

BATTERY LANE DISTRICT

SITE - D

4949 BATTERY LANE | 12

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 encouraged.

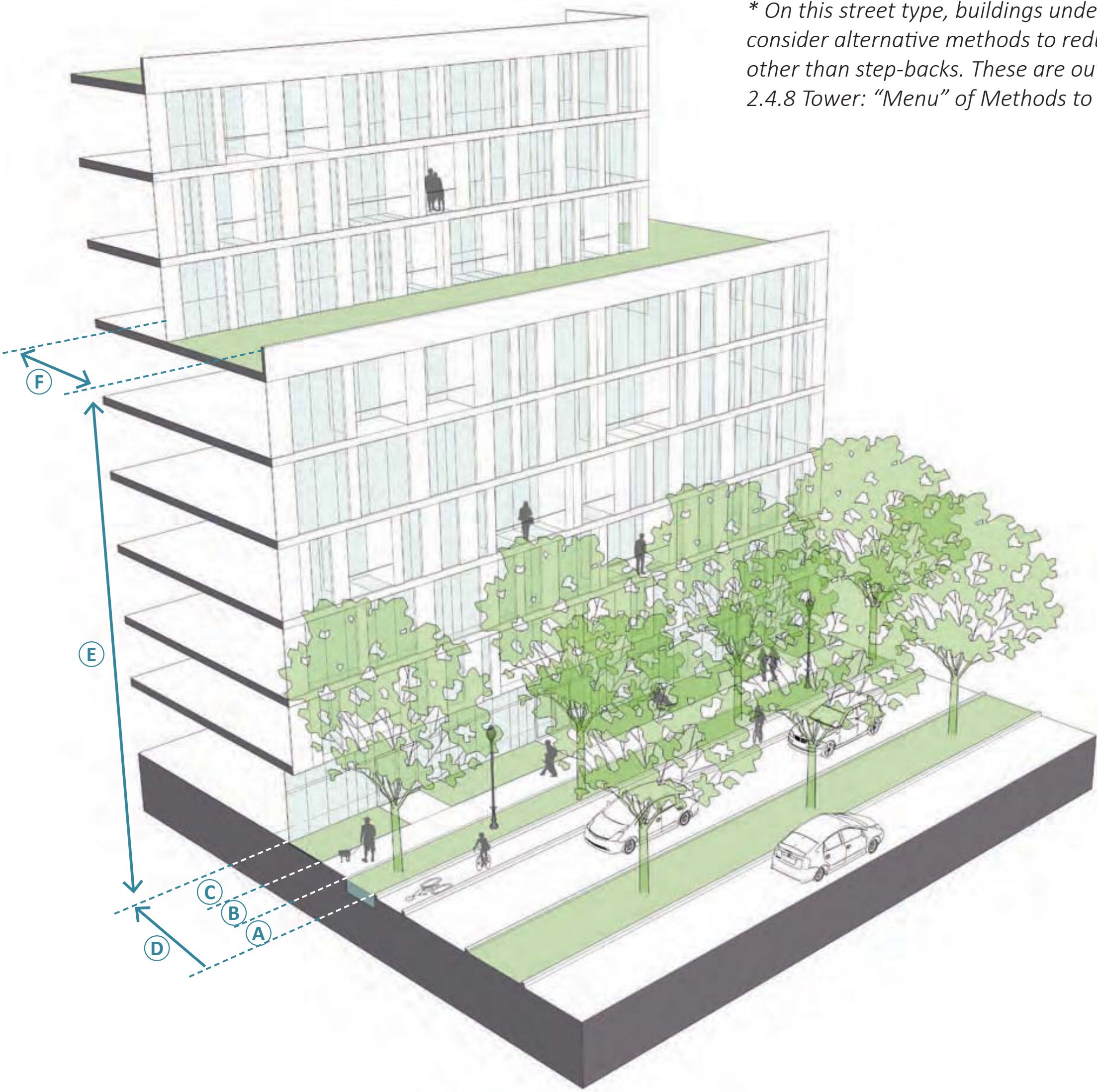


Table 2.05: Neighborhood Connector	
Sidewalk Zones	
A.	Planting/Furnishing Zone: 6 - 8 ft.
B.	Pedestrian Through Zone: 6 - 10 ft.
C.	Frontage Zone: 5 - 8 ft. min.
Building Placement	
D.	Build-to Line: 20 - 25 ft. from street curb
Building Form	
E.	Base Height: 3 - 5 stories (35 - 60 ft.)
F.	Step-back: 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.	

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.



Woodmont Avenue tree canopy with a double row of trees.



A large, multi-unit development incorporating lush landscaping, individual entries and a clear path for pedestrians and cyclists to pass through. Source: Mithun



Ground-floor retail incorporates transparency and outdoor seating areas oriented onto the Capital Crescent Trail.

2.1.9 Public Through-Block Connections and Trails

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.

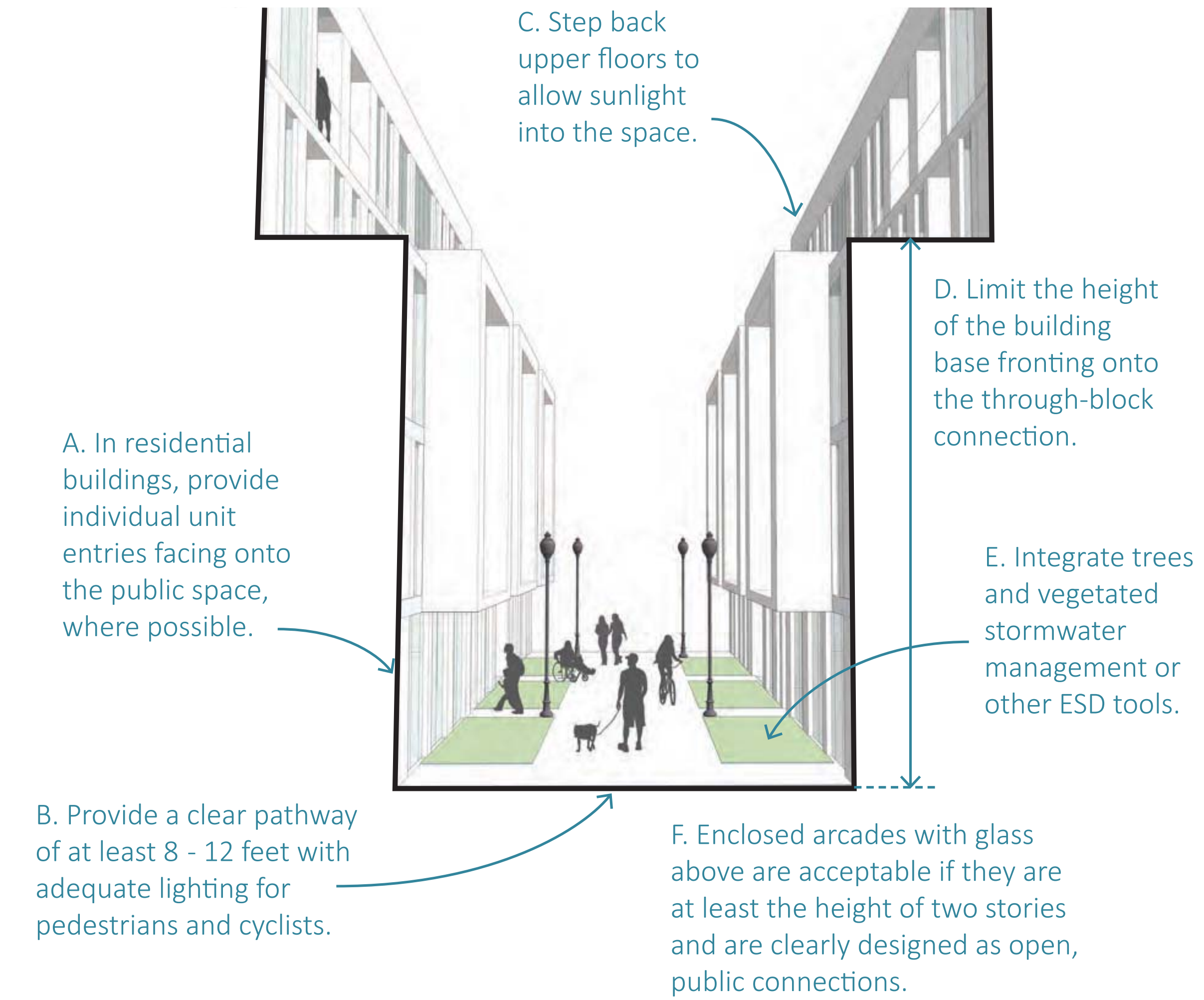
Trails

The Capital Crescent Trail and North Bethesda Trail are important public connectors for walking and biking to destinations throughout the county and region. In Downtown Bethesda, development should enhance the trail experience for users and minimize negative impacts. The facade of new development should be oriented toward the trail with ground-floor activating uses and landscaping or provide an appropriate transition with setbacks and landscape buffers.

The upper floors of buildings should step back from the trail to allow access to sunlight and sky views as well as to provide compatibility with detached homes in close proximity. Building orientation along the trail should include elements such as entrances to common areas or retail, ground-floor transparency, individual unit entrances, outdoor terraces, plantings and seating areas. If the building does not provide orientation to the trail, it should include a larger setback with a planted landscape buffer.

Properties on a trail confronting a Residential Detached or Residential Townhouse zone should see the Montgomery County Code Chapter 59 Section 4.1.8 Compatibility Requirements for base height and upper floor step-backs.

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



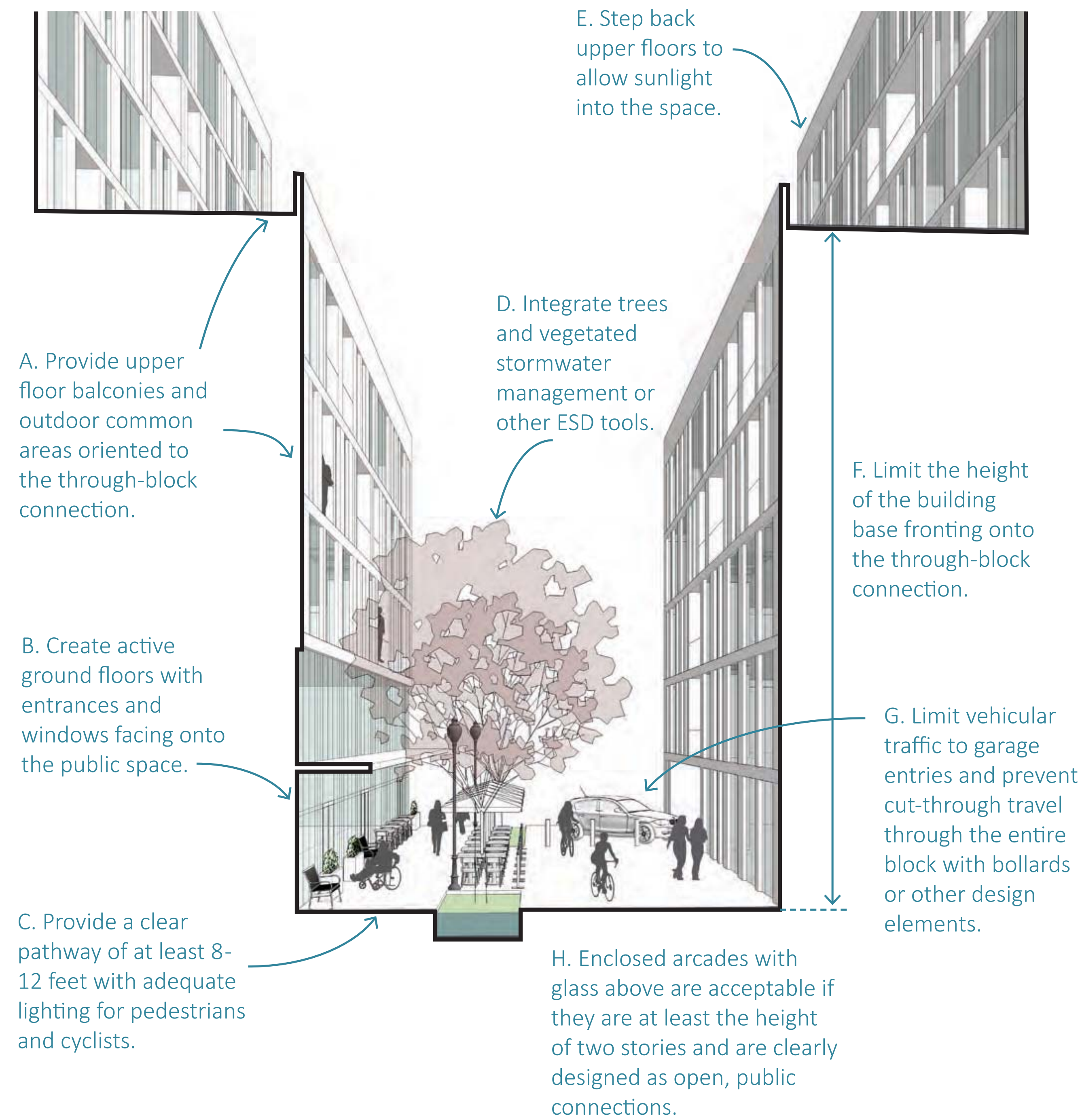
City Center in DC has active, mixed-use through-block connections with ground-floor retail, planting, lighting and seating areas. Source: City Center DC



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

INTERNAL SHARED STREET

Figure 2.05: Guidelines for Public Through-Block Connections Shared by Pedestrians, Cyclists and Vehicles



2.4.6 Tower: Separation Distance

Intent: To allow access to light and air, limit the impact of shadows on the public realm and reduce the extent of large blank walls as new buildings develop at or near the property line.

Guidelines:

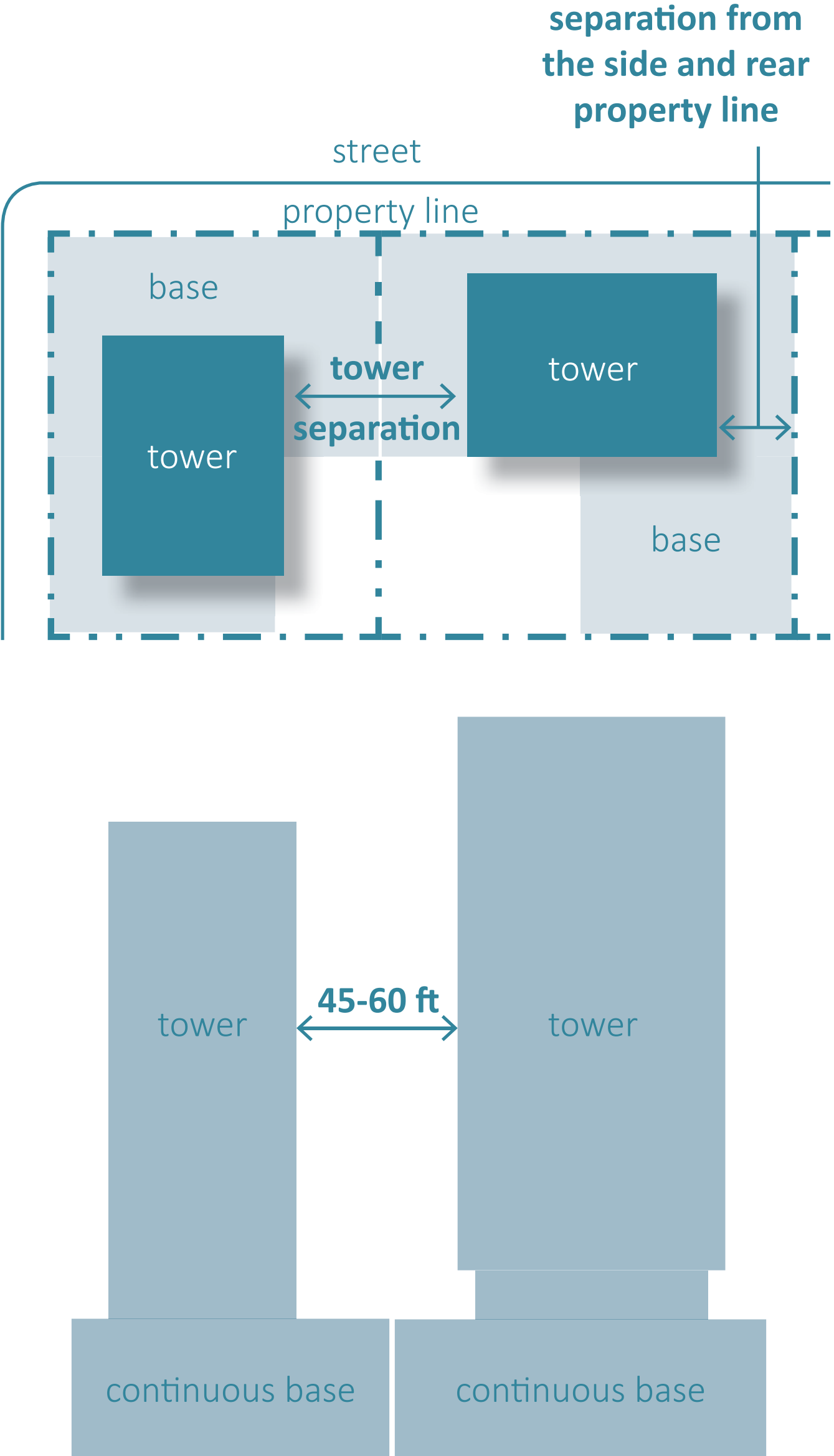
- A. Separate tower floors at least 45 to 60 feet (22.5 to 30 feet from the side and rear property lines).
- B. Provide a continuous building base along the lower floors.
- C. Avoid building towers to the property line creating expansive blank party walls that are imposing on the pedestrian environment.

Alternative Treatments:

Buildings below 120 feet or with limited property size/width/depth may reduce tower separation or consider party walls. If party walls are necessary, mitigate their visual impact with elements such as public art, lighting, texture and/or patterning that provide visual interest and are appropriate to the context and architecture of the building.

Where existing neighboring building towers are built to or close to the property line, new development should aim to achieve the total tower separation where possible. However, at a minimum, the new building tower levels should provide the separation distance indicated in *Guideline 2.4.6 A* from the side and rear property lines, except where building to the lot line could better address an existing blank wall condition.

Varied geometry in a building’s upper floors, and facade modulation between buildings can also be used as methods to increase the perception of tower separation and allow access to light and air.



NORTH TOWERS

2.4.8 Tower: “Menu” of Methods to Reduce Bulk

Intent: Downtown Bethesda is an important location in Montgomery County for increased building heights to accommodate future growth. However, collectively, buildings at taller heights can be an imposing presence on the public realm by casting large shadows, limiting sky views and creating an uncomfortable scale for pedestrians.

A. Limit Tower Floor Plate

Reduced tower floor plates limit shadows on the public realm and allow access to sky view while also improving the quality of the building’s indoor environment.



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.



C. Vary Tower Heights

Whether creating a large development with several towers, or an infill development between multiple existing towers, variation in building height can reduce the imposing massing of several large structures built adjacent to each other.



There are several ways to reduce the actual bulk of a building’s upper floors or to creatively reduce the perceived bulk of the building. Below is a menu of design techniques that can be used to sculpt building towers and achieve a varied skyline responsive to human scale. Every project is not required to apply every method; however, several should be used in combination to best meet the guideline intent.

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.



