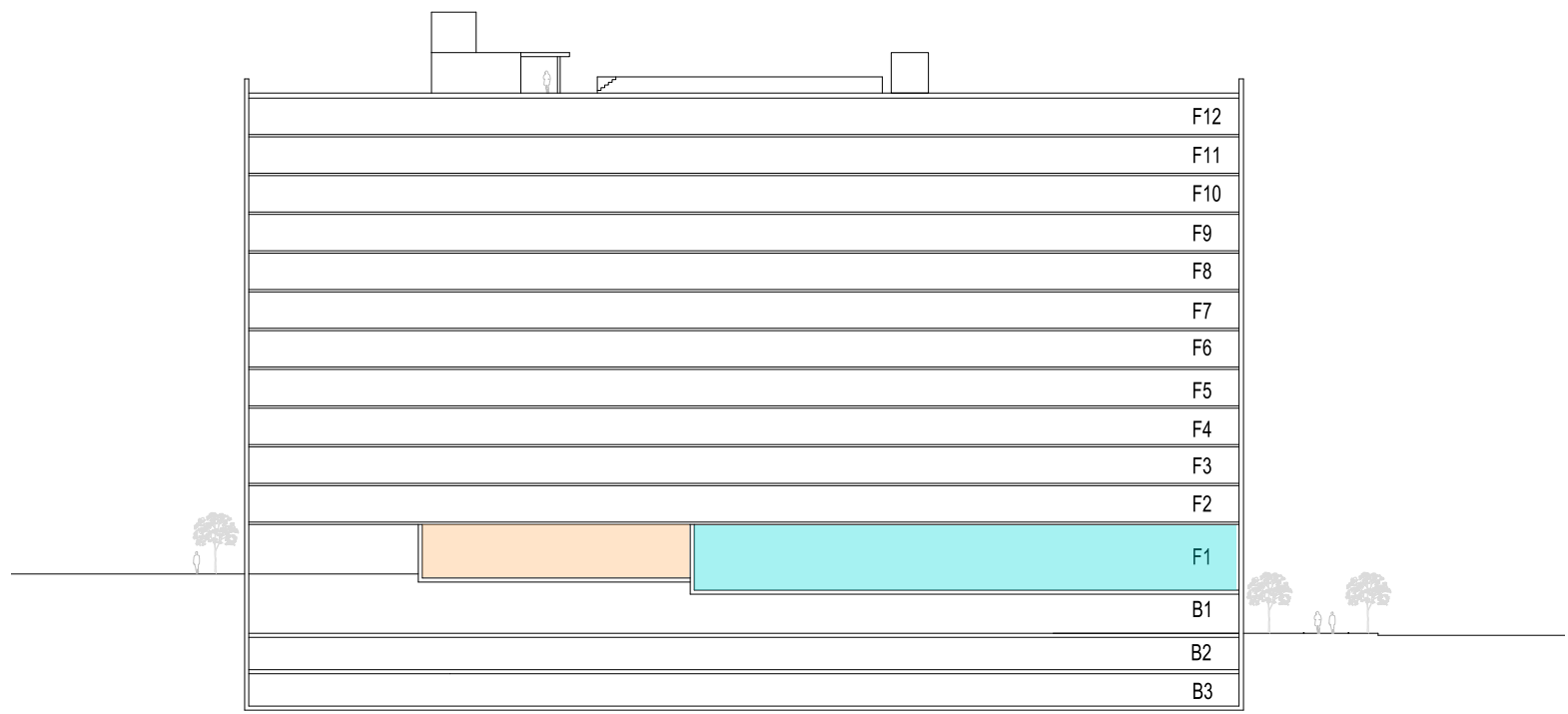
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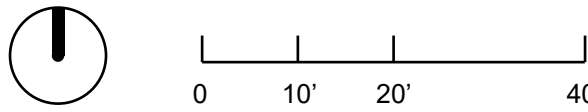
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GROUND FLOOR PLAN

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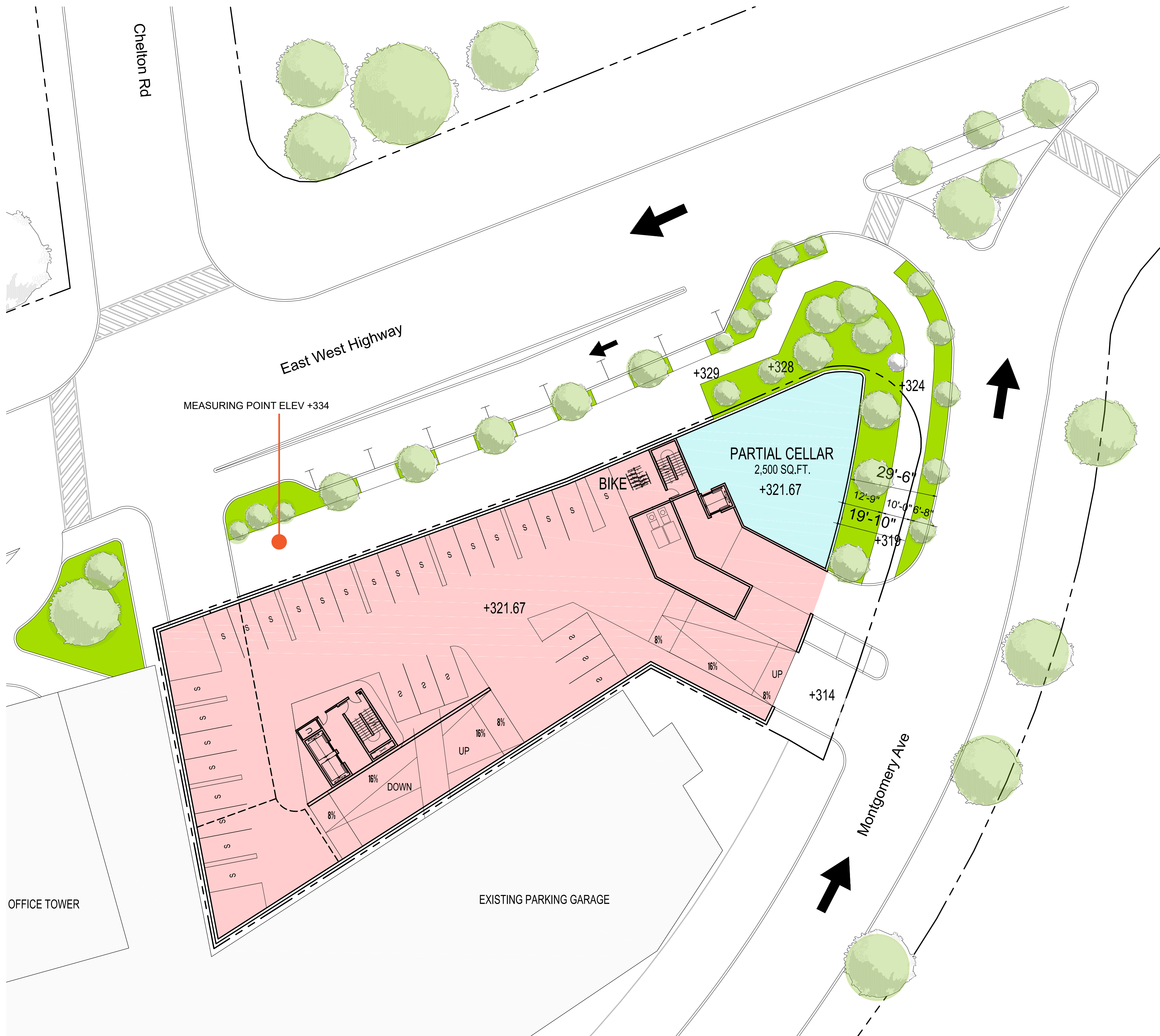


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FINAL PARKING COUNT, FLOORPLATE, AND LEVELS TO BE DETERMINED AT SITE PLAN WHEN TOTAL NUMBER OF DWELLING UNITS ARE FINALIZED.

