

**Patricia A. Harris**  
301-841-3832  
[paharris@lerchearly.com](mailto:paharris@lerchearly.com)

**Christopher S. Cohen**  
301-657-0743  
[cscohen@lerchearly.com](mailto:cscohen@lerchearly.com)

November 4, 2019

VIA ELECTRONIC DELIVERY

Downtown Bethesda Design Advisory Panel  
Attn: Ms. Emily Balmer  
8787 Georgia Avenue  
Silver Spring, MD 20910  
[emily.balmer@montgomeryplanning.org](mailto:emily.balmer@montgomeryplanning.org)

Re: 4824 Edgemoor Lane – Sketch Plan No. 320200020

Dear Ms. Balmer:

On behalf of our client, Edgemoor 48, LLC, we are pleased to make this submission to the Downtown Bethesda Design Advisory Panel ("DAP") regarding the architecture and design of the proposed multifamily development at 4824 Edgemoor Lane. Please find the following materials enclosed for the DAP's review:

1. Submission Form;
2. Statement providing a Project Description and Exceptional Design Narrative; and
3. Architectural design packet.

We look forward to having the opportunity to present our plans and receive feedback from the DAP at its scheduled meeting on Wednesday, November 20<sup>th</sup>.

Very truly yours,  
LERCH EARLY & BREWER, CHTD.

  
Patricia A. Harris

  
Christopher S. Cohen

Encl.

# 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 (SF and FAR)
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>	<p>Check if requesting additional density through the Bethesda Overlay Zone (BOZ) If yes, indicate the amount of density (SF and FAR):</p>		



Exceptional Design  
Public Benefit Points  
Requested and Brief  
Justification

## DESIGN ADVISORY PANEL SUBMISSION PROCESS

1. Schedule a Design Advisory Panel review date with the Design Advisory Panel Liaison.
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: physical model or 3D massing model that can be viewed from different perspectives in real time at the panel meeting, property location (aerial photo or line drawing), illustrative site plan, typical floor plans, sections, elevations, perspective views, precedent images and drawings that show the proposal in relationship to context buildings and any planning board approved abutting buildings in as much detail as possible. **Provide a 3-D diagram or series of 3-D diagrams that illustrate side-by-side strict conformance with the design guidelines massing and the proposed project massing. The diagrams should note where the proposal does not conform with the guidelines and how the alternative treatments are meeting the intent of the guidelines.**



**4824 EDGEMOOR LANE**  
**Bethesda Downtown Design Advisory Panel**  
**Sketch Plan Narrative**

Edgemoor 48, LLC (the "Applicant") is the developer of the property located at 4824 Edgemoor Lane, Bethesda, Maryland (the "Property"). The Property is located at the southwest quadrant of the intersection of Woodmont Avenue and Edgemoor Lane. It is a corner site, generally bordered by Woodmont Avenue to the east, Edgemoor Lane to the north, and a condominium development to the south and west. The Property is also located within 600 feet of the Bethesda Metro Station and bus terminal and falls within the Bethesda Parking Lot District.

The Applicant proposes to redevelop the Property with a 12-story multifamily building consisting of up to 77 units (the "Project"). The Project represents an opportunity to bring a new environmentally sensitive condominium building with mid-size units and space saving automated parking within half a block of the Bethesda Metro Station. As explained in detail below, the proposed multifamily building is one of exceptional design and creativity. Pursuant to Section 59.4.7.3.E.2 of the Zoning Ordinance, as well as the exceptional design criteria outlined in the Montgomery County *Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines* (the "Implementation Guidelines"), the Applicant is seeking 25 public benefit points for exceptional design.<sup>1</sup>

The ensuing narrative provides the information required by the Bethesda Downtown Design Advisory Panel ("DAP") Submission Form.

**A. Brief Project Description and Design Concept**

Located at a unique and highly visible location within the Arlington North District of Downtown Bethesda, the subject Property is underdeveloped with a single-family structure. Accordingly, the Applicant proposes to revitalize the Property with a modern residential landmark that will be on equal footing with other new projects in Downtown Bethesda in terms of architectural design, building quality, massing, and visual appeal. Despite having a limited land area to work with (tract area = 8,659 square feet) and challenging corner location, the Applicant has been able to generate a creative solution that cleverly utilizes the site's configuration and blends seamlessly with the surrounding environment. Additionally, the proposed multifamily building will achieve the recommended maximum building height of 120 feet denoted in the *2017 Approved and Adopted Bethesda Downtown Sector Plan* (the "Sector Plan").

As discussed in detail below, the design concept achieves several planning goals outlined in the Sector Plan and implements many of the *Bethesda Downtown Plan Design Guidelines*.

- Architecture

Architecturally, the building will be adroitly composed of a marquetry of colorful textured double height façade panels, capped by a projecting cornice and topped by a gently curved amenity

---

<sup>1</sup> Under Section 4.9.2.C.4.f of the Zoning Ordinance, the Applicant can earn up to 30 public benefit points for exceptional design.

## 4824 Edgemoor Lane

Bethesda Downtown Design Advisory Panel

Narrative for Exceptional Design Public Benefit Points Justification

penthouse looking north towards downtown Bethesda. The irregular triangular-shaped Property opens up at the corner, and the building's articulated facades along Woodmont Avenue and Edgemoor Lane help to break down its apparent height. A vertically oriented glazed bay element extends above the roof, anchors the building to its corner site, and marks the main building entry at its apex.

The building facade is further broken down into a tripartite division, including a glazed base that provides human scale while engaging the public, a textured mid-section, and a glazed top floor above a projecting cornice to reduce the apparent height of the street facades. The top floor is set apart from the mid-level facades that are distinguished by color (every two stories). Both of the street facades provide a textural quality that breaks down the scale of the building through use of double height modules that vary in orientation, absorbing light in a variety of ways. On the building's secondary facades, double height "ribbons" of color with carefully composed "at risk windows" enhance the overall composition of the building. This contemporary building design will aesthetically blend in seamlessly along this stretch of Woodmont Avenue.

- Parking and Loading

Given the Property's proximity to multiple forms of transit, including the Bethesda Metro Station and bus terminal (which is served by numerous bus lines), plus existing and planned bicycle facilities, the Applicant anticipates that a significant number of its residents will utilize transit for commuting purpose, but may still own a car. Accordingly, parking will be adequately sufficient to accommodate the residents. Given the limited size of the Property, the Project utilizes a parking elevator system to transport vehicles from the grade level of the parking garage to multiple below grade levels for greater efficiencies on the small lot. The elevator system will have two cabs that can transport vehicles in either direction.

The Project will provide loading via a 14-foot wide access point at the southeastern portion of the site, along Woodmont Avenue. The loading was specifically located along Woodmont, in response to the concerns of the Chase residents that loading on Edgemoor Avenue would potentially conflict with vehicles entering or exiting the Chase parking garage as well as keeping any curb cuts away from the intersection.

- Pedestrian Circulation and Streetscape Improvements

Given the limited tract size, the Zoning Ordinance does not require the Project to provide any public use space. However, an important aspect of the Project is that it will provide streetscape improvements, resulting in a superior experience for pedestrians using Woodmont Avenue and the surrounding Bethesda Metro area. The design will create a continuous building line along Edgemoor Lane and Woodmont Avenue, which will further activate the pedestrian environment. The Applicant intends to dedicate approximately 306 square feet of land area along the Edgemoor Lane frontage to help enhance the walkability of the site.

