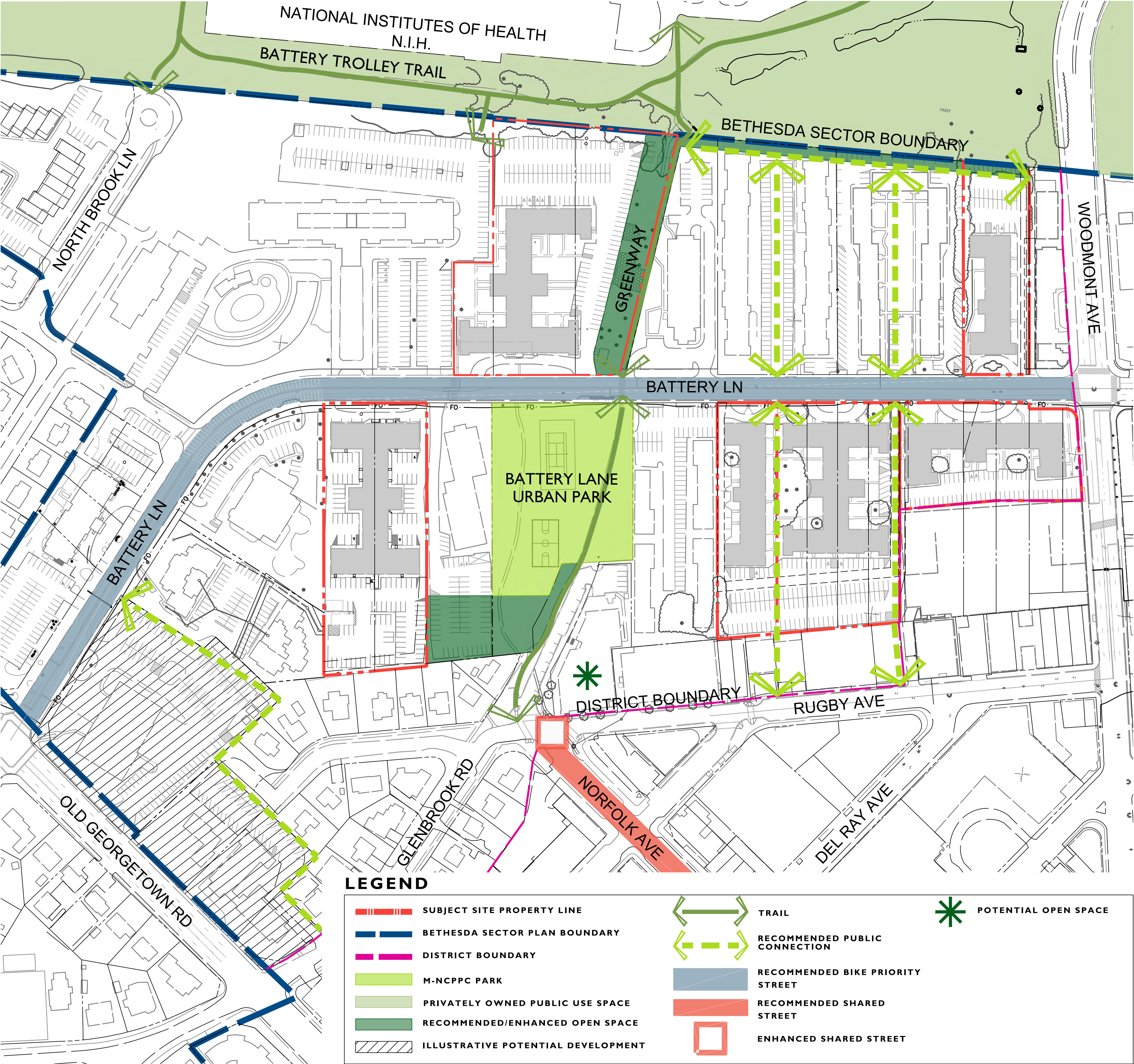


BATTERY LANE DISTRICT

D.A.P. SUBMISSION PACKAGE

EXISTING MASTER PLAN PUBLIC REALM 05



BATTERY LANE DISTRICT

BROWN DEVELOPMENT LLC.

D.A.P. SUBMISSION PACKAGE

MARCH 27, 2019

BATTERY LANE

2.1.6 Neighborhood Connector

Neighborhood connectors typically accommodate vehicular through traffic for area residents and are often combined with bike facilities and less pedestrian volume than downtown mixed-use and main streets. These streets are predominantly lined by multi-unit residential buildings with a range of building heights and auto-oriented commercial uses requiring frequent driveway curb cuts. Examples of neighborhood connectors include Bradley Boulevard, Battery Lane and portions of Arlington Road near the outer boundaries of the downtown Bethesda plan area.

Intent: Building and sidewalk design along neighborhood connectors should provide buffering for pedestrians from through traffic, as well as moderate building setbacks to align with the residential neighborhood character. For residential buildings, elements such as ground-floor amenity space and residential entries are



Table 2.05: Neighborhood Connector SIDEWALK ZONES

- A. Planting/Furnishing Zone: 6-8 Ft.
- B. Pedestrian Through Zone: 6-10 Ft.
- C. Frontage Zone*: 5-8 Ft. Min.

BUILDING PLACEMENT

- D. Build-to Line: 20-25 Ft. From Street Curb

BUILDING FORM

- E. Base Height: 3 -5 Stories (35-60 Ft.)
- F. Step-Back: 15 -20 Ft.**

ALTERNATIVE TREATMENTS

** On this street type, buildings under 90 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.

WOODMONT AVE
2.1.5 SHARED STREET

Downtown mixed-use streets typically accommodate high levels of pedestrian activity with frequent parking turnover, as well as loading and service access needs for local businesses and multi-unit residential buildings. These streets are predominantly lined by mid- to high-rise buildings with a mix of commercial and residential uses. Examples of downtown mixed-use streets include Woodmont Avenue and most streets in the downtown Bethesda Core and Woodmont Triangle District.

Intent: Building and sidewalk designs along downtown mixed-use streets should create a vibrant environment that accommodates the diverse needs of businesses, residents and visitors. Sidewalks should balance ease of walkability for continuous pedestrian flow with space for outdoor uses.



Table 2.02: Downtown Mixed-Use Street SIDEWALK ZONES

- A. Planting/Furnishing Zone: 5-8 Ft.
- B. Pedestrian Through Zone: 8-12 Ft.
- C. Frontage Zone*: 0-7 Ft.