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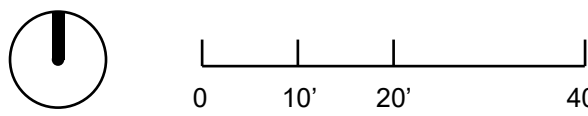
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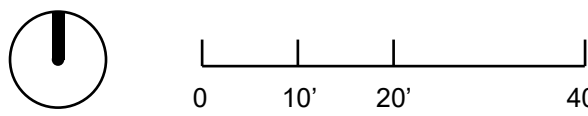
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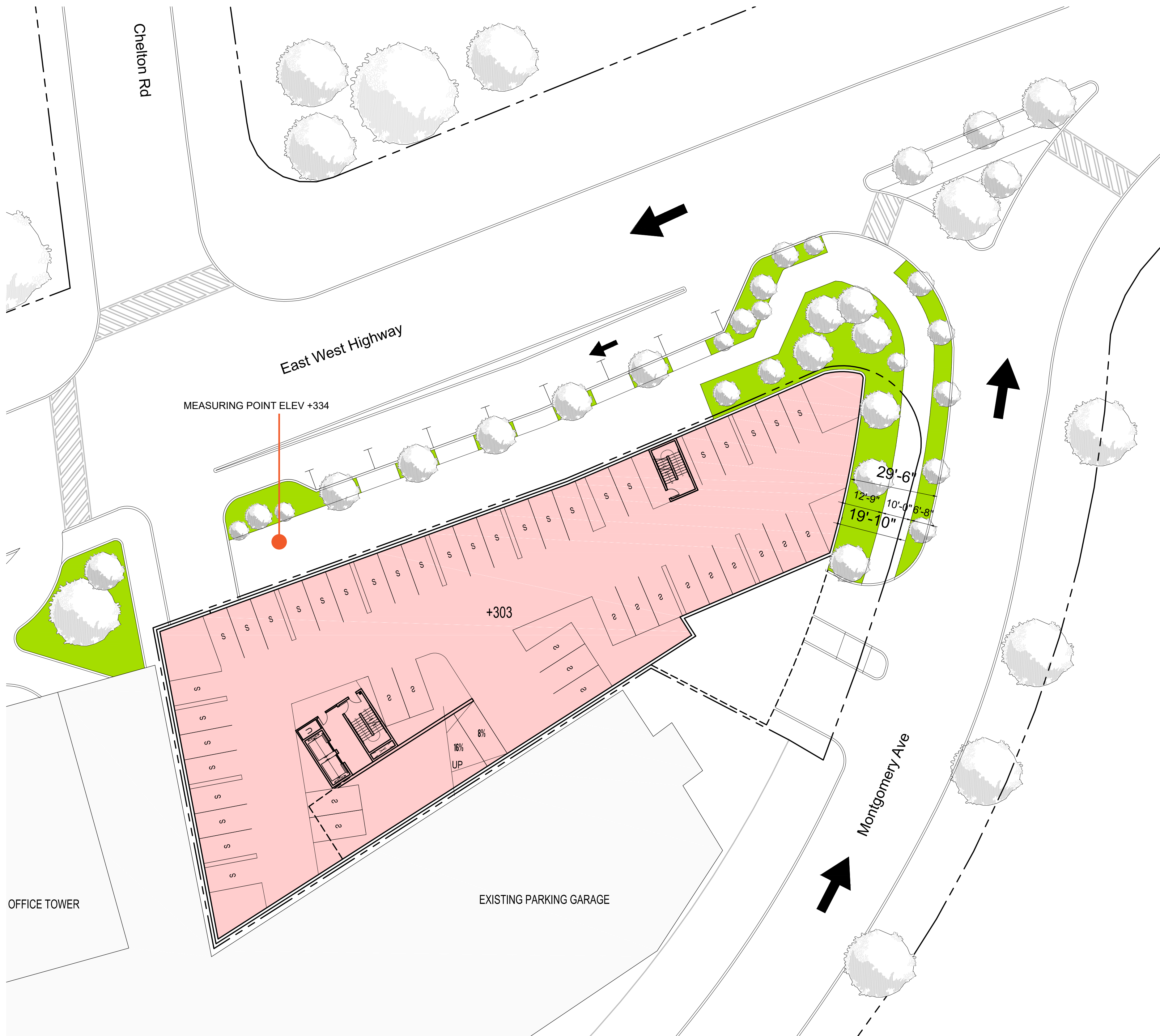


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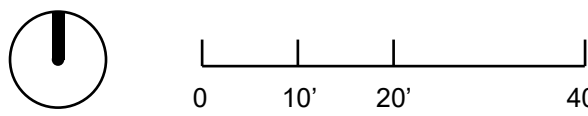


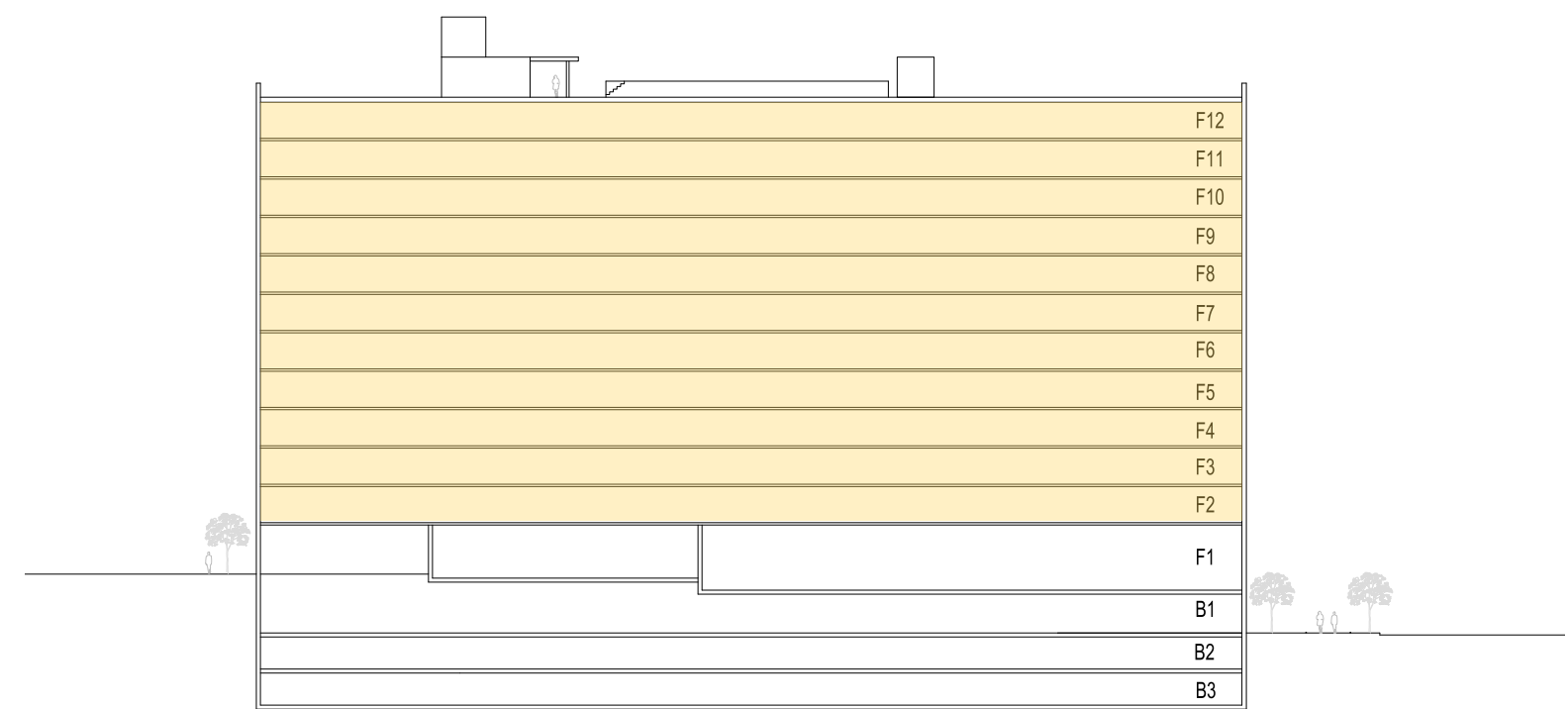
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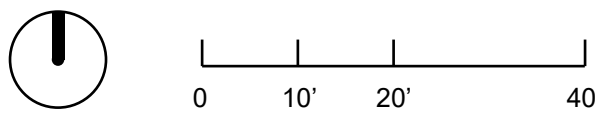