E. Vary Tower Placement and Orientation

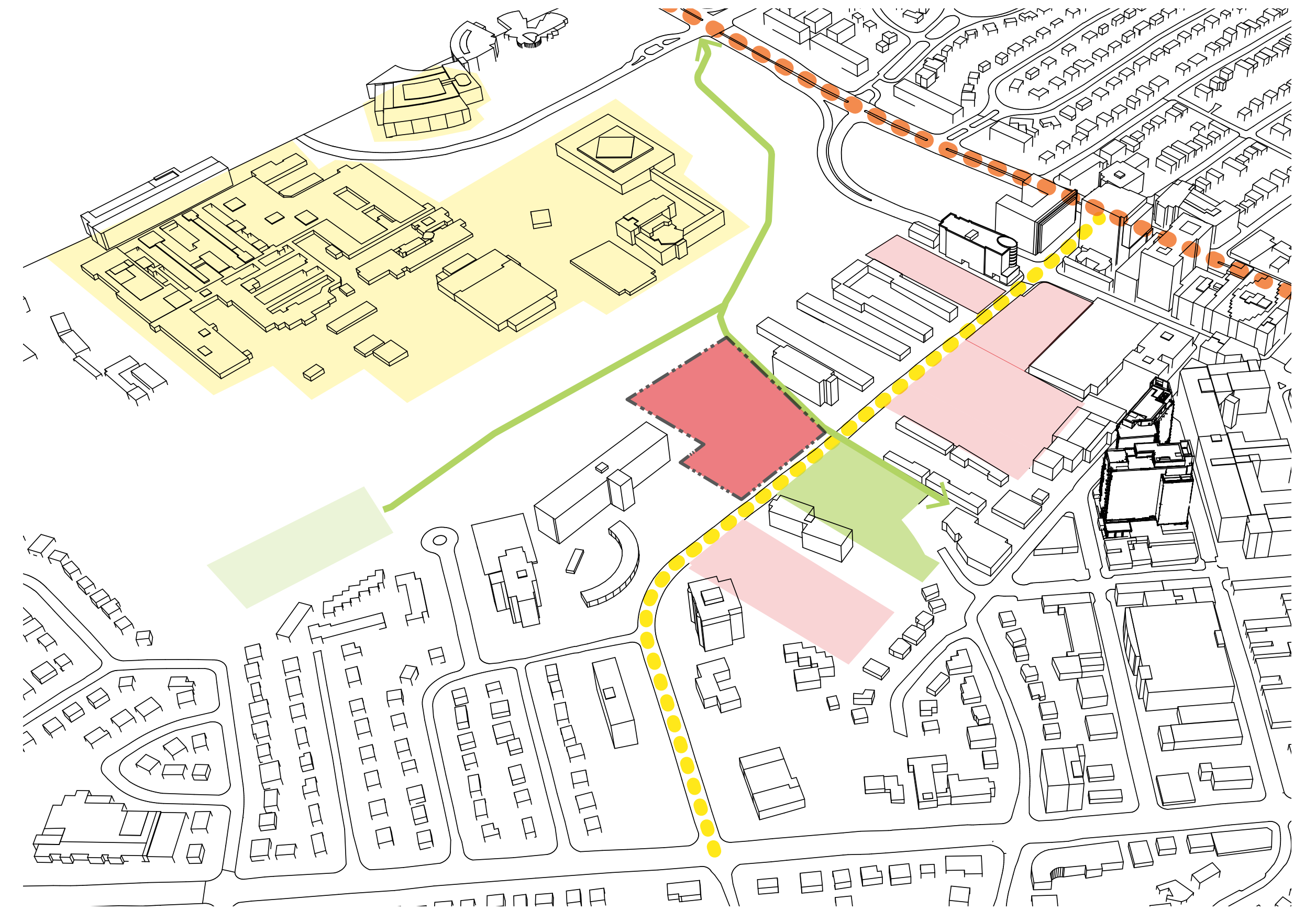
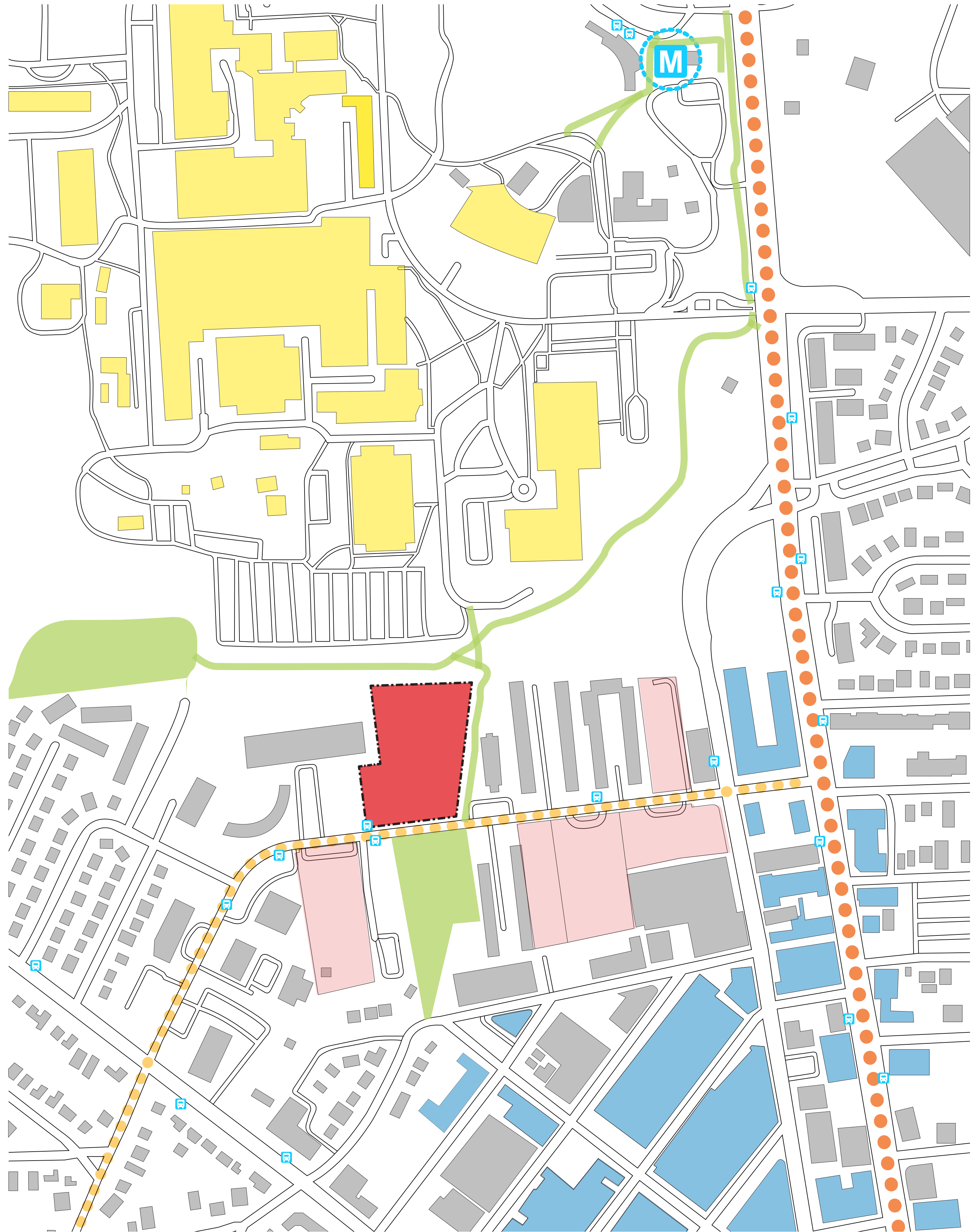
Similar to variation in tower height, variation in tower placement and orientation can increase perceived separation between towers, reduce the perceived imposing massing of several adjacent towers and increase privacy by orienting views in different directions.



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.





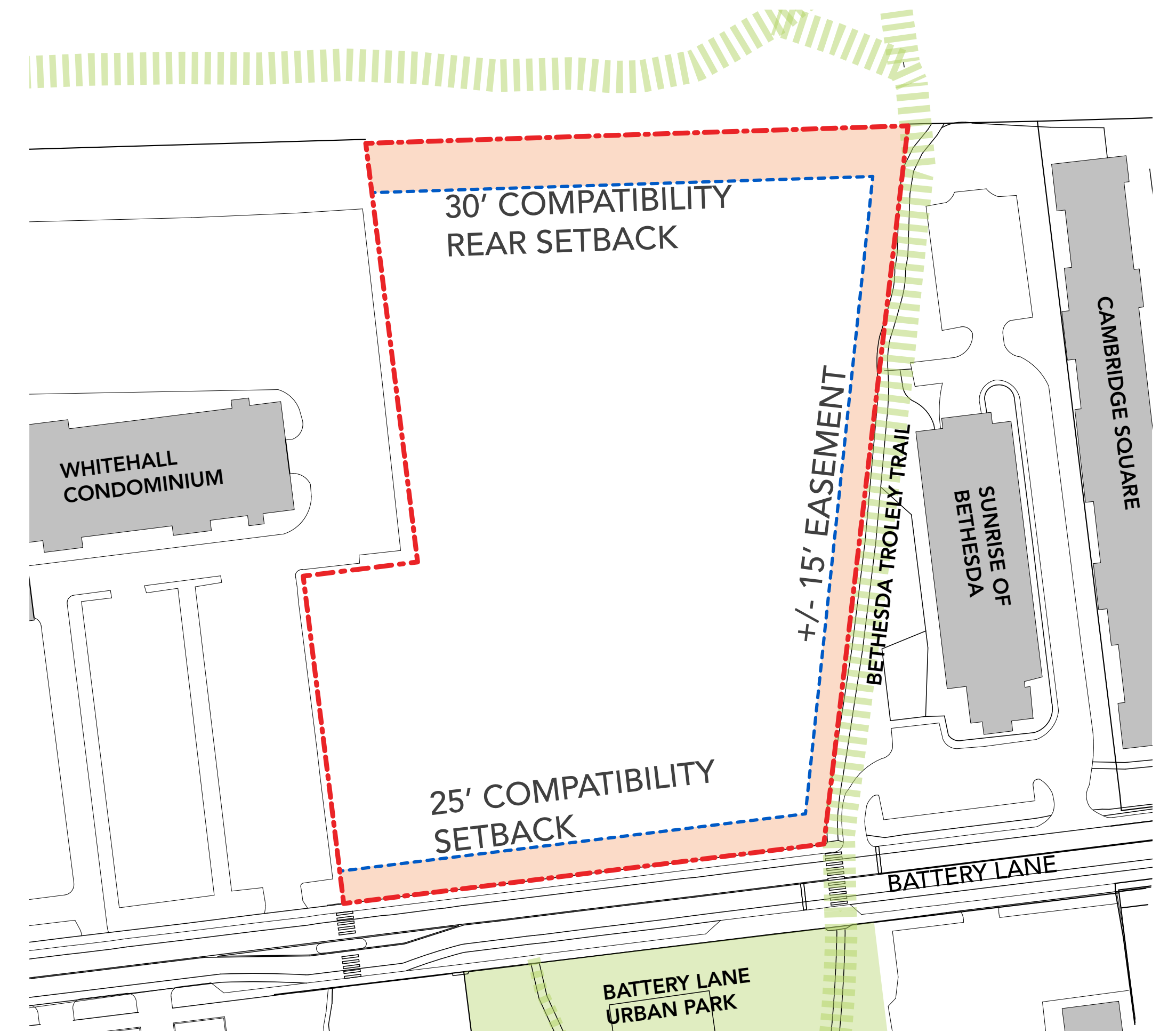
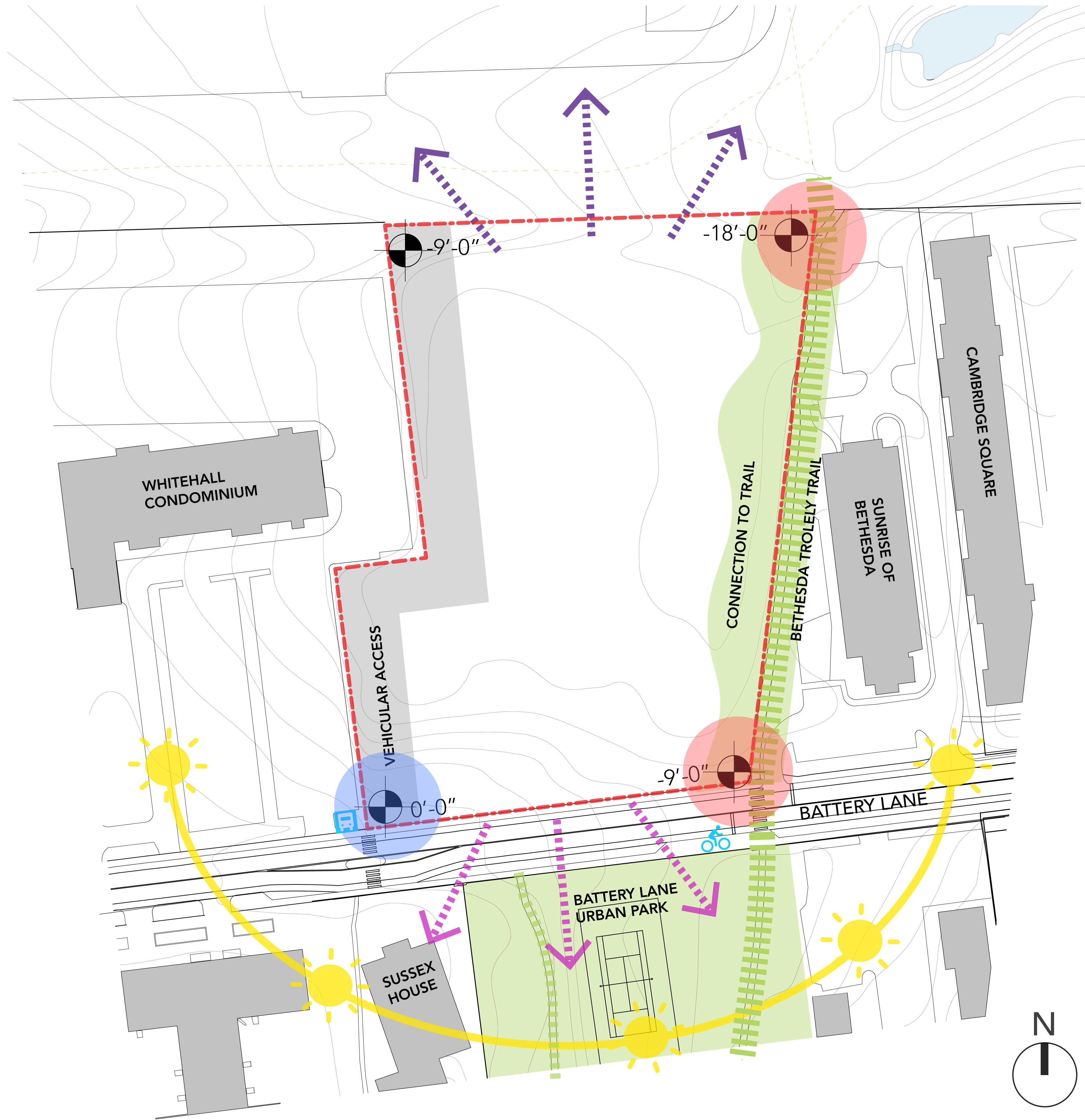
3D CONTEXT MAP

- 4949 BATTERY LANE SITE
- DEVELOPMENT SITES
- NIH CAMPUS
- COMMERCIAL/MIXED USE
- RESIDENTIAL
- PARK/GREEN SPACE
- WOODMONT AVENUE:
DOWNTOWN MIXED USE STREET
- BATTERY LANE:
NEIGHBORHOOD CONNECTOR
- BETHESDA TROLLEY TRAIL
- M METRO STATION: MEDICAL CENTER
- B BUS STOP

BATTERY LANE DISTRICT

SITE D 4949 BATTERY LANE

CONTEXT MAP | 2.5

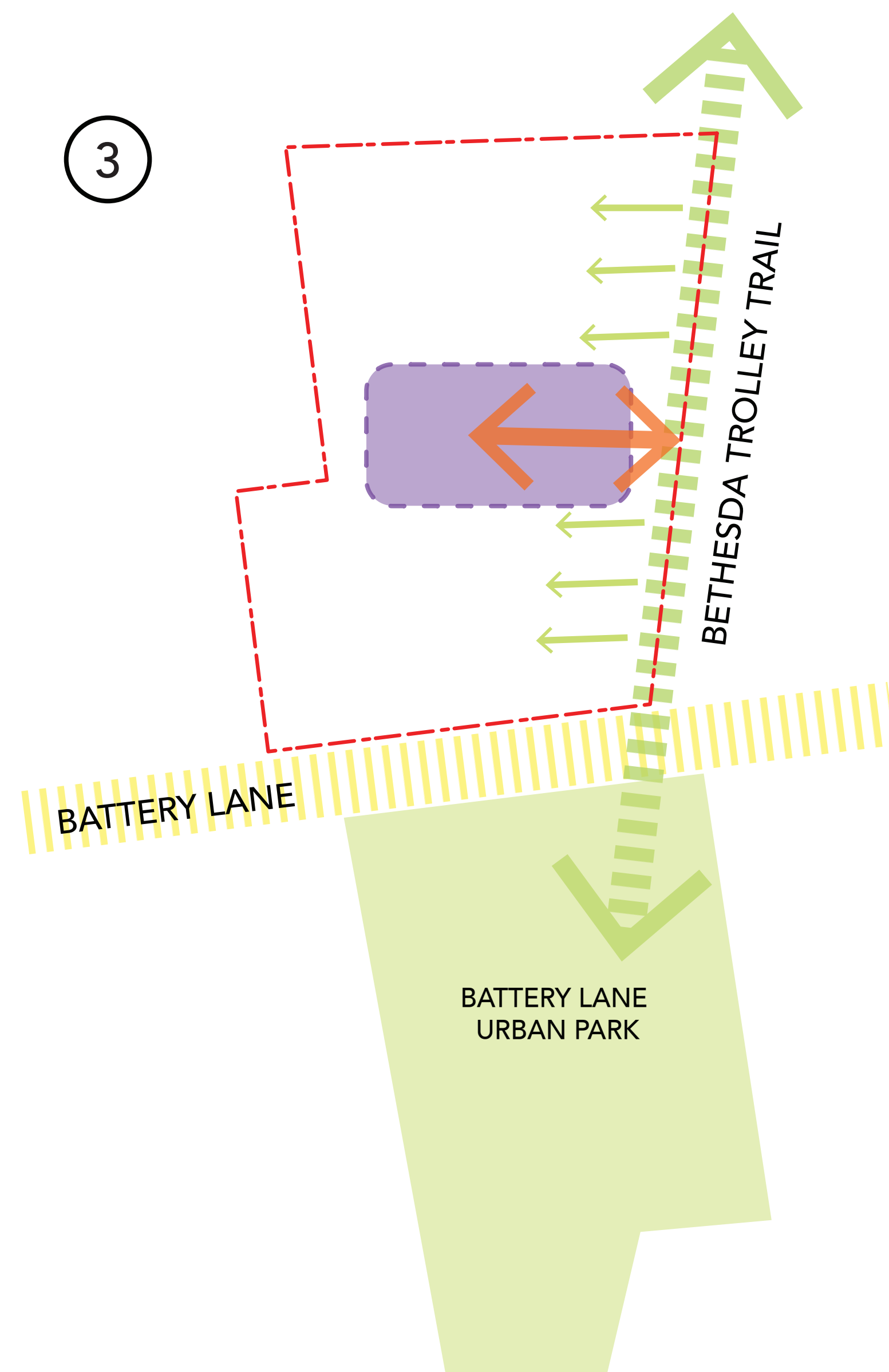
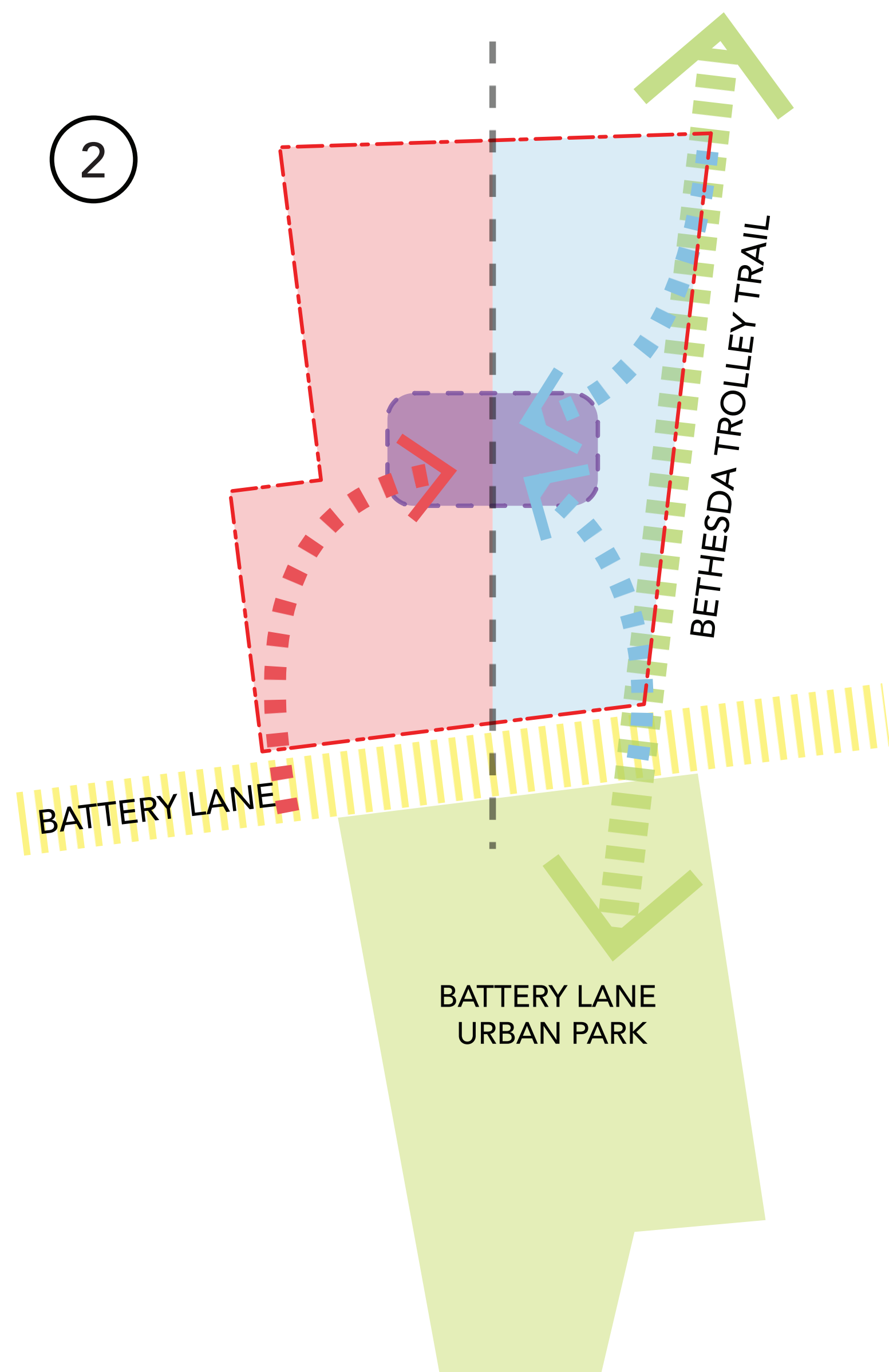
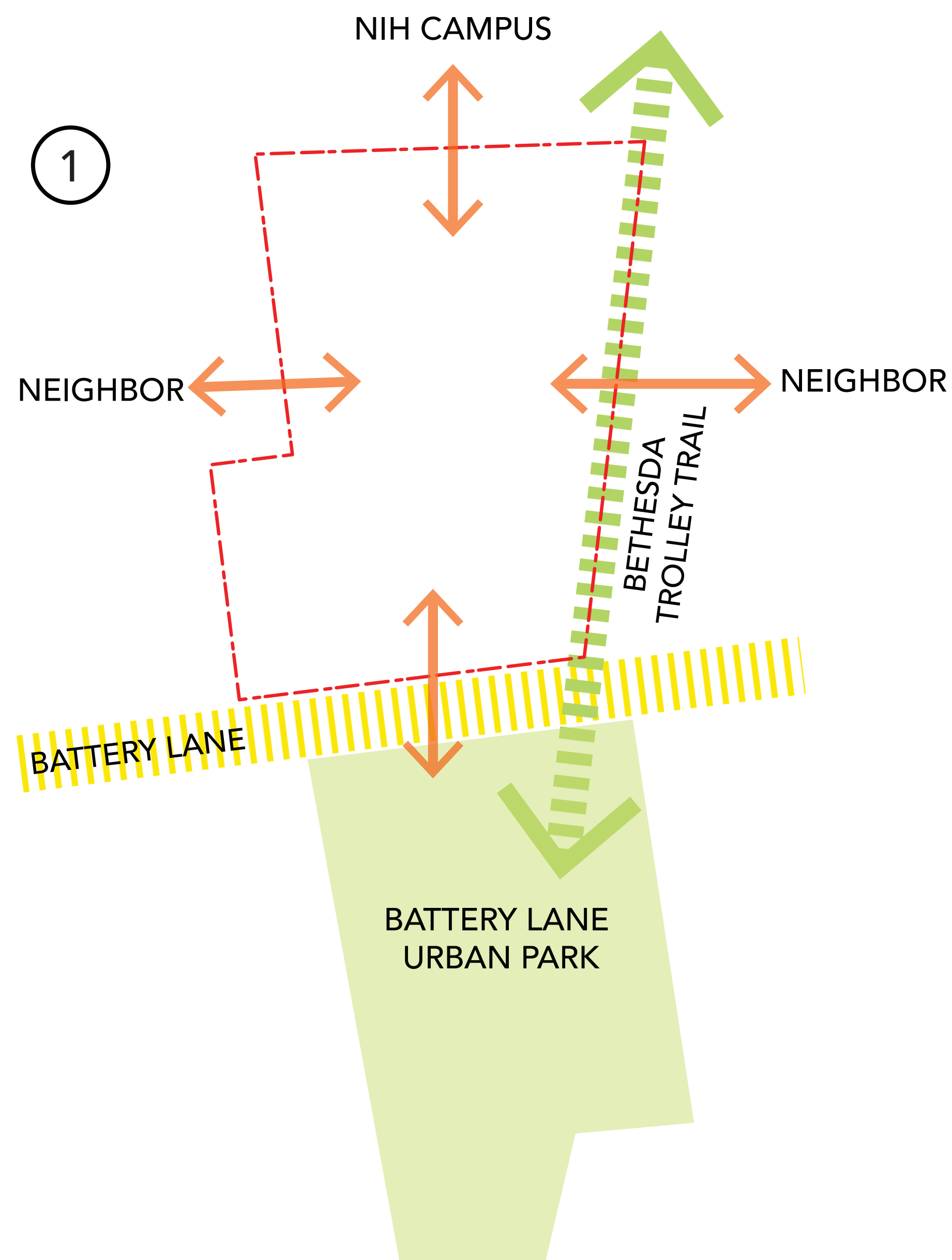