The Project includes streetscape improvements along the Property's Edgemoor Lane and Woodmont Avenue frontage, in accordance with the Bethesda Streetscape Standards. These

improvements will bookend the Edgemont II project to the north (already under construction). The proposed streetscape improvements, framed by a new, multi-family residential building with interesting architecture, will ultimately contribute to the creation of a cohesive pedestrian system through Bethesda, particularly within the Arlington North District.

## **B. Exceptional Design Public Benefit Points Requested and Brief Justification**

With respect to Exceptional Design, the Project merits 25 public benefit points, as it meets all six (6) of the applicable criteria, as outlined in the Implementation Guidelines:

- *Providing innovative solutions in response to the immediate context.*

Generally, the Project's design evidences a keen understanding of the site's immediate context, opportunities, and constraints. The building design fills a development void in Woodmont Avenue's urban streetwall that is compatible with the established scale of the adjacent buildings and redresses the "missing tooth" condition created by the existing single-family structure. Consistent with the Sector Plan, the building's height of 120 feet appropriately steps down from the taller heights to both the north and the east, and provides the appropriate transition to the lower heights further to the west of the Property.

Woodmont Avenue is a frequently traversed, one-way artery. Additionally, Woodmont Avenue's curve lends the multifamily building to a dynamic, gradual reveal to motorists and pedestrians traveling southbound. Hints of the building's tripartite arrangement will precipitate a dramatic reveal of the signature vertical glass bay, fin, and entry element, just as the view opens at the Woodmont Avenue and Edgemoor lane intersection.

The building is also uniquely designed to ensure that secondary facades on property lines, such as those on the south and west that are in direct view of adjacent residents, are thoughtfully and aesthetically composed to create positive viewing experiences. On the southern façade, the project incorporates a green wall system into the façade's rhythmic composition, adding character and introducing beneficial biophilic qualities to the Project. This green wall is a strong example of an innovative solution that responds to the site's immediate context. Another innovative measure is the proposed automated parking system that reserves the space needed to provide a superior residential experience.

Furthermore, the Project enhances the public streetscape by providing new sidewalks, new street trees, and a bike lane with a median strip to slow down traffic. These are essential improvements given the immediate context and daily activity along Woodmont Avenue.

- *Creating a sense of place and serves as a landmark.*

The design concept includes various elements to create a sense of place that will establish a landmark development. The Project will provide and maintain an aligned street edge along Woodmont Avenue and Edgemoor Lane. The design incorporates a human-scale lobby and amenity spaces, which will activate this street edge and establish an urban sense of place that the

#### 4824 Edgemoor Lane

Bethesda Downtown Design Advisory Panel

Narrative for Exceptional Design Public Benefit Points Justification

existing single-family structure cannot achieve. The building's ground floor spaces will be recessed behind planters aligned with the building facades. The loading and garage access points will be screened with rolling grills to block any views of internal activity.

The composition of the building, including its signature vertical corner glass bay and fin element, is designed to create a landmark at the Woodmont Avenue/Edgemoor Lane intersection. The vertical fin and bay window element will stand out during day and night hours, whether by internal lighting or rendered by a captivating color or material. The multifamily building could also incorporate iconic building signage/numerals, which would enhance pedestrian wayfinding along the street.

Familiar, well-composed residential materials and building elements at grade-level will also function to create a sense of place. A projecting roof brow and other residential elements, including bays, balconies, roof terraces and green walls, will enhance the Project's sense of place and help to establish a landmark development in this area of downtown Bethesda.

- *Enhancing the public realm in a distinct and original manner.*

The Project enhances the public realm in a distinct and original manner. The building's base, which reinforces the Woodmont Avenue street edge, incorporates elements to enhance the pedestrian experience. A composition of masonry materials and glass creates a visual connection between the lobby level and the street, and establishes harmony with a projecting canopy to provide a welcoming, hospitable environment along the sidewalk. Additionally, ± 5-foot-wide planters along the base – positioned between projecting columns in the above façade plane – add to the visual experience for pedestrians along Woodmont Avenue and Edgemoor Lane and provide additional greenery on a constrained site.

On the building's southern elevation, the Project features a green wall system that will be skillfully woven into the façade's composition, adding dynamism and introducing beneficial biophilic qualities to the site. The green wall will be especially visible to pedestrians walking northward on Woodmont Avenue. It will function as a piece of art, contributing to the vibrancy of the public experience and announcing the building's presence as a residential landmark.

- *Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.*

The Project utilizes various architectural features to accommodate the site's unique and irregular configuration. The building's design concept resembles a fan-shaped, three-dimensional structure that opens up to the southwest corner of Woodmont Avenue and Edgemoor Lane. The rhythmic, undulating 2-story façade planes that comprise the multi-textured mid-section of the building contribute a dynamic aesthetic that is currently missing in the Arlington North District. These façade elements also reinforce the cellular nature of a multifamily building and create identifiable multi-story individual (unit) faces, which break down the building's scale in a sculpturally artistic way.

#### 4824 Edgemoor Lane

Bethesda Downtown Design Advisory Panel

Narrative for Exceptional Design Public Benefit Points Justification

- *Designing compact, infill development so living, working and shopping environments are more pleasurable and desirable on a site.*

The Project's design maximizes the development potential of a constrained site that is in close proximity to a variety of living, working, and shopping opportunities. Prospective residents will be drawn to the proposed landmark development at this highly convenient location along Woodmont Avenue. The site is within 600 feet of the Bethesda Metro Station and within a short walking distance of Bethesda Row – the current retail center of Downtown Bethesda. The Project helps to stimulate pedestrian activity along Woodmont Avenue and Edgemoor Lane. Additionally, by orienting living rooms towards street views, new residents will be able to put "eyes on the street", which increases public connectivity, area safety, and ultimately creates a more pleasurable environment.

Furthermore, the project utilizes a compact, space-saving automatic parking system. This allows for a more spacious, enjoyable lobby environment that will be transparent to the public domain and create a more desirable living experience for prospective residents.

- *Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.*

The Project will integrate a variety of low-impact development methods into the overall design of the multifamily building that go beyond green building or site requirements. The Applicant proposes to implement a variety of sustainable materials into the building's construction, including ultra-high performance concrete panels and recycled plastic/wood exterior panels. The automated parking system will reduce vehicle emissions, lower excavation costs, and mitigate any adverse impacts on the surrounding environment. The multifamily building will also consist of green roofs and screened HVAC units on the penthouse roof, and provide opportunities for enhanced recycling efforts. Finally, as discussed above, the green wall will be skillfully woven into the southern façade to enhance the visual experience for adjacent neighbors and provide a source of public art. Overall, the Project is a low-impact, environmentally-sensitive development, especially given the physical constraints of the site.





Acumen Companies

4824 EDGEMOOR LN, BETHESDA MD

NOVEMBER 4, 2019  
© 2019 - Bonstra | Haresign Architects

BETHESDA DAP SKETCH PLAN SUBMISSION

0000

**Bonstra Haresign**  
ARCHITECTS



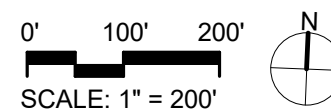
**PROJECT DESCRIPTION:**

THE 4824 EDGEMOOR LANE PROJECT, LOCATED IN DOWNTOWN BETHESDA, CONSISTS OF A NEW 12-STORY CONCRETE FRAMED BUILDING WITH 77 RESIDENTIAL UNITS. LOCATED ON THE GROUND FLOOR WILL BE A LEASING OFFICE, LOBBY AND MAIL/ PACKAGE ROOMS. FLOORS 2-12, 7,400 SF EACH, WILL CONTAIN A MIX OF (1) ONE AND (2) TWO BEDROOM UNITS, WITH 7 PER FLOOR. THE CELLAR LEVELS WILL CONTAIN AN AUTOMATED PARKING GARAGE WITH 77 SPACES, BIKE AND TENANT STORAGE AND BUILDING UTILITY ROOMS. THE ROOF WILL CONSIST OF A GREEN ROOF AREA, OUTDOOR ROOF DECK AND PENTHOUSE CONTAINING TENANT AMENITY AREAS. THE SCREENED PENTHOUSE ROOF WILL HOUSE REQUIRED MECHANICAL AND ELECTRICAL EQUIPMENT. THE BUILDING WILL BE FULLY SPRINKLERED. THE EXTERIOR BUILDING ENVELOPE WILL BE COMPRISED OF GLASS, CEMENTITIOUS AND METAL WOODGRAIN PANELS, STUCCO AND VEGETATIVE WALLS. ALUMINUM CANOPIES, FINS AND TRELLISES WILL BE IMPLEMENTED TO ACCENT THE BUILDING FACADES.