BUILDING PLACEMENT

- D. Build-to Line: 15-20 Ft. From Street Curb

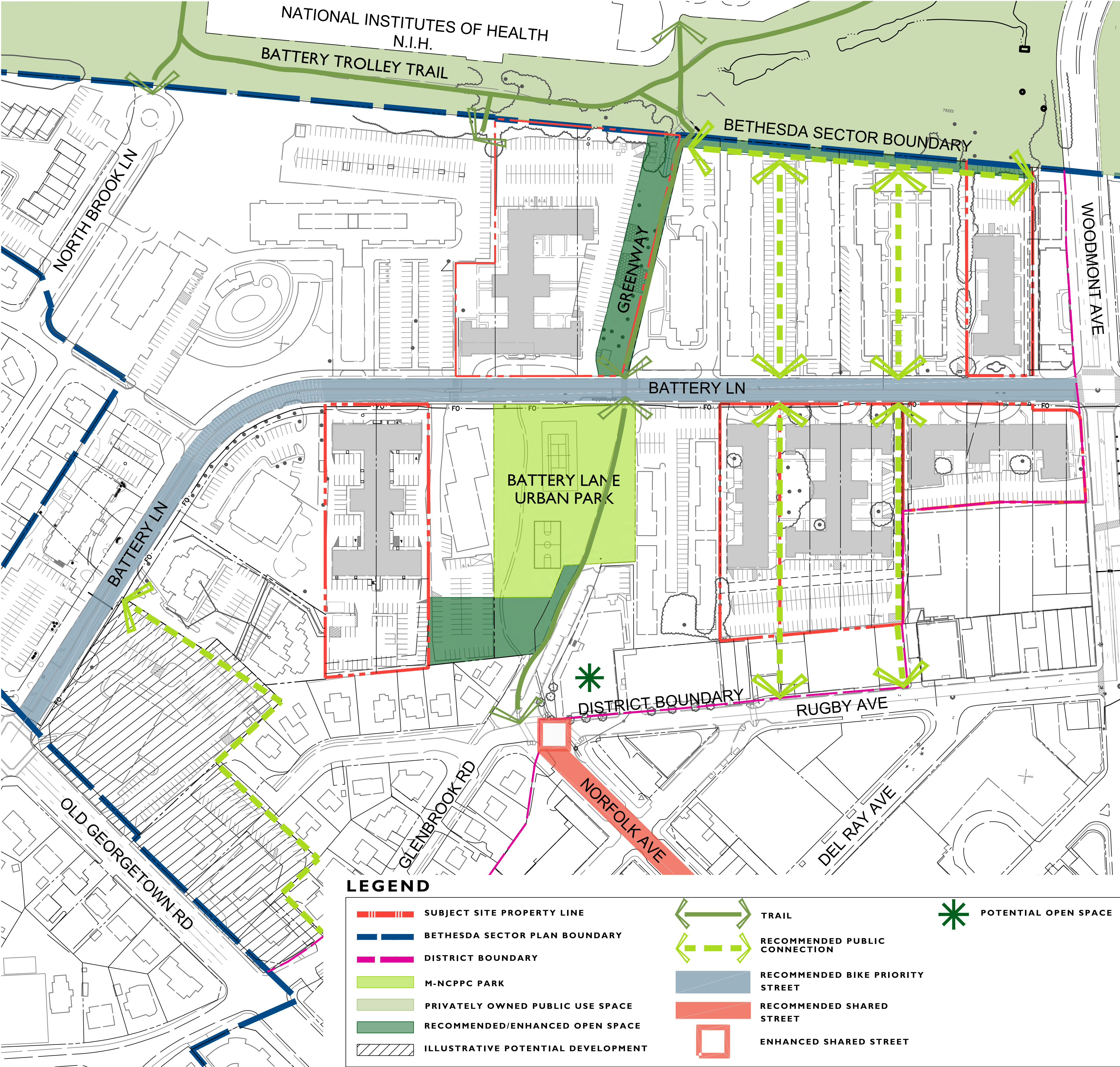
BUILDING FORM

- E. Base Height: 2-4 Stories (25-50 Ft.)
- F. Step-Back: 15-20 Ft.**

ALTERNATIVE TREATMENTS

** On this street type, buildings under 90 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.

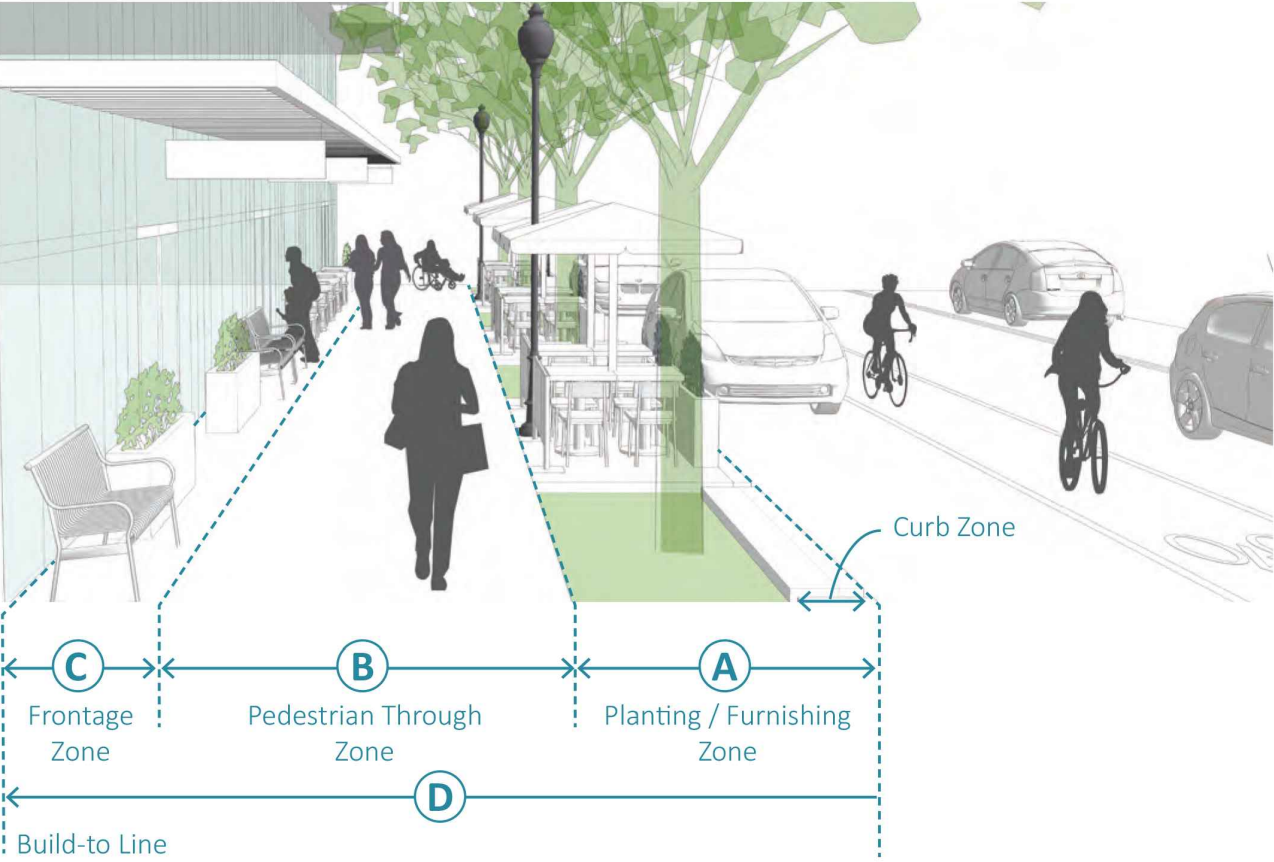
* The Frontage Zone can be minimized or eliminated to provide a wider Pedestrian Through Zone in areas with heavy foot traffic.



SIDEWALK ZONES

Sidewalks are crucial elements of street networks, economic vitality and pedestrian life. They link the public space network and provide safe and efficient pedestrian connections. Sidewalks are also public spaces. They encourage and promote gathering, dining, vending, seating and play. They also provide opportunities for expanded tree canopy cover and stormwater mitigation. The sidewalk is divided into three zones: Planting/Furnishing Zone, Pedestrian Through Zone and Frontage Zone. These zones are flexible and can serve multiple functions depending on the street type. However, activities such as outdoor dining, serving and door swings should not encroach into the pedestrian through zone. Utilities should be undergrounded so that poles will not interfere with the sidewalk environment.

- A. **PLANTING/FURNISHING ZONE:** This zone is the buffer from vehicular traffic. It contains street lighting, street trees and planting strips, a curbside pedestrian loading area, street furnishings and occasionally outdoor dining on some street types. Though adequate pedestrian through zone width should always be prioritized, streets should be lined with healthy, well-maintained trees to increase pedestrian comfort and canopy cover.
- B. **PEDESTRIAN THROUGH ZONE:** This zone provides unobstructed passage and should be designed to be accessible for people of all abilities. There should be no encroachments into this zone from the other two zones.
- C. **FRONTAGE ZONE:** This zone is adjacent to the building and can accommodate elements such as retail display, café seating and plantings for ground-floor residential uses. On streets where a wider clear pedestrian pathway is needed, this zone can also serve as additional space for the pedestrian through zone.