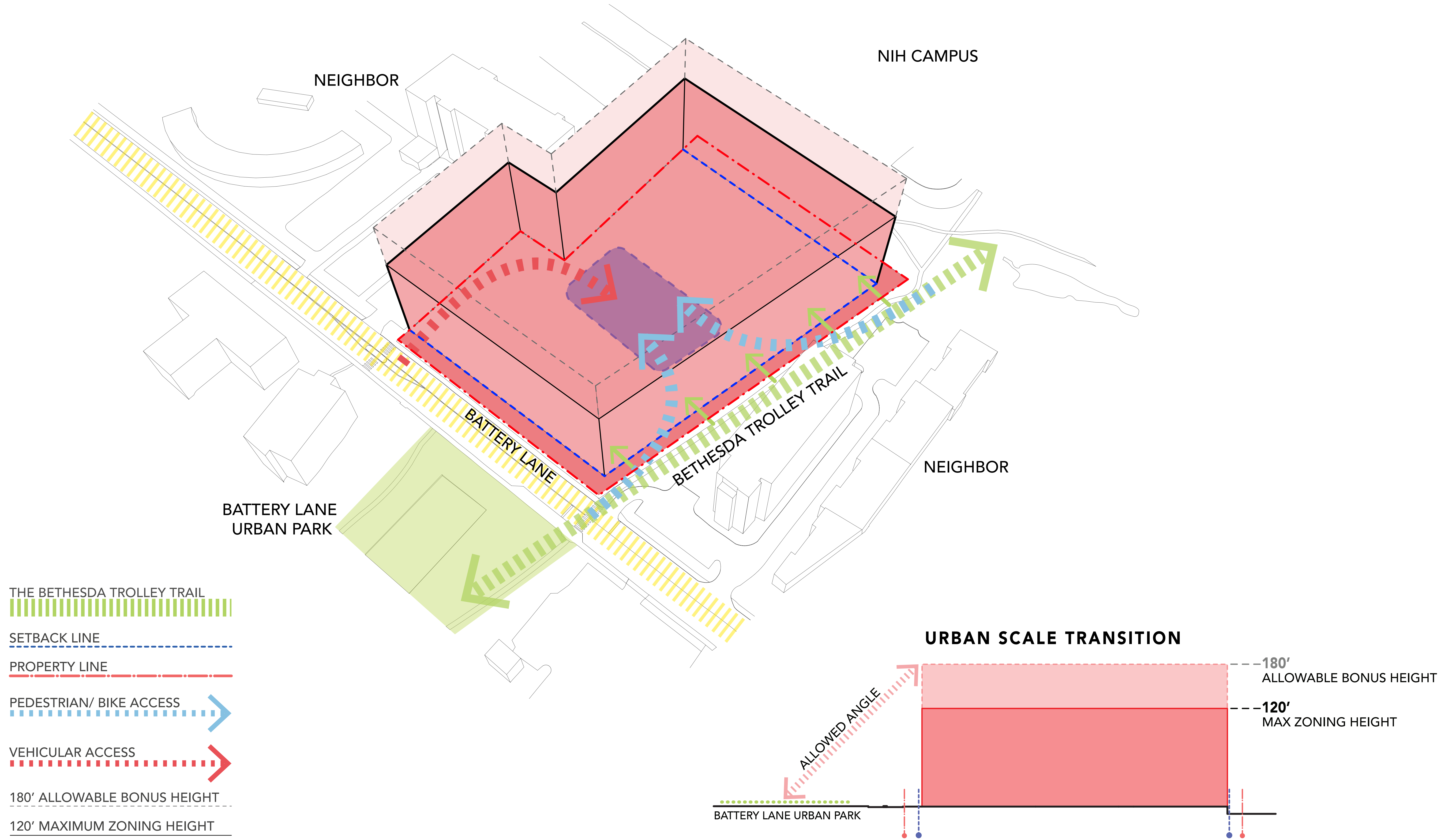
SETBACK PLAN

- THE BETHESDA TROLLEY TRAIL
- PROPERTY LINE
- BUS STOP
- BIKE SHARE
- ELEVATION TAGS
- VIEW TOWARDS NIH CAMPUS
- VIEW TOWARDS DOWNTOWN BETHESDA
- PEDESTRIAN ENTRANCE
- VEHICULAR ENTRANCE

SITE OPPORTUNITIES

- 1. PROJECT LOCATION AT THE INTERSECTION OF BATTERY URBAN PARK, BETHESDA TROLLEY TRAIL AND SOUTH OF NIH CAMPUS PROVIDES A UNIQUE OPPORTUNITY TO CONNECT TO THE PARK, TRAIL, NIH AND SURROUNDING BUILDINGS
- 2. SEPARATE VEHICULAR AND PEDESTRIAN TRAFFIC WITHIN THE SITE MEET AT THE CENTER TO CREATE A SHARED STREET EXPERIENCE
- 3. A MULTI PURPOSE PLAZA BRINGS THE PARK INTO THE SITE AND ENHANCES THE NEIGHBORHOOD AS A PUBLIC AMENITY SPACE

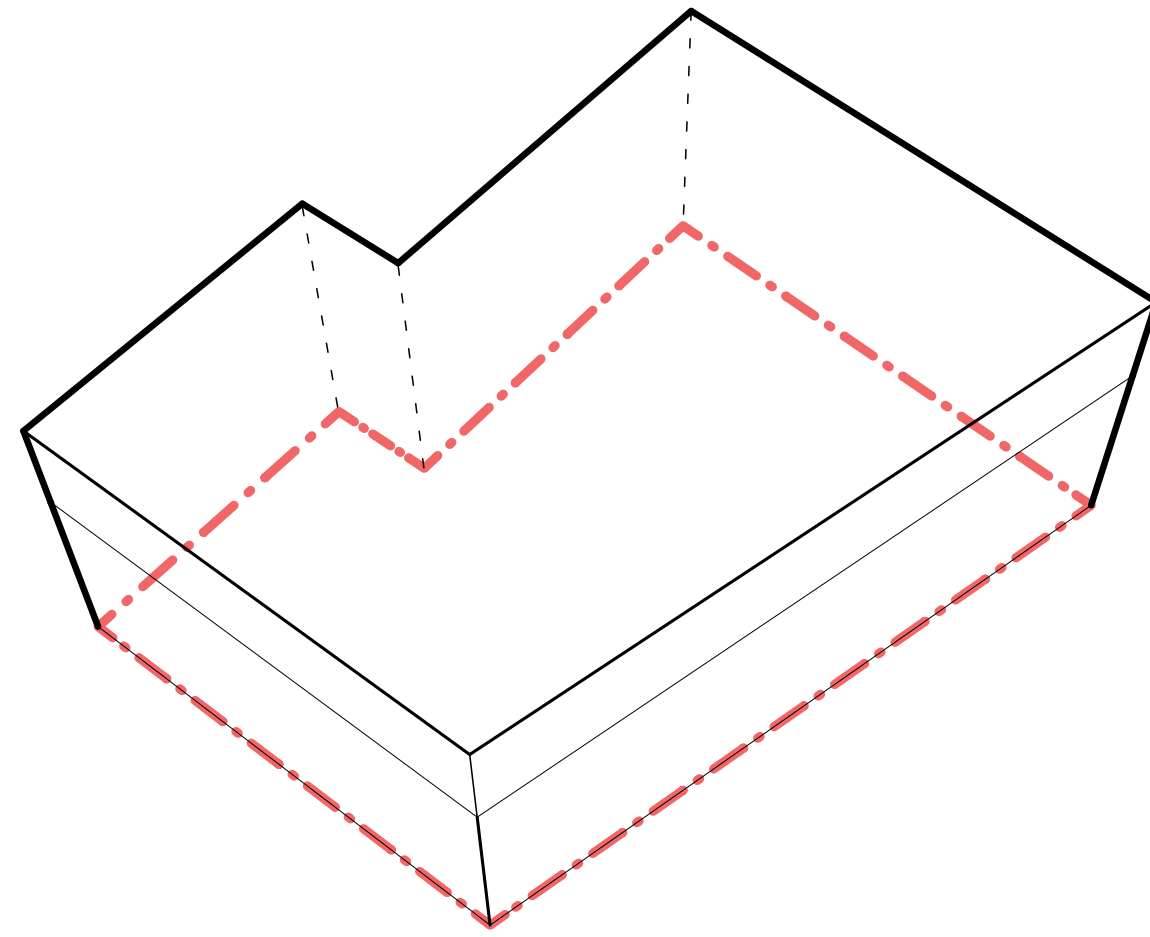




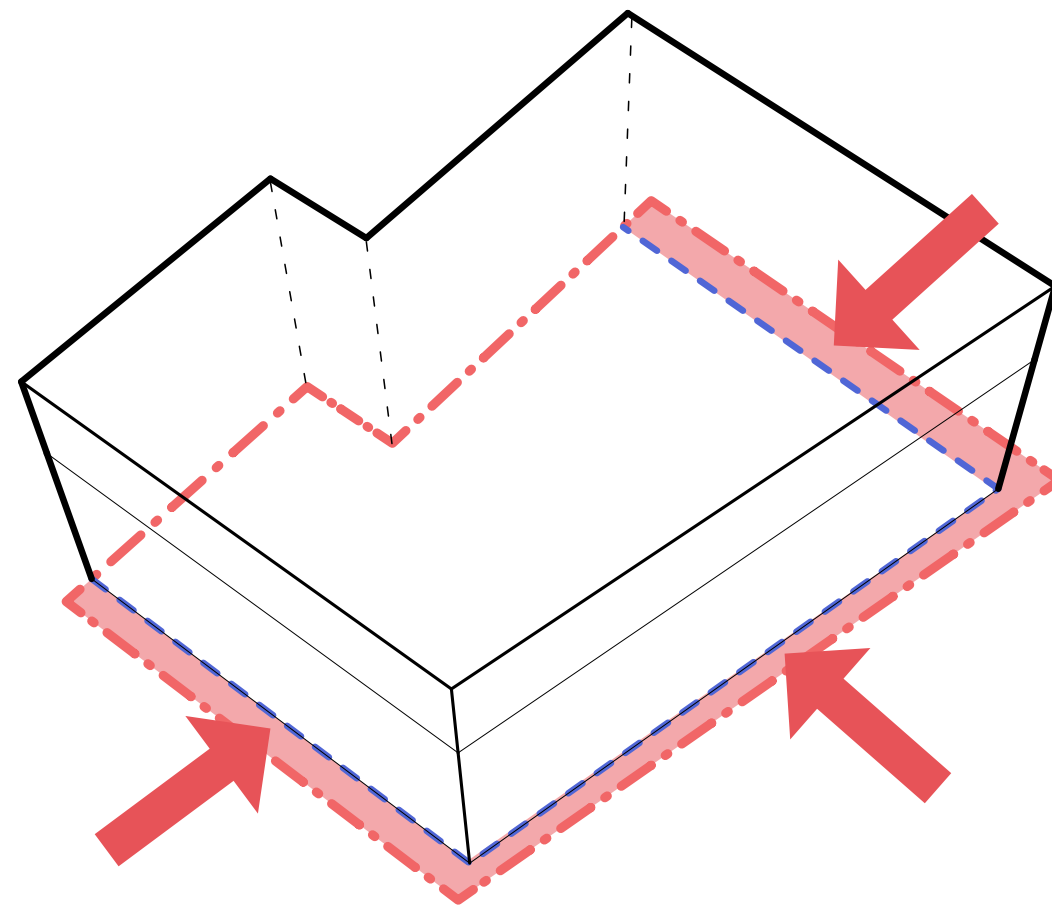
BATTERY LANE DISTRICT

SITE D 4949 BATTERY LANE

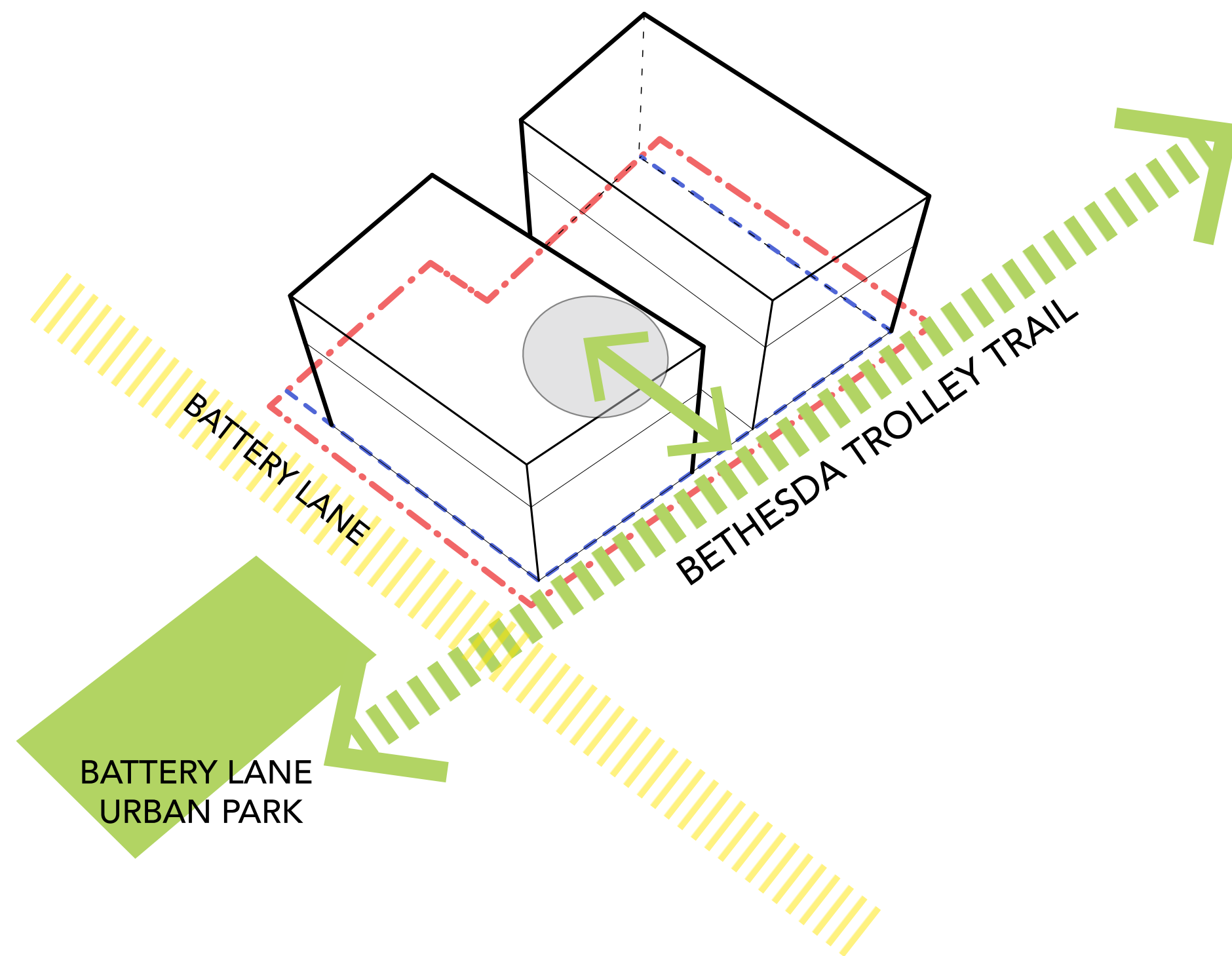
SITE CONCEPT | 2.8



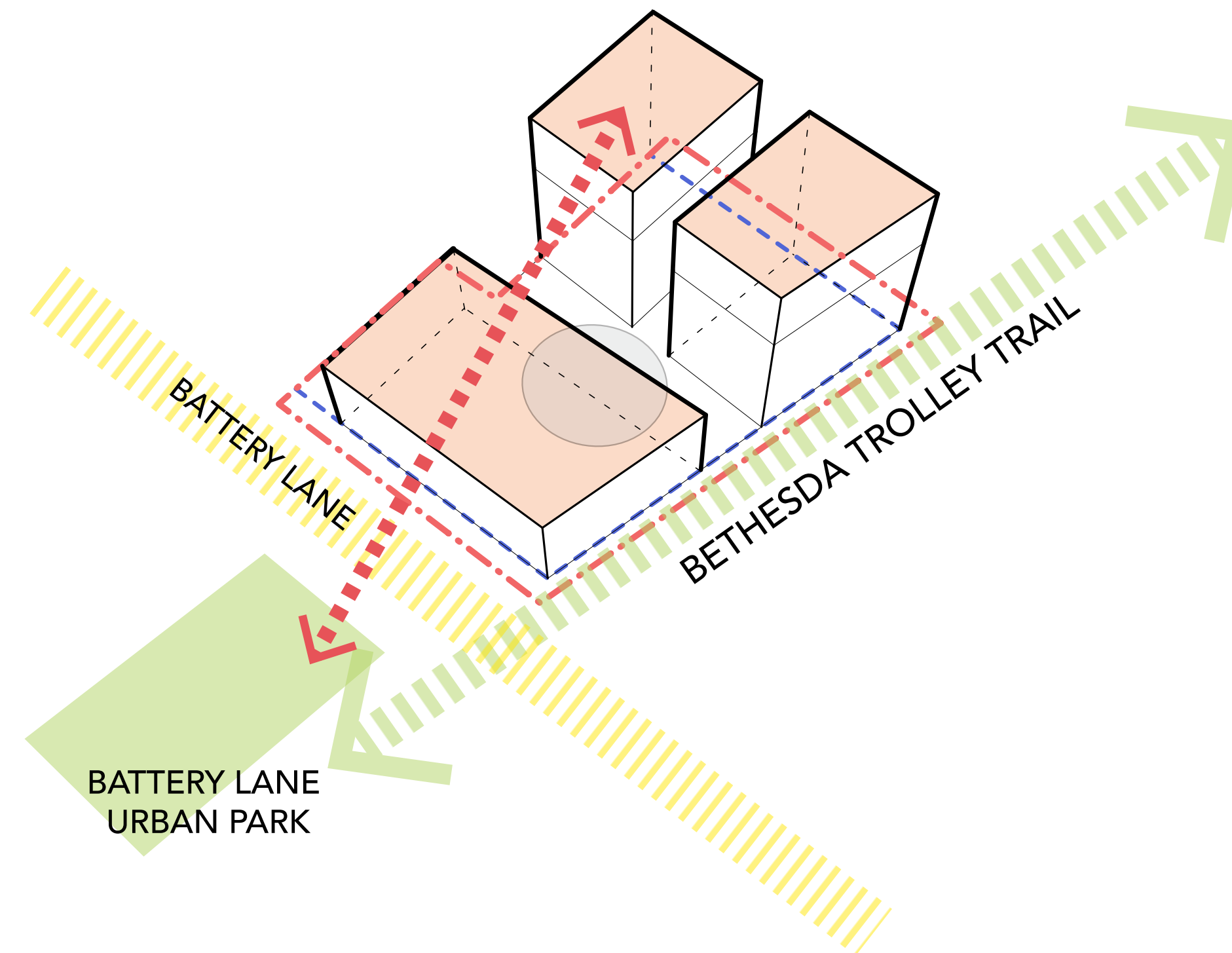
1. BUILD TO PROPERTY LINE
AND ALLOWABLE HEIGHT