UNIT CALCULATIONS BASED ON DEMISING PLANS DRAWN OCTOBER 4, 2019											
LEVEL	GROSS AREA	NET RESI.	SERVICE/CIRC.	EXTERIOR WALL 14"	LEASING/AMENITY/LOBBY	1 BED	1 BED DEN	2 BED	UNITS	EFFIC.	PARKING
PENTHOUSE	3000		600	250	2150						
12th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
11th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
10th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
9th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
8th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
7th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
6th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
5th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
4th FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
3rd FLOOR	7400	6060	920	420		3	3	1	7	81.9%	
2nd FLOOR	7400	5830	1150	420		4	2	1	7	78.8%	
1st FLOOR	7340		4650	420	2330						
P1	8000										77
<b>TOTAL</b>	99740	66430	15600	5290	4480	34	32	11	77	81.6%	0
<b>UNIT MIX</b>						44.2%	41.6%	14.3%	100.0%		

NOTE: SQUARE FOOTAGES ARE APPROXIMATE AND SUBJECT TO FINAL DETERMINATION

LOCATION MAP





WOODMONT - ONE WAY



1 INTERSECTION OF OLD GEORGETOWN RD AND EDGEMOOR LN



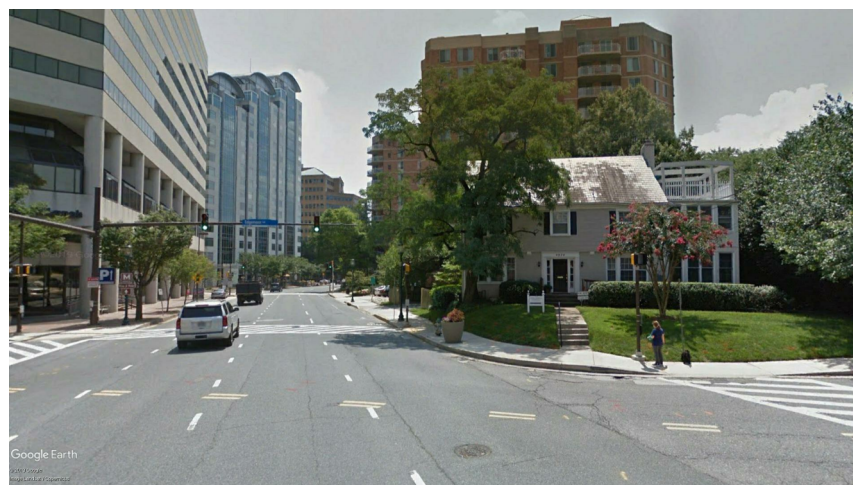
2 VIEW SOUTH ON WOODMONT AVE



3 VIEW SOUTH ON WOODMONT AVE



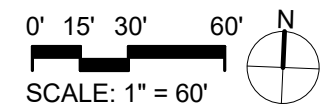
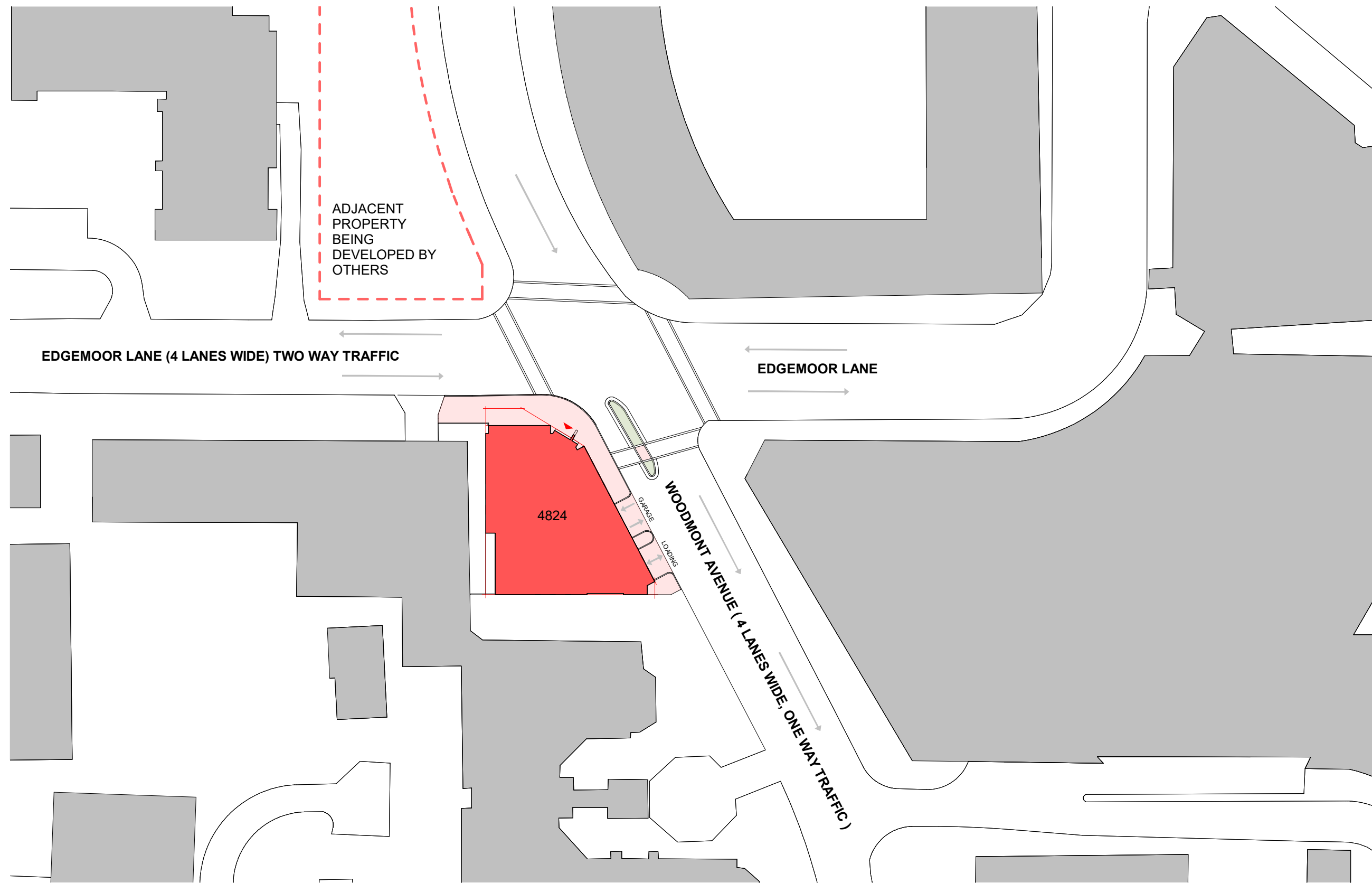
4 VIEW SOUTH ON WOODMONT AVE