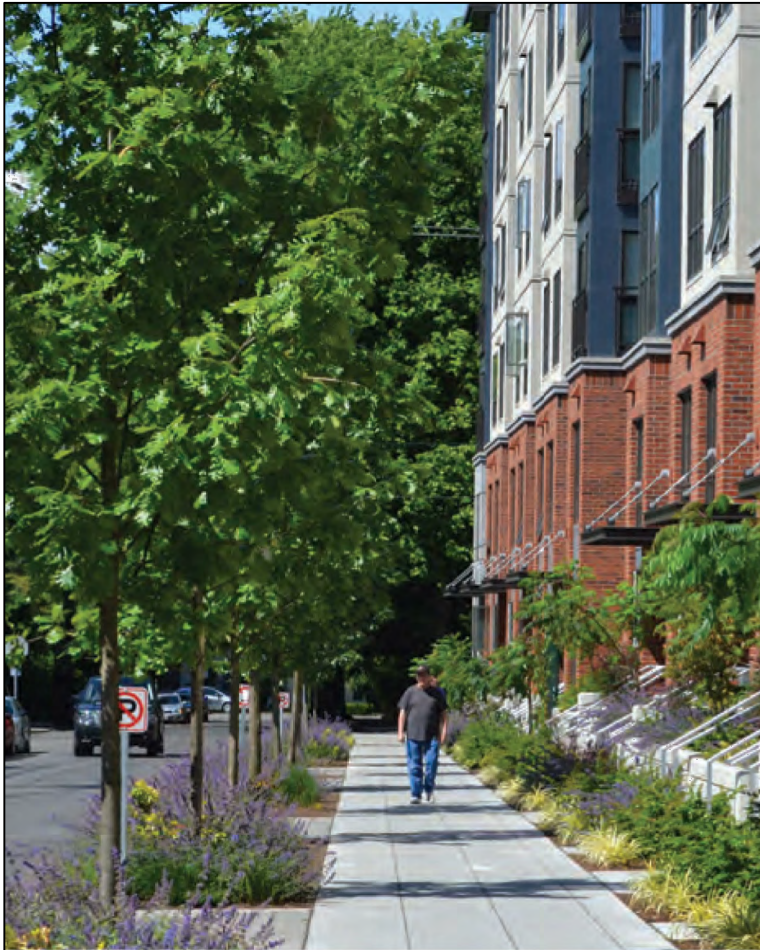
2.1.10 CANOPY CORRIDORS

Intent: The canopy corridor recommendations in the sector plan aim to create green corridors that connect parks, trails, stream buffers and the denser forest networks beyond the Bethesda boundaries.

The canopy corridors align with the recommended bike priority streets where continuous streetscape improvements are most likely. Though bicycle and pedestrian facilities are the priority on these streets, tree canopy is also a crucial element to enhance shade, attractiveness and comfort to encourage people to walk and bike throughout the downtown.

GUIDELINES:

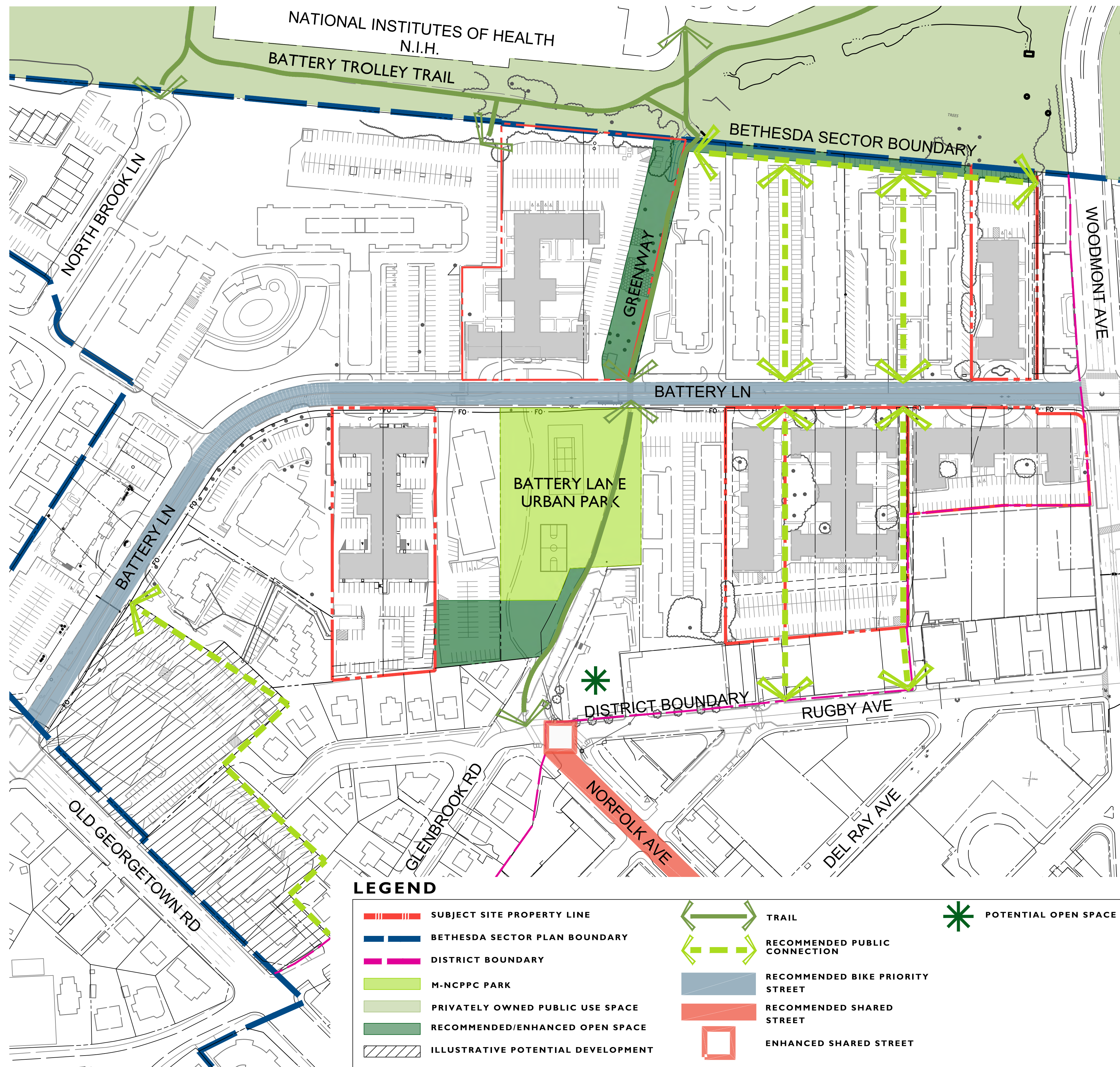
- A. Prioritize street tree planting along existing and proposed bicycle networks to expand linear green corridors.
- B. Use appropriate plant species that will thrive in various site conditions and climates. Species should be a combination of native and locally adaptive species lessening water demand while providing biological benefits.
- C. Provide soil volumes for canopy trees of no less than 600 cubic feet, as recommended in the sector plan. This volume may be achieved through amended soil panels, and where possible, utilize street tree panels for greater soil volumes.
- D. Design buildings to allow streets to receive sufficient sunlight to maintain healthy trees along these corridors.
- E. Provide the maximum sidewalk width possible to allow for larger canopy, and consider opportunities for double rows of trees.
- F. Include additional locations for trees on both private and public property, right-of-way and medians wherever possible.