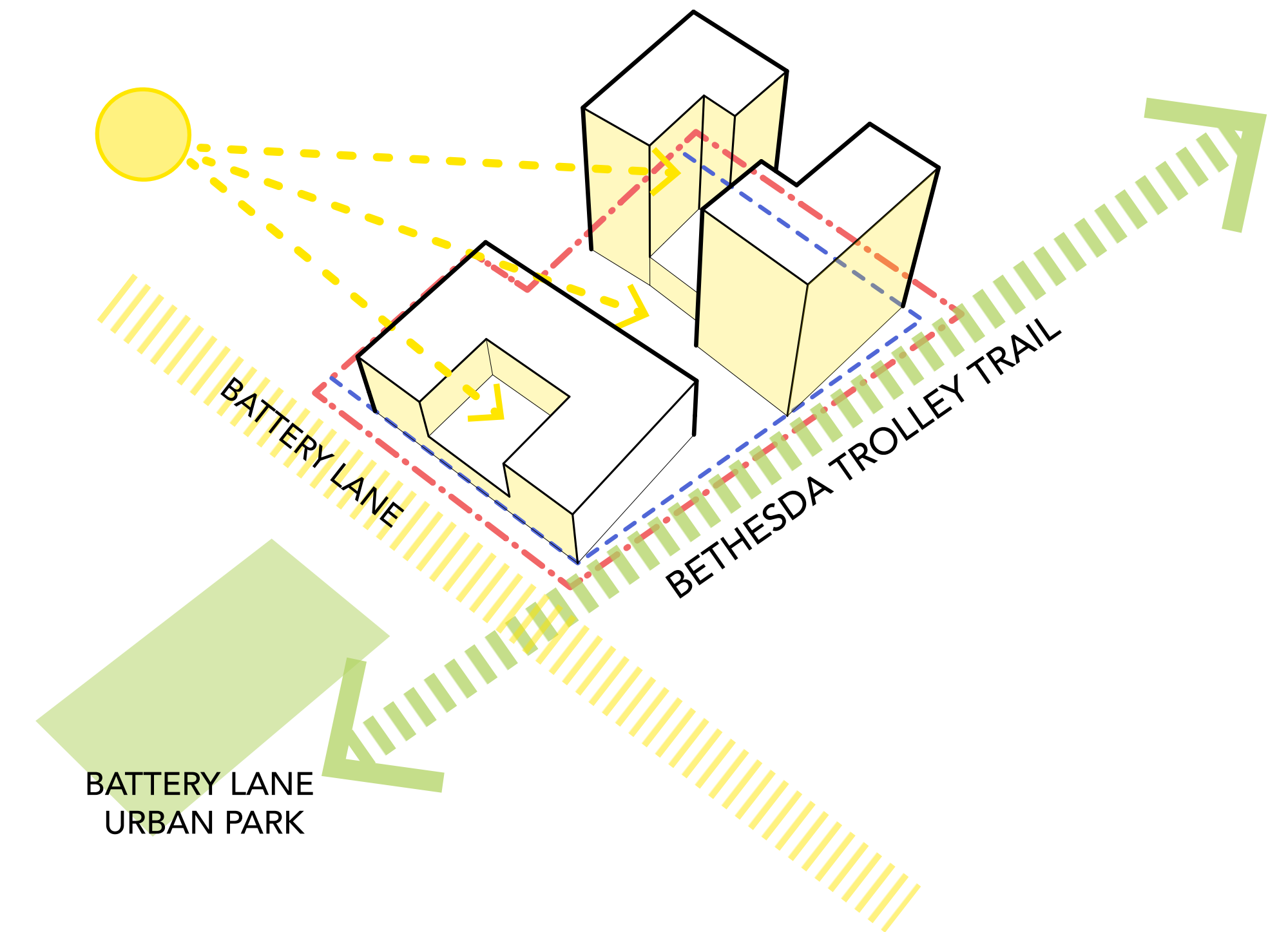
2. PUSH MASSING IN AND PROVIDE SETBACKS



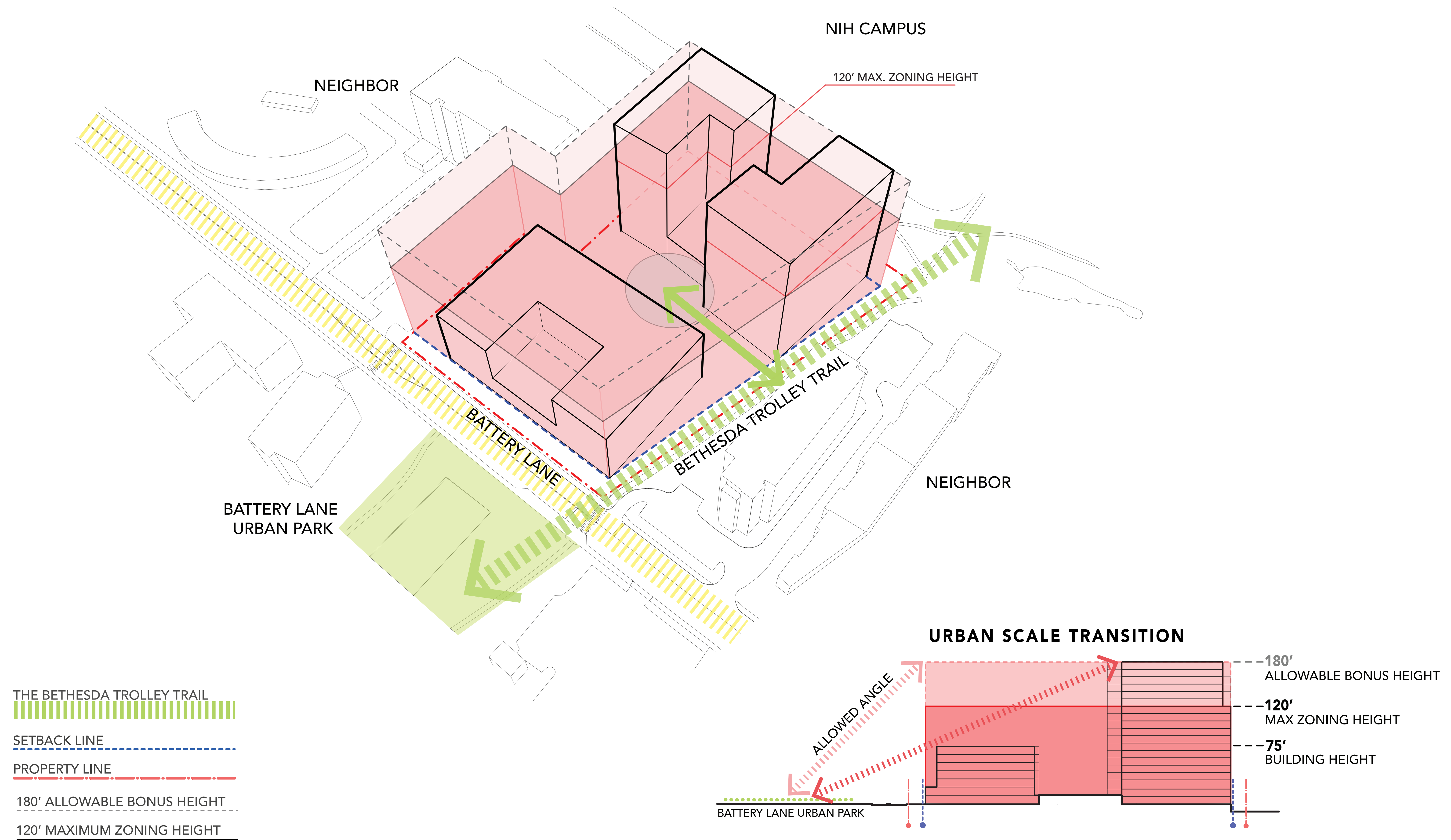
3. DIVIDE MASSING TO CONNECT TO TRAIL



4. LOWER AND DIVIDE MASSING TO TRANSITION TO
BATTERY LANE, PARK, AND NEIGHBORING BUILDINGS
AND ENHANCE THE PEDESTRIAN EXPERIENCE



5. ADJUST MASSING FOR UNITS, VIEWS, AND MAXIMUM
SUNLIGHT EXPOSURE



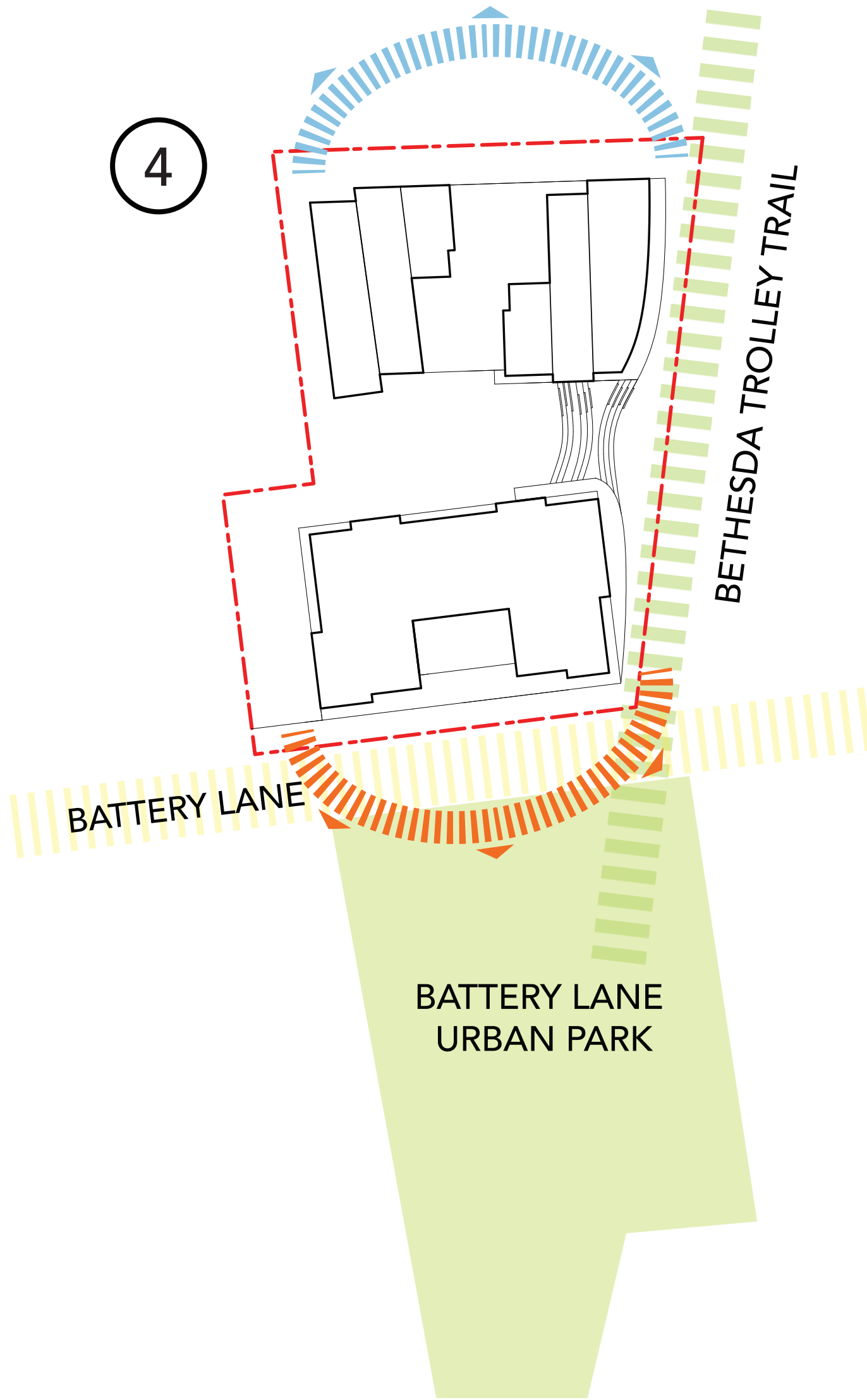
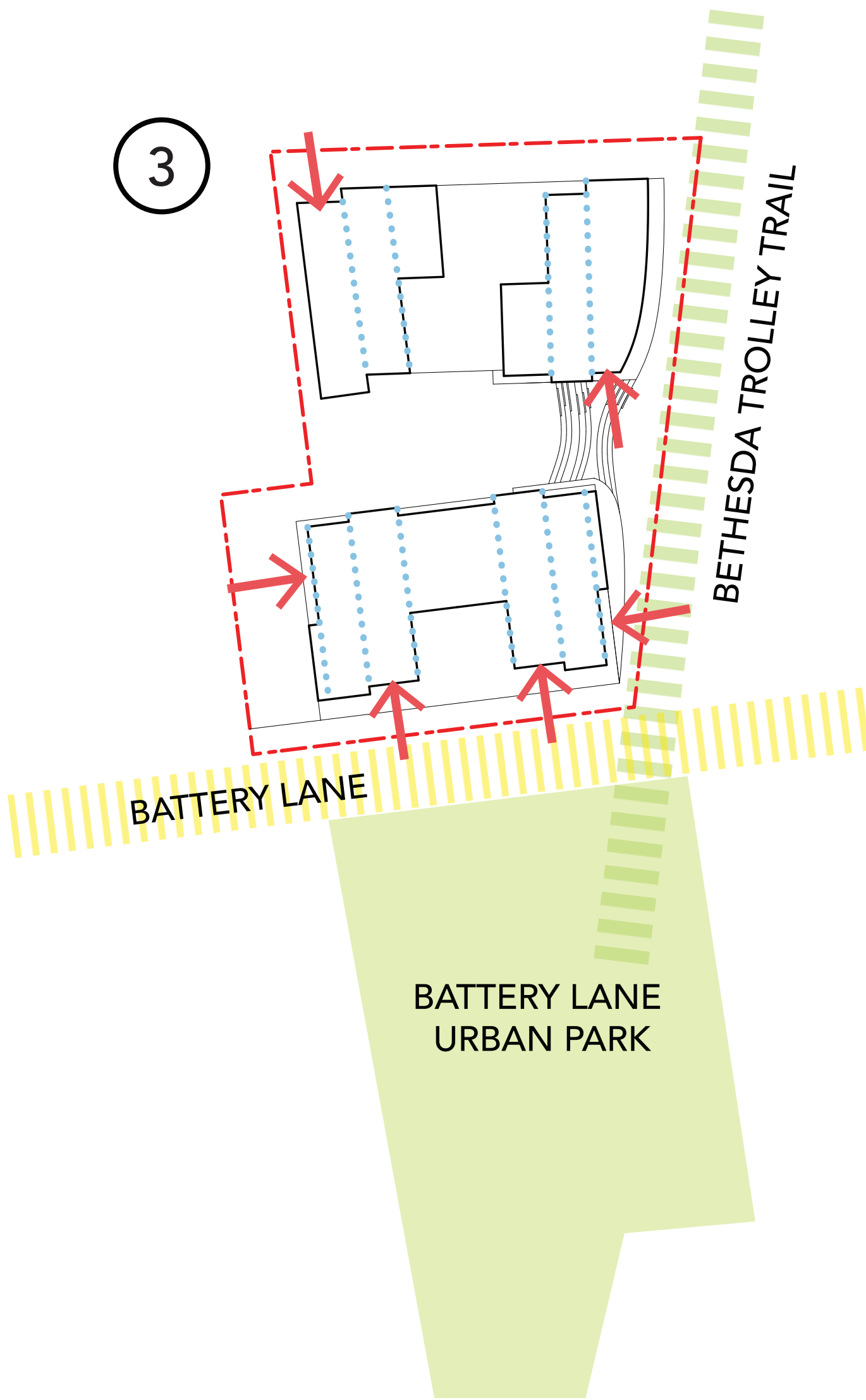
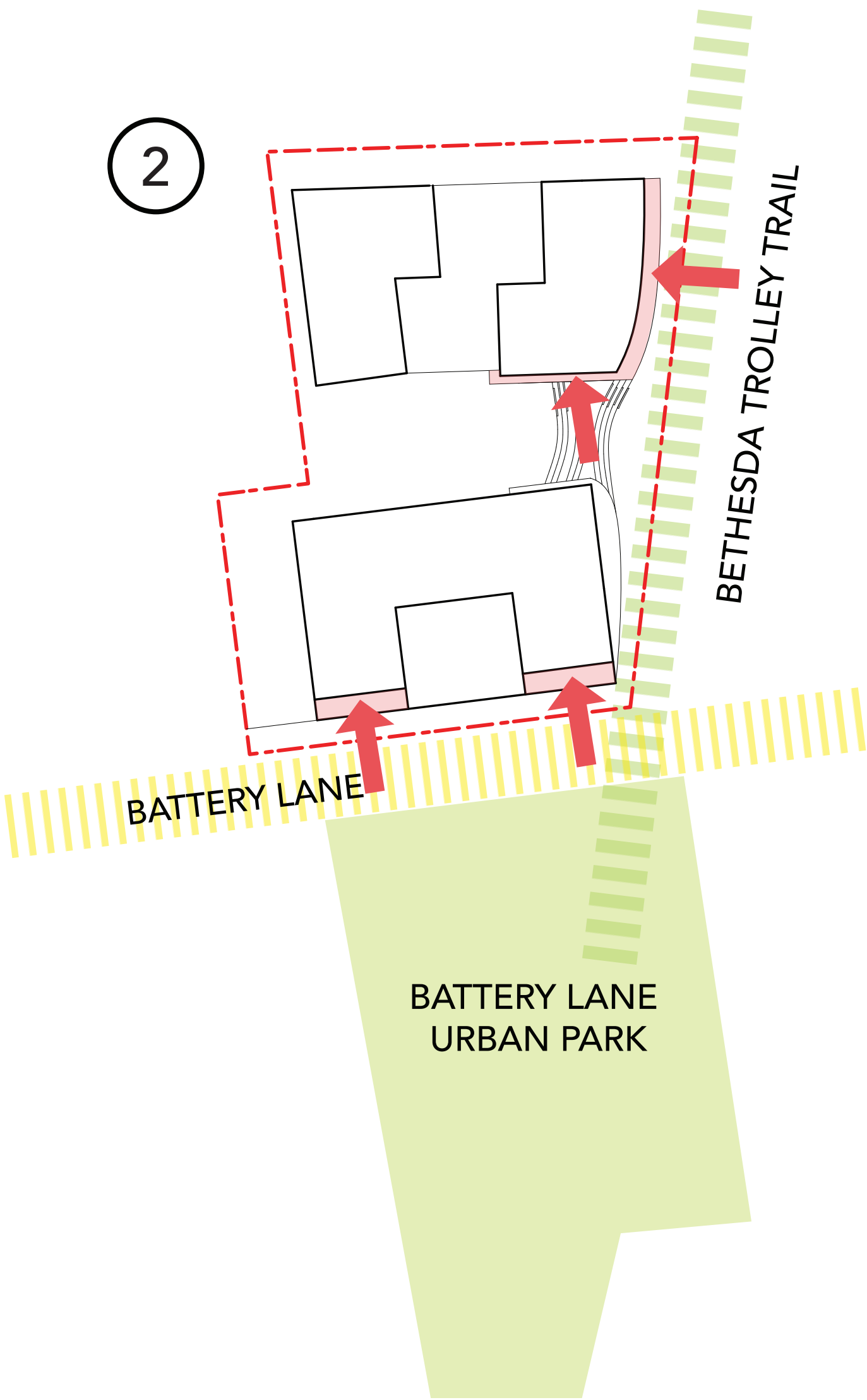
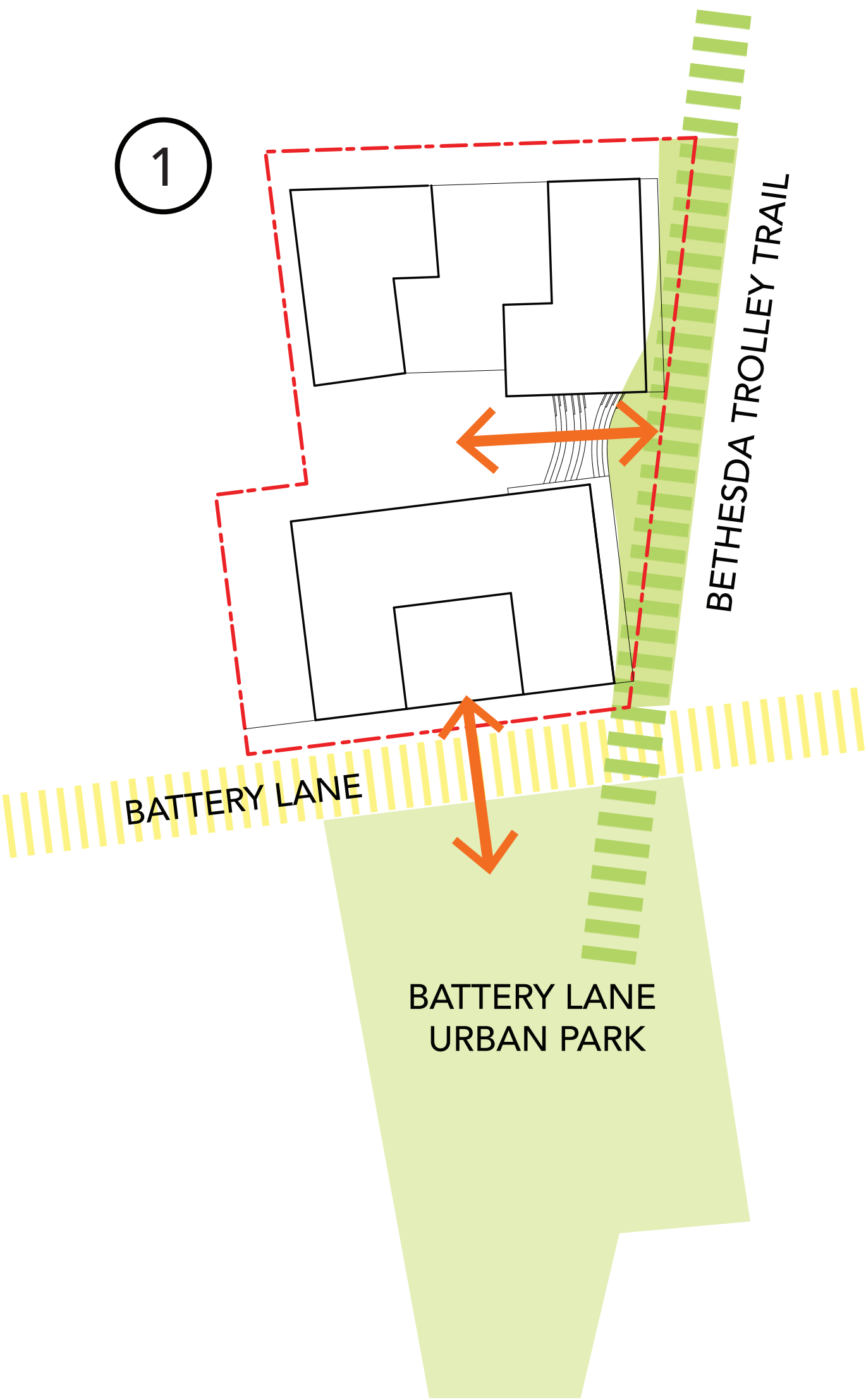
BATTERY LANE DISTRICT