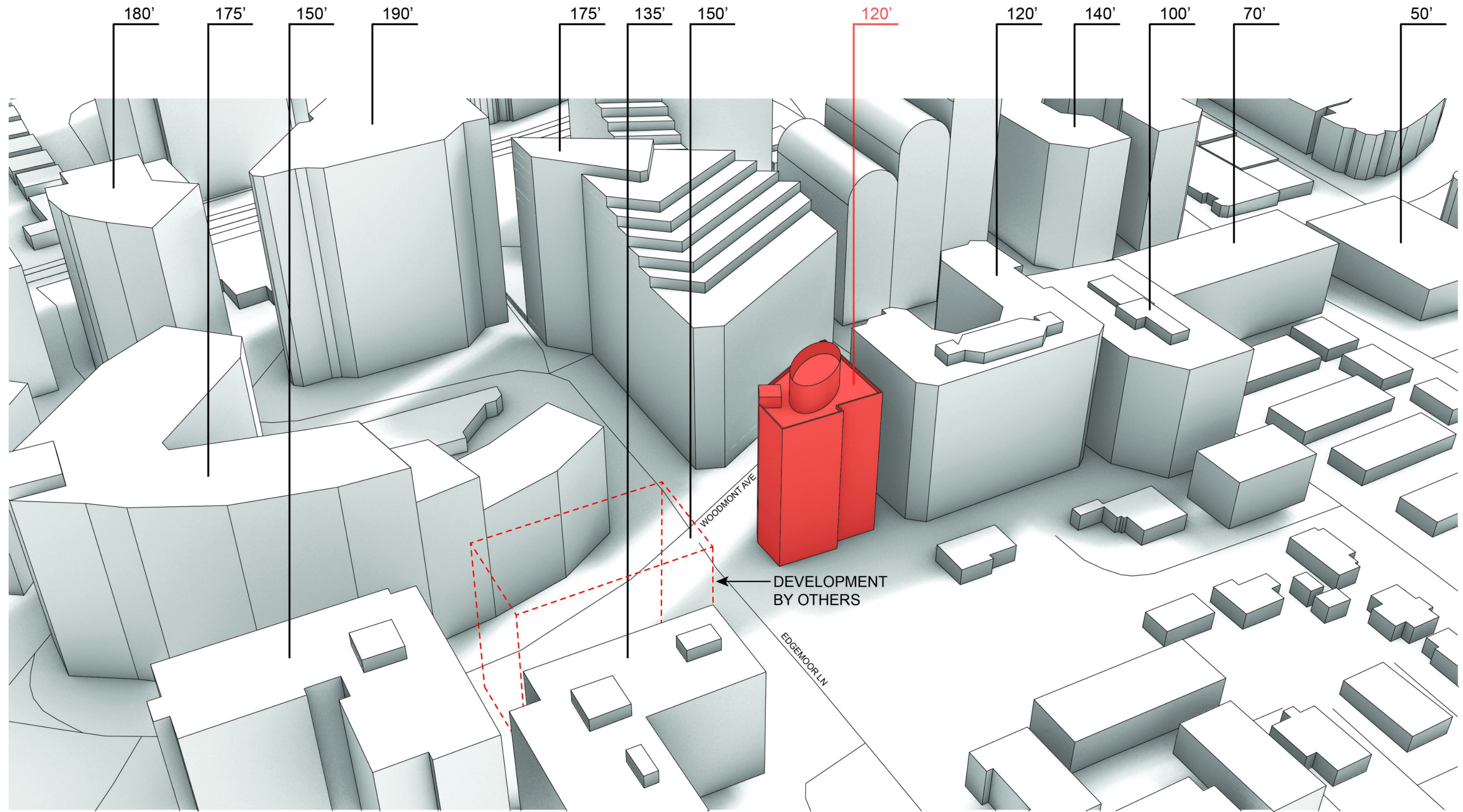


5 INTERSECTION OF EDGEMOOR LN AND WOODMONT AVE

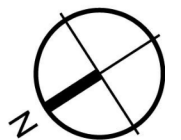


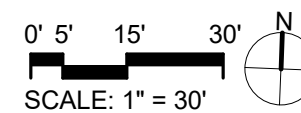
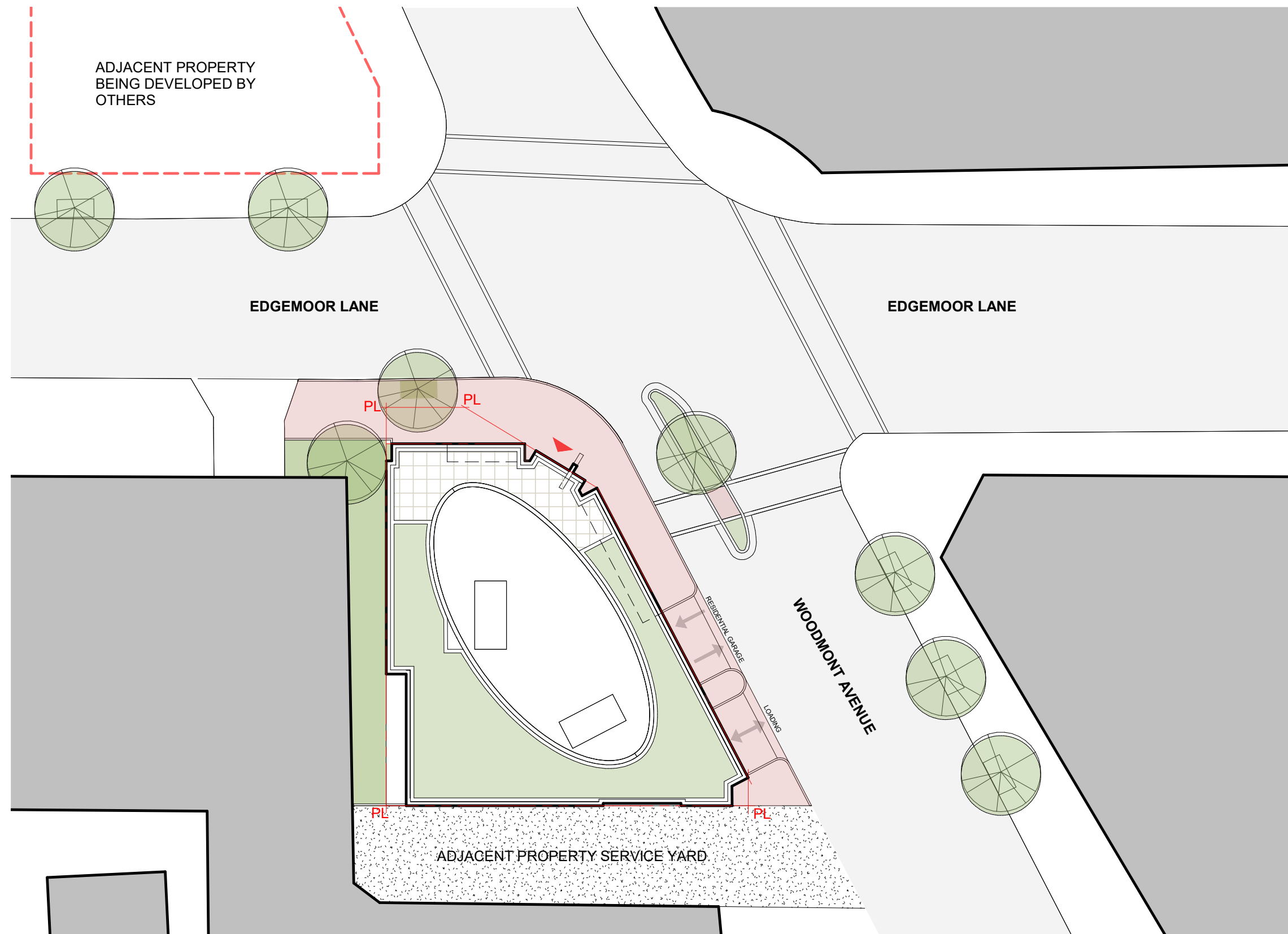
6 VIEW NORTH ON WOODMONT AVE