Lush landscaping frames and buffer from traffic to provide a pleasant environment for pedestrian to walk between different neighborhoods and districts

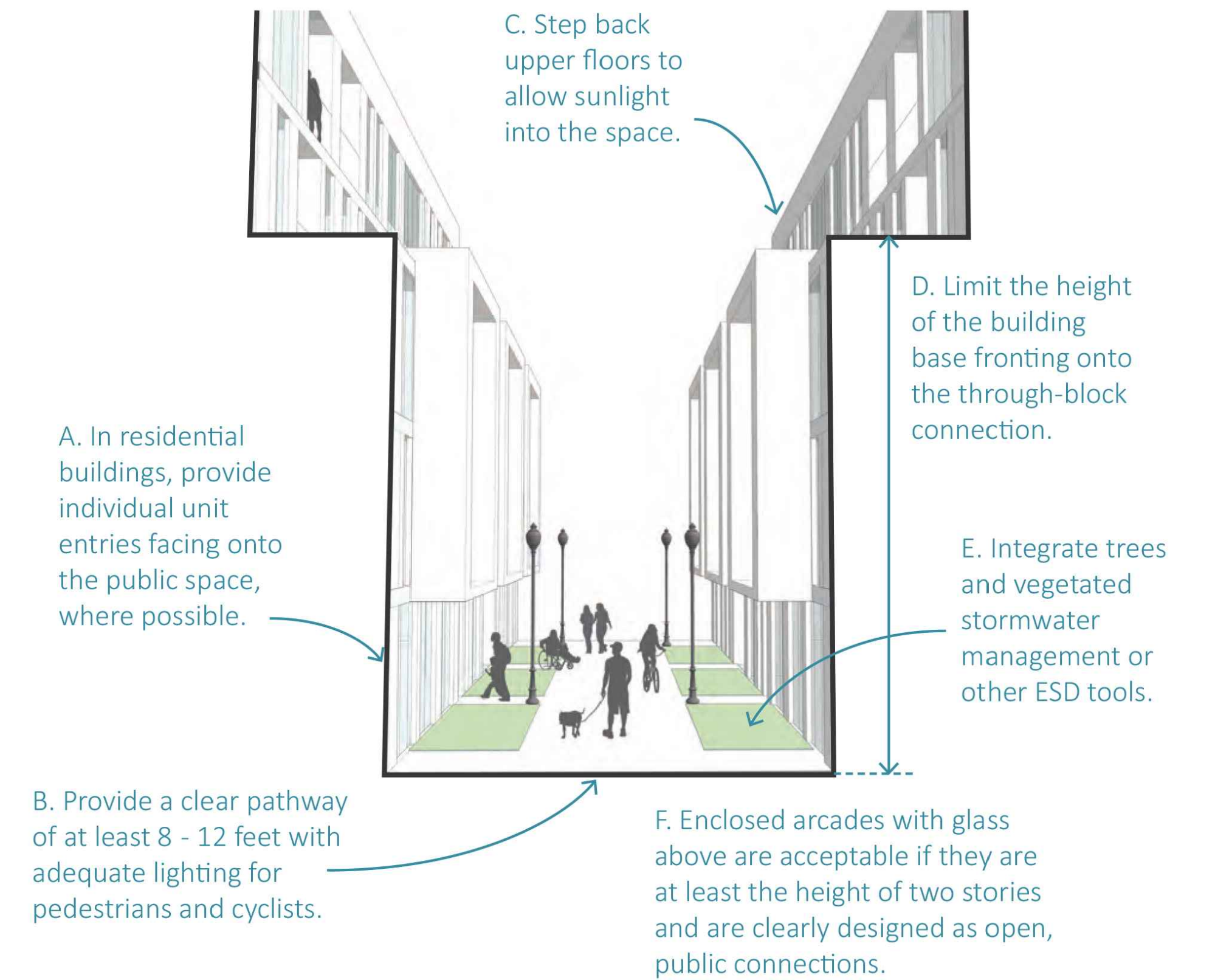


Woodmont Avenue tree canopy with a double row of tree.



4890 & 4900 BATTERY LANE THROUGH-BLOCK

Figure 2.06 Guidelines for Public Through-Block Connections Shared by Pedestrians and Cyclists Only.



2.1.9 PUBLIC THROUGH-BLOCK CONNECTIONS

Intent: To improve connectivity for people to walk and bike throughout Downtown Bethesda and create additional outdoor public spaces for residents and visitors to enjoy.

PUBLIC THROUGH-BLOCK CONNECTIONS

Public through-block connections are most important within long blocks to provide an efficient pedestrian network to connect to adjacent streets and destinations such as open spaces and transit stations. These connections should be high-quality, open to the sky and wide enough to allow pedestrians and cyclists to pass through comfortably, and others to pause and sit or access building entrances. They should be highlighted through retail that wraps the corner, public art, signage or other design elements, which draw people into the connection from the sidewalk. Landscape can be added to create visual interest, and elements such as paving, lighting, seating, planters or trees should make the connection more inviting. Small-scale, urban recreational uses could also be considered in these spaces.

The aim is to have no more than one through-block connection on a block to not interrupt the continuous building wall. If there are multiple new developments on a block, they are encouraged to have party walls between the base floors to ensure this continuity. If additional gaps are required by building code, consider other uses such as service alleys.

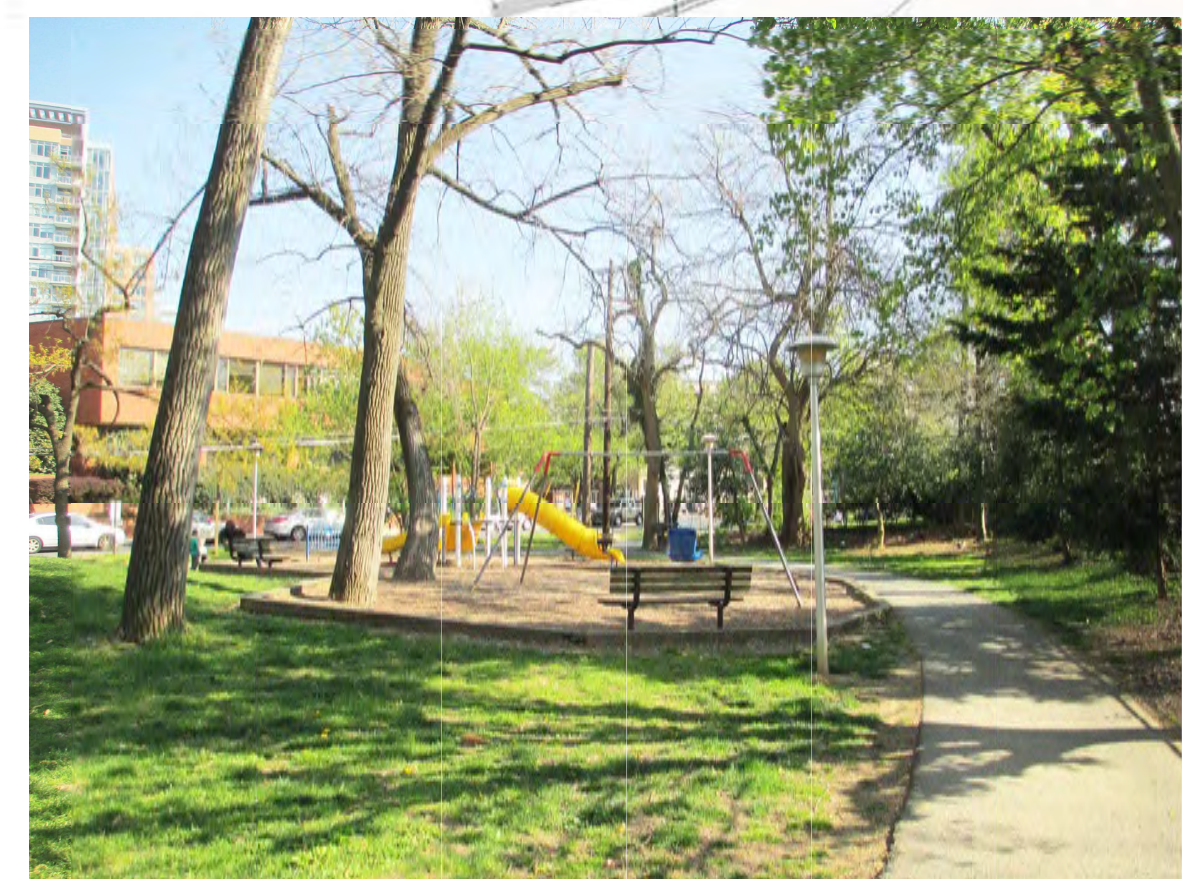


City Center in DC has active, mixed-use through-block connection with ground-floor retails, planting lighting and seating area.