SITE D 4949 BATTERY LANE

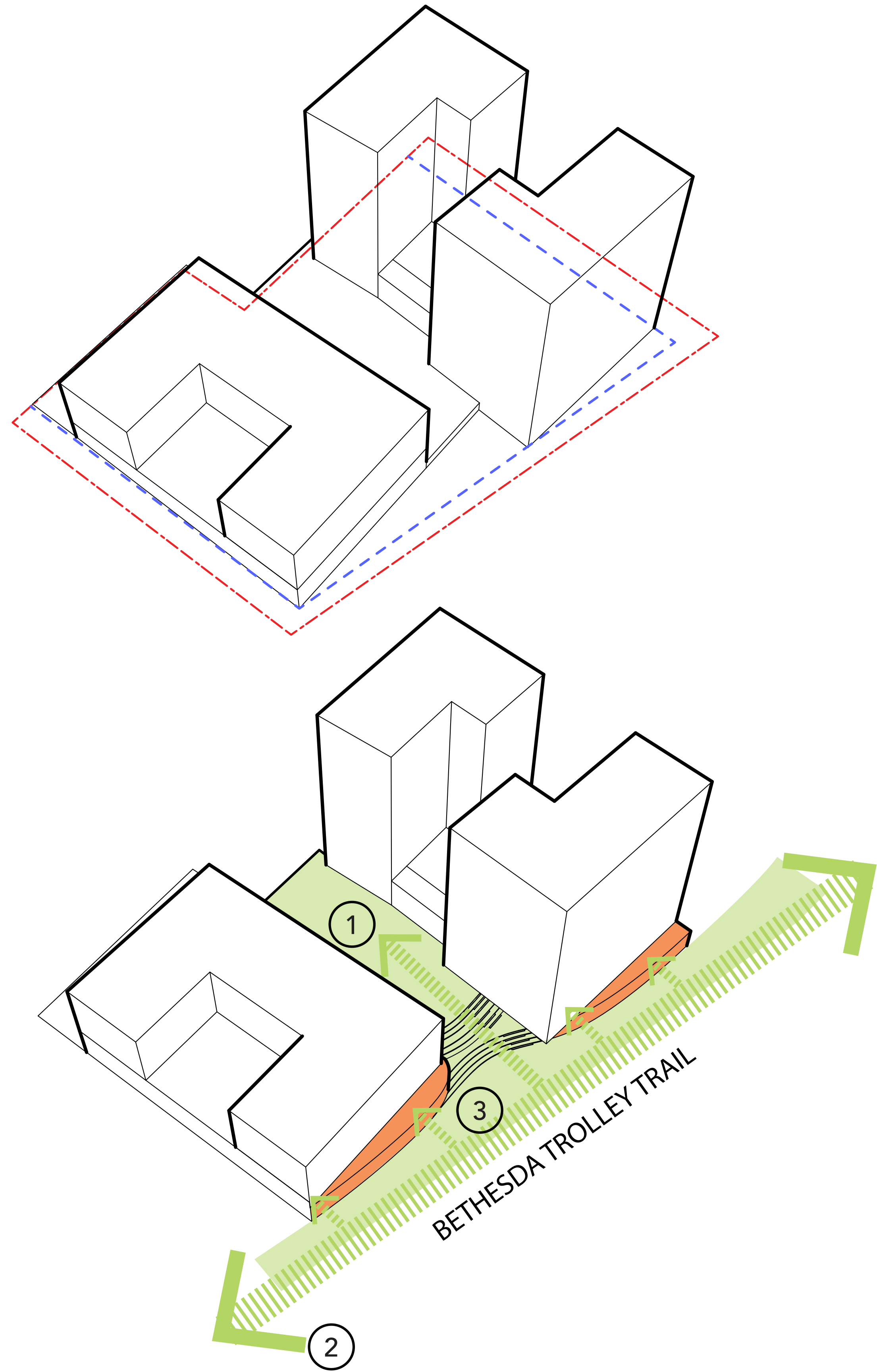
MASSING CONCEPT | 2.10

DESIGN GOALS

- 1. TRANSPARENCY AND ACTIVE GROUND FLOOR USES AS A MEANS TO ACTIVATE BATTERY LANE AND CREATE AN INVITING CONNECTION TO THE TROLLEY TRAIL AND GREEN PLAZA SPACE
- 2. INCLUDE SETBACKS TO CONNECT TO TRAIL AND BATTERY LANE STREETScape, GIVE A SENSE OF HUMAN SCALE AND ENHANCE PEDESTRIAN EXPERIENCE
- 3. REDUCE BUILDING BULK BY SHIFTING PORTIONS OF THE MASS AND MAKING THE DESIGN MORE DYNAMIC
- 4. ACKNOWLEDGE AND INTEGRATE WITH THE SURROUNDINGS BY VARYING THE HEIGHTS CREATING A SENSE OF SCALE AND MAXIMIZING VIEWS FOR THE RESIDENTS



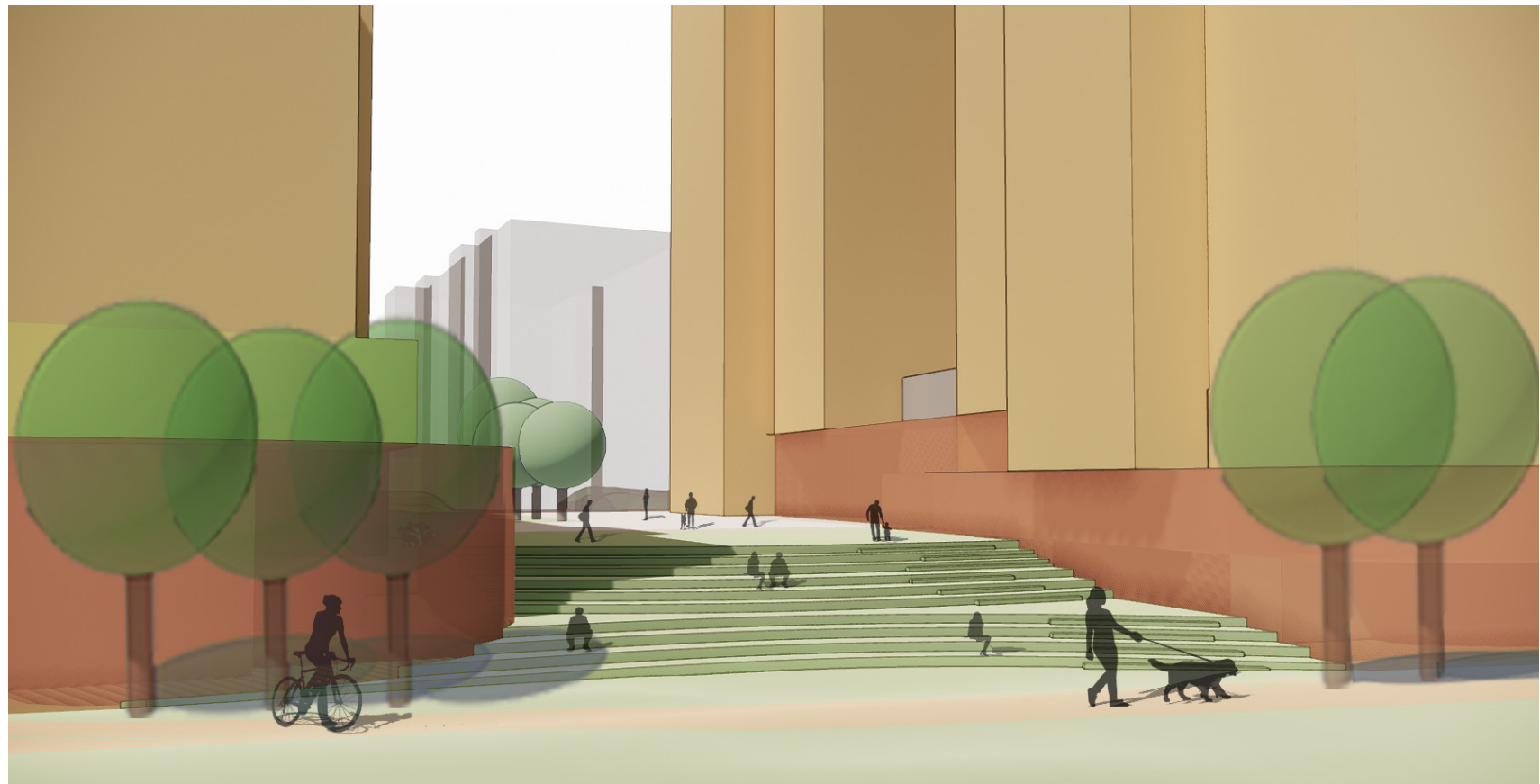
BASE ARTICULATION AT TRAIL



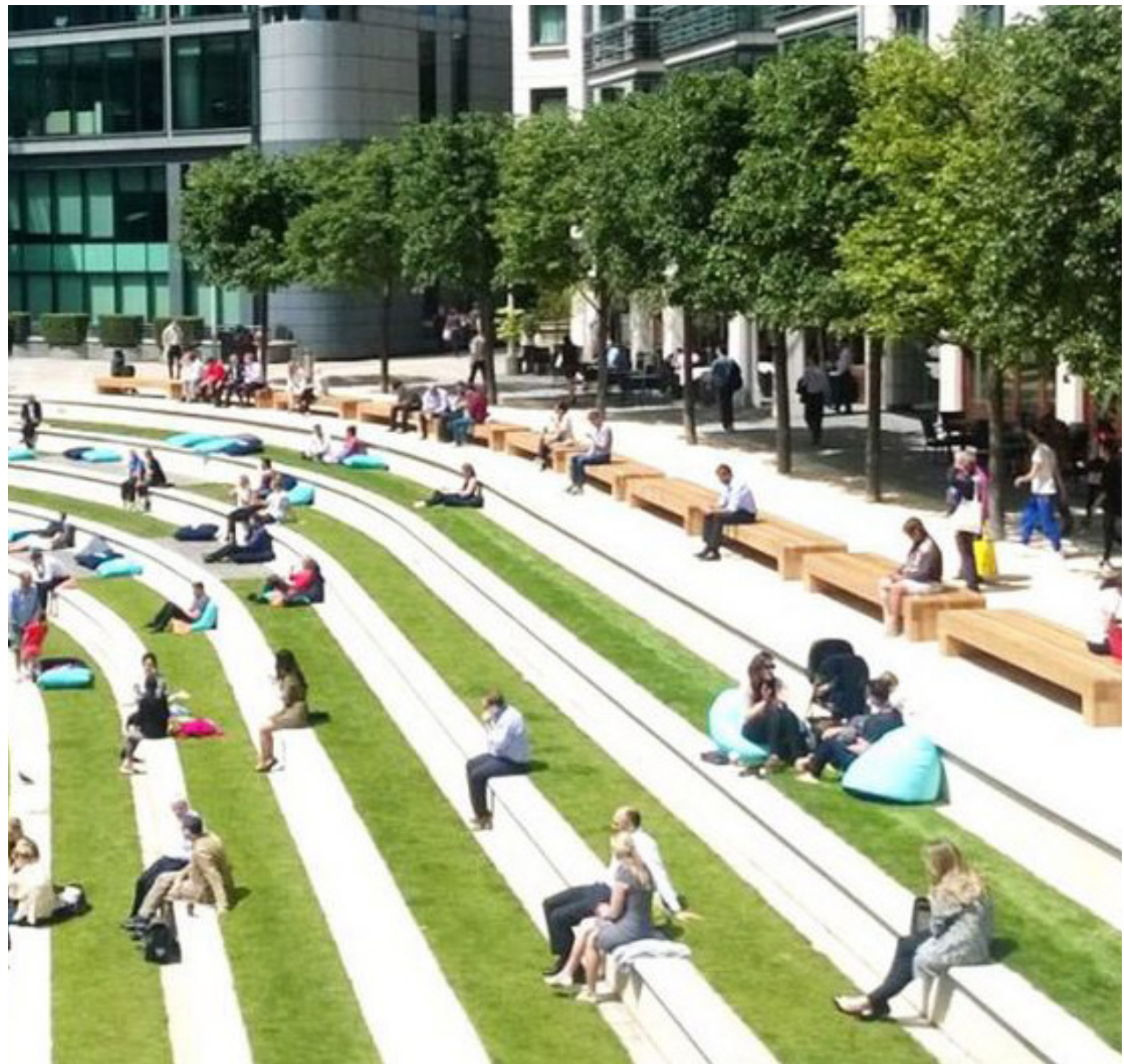
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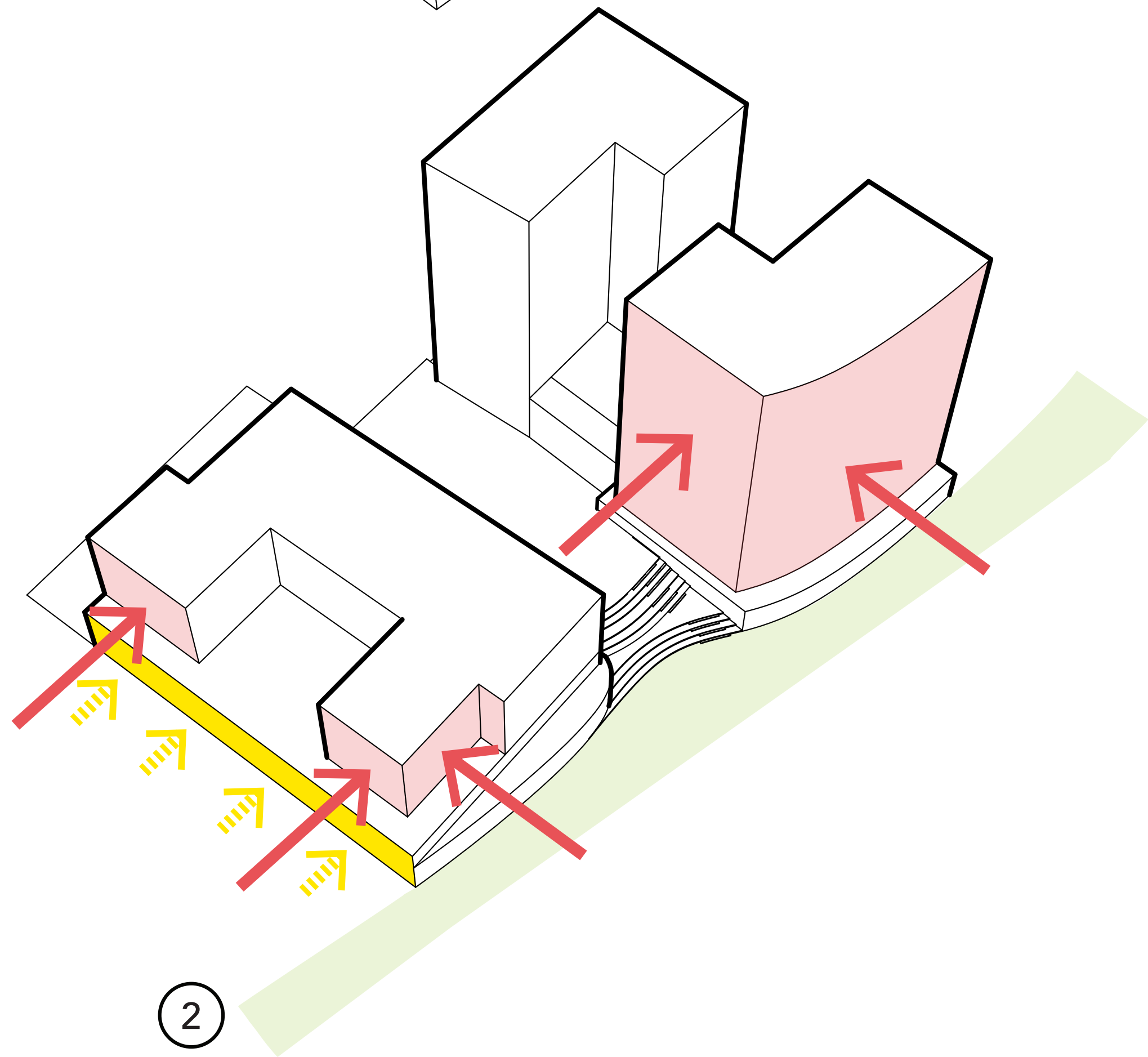
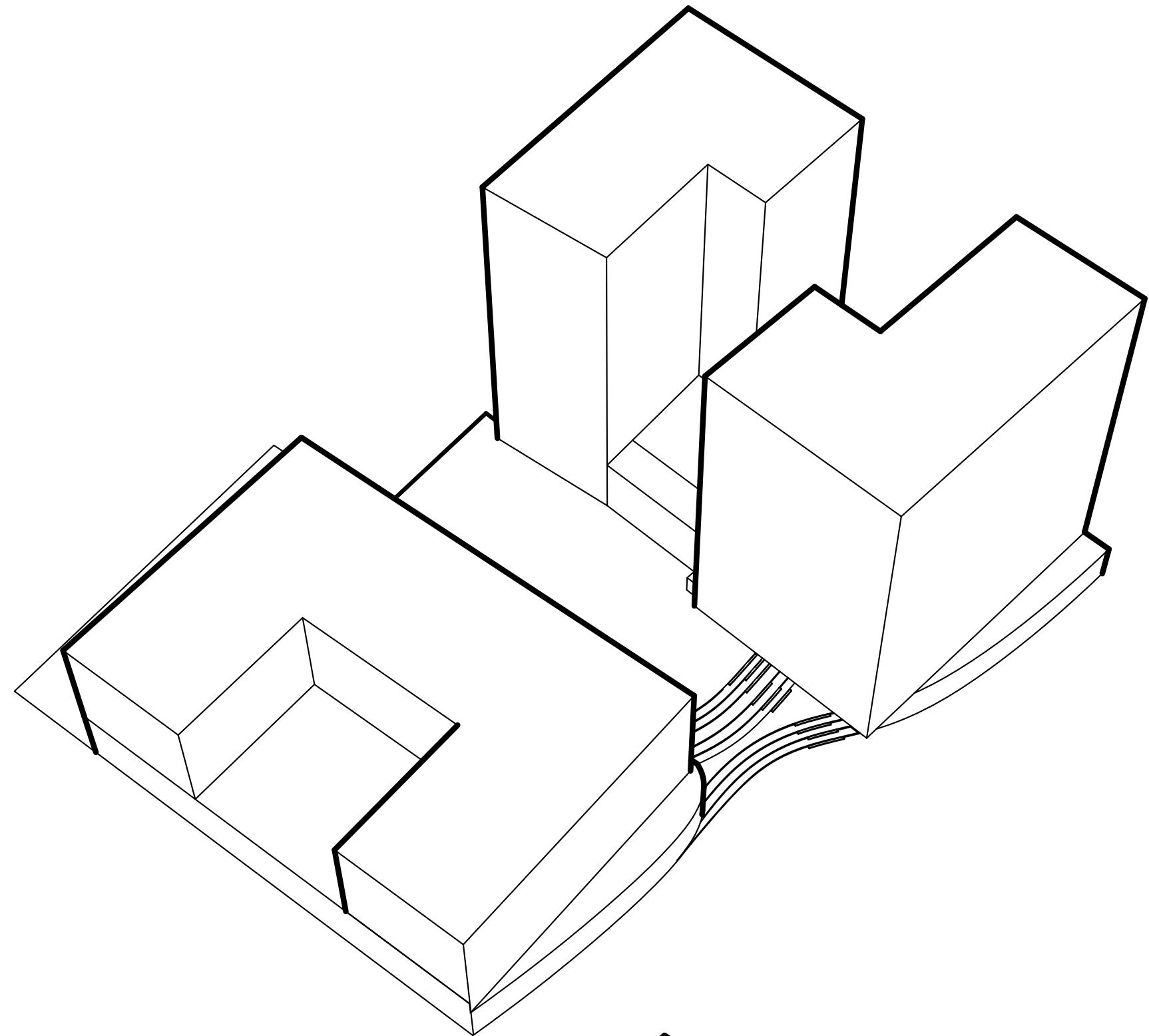
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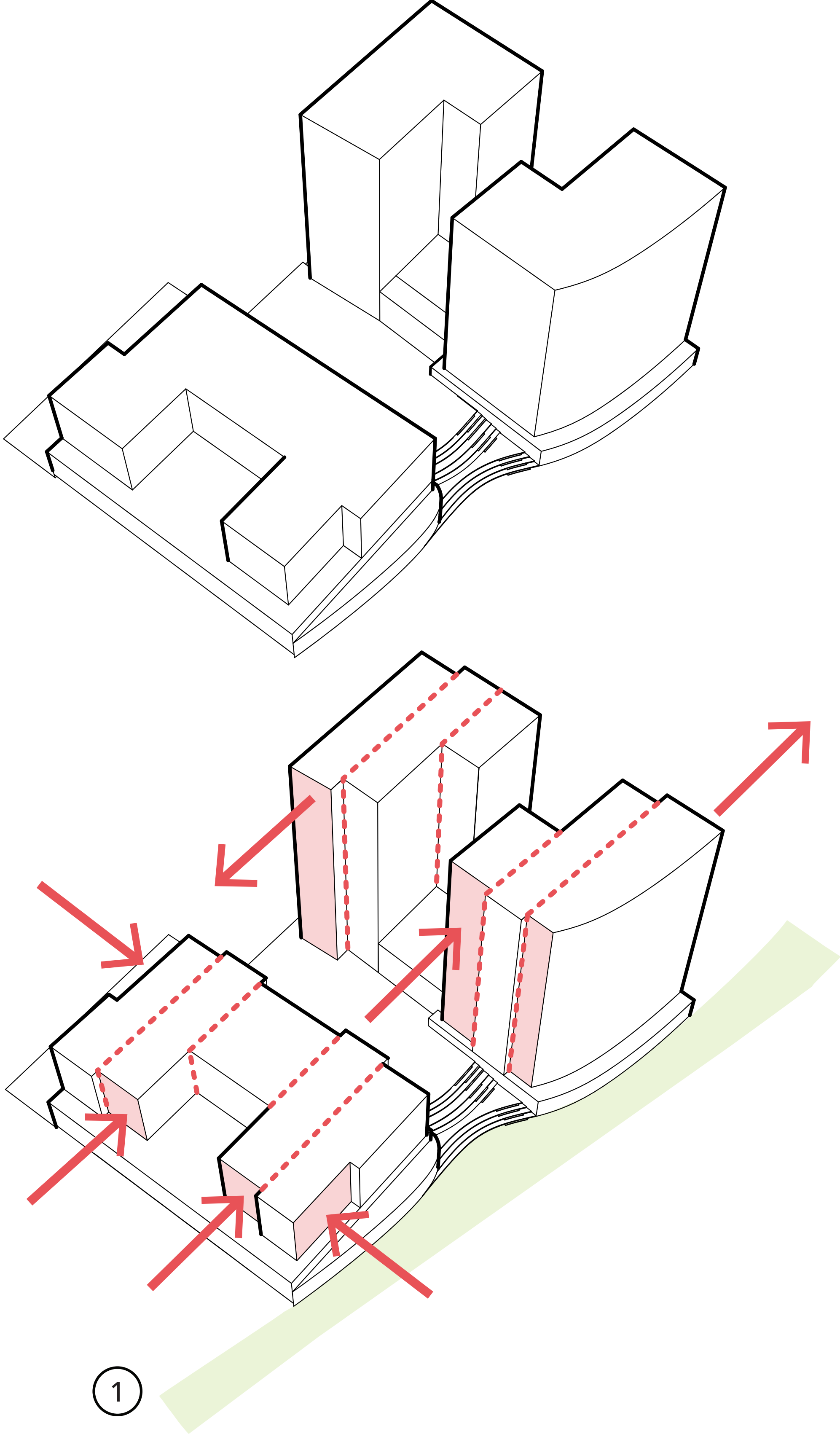
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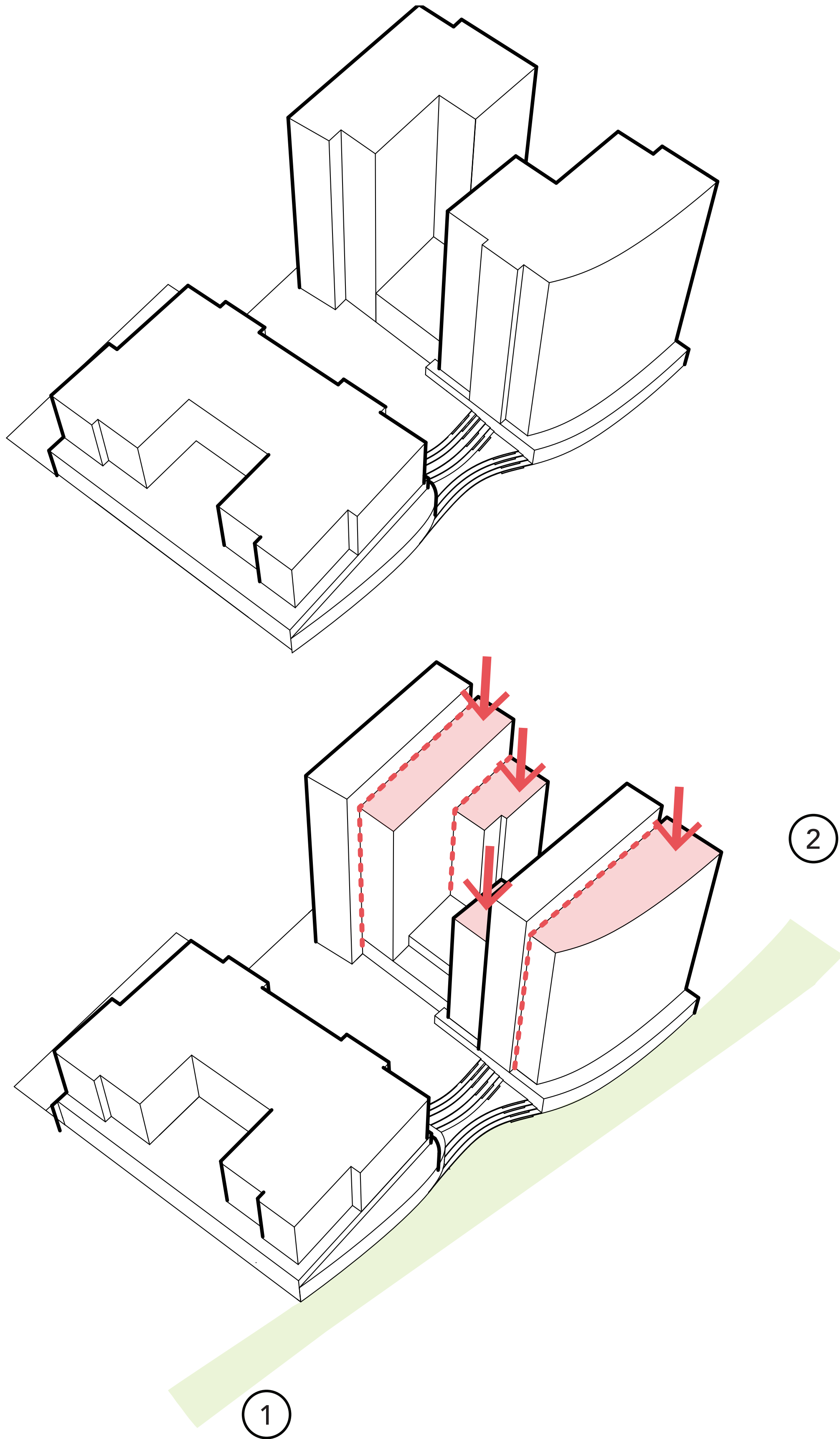
BASE ARTICULATION AT BATTERY LANE AND TRAIL