TYPICAL FLOOR PLAN

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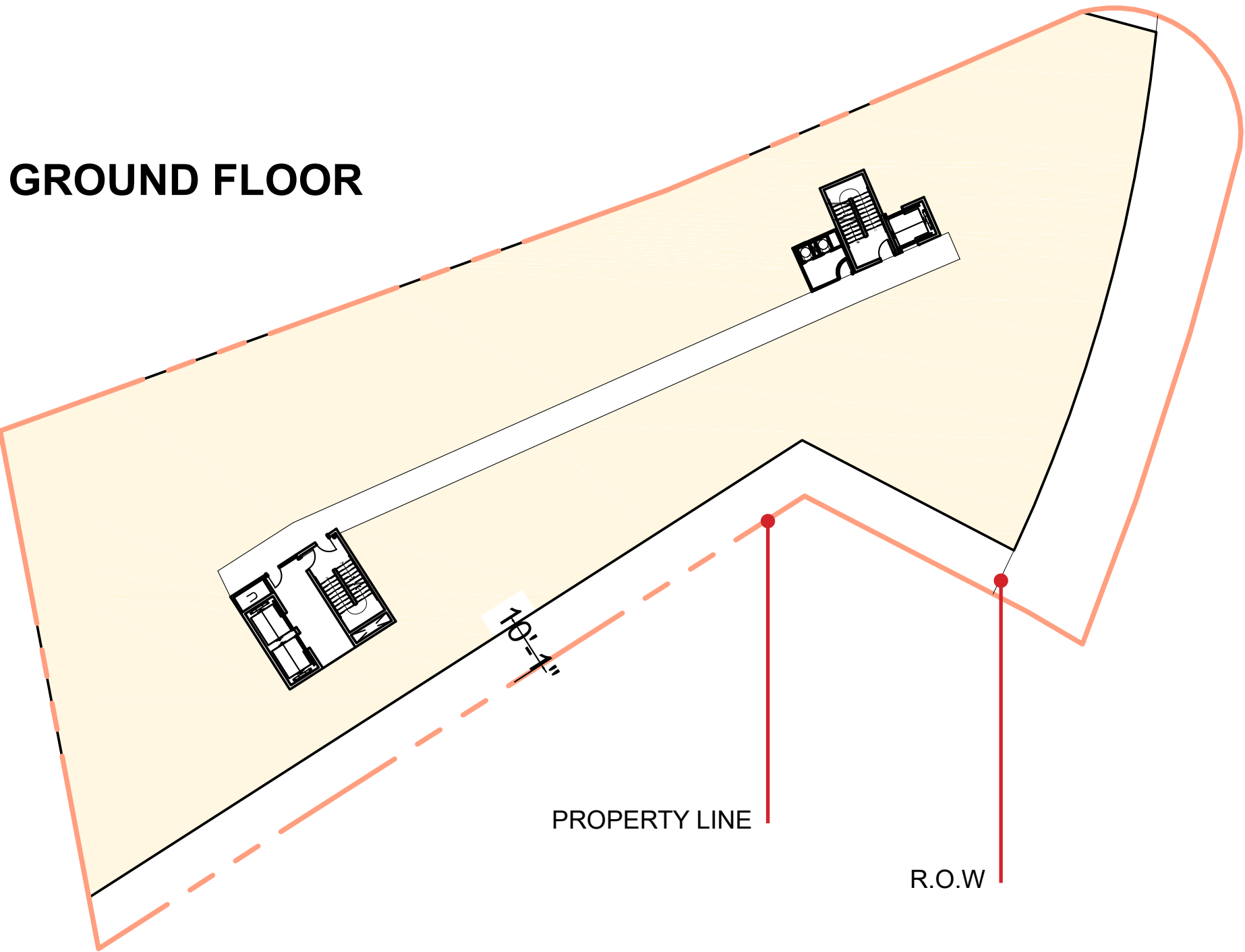
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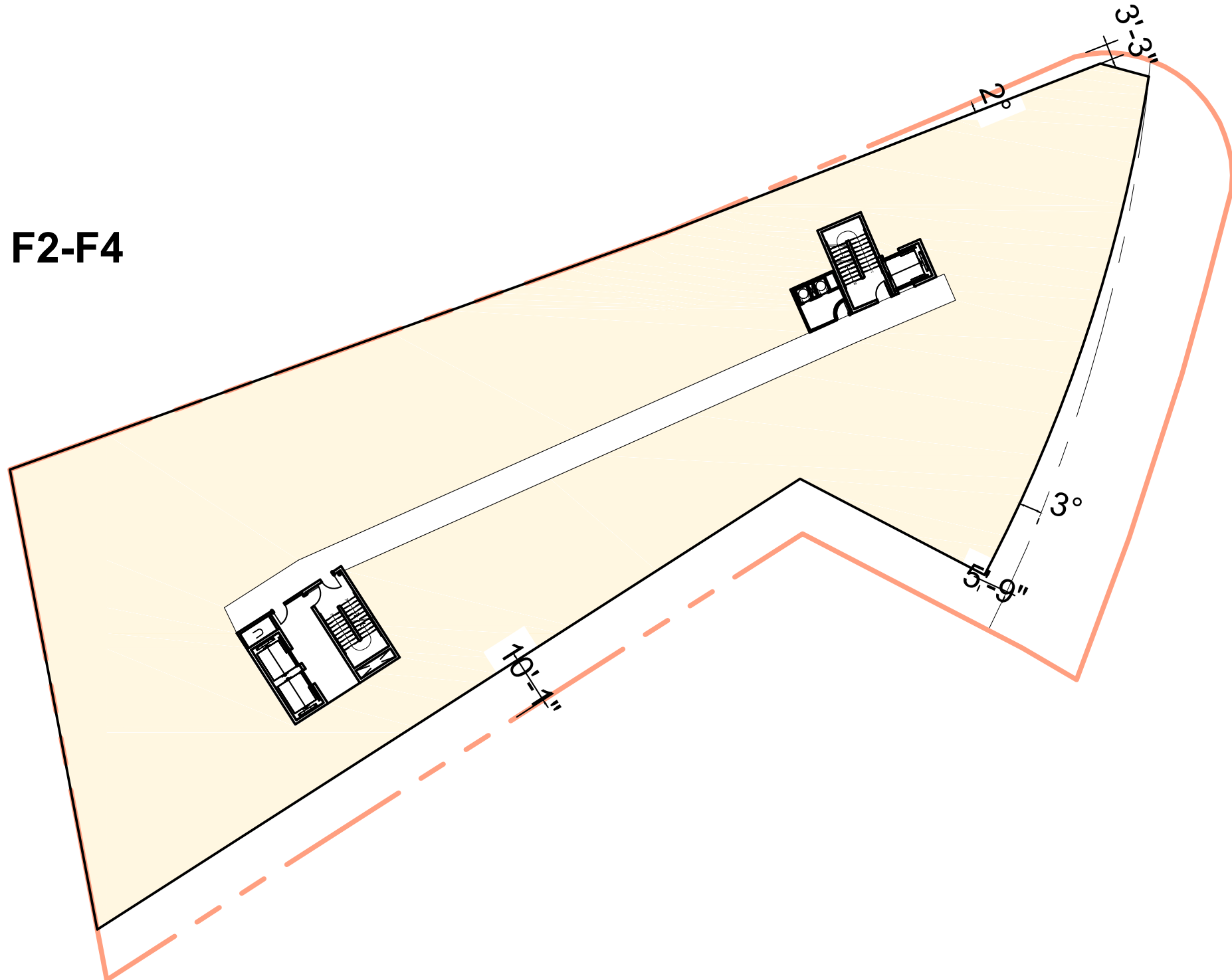