A residential public through-block connection with individual entries, seating and planting creates an inviting space.

EXISTING BATTERY LANE PARK LAYOUT



BATTERY PARK VIEW - 3

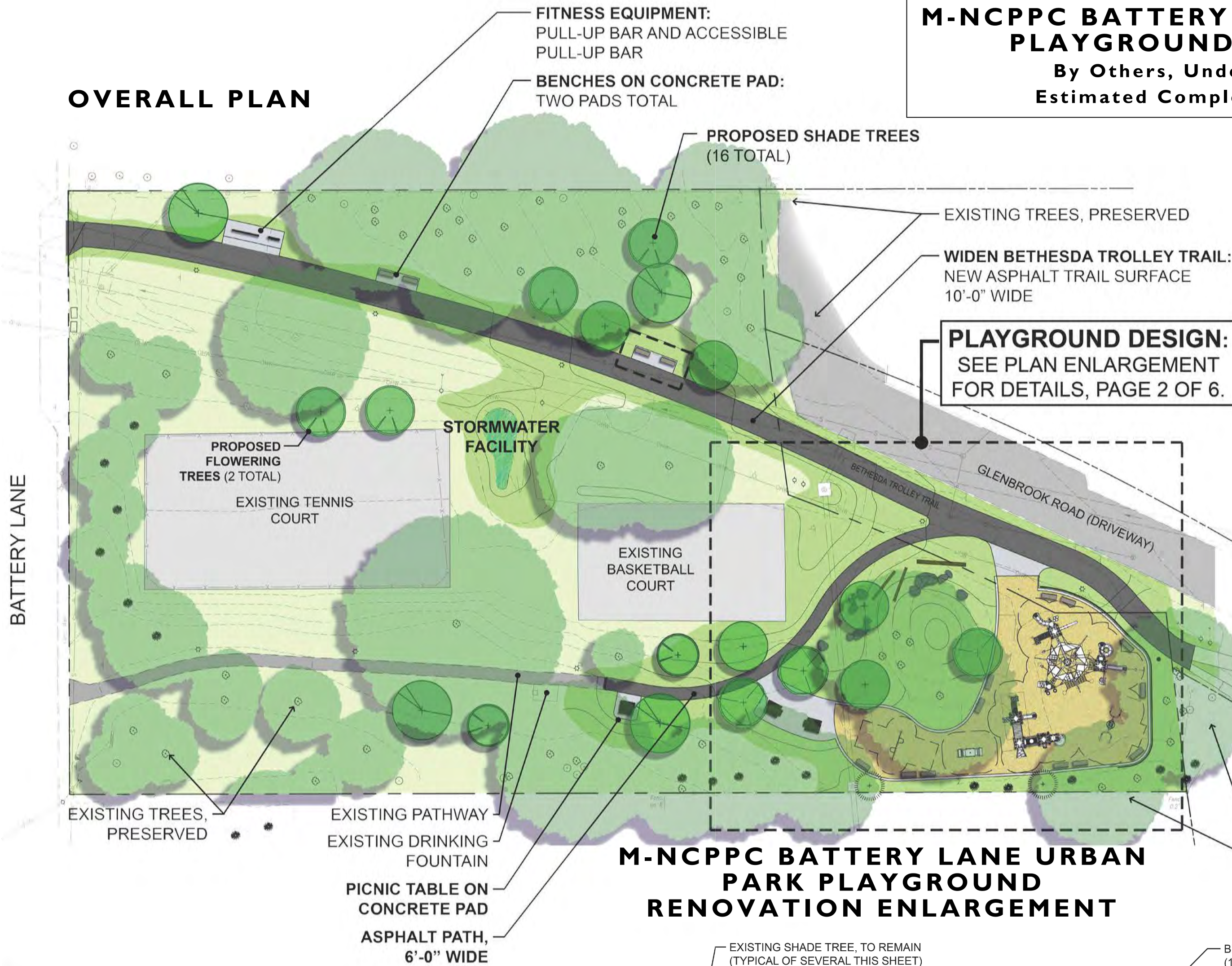


BATTERY PARK VIEW - 2

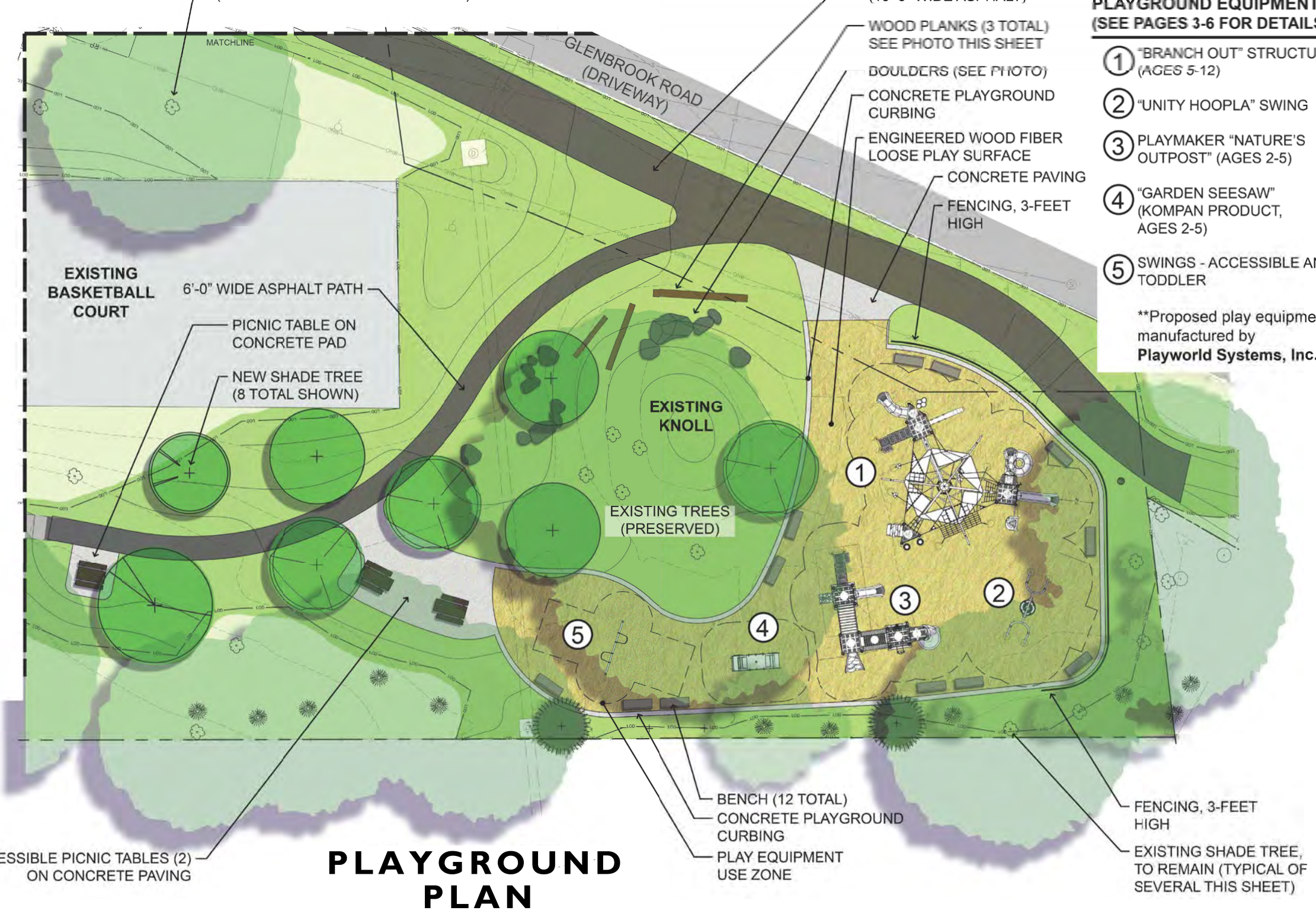
BATTERY LANE DISTRICT

BROWN DEVELOPMENT LLC.