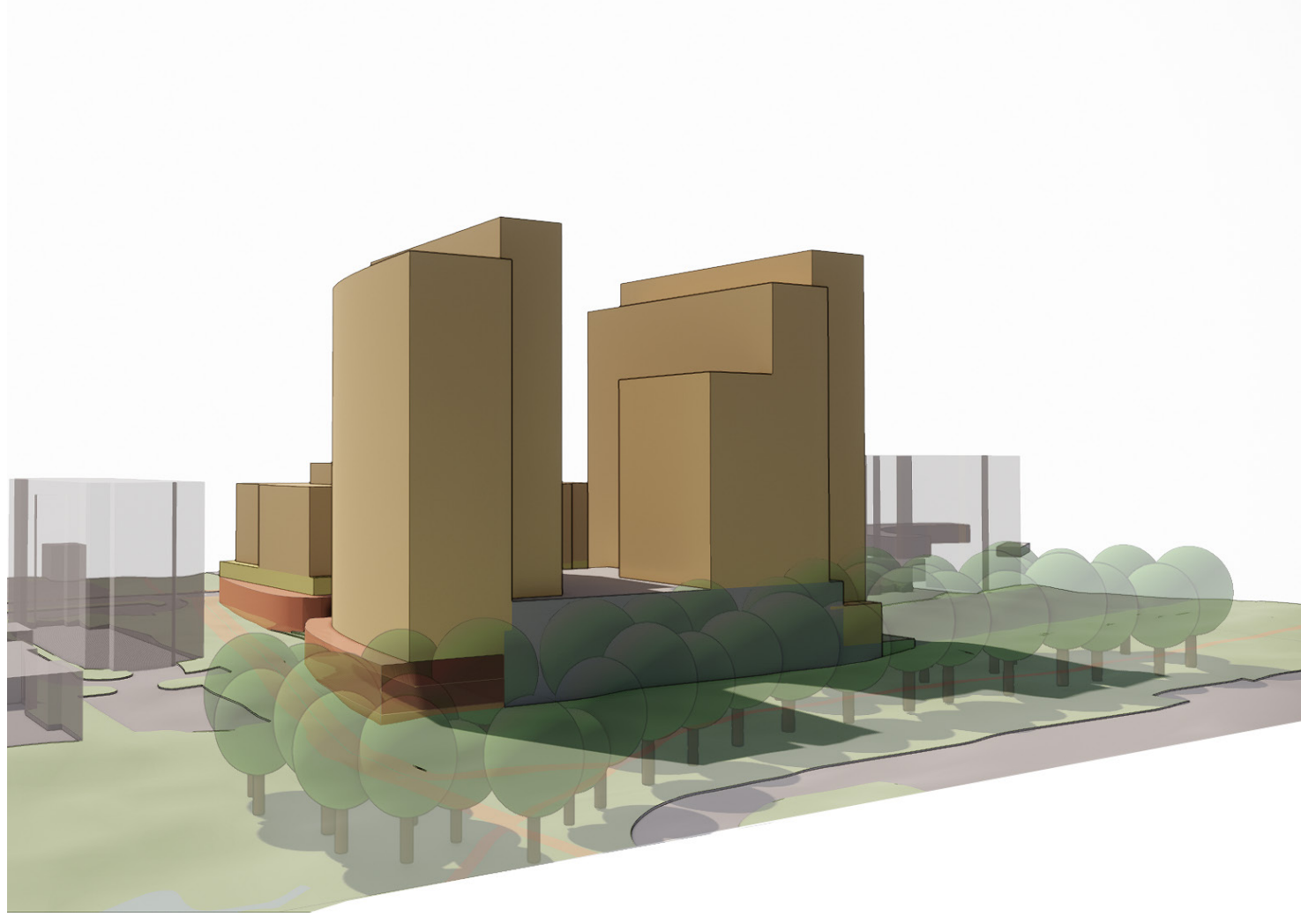
REDUCED BULK BY SHIFTING BUILDING MASS



REDUCED BULK BY HEIGHT VARIATION

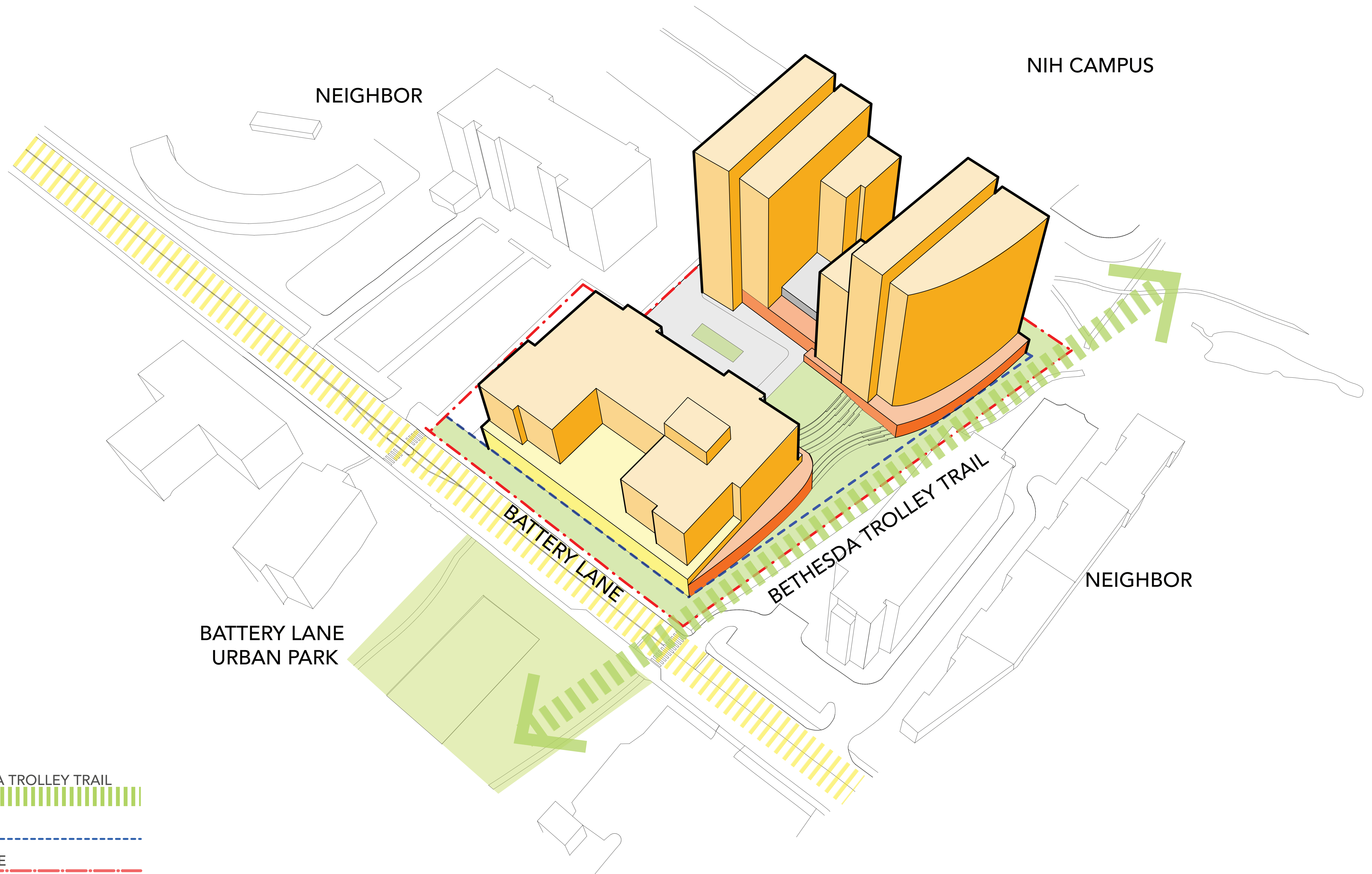


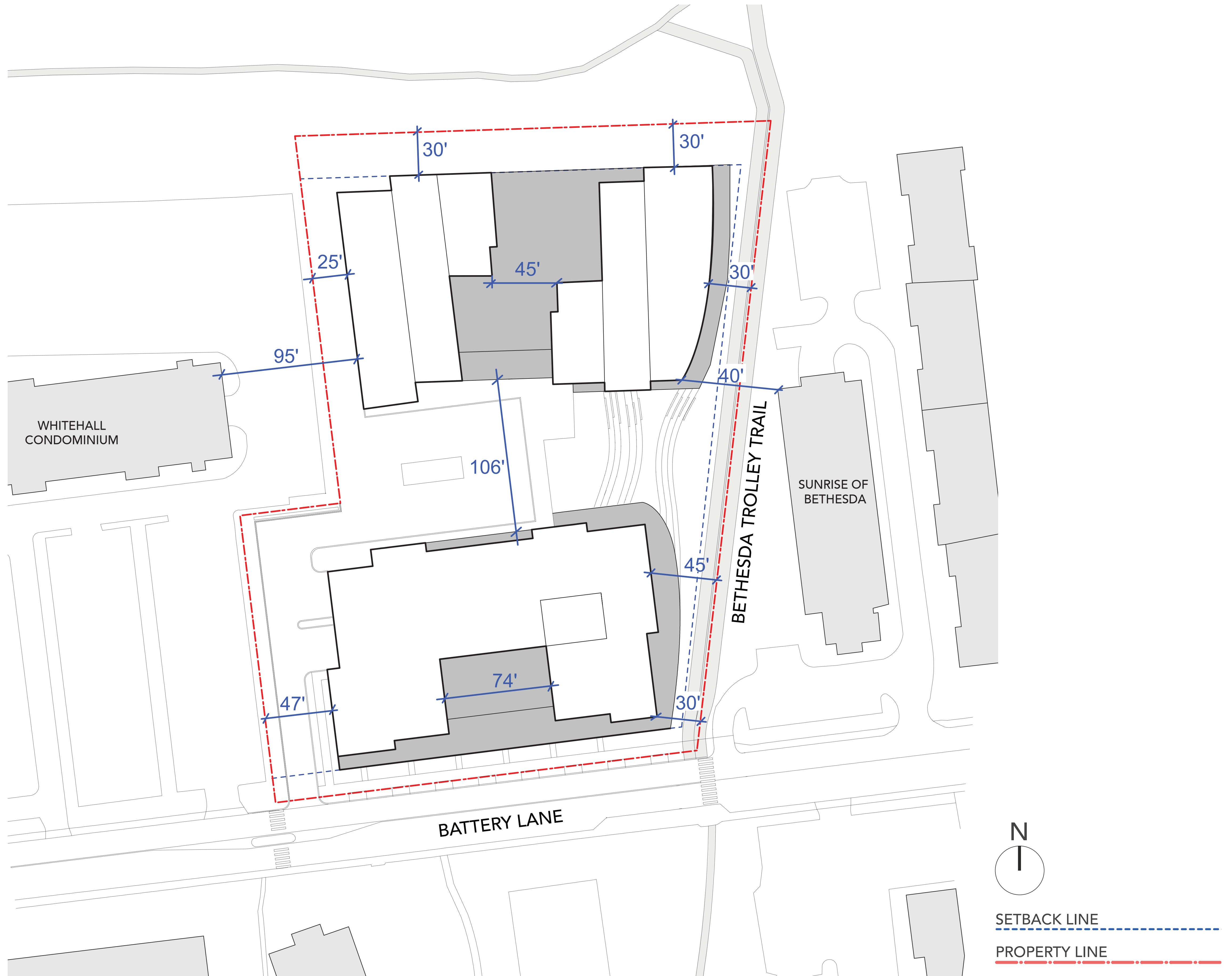
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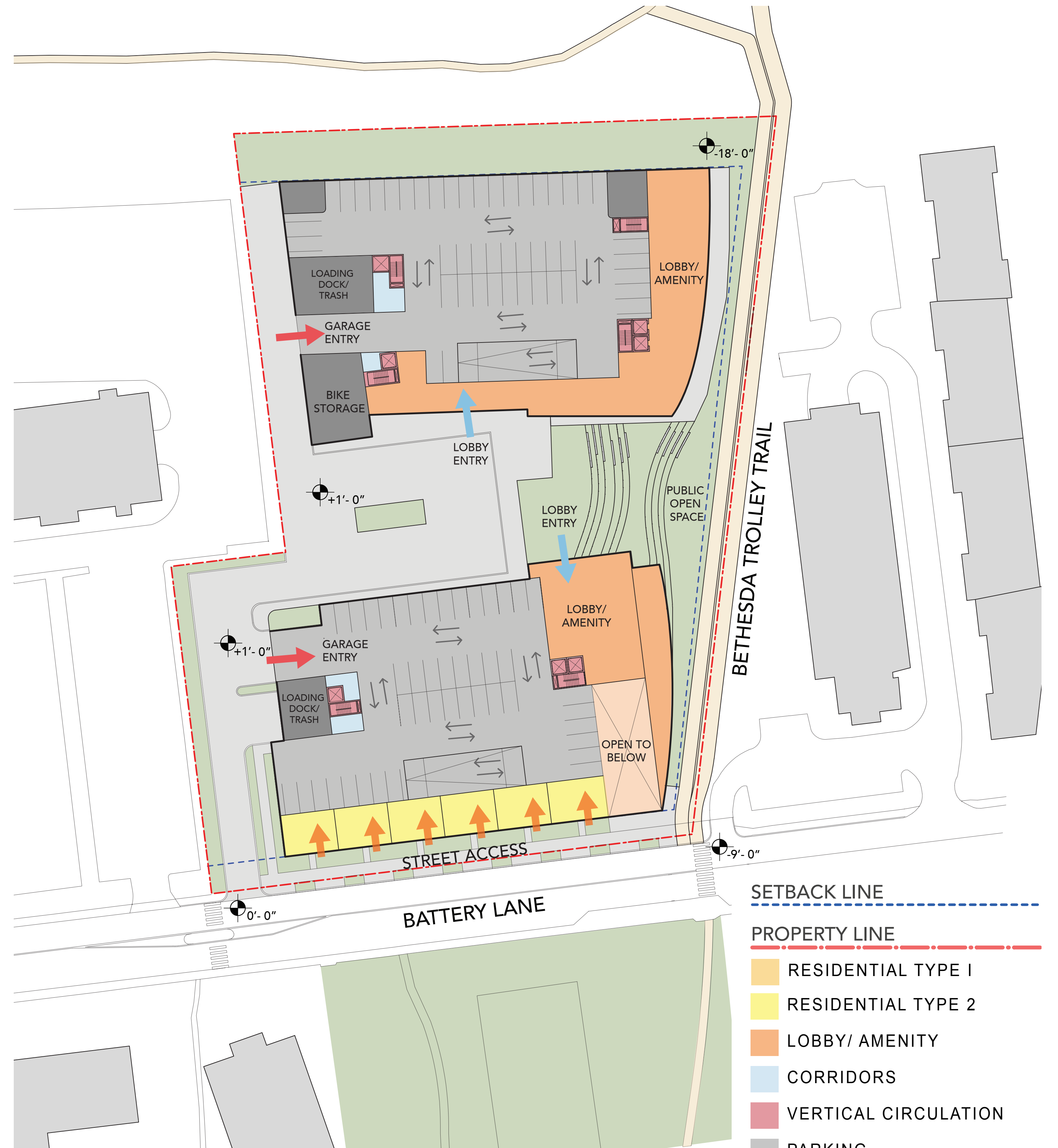








B1 FLOOR PLAN
SCALE: 1" = 40'



GROUND FLOOR PLAN
SCALE: 1" = 40'

- SETBACK LINE**
- PROPERTY LINE**
- RESIDENTIAL TYPE 1
 - RESIDENTIAL TYPE 2
 - LOBBY/ AMENITY
 - CORRIDORS
 - VERTICAL CIRCULATION
 - PARKING
 - SERVICE/ UTILITY
 - GREEN SPACE
 - PAVING

BATTERY LANE DISTRICT

SITE D 4949 BATTERY LANE

FLOOR PLANS | 3.1



TYPICAL LOWER LEVEL FLOOR PLAN

SCALE: 1" = 40'



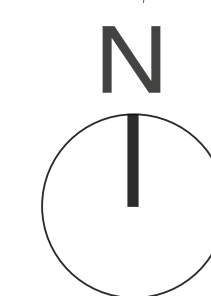
TYPICAL UPPER LEVEL FLOOR PLAN

SCALE: 1" = 40'

SETBACK LINE

PROPERTY LINE

- RESIDENTIAL TYPE 1
- RESIDENTIAL TYPE 2
- LOBBY/ AMENITY
- CORRIDORS
- VERTICAL CIRCULATION
- PARKING
- SERVICE/ UTILITY
- GREEN SPACE
- PAVING