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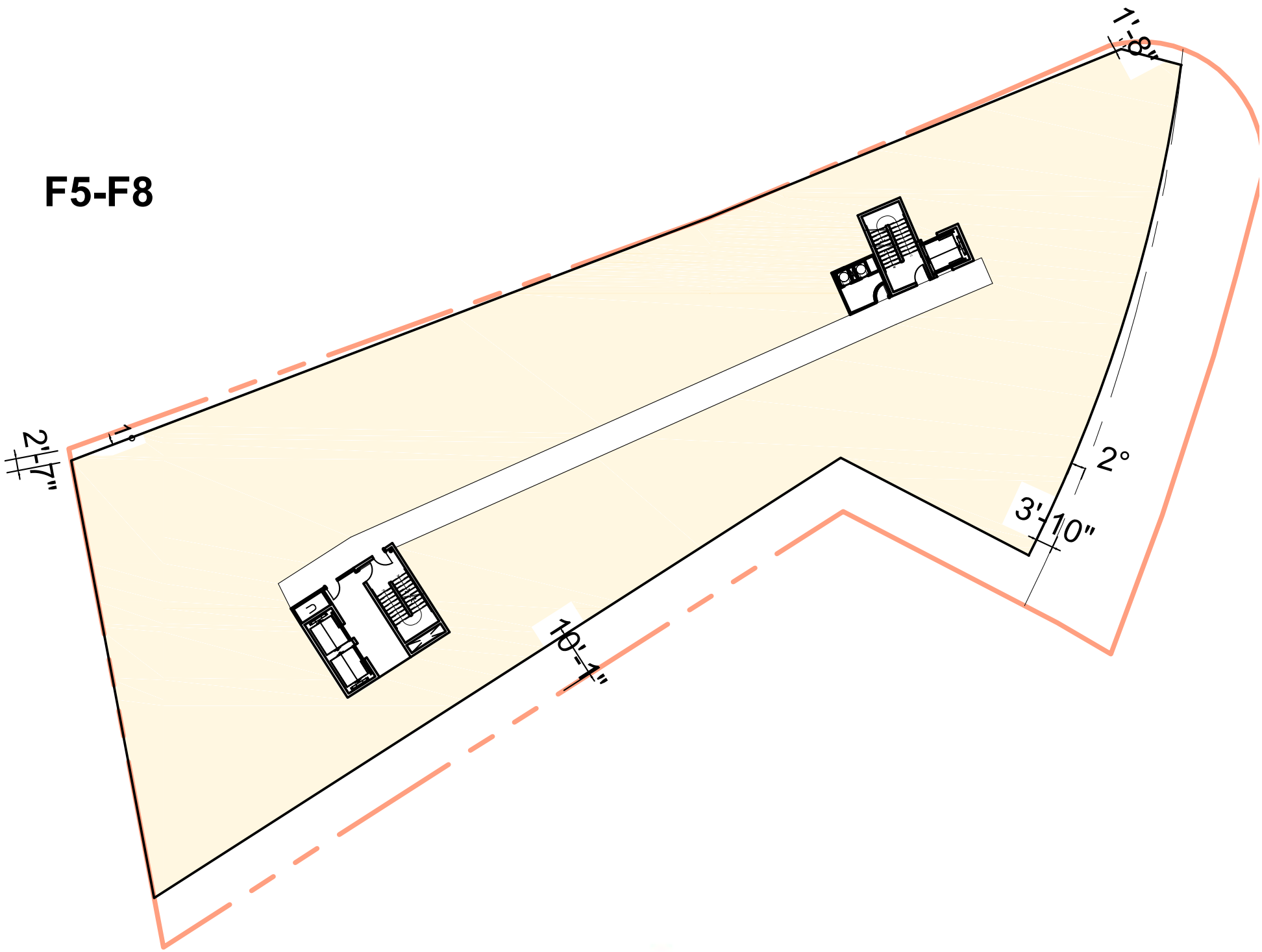
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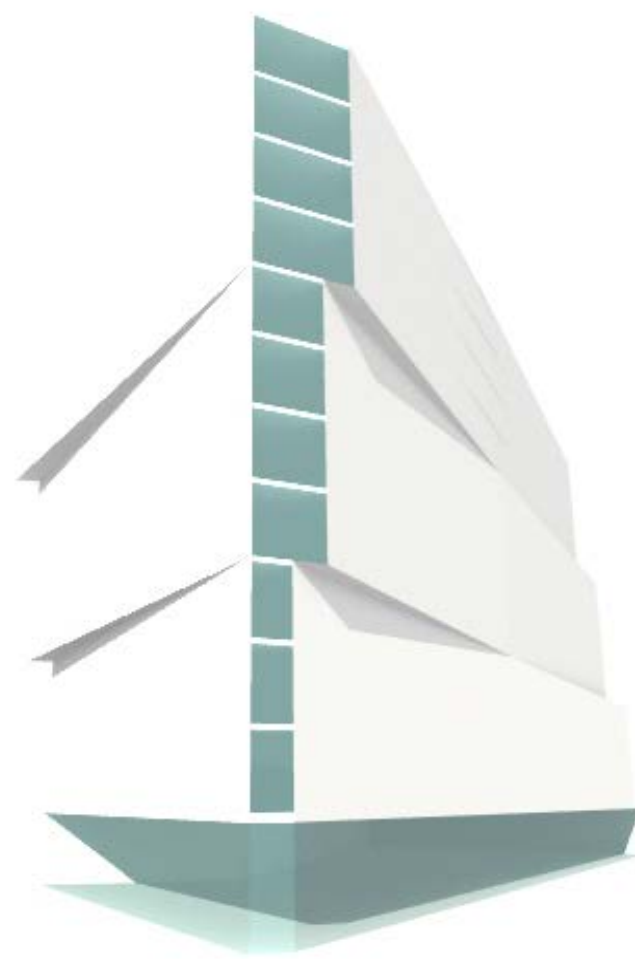
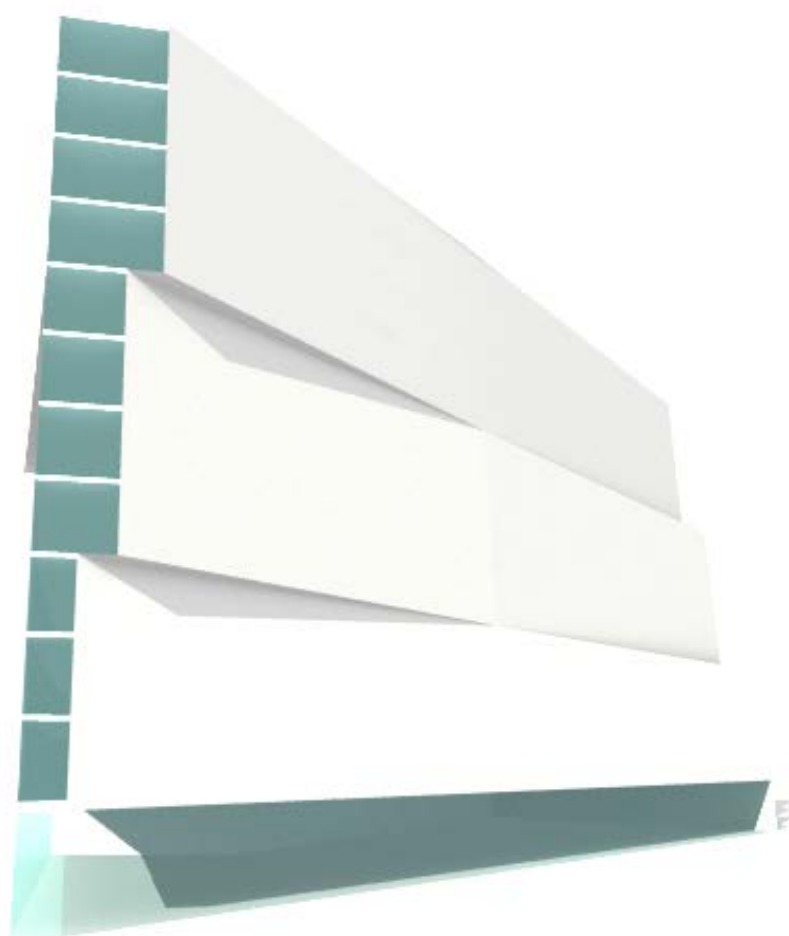
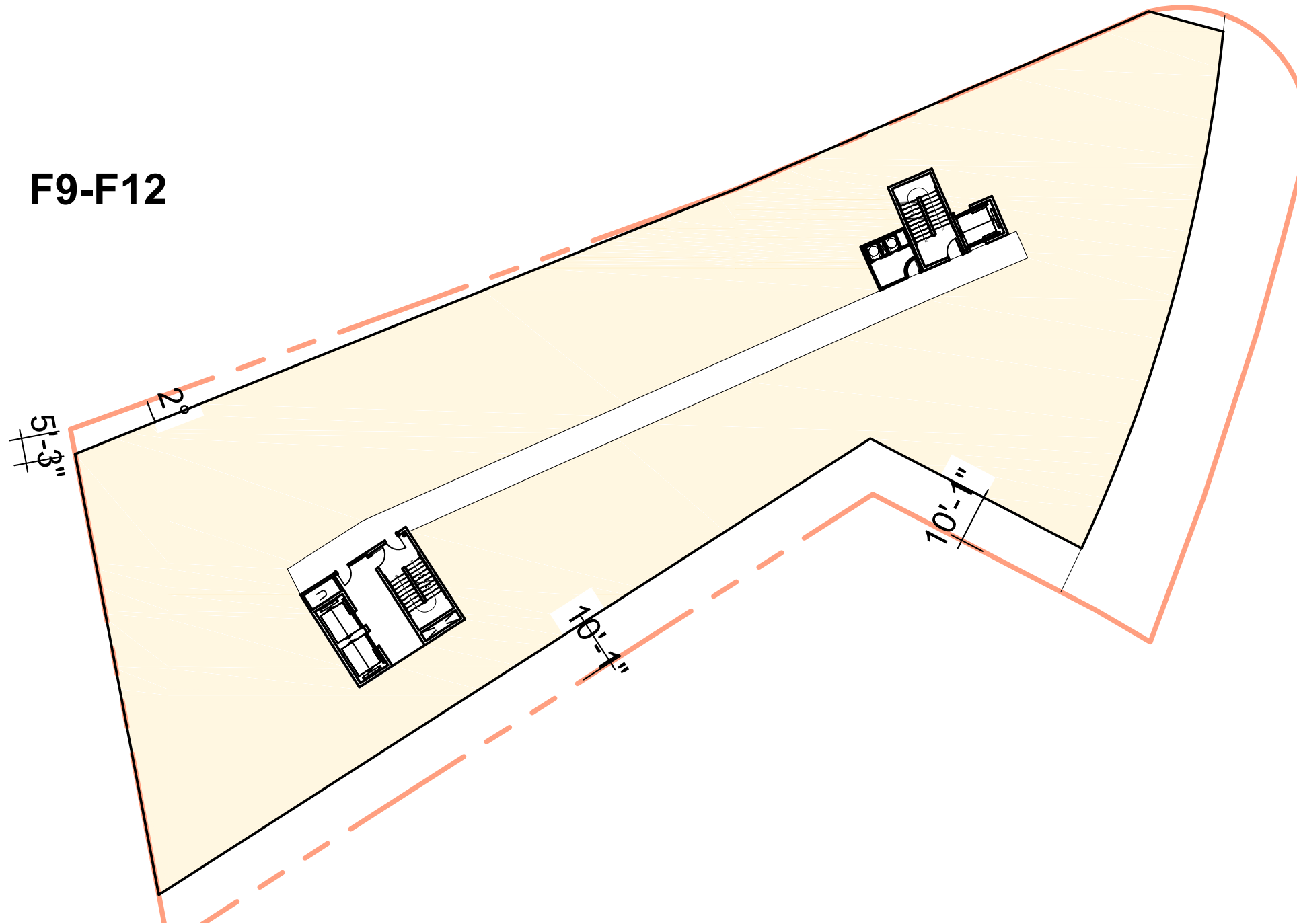
F2-F4