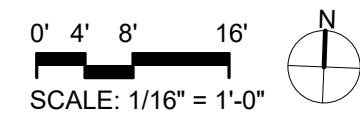
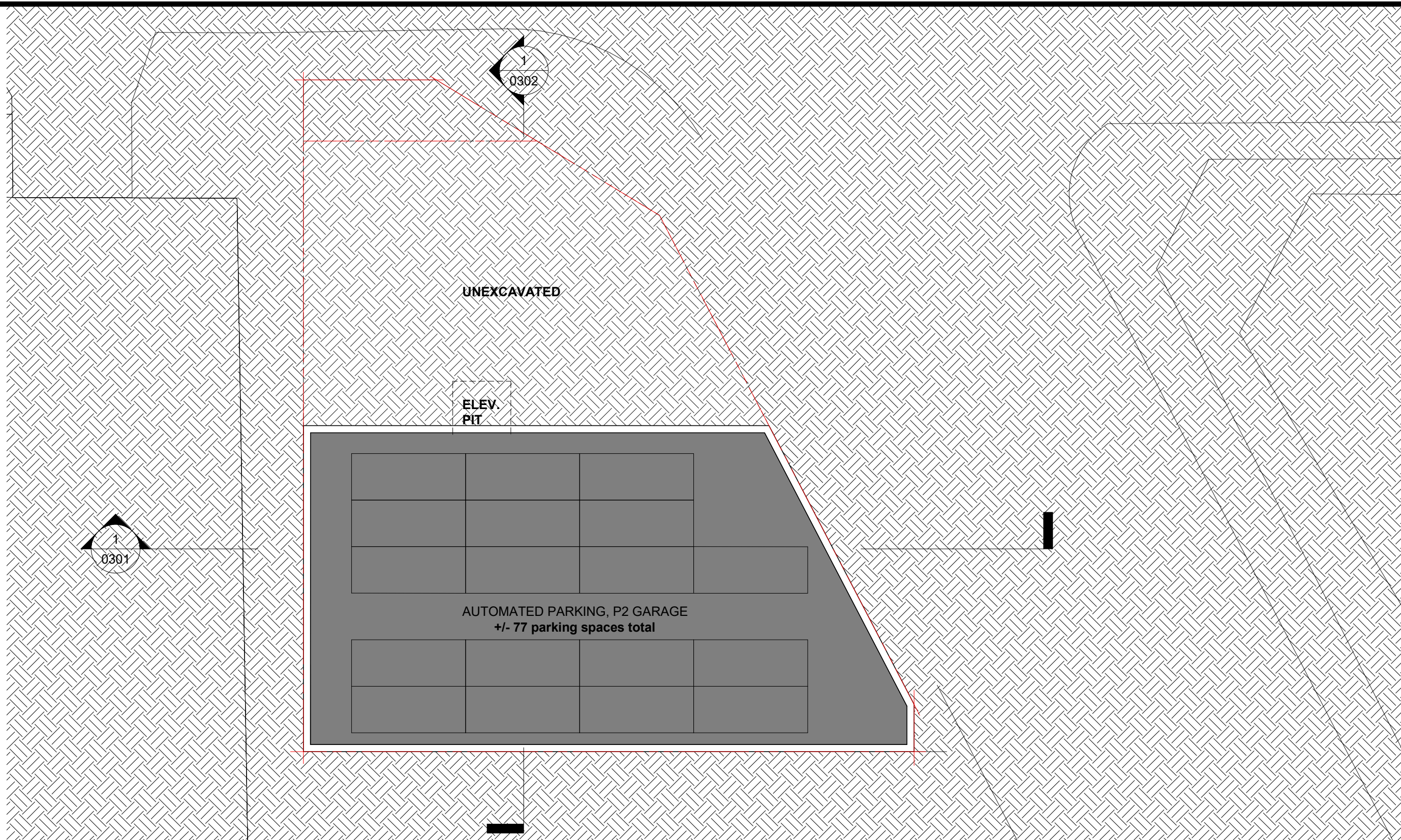


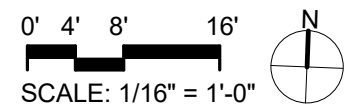
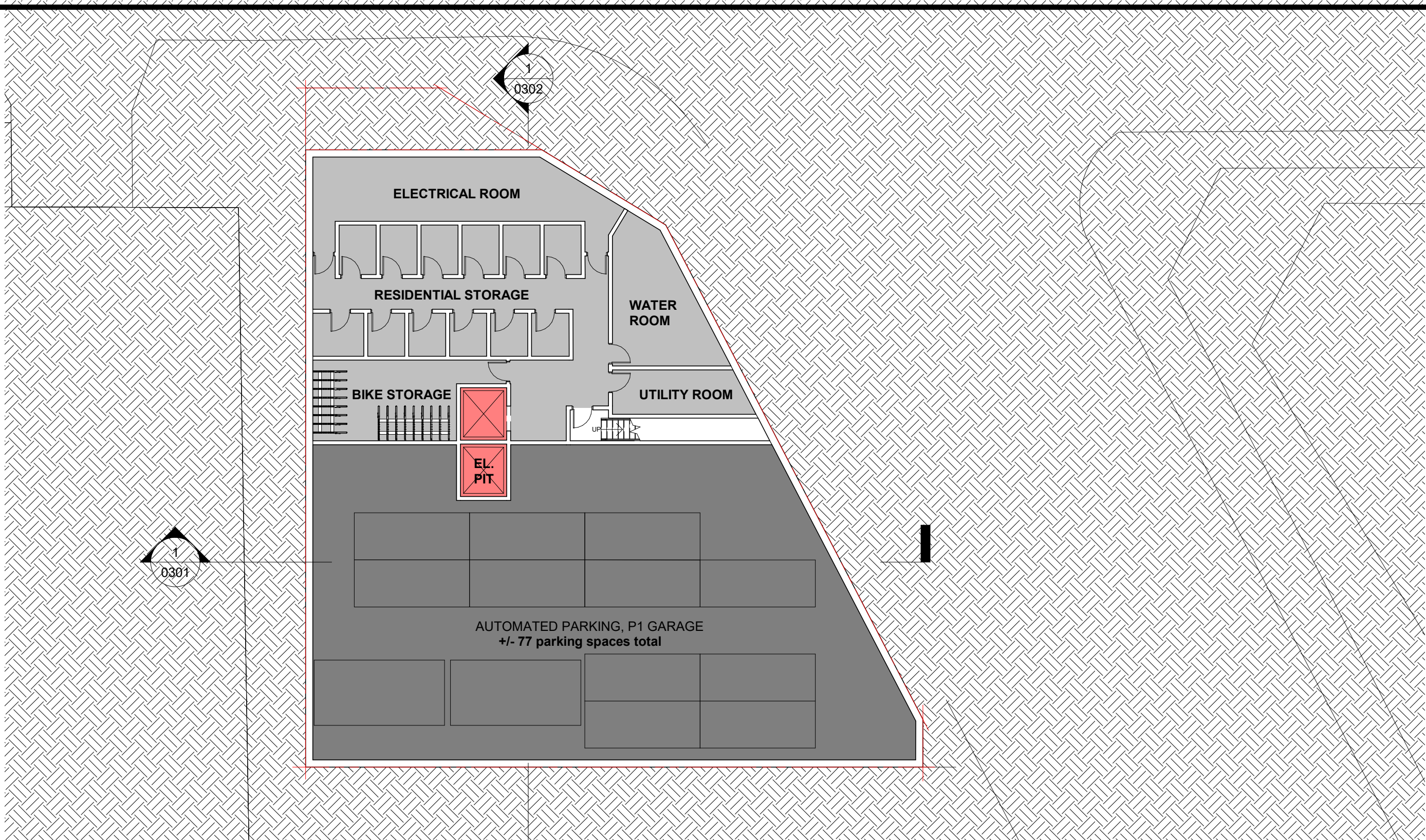