BATTERY LANE DISTRICT

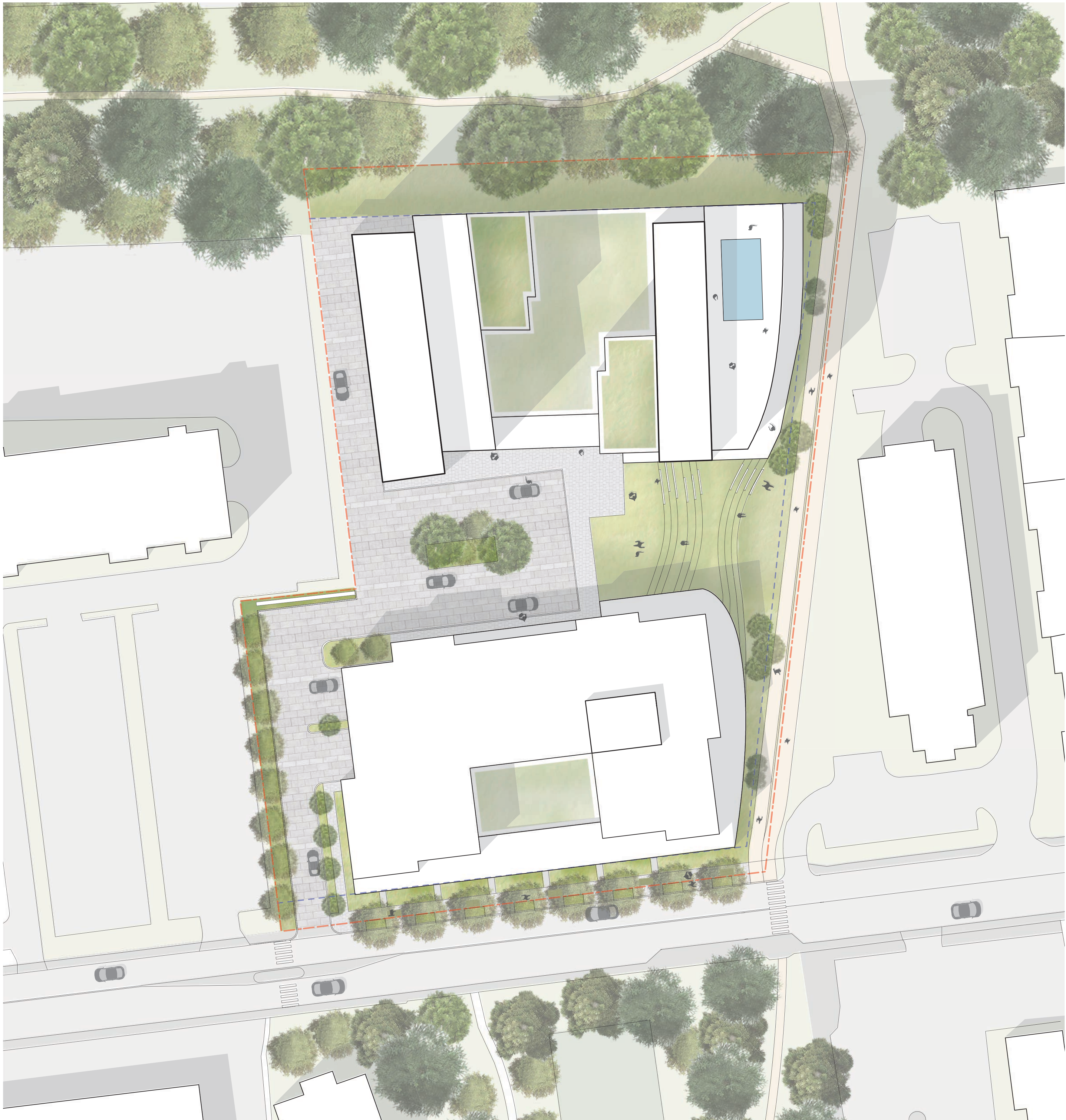
SITE D 4949 BATTERY LANE

FLOOR PLANS | 3.2



BATTERY LANE DISTRICT

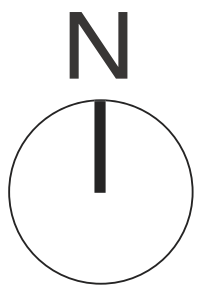
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SITE D 4949 BATTERY LANE

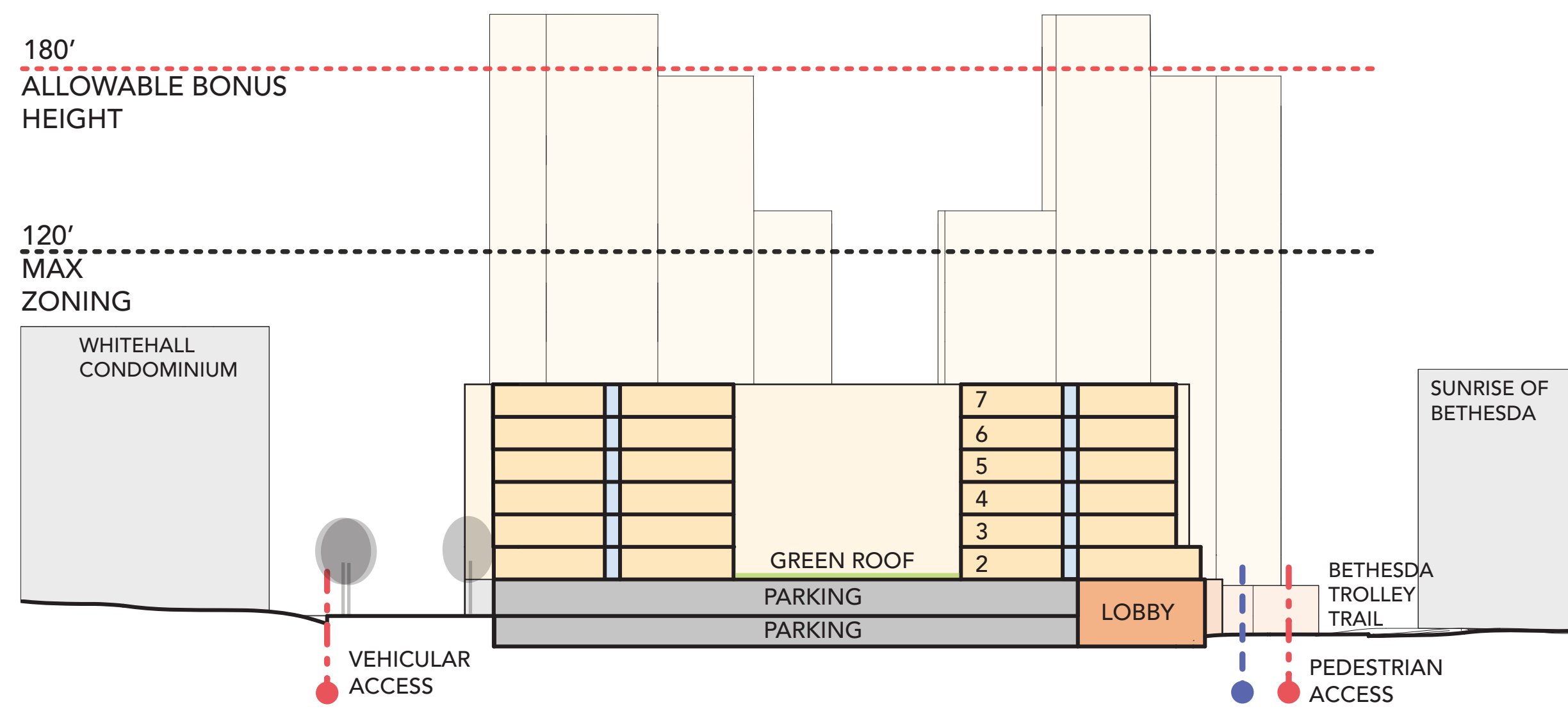
March 27, 2019

LANDSCAPE PLAN | 3.3

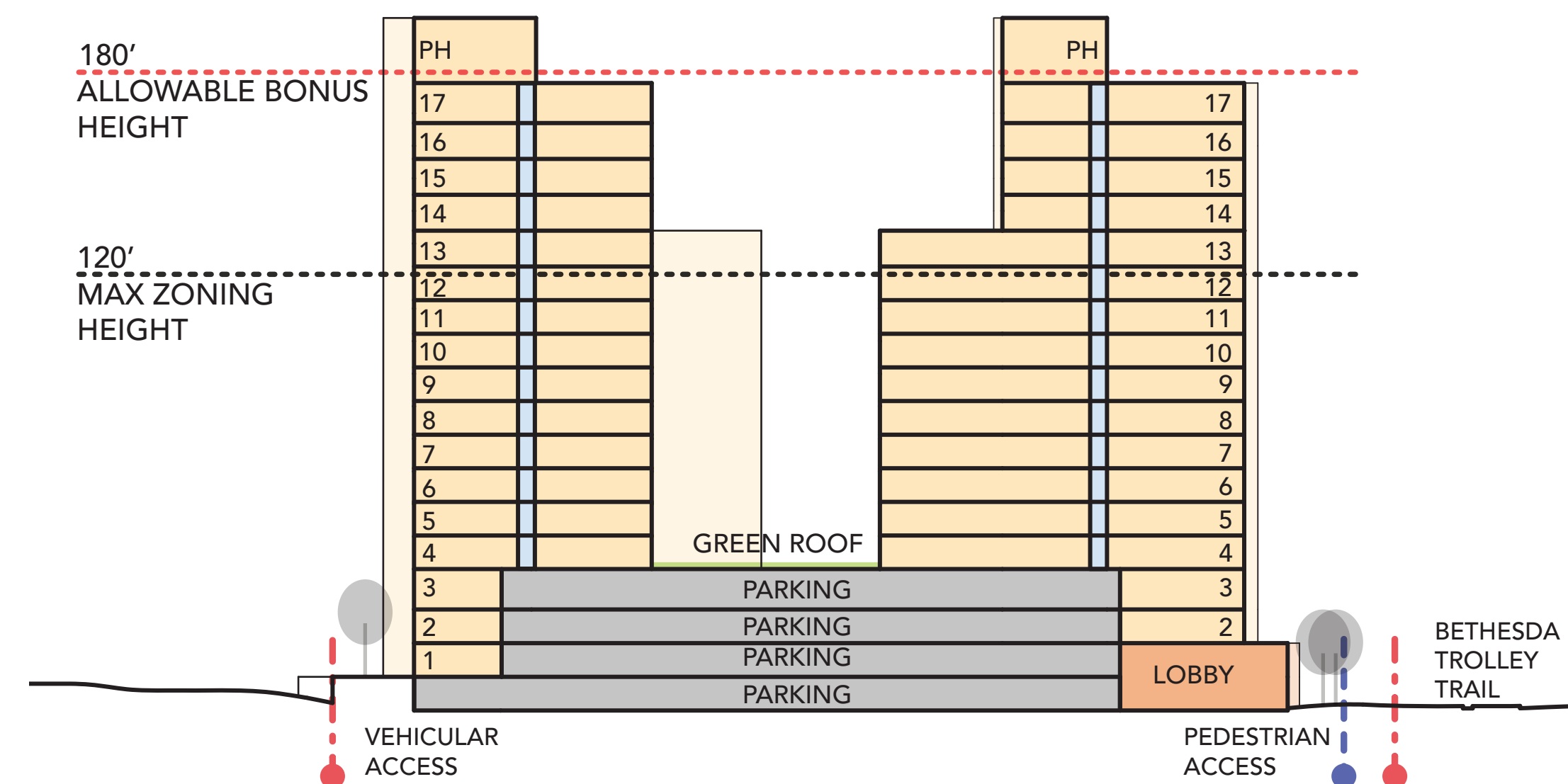


SETBACK LINE
PROPERTY LINE

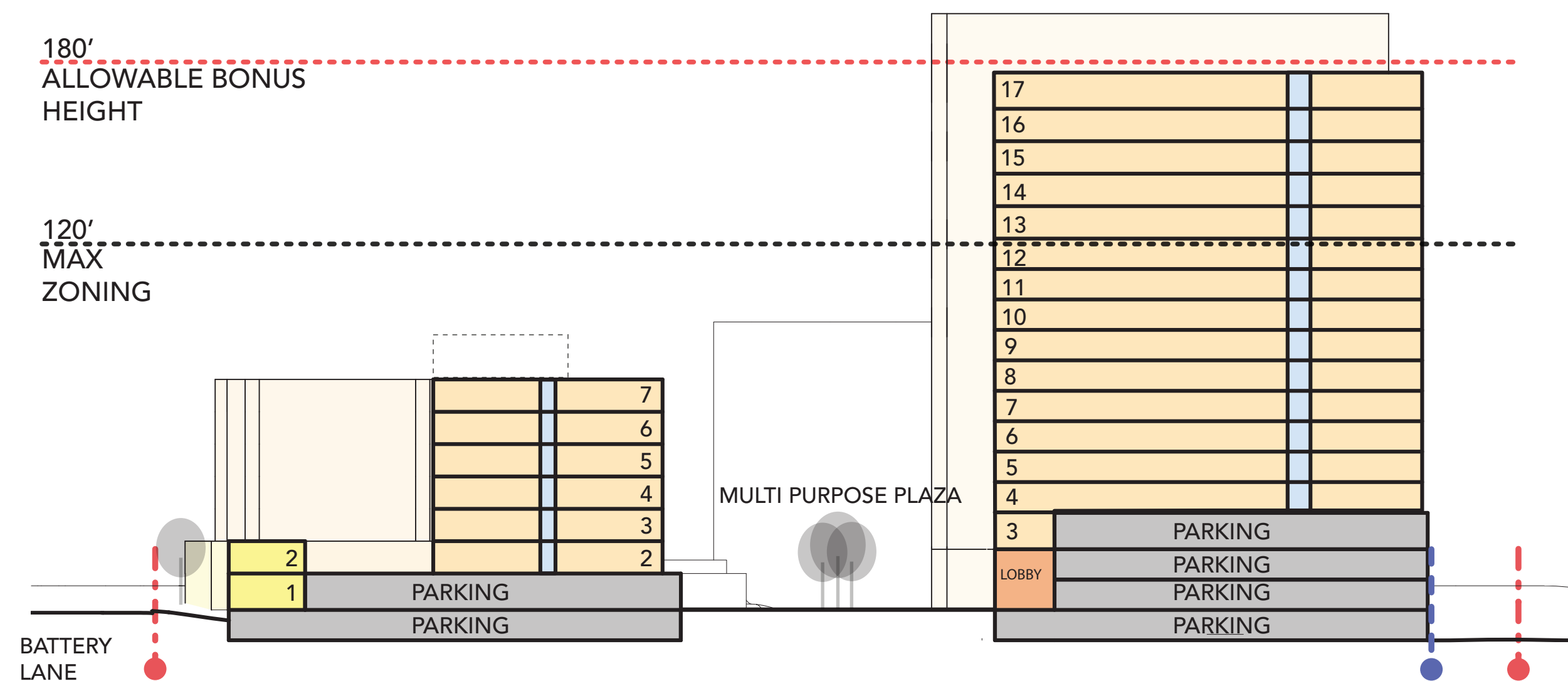
KGD
architecture



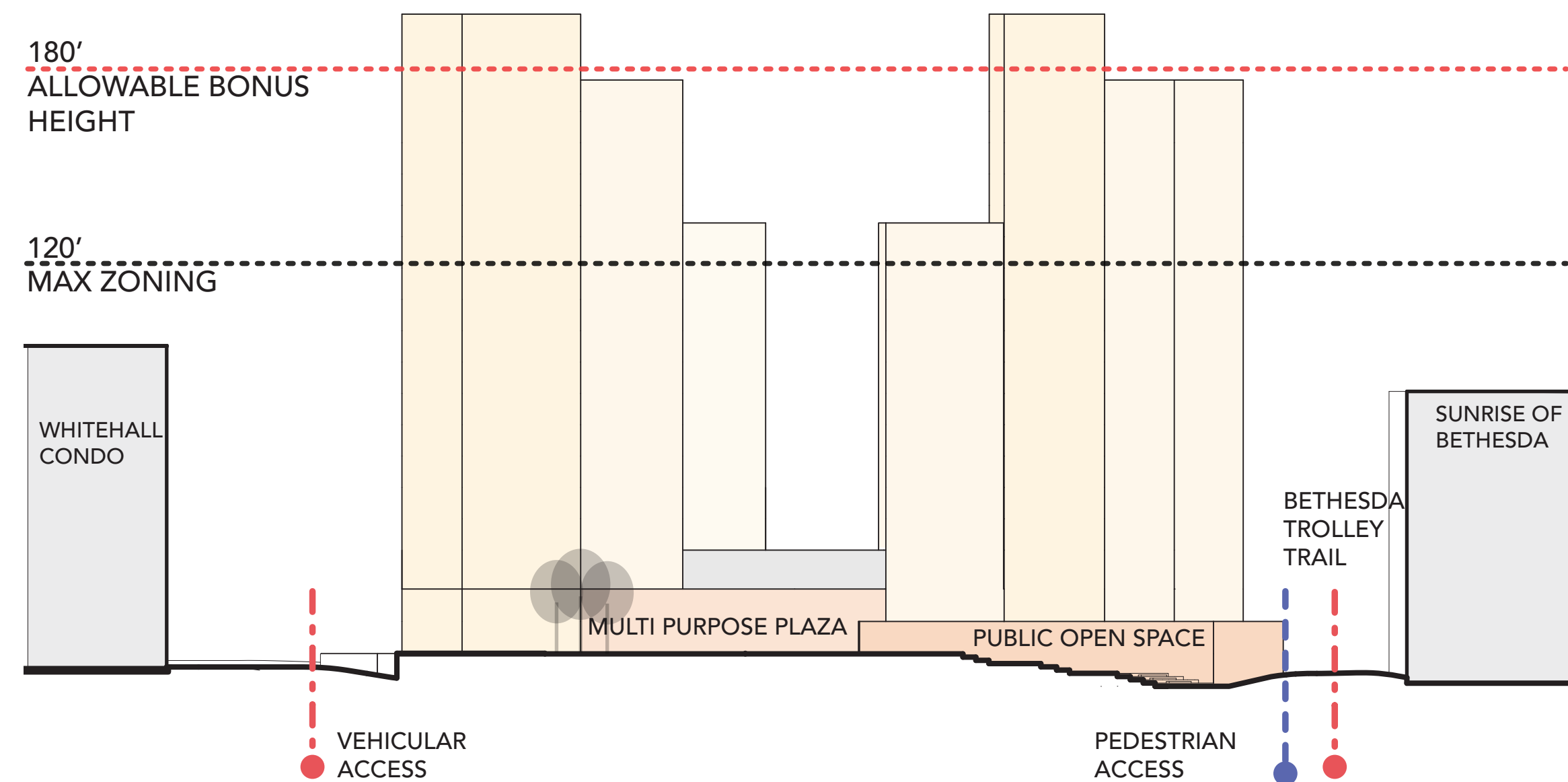
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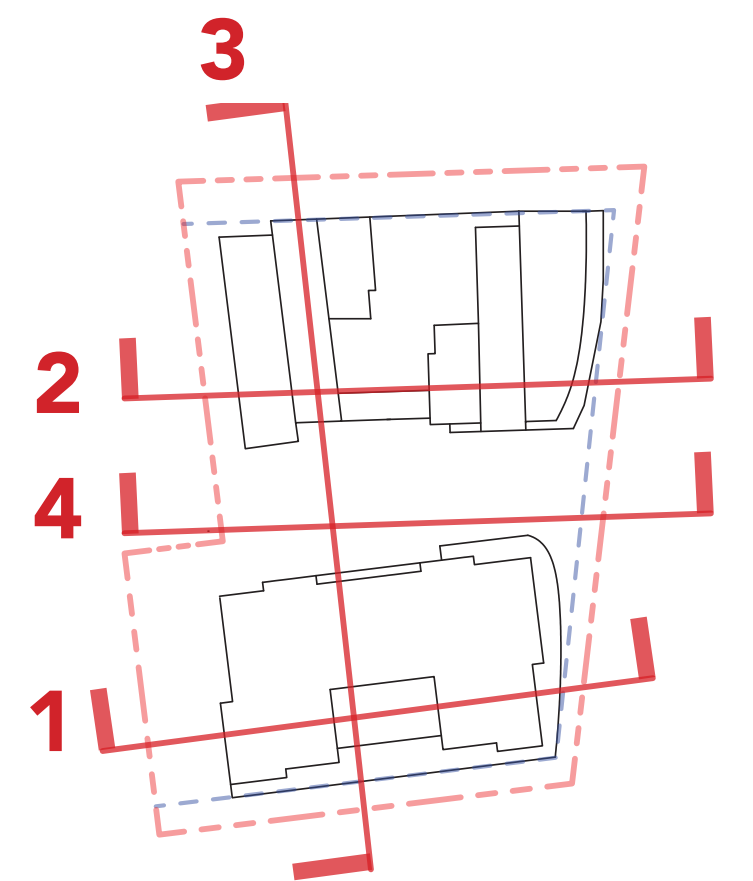
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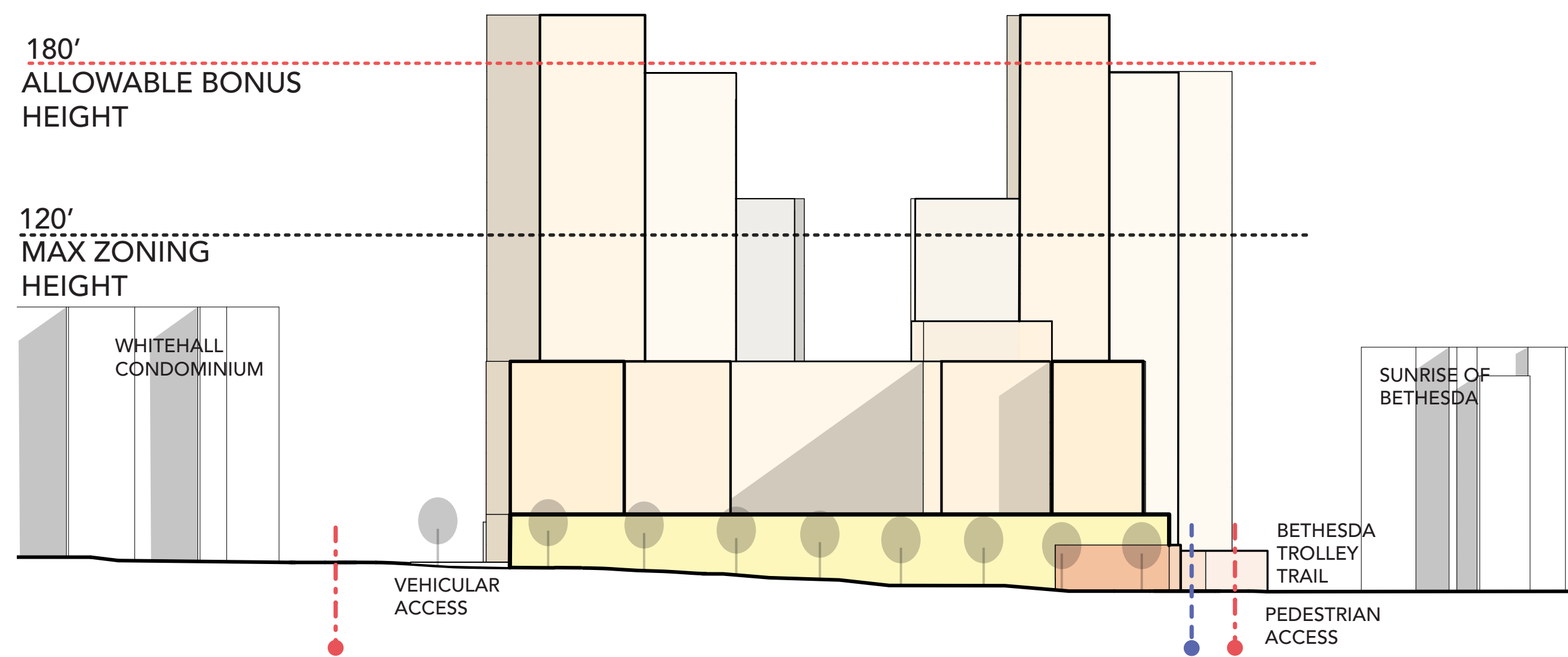