F5-F8



F9-F12



Site Summary

Site Area (Acres)	0.55 Acres
Site Area (SF)	23,829 SF
Current Zoning	CR
Maximum Height	120'
Proposed Height	120'
Proposed FAR	9.18

Building Summary

12 story concrete residential building
3 story basement parking garage

Gross Residential Area per Floor (Typical)	18,700 SF
Gross Residential Area	214,700 SF
Net Residential Area	171,100 SF
Units (1000 NSF/Unit)	171

Amenity Area	6,500 SF
Retail Area	10,000 SF

Parking Summary

Parking Required	
Residential	86
Office	25
Total Parking Required	111

Parking Provided	
Garage Parking Provided	110
Surface Parking Provided	7
Total Parking Provided	117

BETHESDA
GATEWAY

MNCPPC PLAN NO: --



OWNER / DEVELOPER:

THE BOZZUTO GROUP
6406 IVY LN
SUITE 700
GREENBELT, MD 20770
866.698.7513



ARCHITECT:

KTGY GROUP, INC.
8609 WESTWOOD CENTER DR
SUITE 600
TYSONS, VA 22182
703.992.6116



CIVIL ENGINEER:

BOHLER ENGINEERING
16701 MELFORD BLVD
SUITE 310
BOWIE, MD 20715
301.809.4500



ATTORNEY:

LERCH, EARLY & BREWER, CHTD.
7600 WISCONSIN AVE
SUITE 700
BETHESDA, MD 20814
301.986.1300

BUILDING SUMMARY

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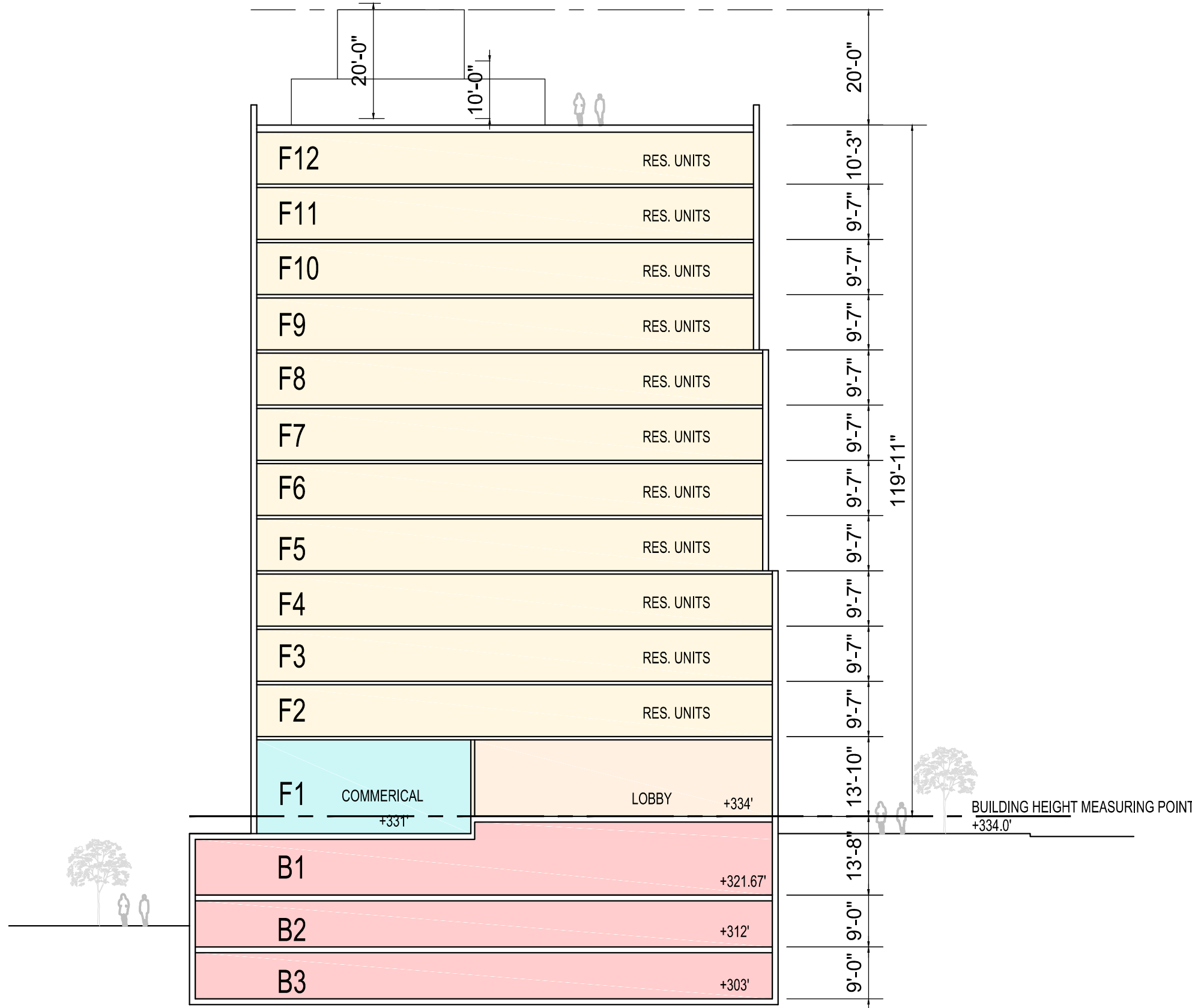
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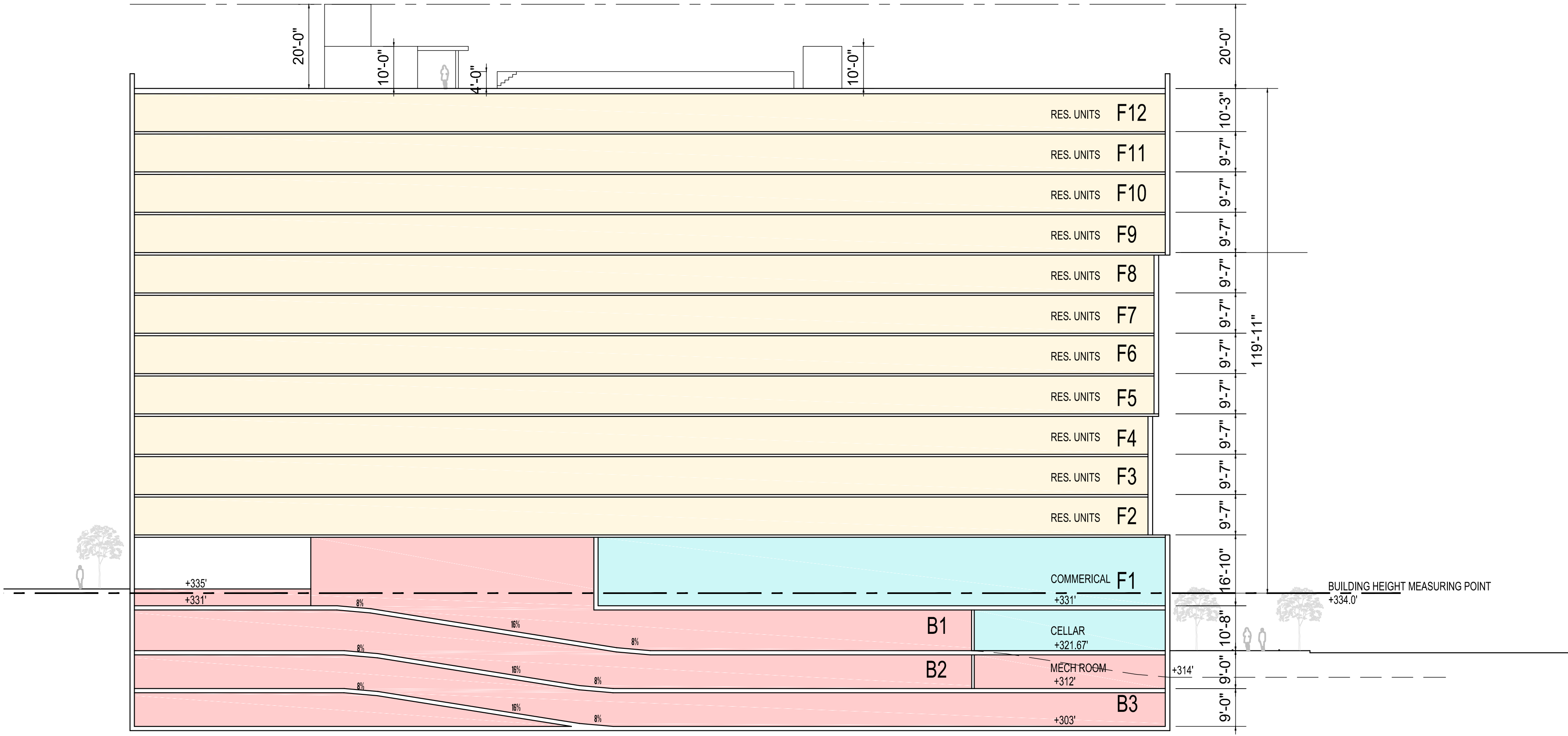