BUILDING MASSING

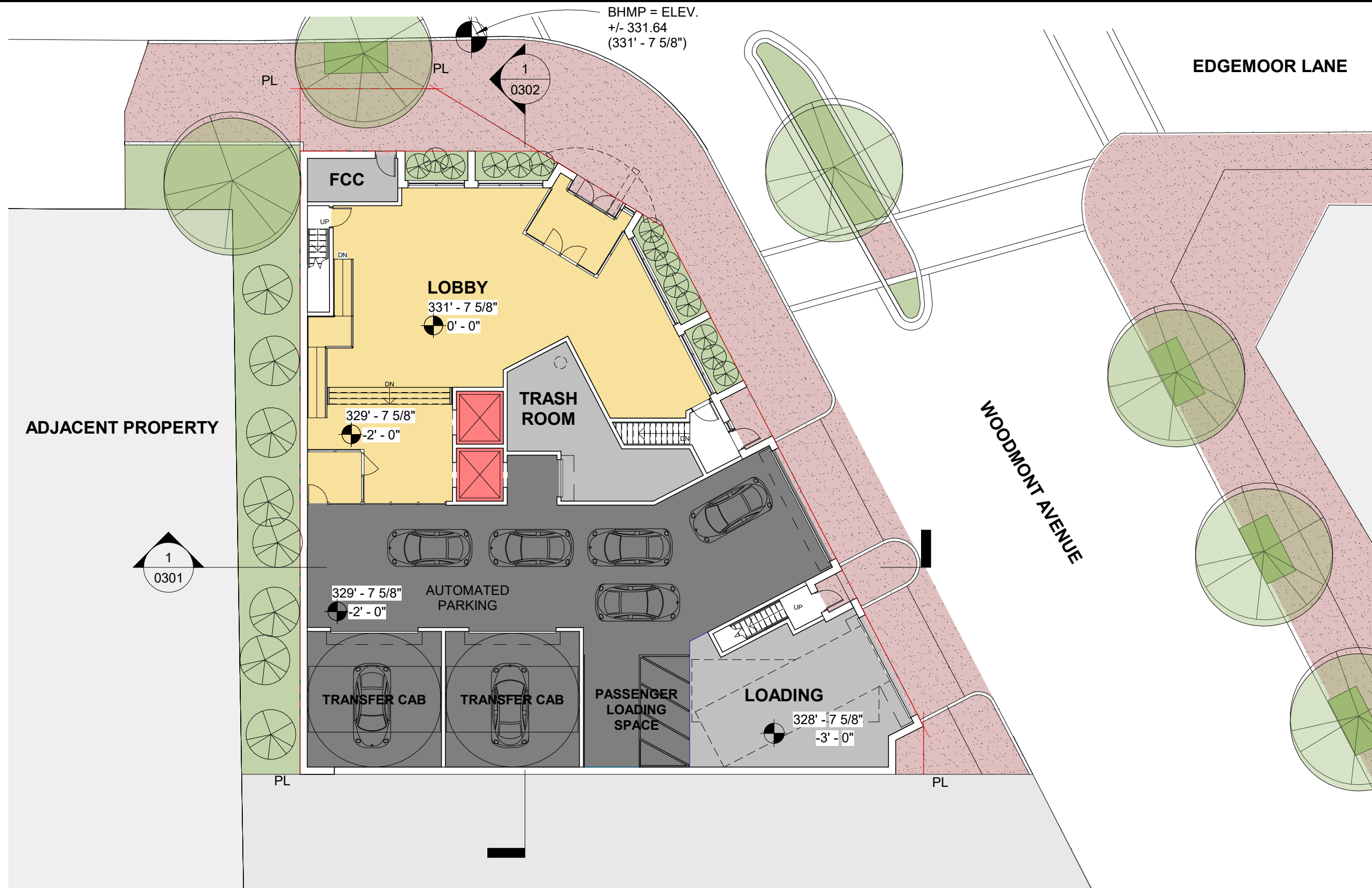




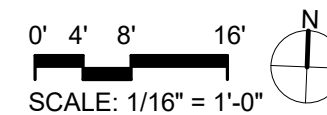
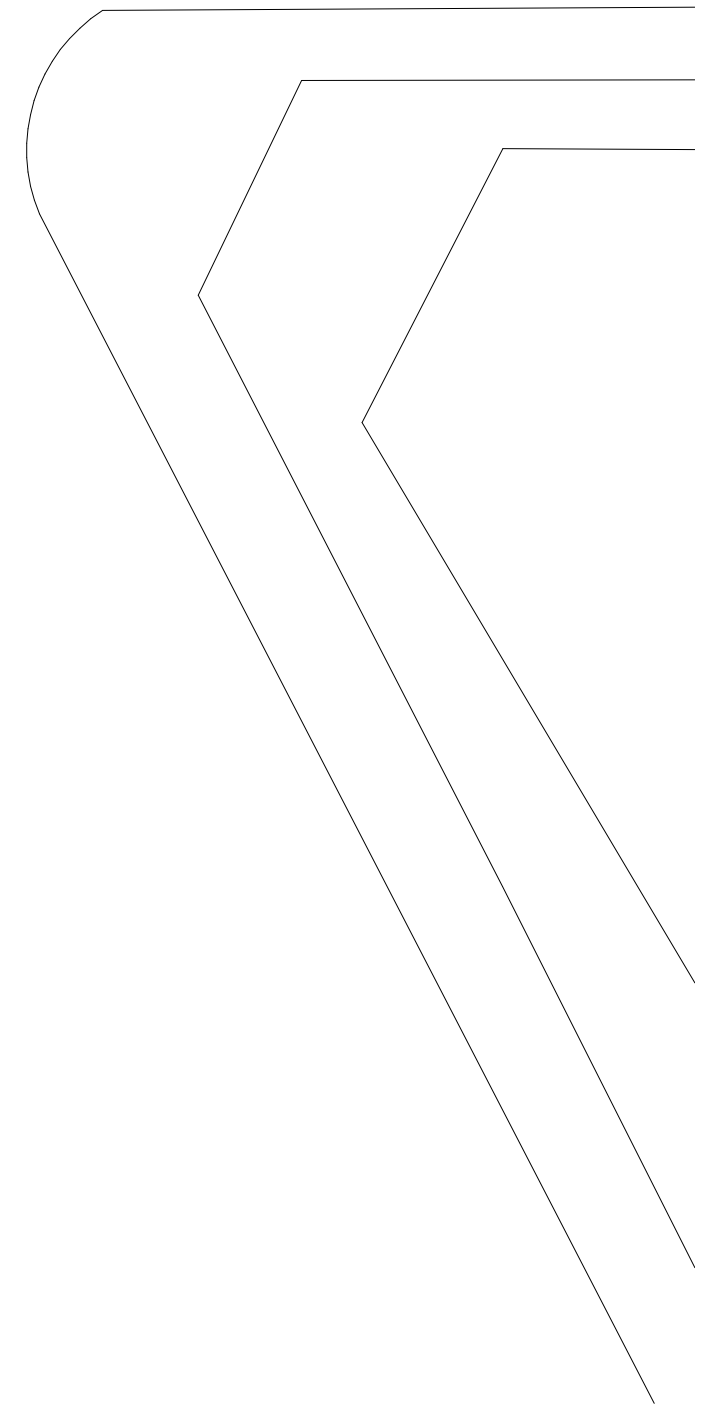