OVERALL PLAN



M-NCPPC BATTERY LANE URBAN PARK PLAYGROUND RENOVATION
By Others, Under Construction.
Estimated Completion: Spring 2019



"GARDEN SEESAW" (KOMAN PRODUCT, AGES 2-5)

2018/2019 RENOVATION

March 27, 2019

BATTERY LANE URBAN PARK 05.4

RODGERS CONSULTING



- | | | |
|-------------------------|---------------------|--------------------|
| ----- NIH Property Line | Existing Building | Formal Open Space |
| ----- Security Fence | New Building | Natural Open Space |
| ----- Buffer Zone | Walks/Plaza/Terrace | Water Features |
| | Subject Sites | |



(N.I.H.)- NATIONAL INSTITUTES OF HEALTH

2013 comprehensive master plan N.I.H Bethesda Campus

The N.I.H Bethesda Campus is a mature collection of research, administrative and support facilities built on 310 acres of land. The national institutes of health is one of the world's foremost medical research centers, and the federal focal point for medical research in the unites states. N.I.H., is comprised of 27 separate institutes and centers, is one of eight health agencies of the public health service which, in turn, is part of the U.S. Department of Health and Human Services.



BATTERY LANE DISTRICT

D.A.P. SUBMISSION PACKAGE

ILLUSTRATIVE PUBLIC REALM 05.6



1

BATTERY LANE BIKE PRIORITY STREET

Streets
Source: Mithun

Source: sf.streetsblog.org

Intersection improvement with bike boxes
Source: City of Portland

2

BETHESDA TROLLEY TRAIL CONNECTION

Indianapolis CulturalTrail - bike-pedestrian route that connects five downtown cultural districts.
Source: nacto.org

Indianapolis CulturalTrail - provides eight miles of high-quality bike path linking to surrounding cultural districts.
Source: Cleveland.com

3

PROPOSED SHARED STREET

Passive solar design
Source: Reossetti Architects

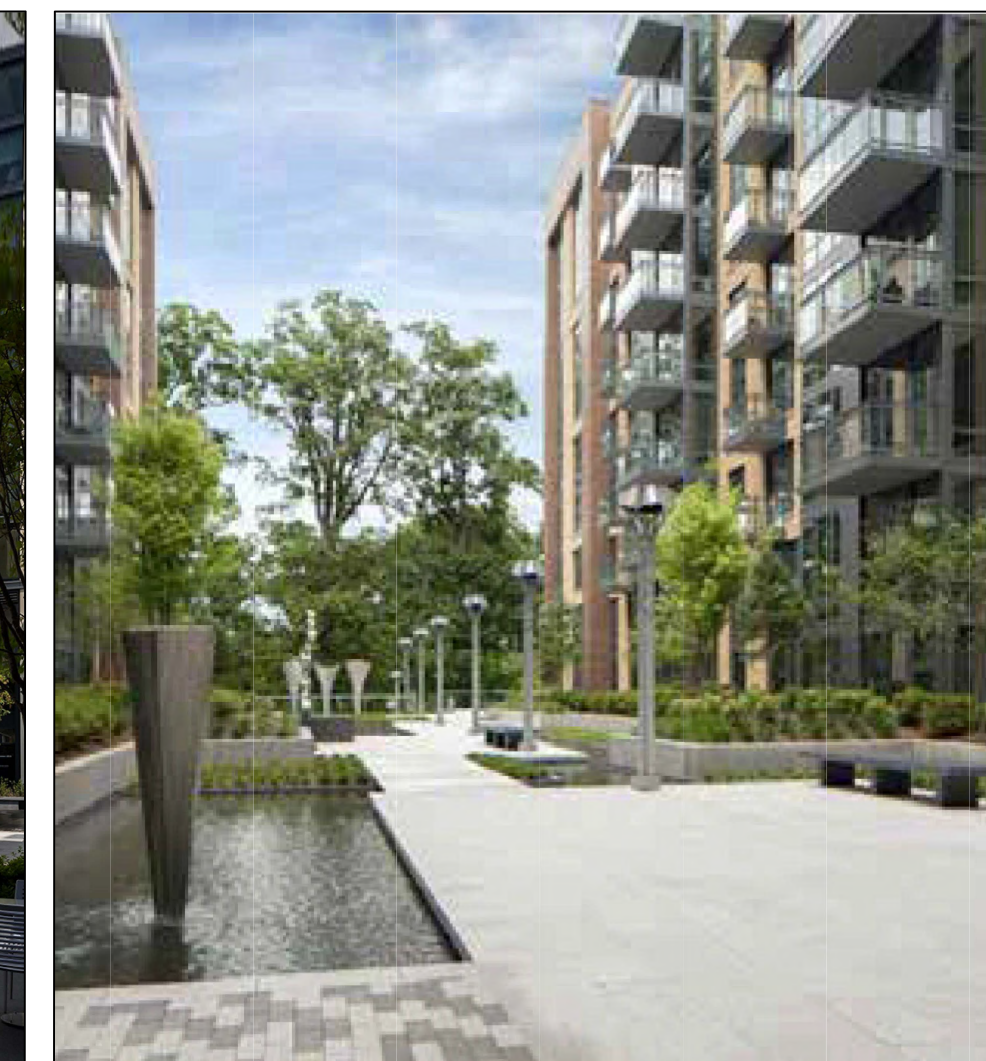
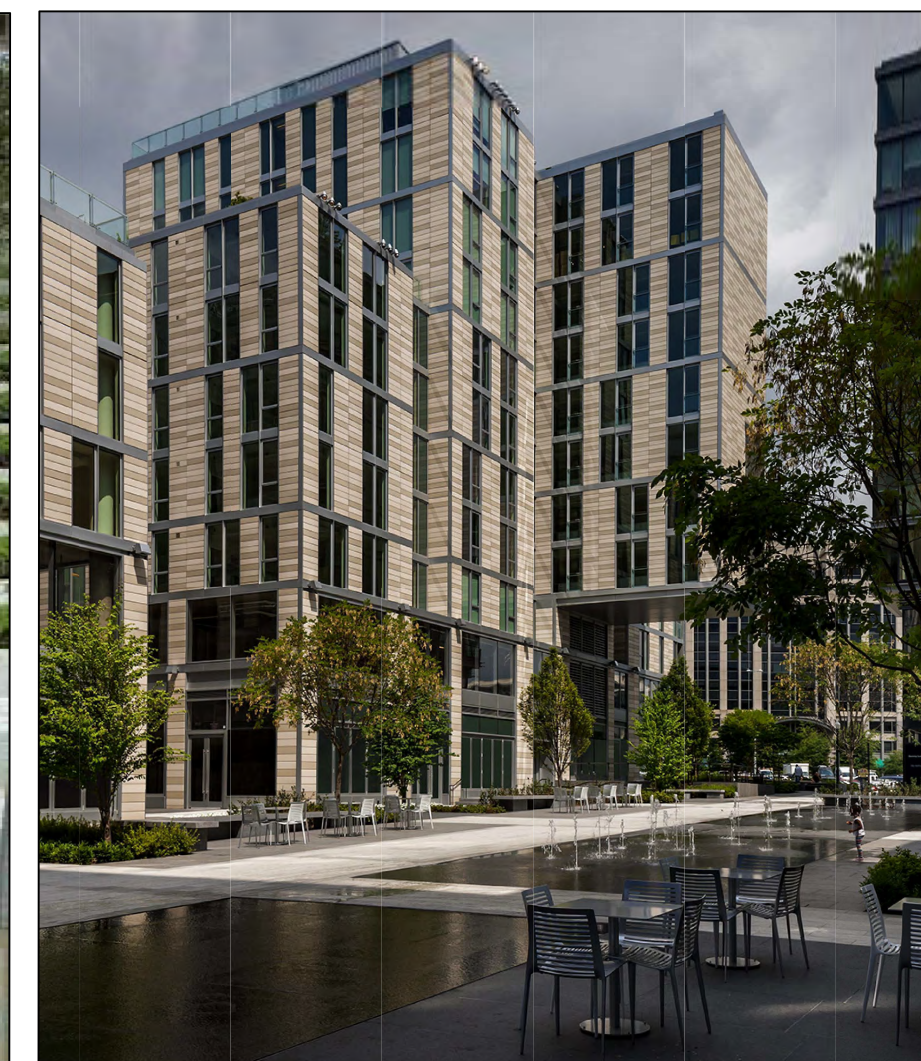
Passive solar design
Source: Reossetti Architects