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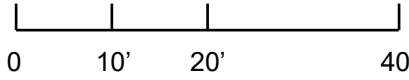
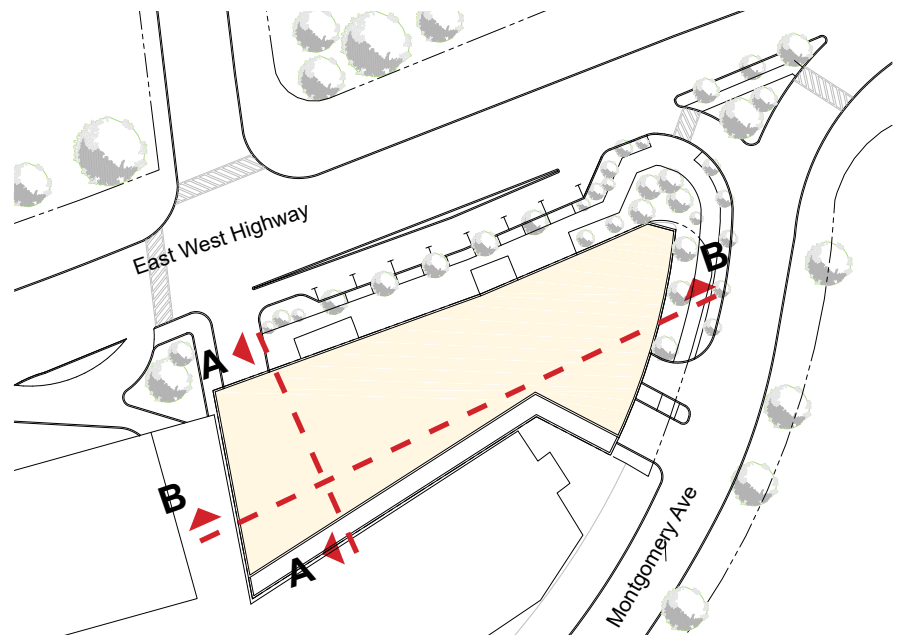
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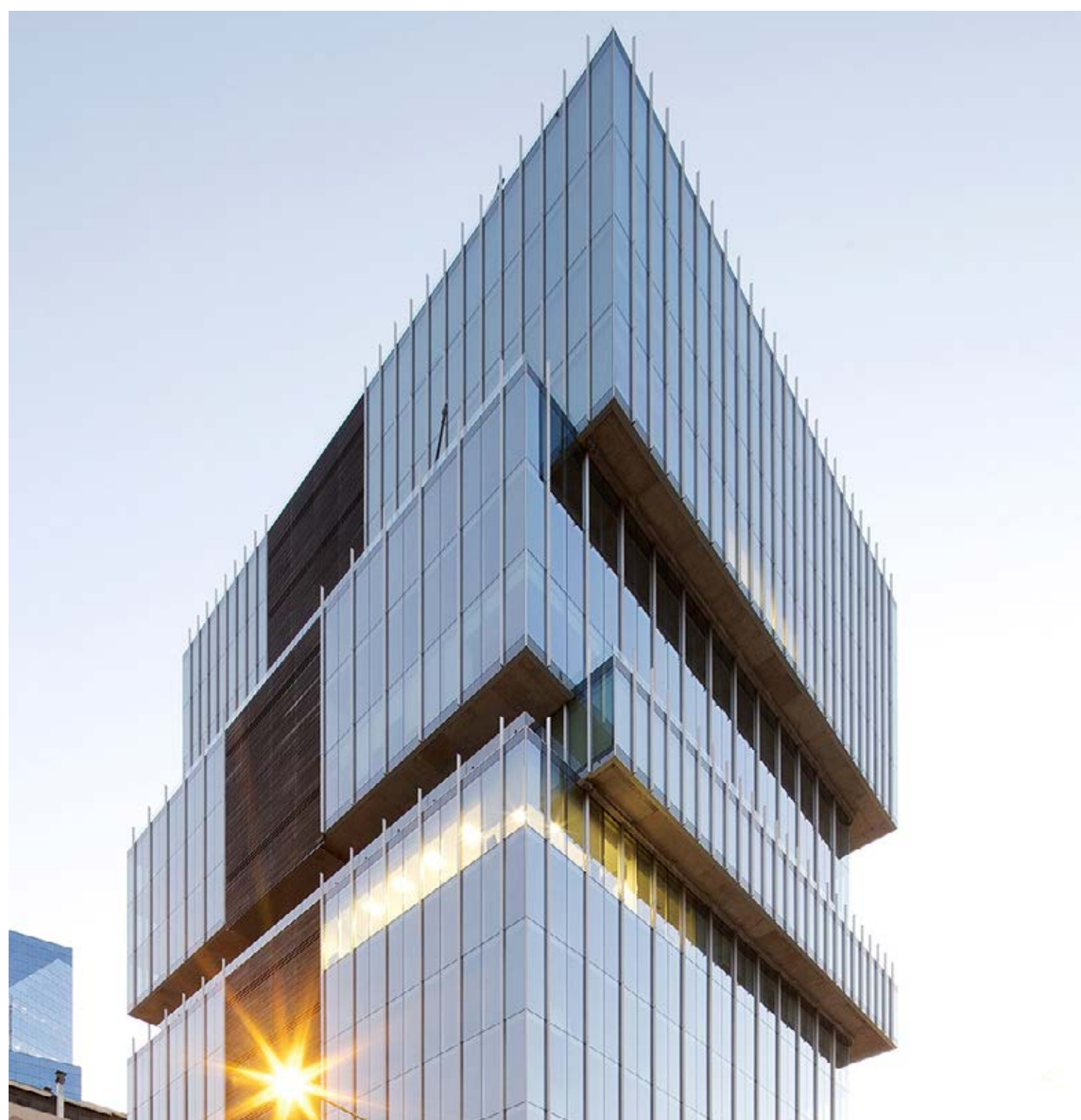


A-A



B-B





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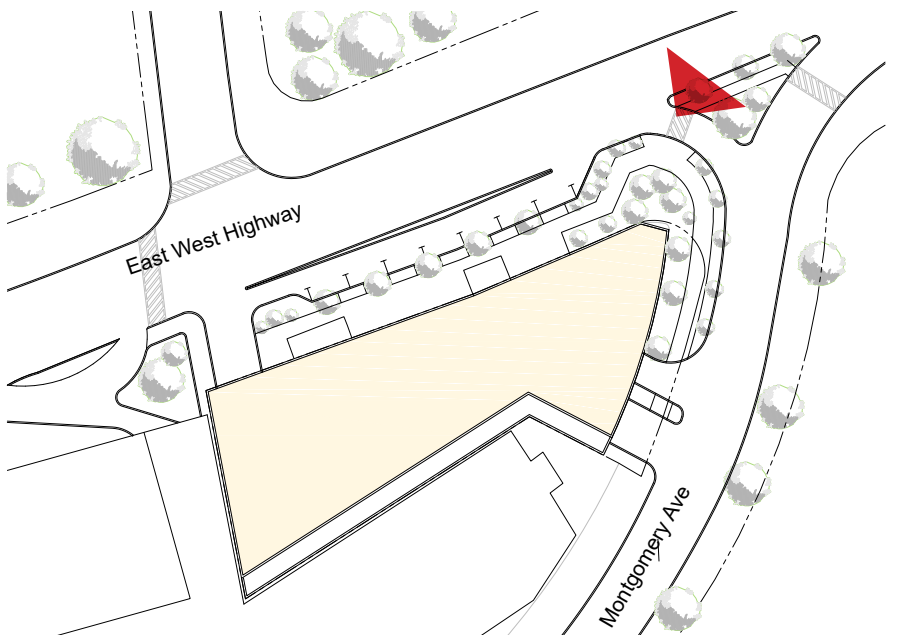
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PERSPECTIVE - EAST WEST HIGHWAY