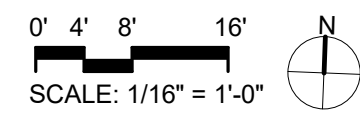
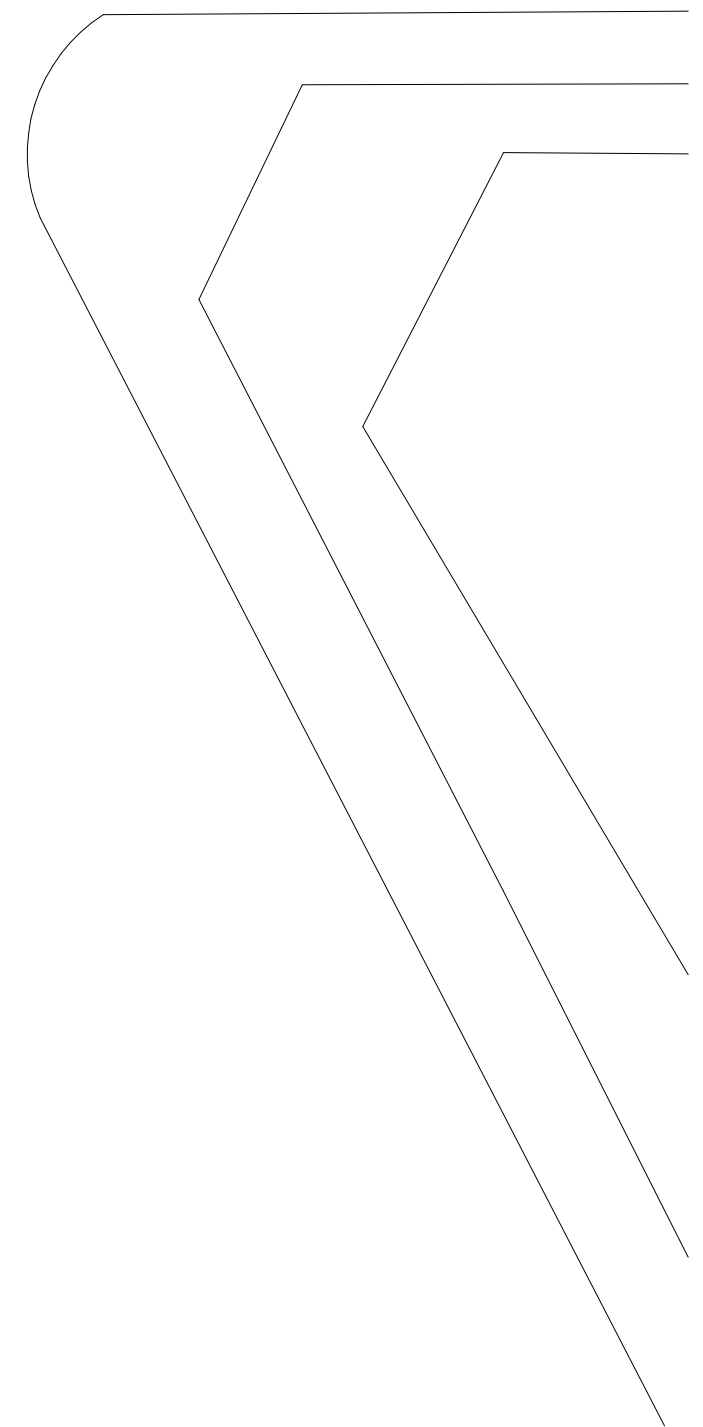
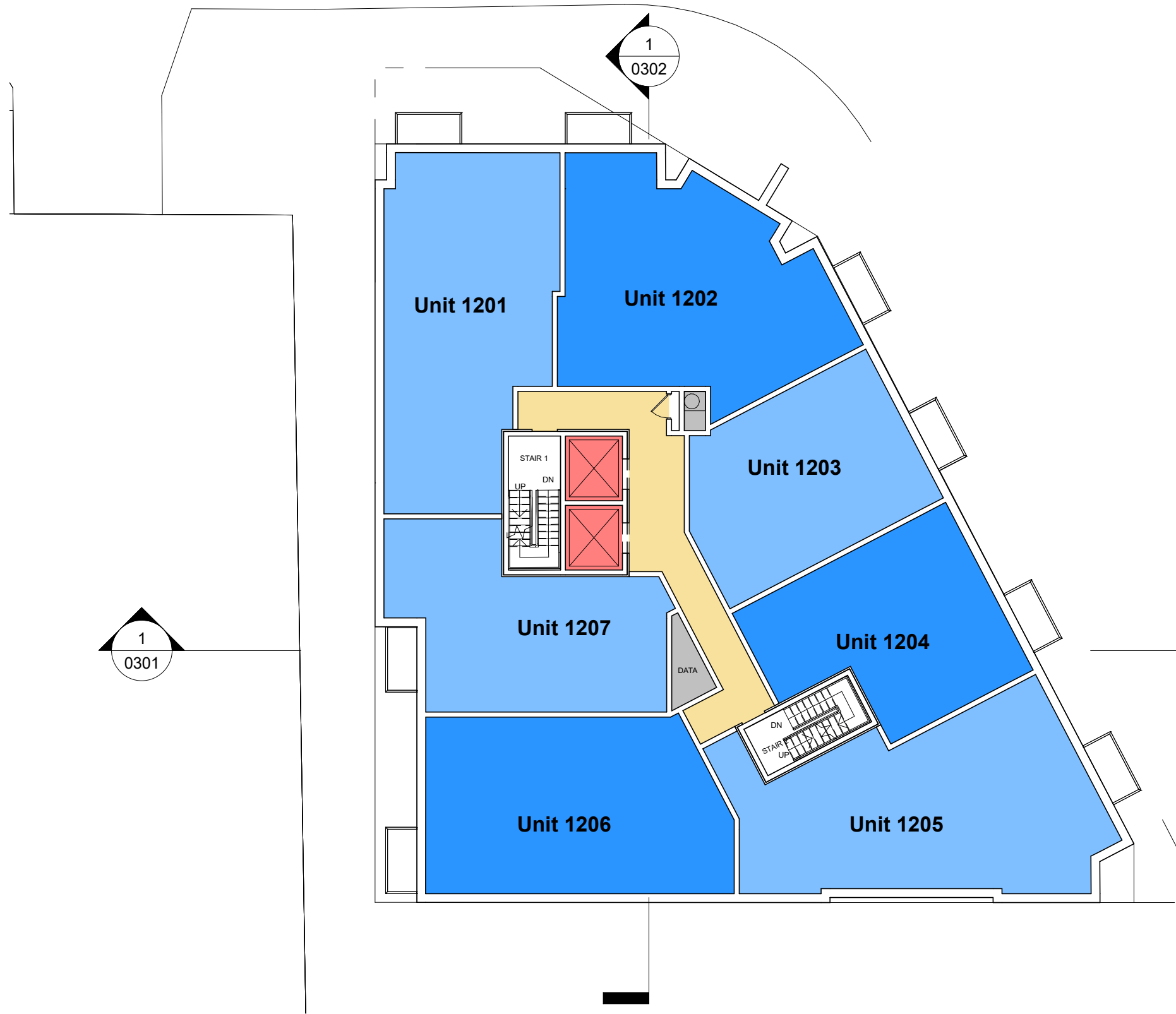