4 MIX-USE STREET



6 THROUGH-BLOCK CONNECT



7 OUTDOOR FITNESS AREA



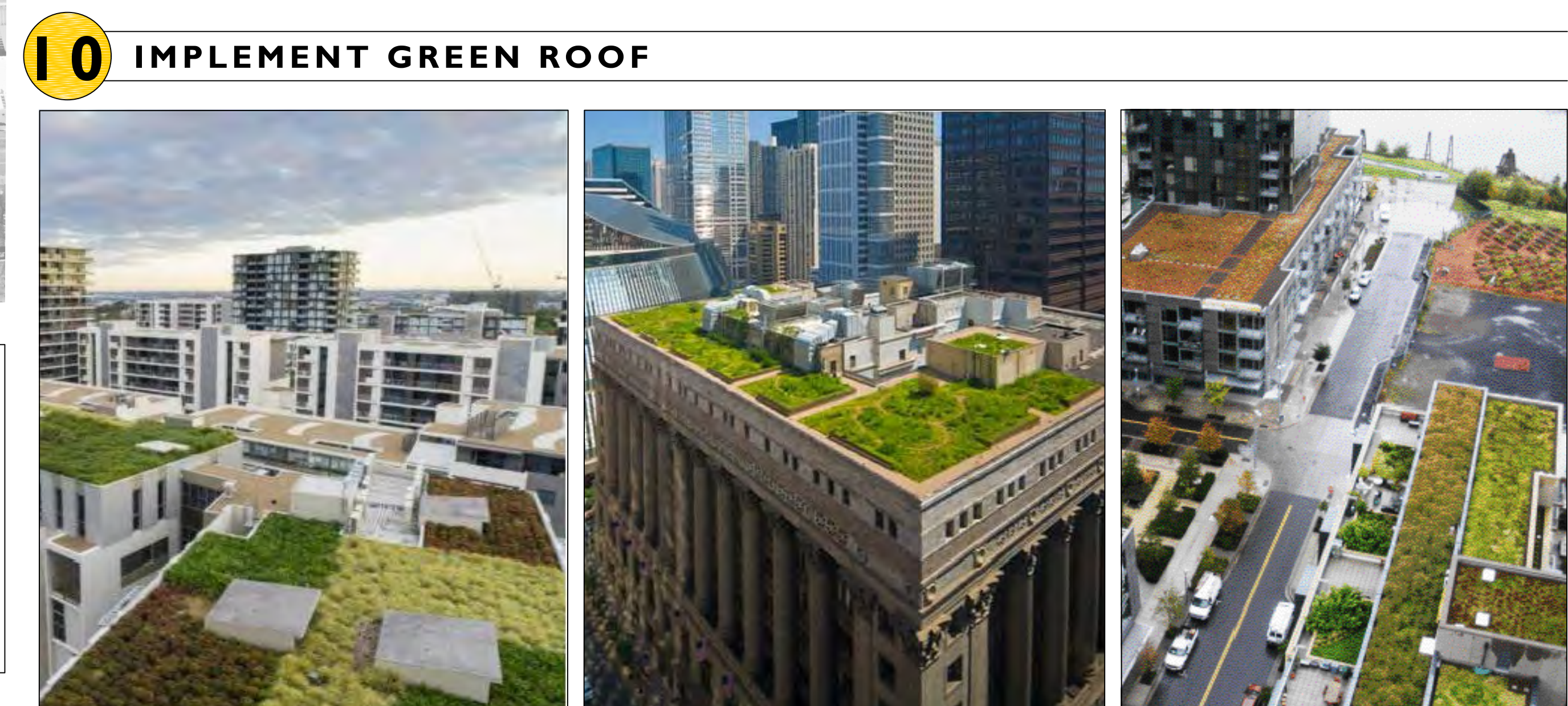
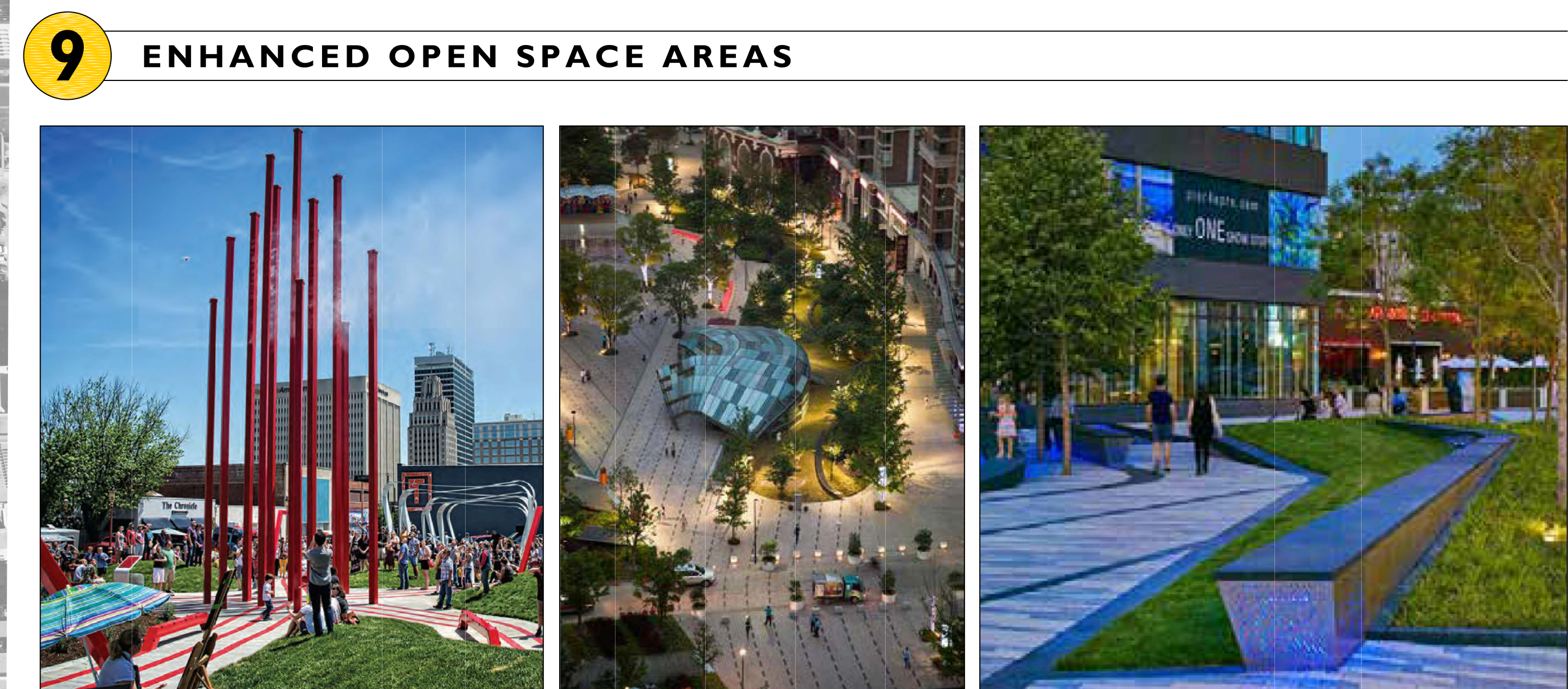
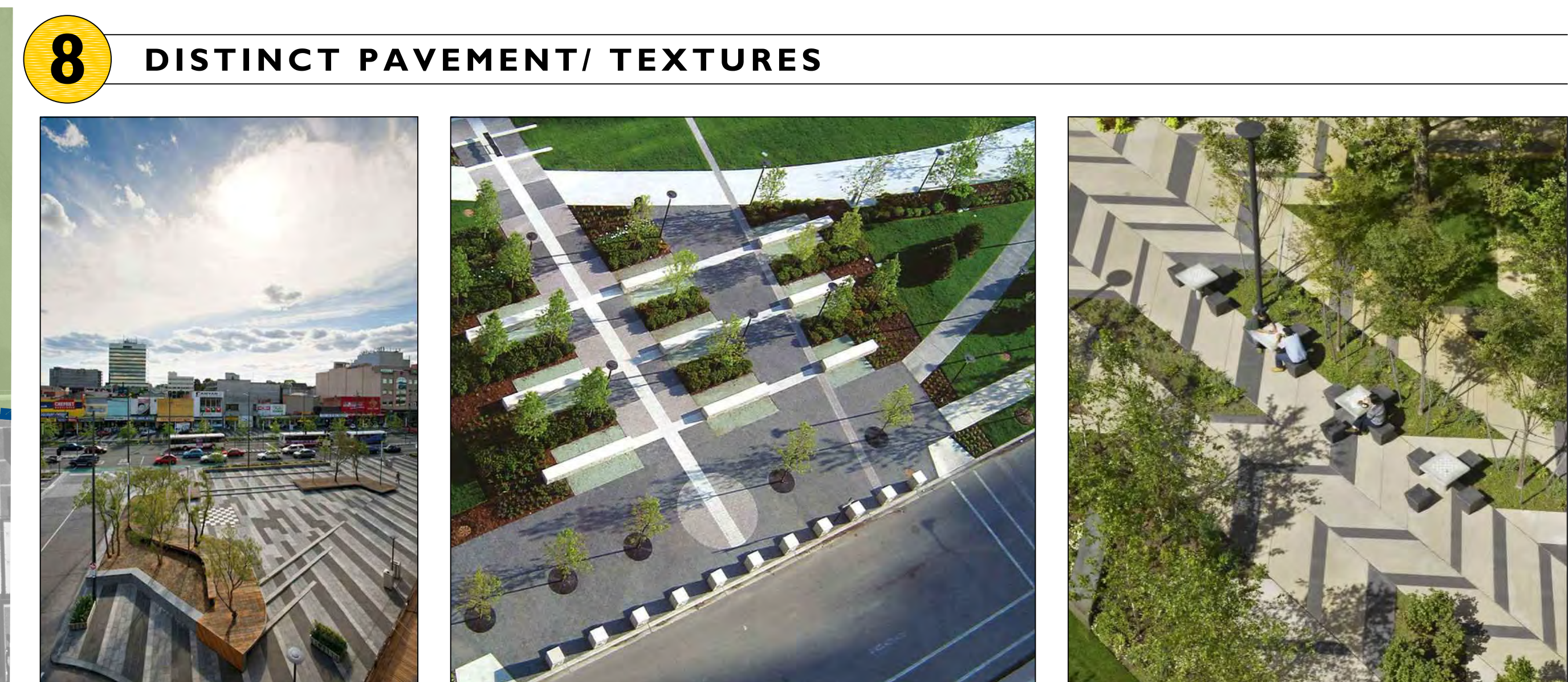
5 IMPLEMENT OF BIO-SWALES