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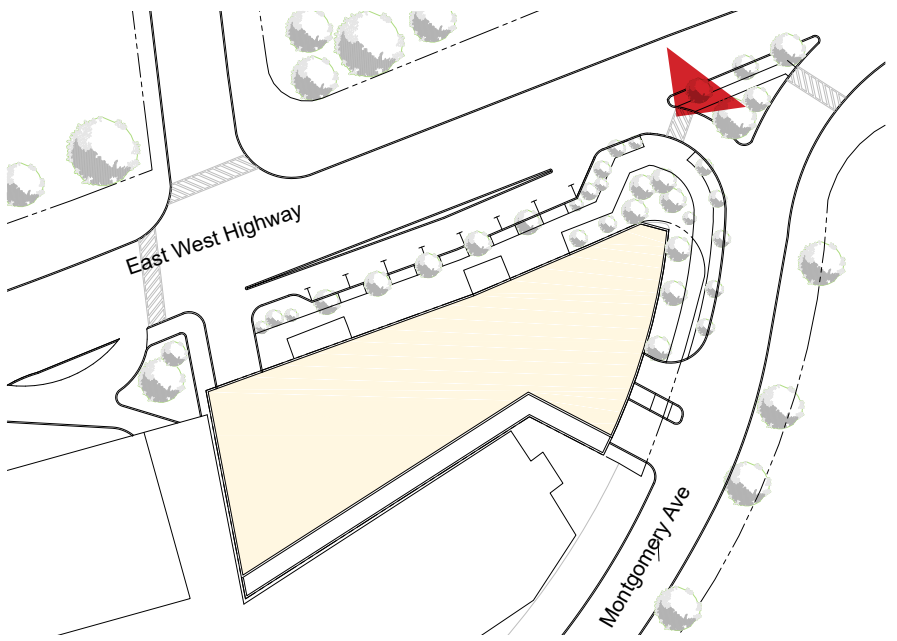
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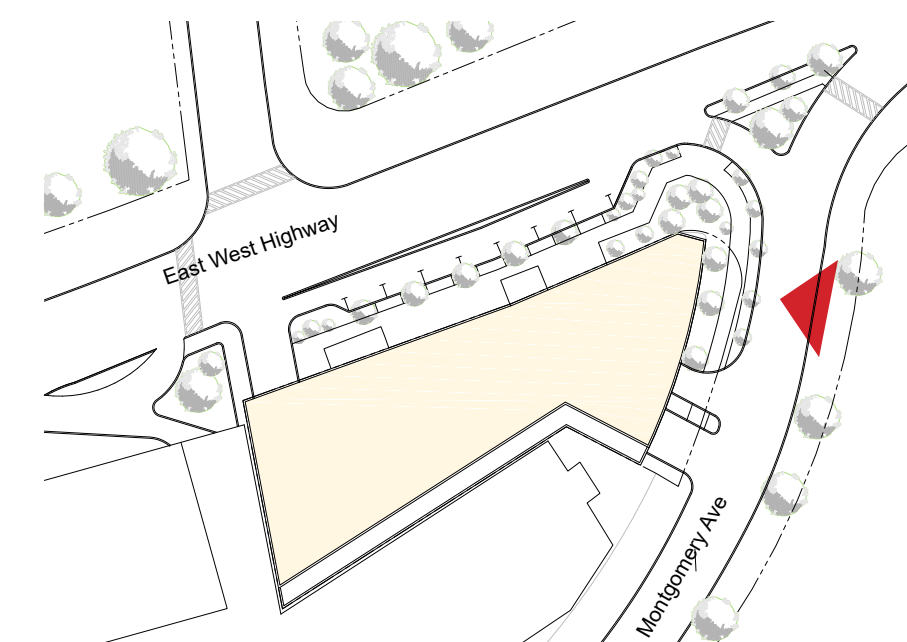
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MASSING - EAST WEST HIGHWAY

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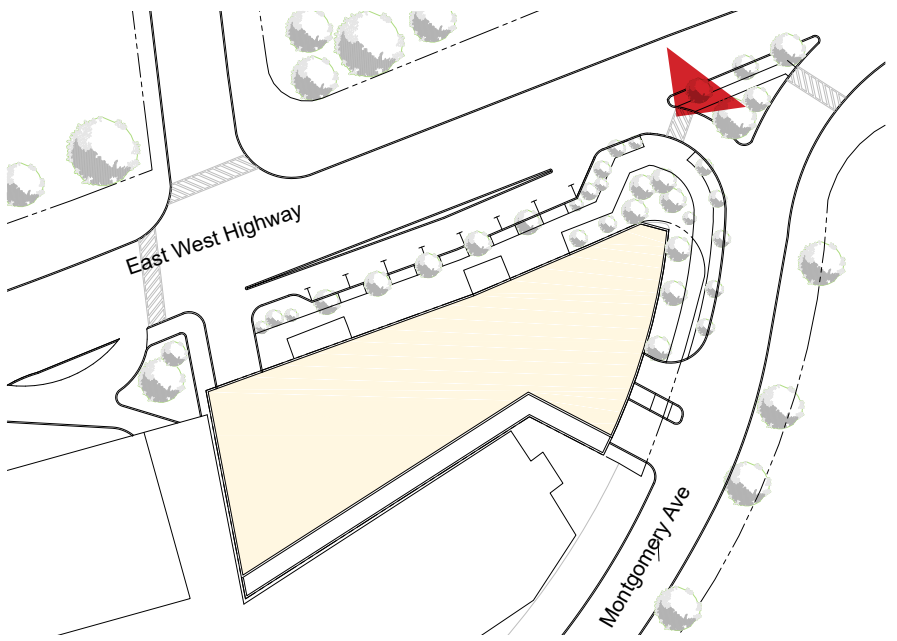
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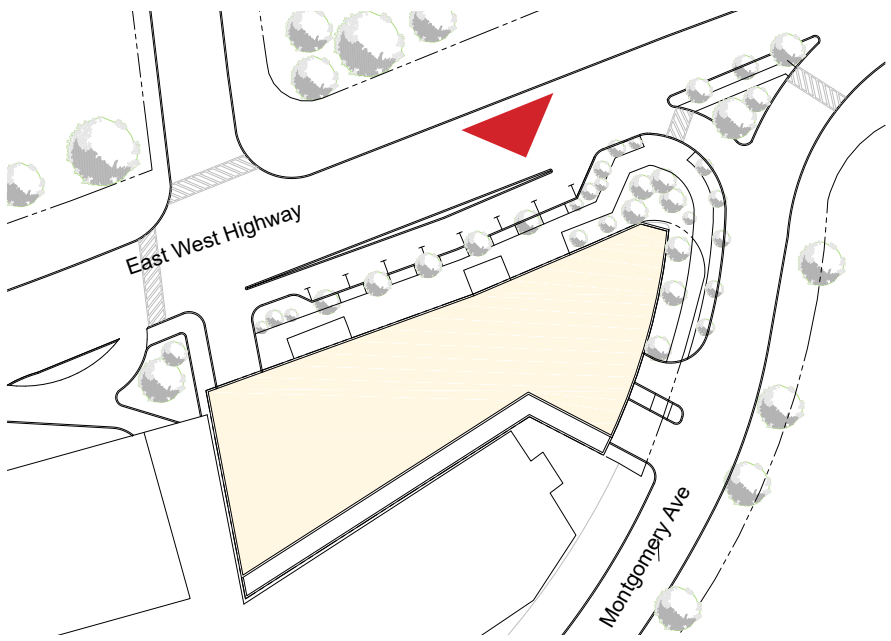
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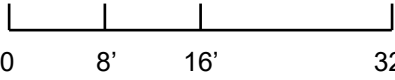
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ELEVATION - EAST WEST HIGHWAY

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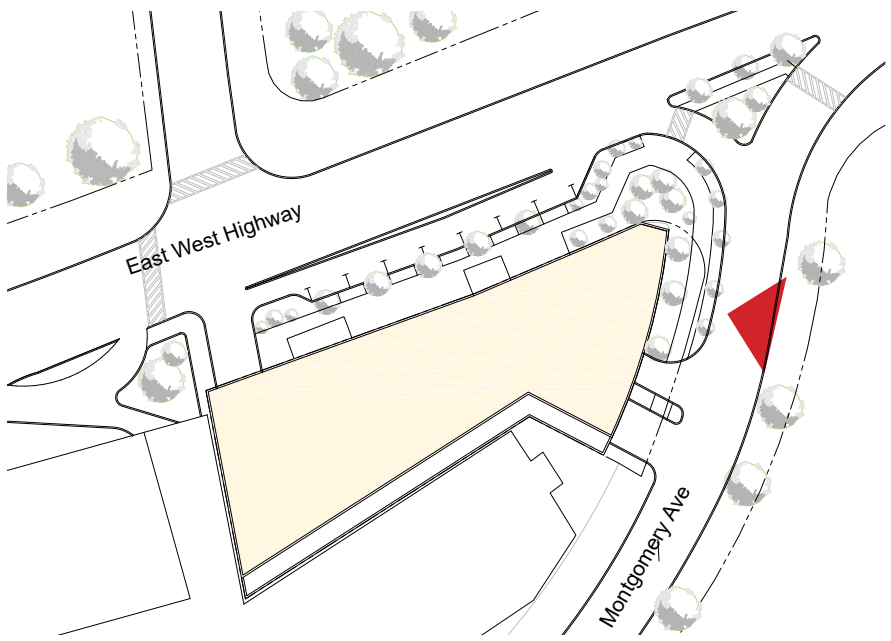
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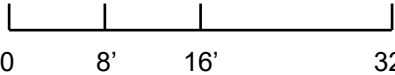


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