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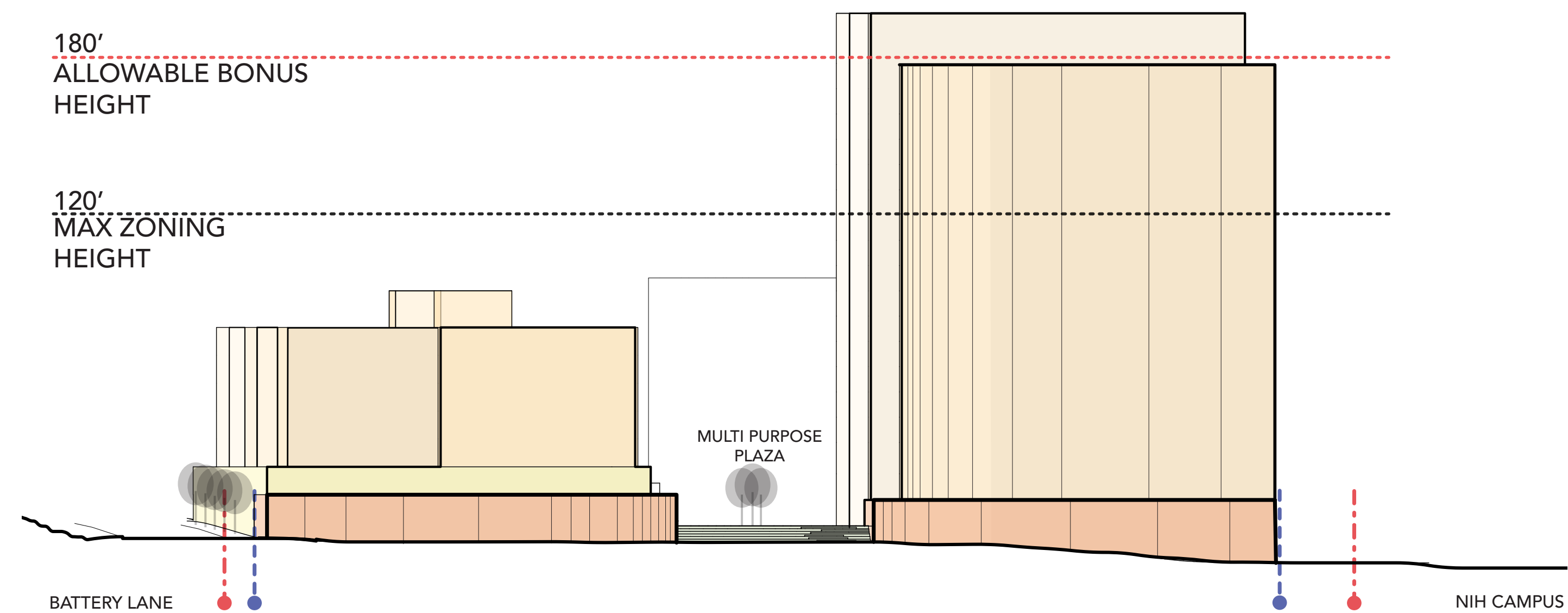


SECTION 4
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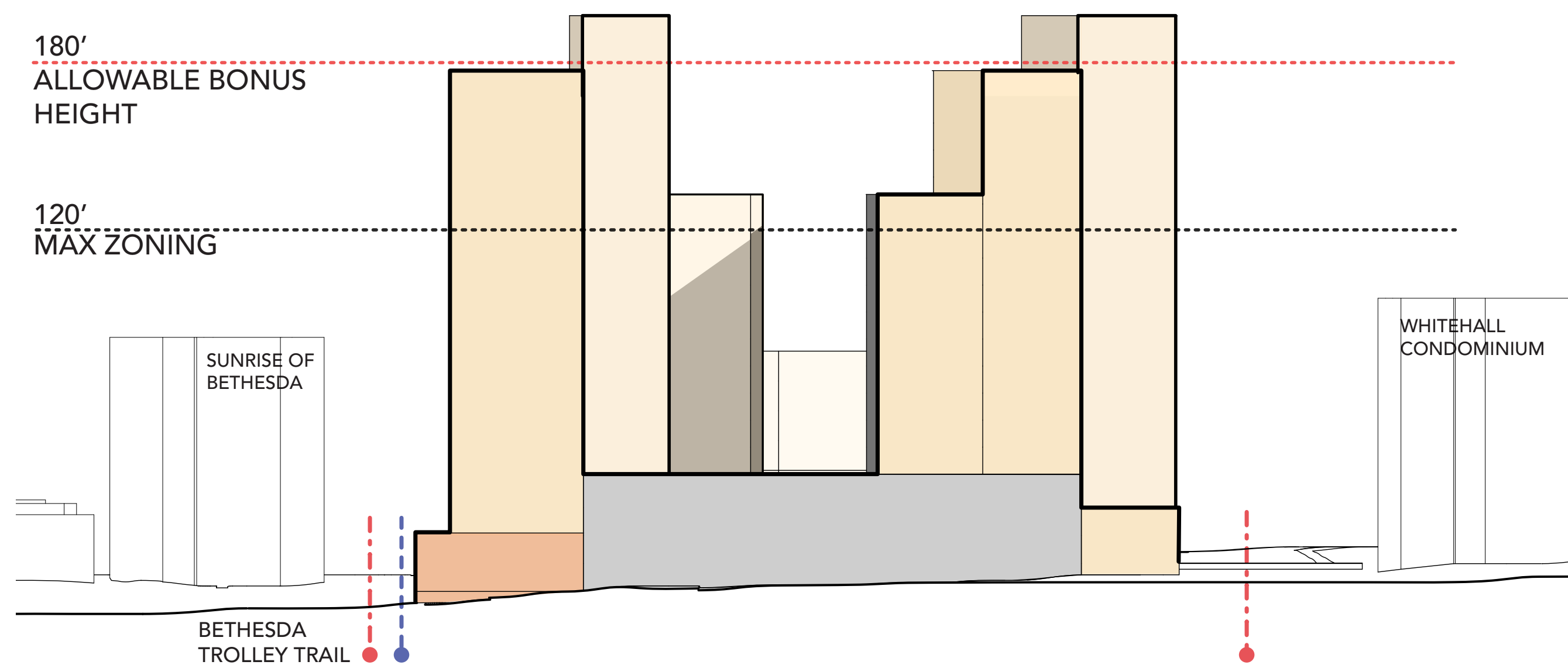




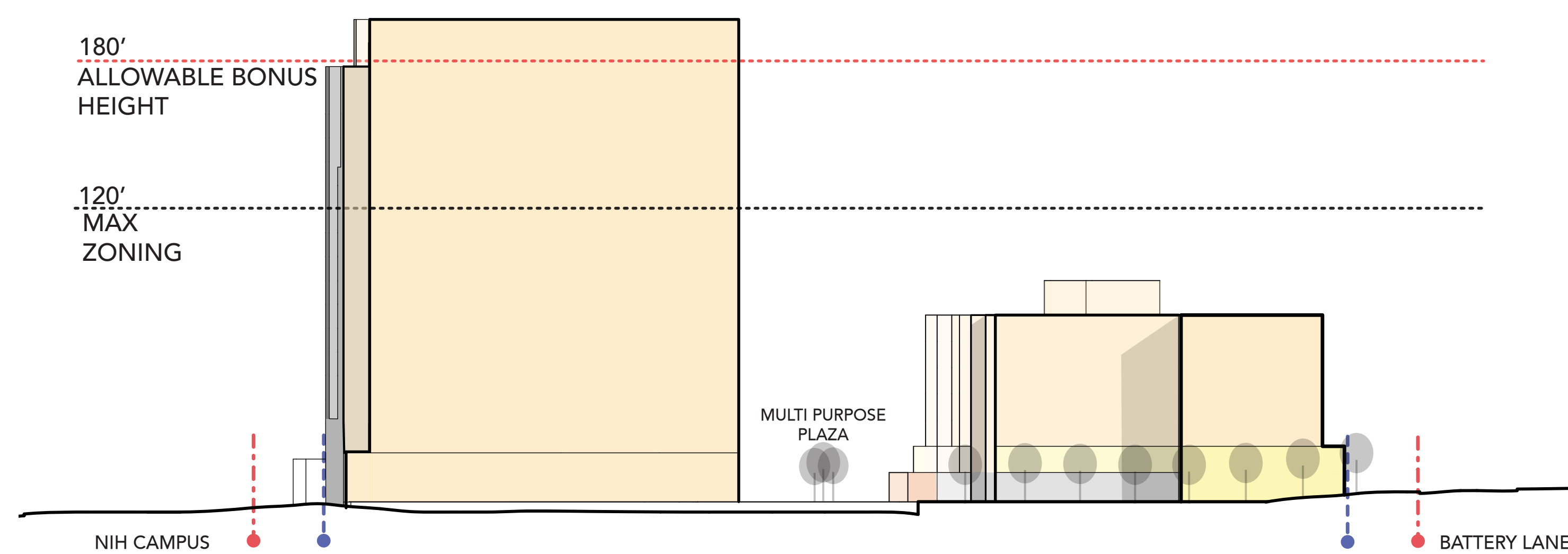
SOUTH ELEVATION
SCALE: 1" = 40'



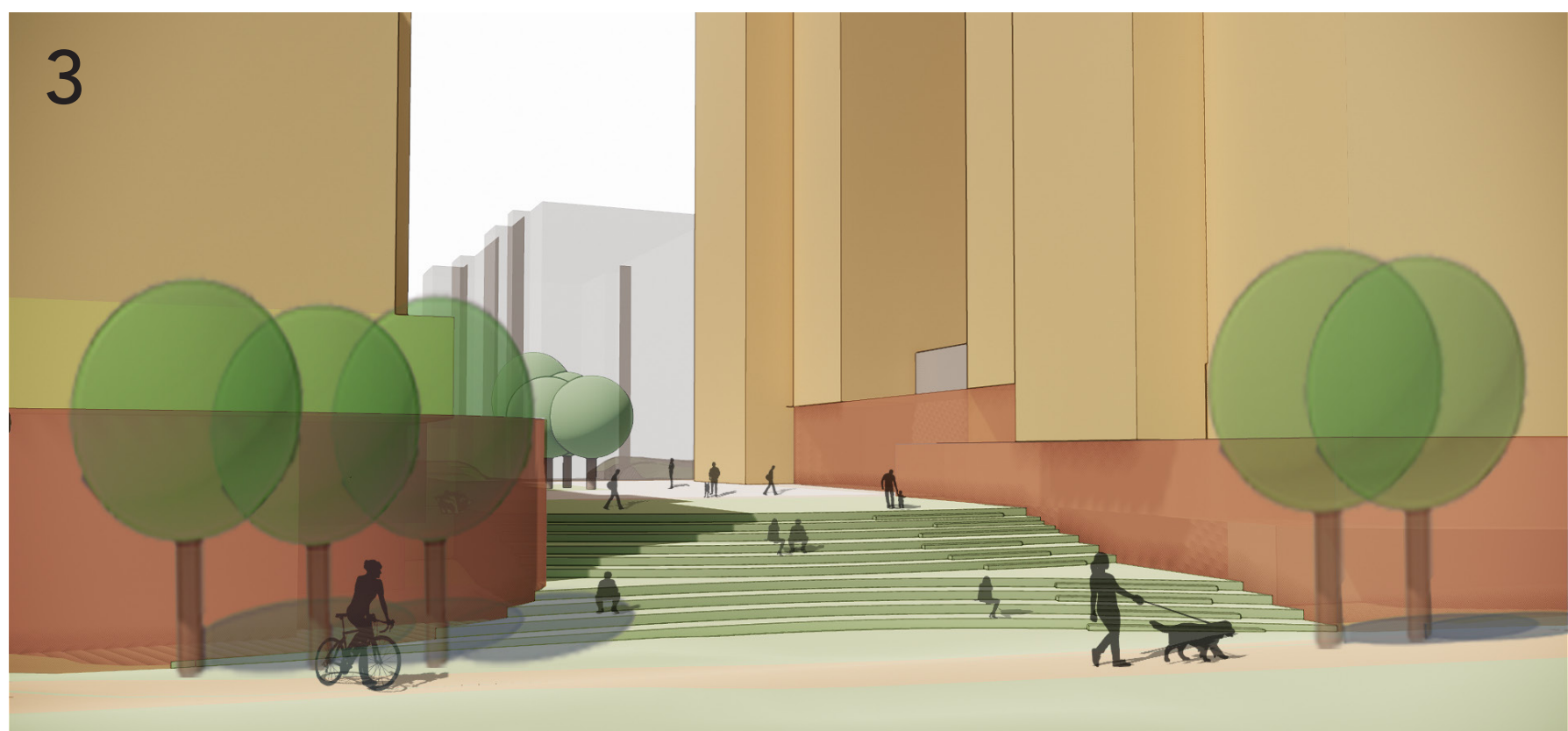
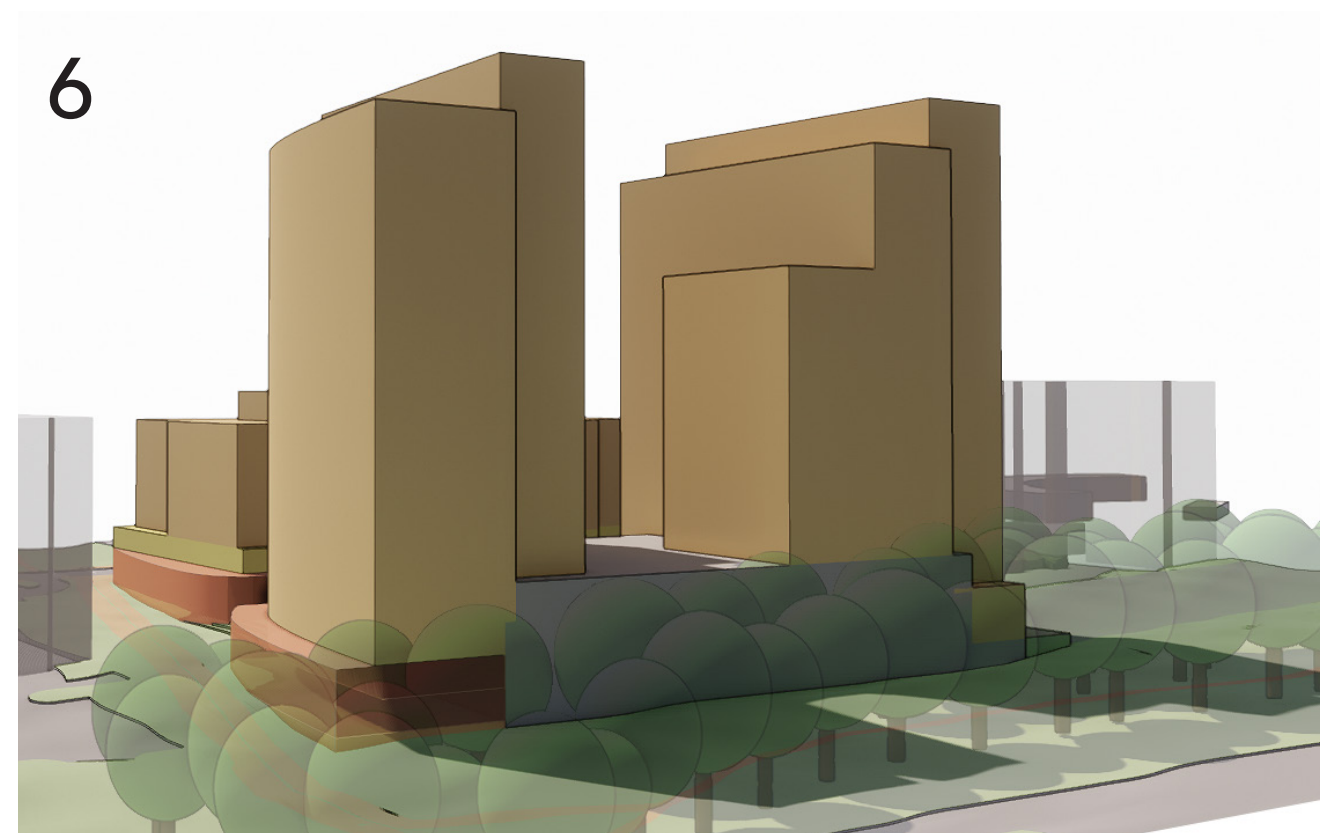
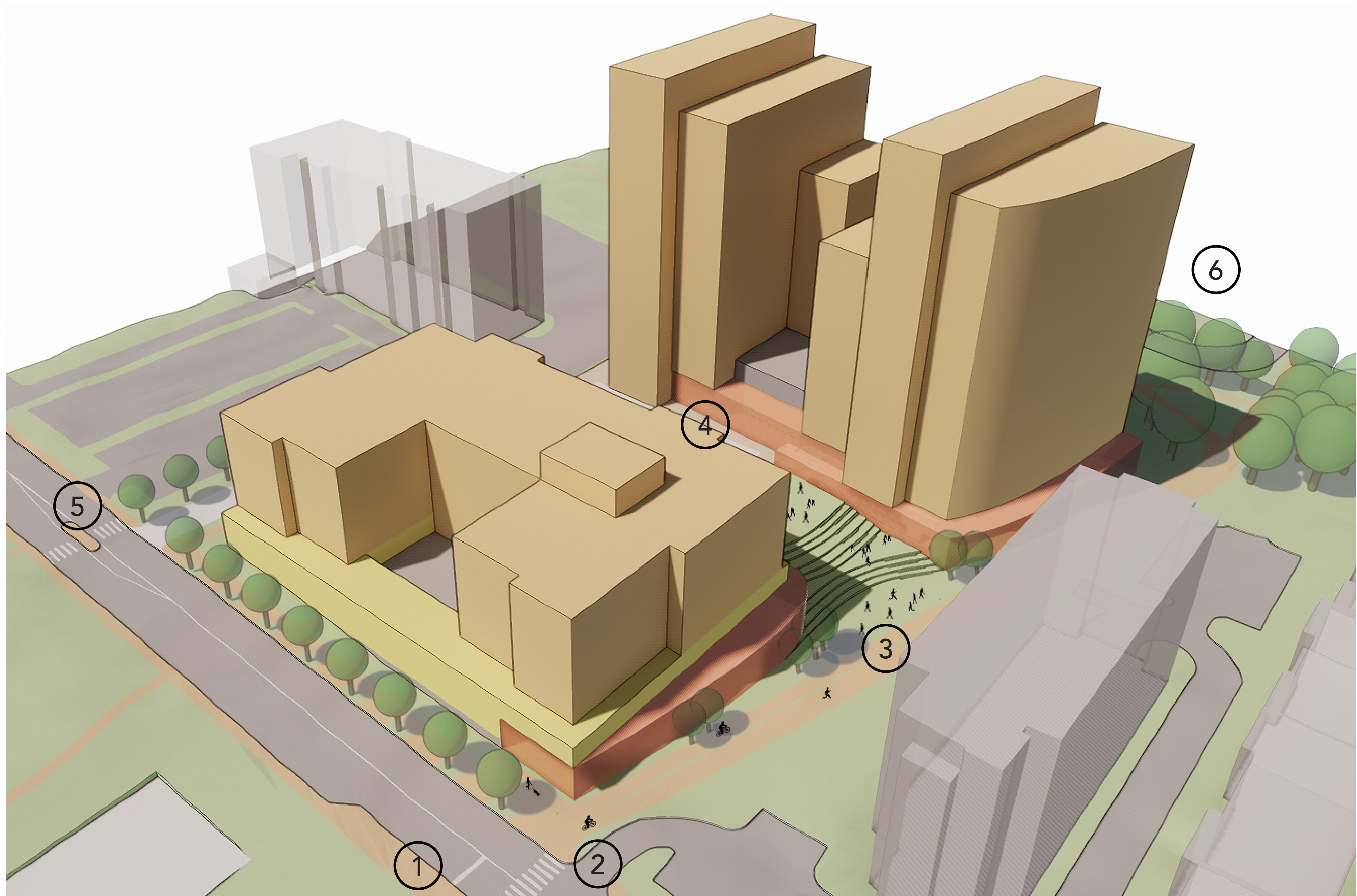
EAST ELEVATION
SCALE: 1" = 40'



NORTH ELEVATION
SCALE: 1" = 40'



WEST ELEVATION
SCALE: 1" = 40'



BATTERY LANE DISTRICT

SITE D 4949 BATTERY LANE PERSPECTIVES

13.6



BATTERY LANE DISTRICT

SITE D 4949 BATTERY LANE

PRECEDENT IMAGES | 3.7