BATTERY LANE DISTRICT

D.A.P. SUBMISSION PACKAGE

BATTERY PUBLIC REALM PRECEDENTS 05.8



BATTERY LANE DISTRICT

D.A.P. SUBMISSION PACKAGE

BATTERY PUBLIC REALM PRECEDENTS 05.9



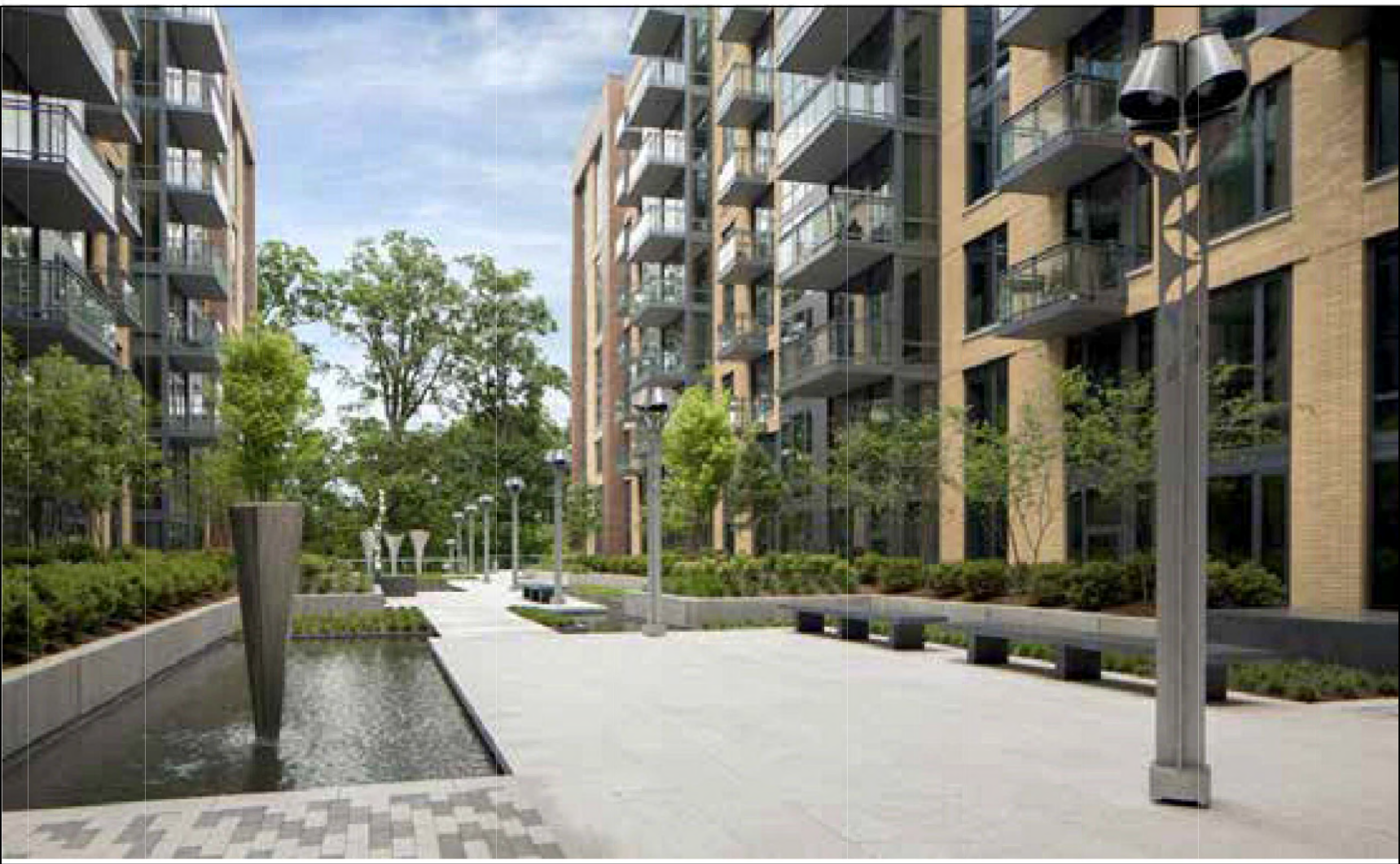
BATTERY LANE DISTRICT

D.A.P. SUBMISSION PACKAGE

ILLUSTRATIVE PLAN 5.10



THROUGH BLOCK ENVIRONMENTS



BATTERY LANE DISTRICT

4890/4900 BATTERY

PUBLIC THROUGH-BLOCK CONNECTION 5.11



THROUGH BLOCK ENVIRONMENTS



BATTERY LANE DISTRICT

4857 BATTERY TO BETHESDA
TROLLEY TRAIL

PUBLIC THROUGH-BLOCK CONNECTION 5.12



BATTERY LANE DISTRICT

4857 BATTERY TO BETHESDA
TROLLEY TRAIL

BETHESDA TROLLEY TRAIL CONNECTION | 5.13