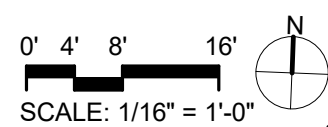
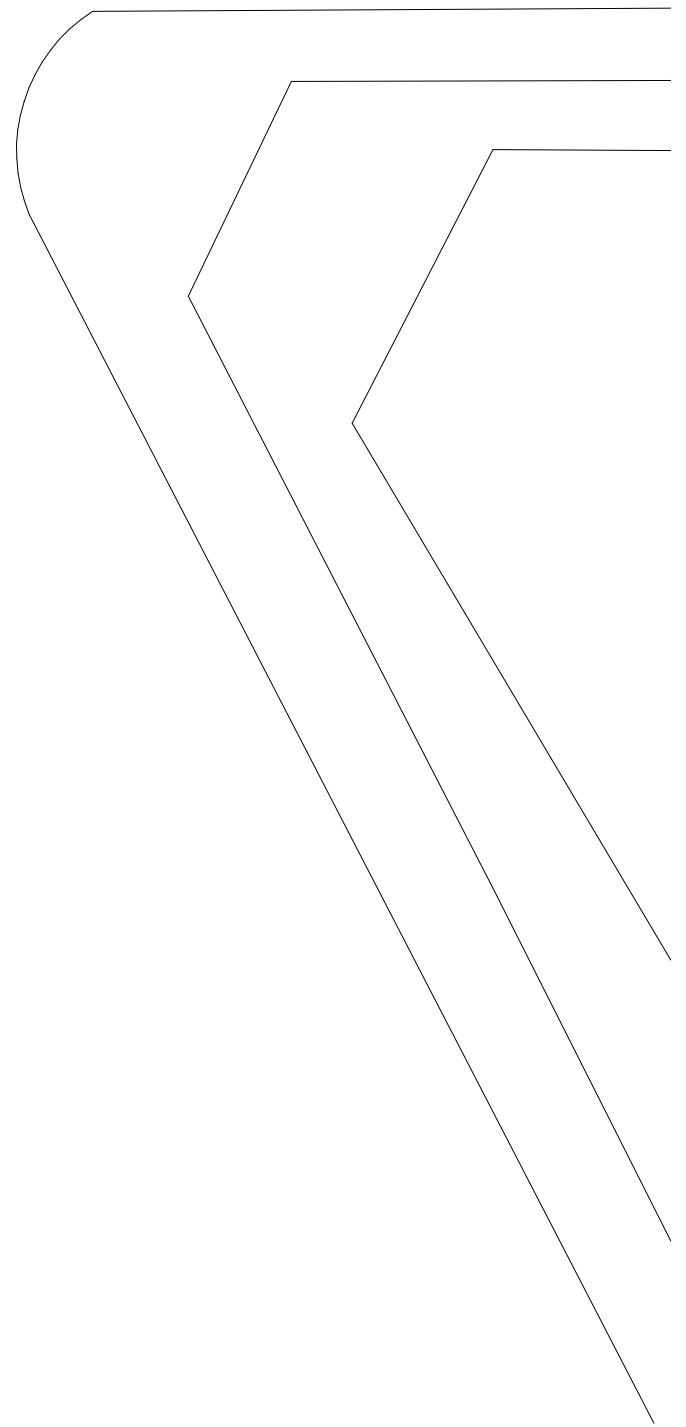
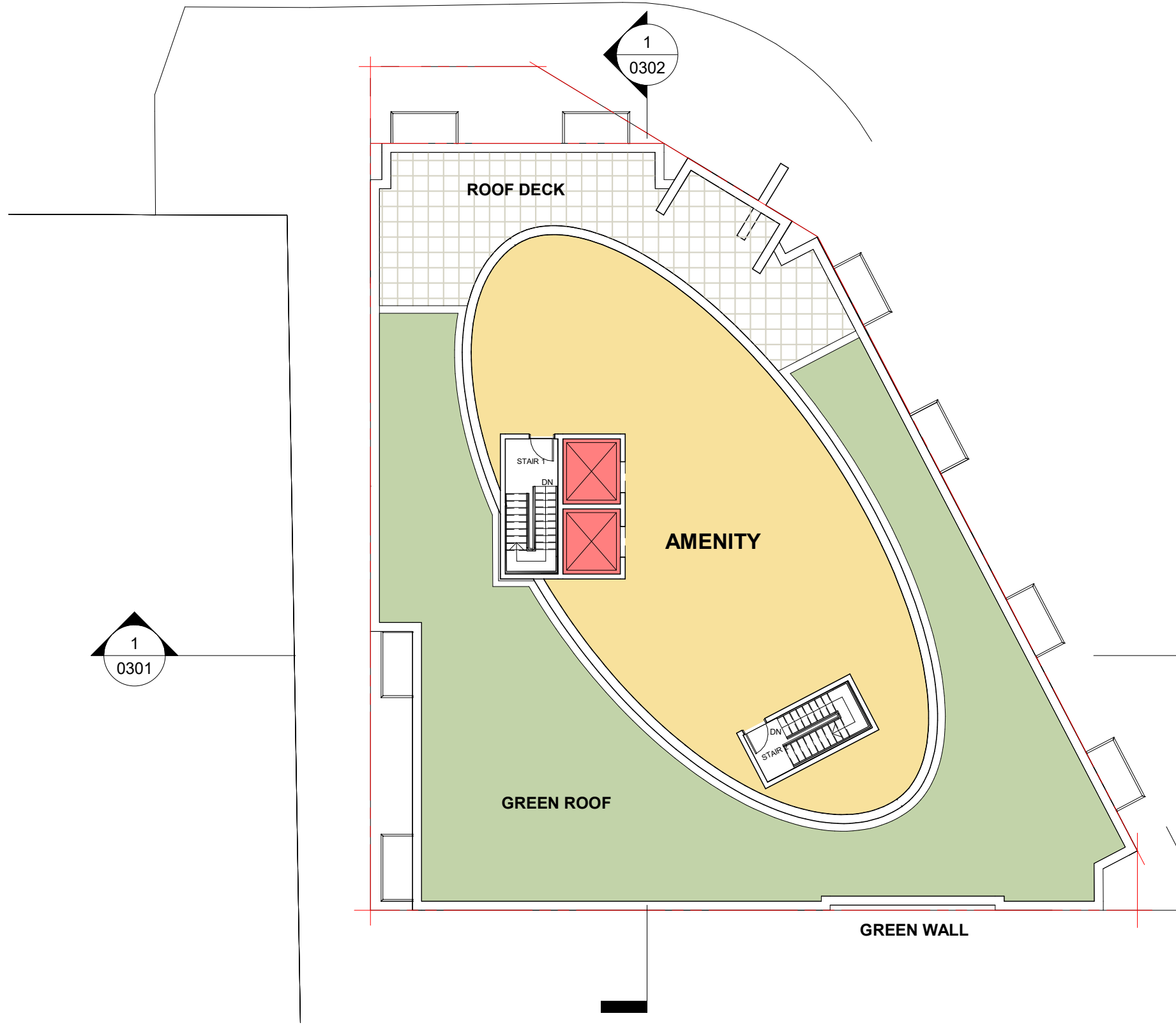


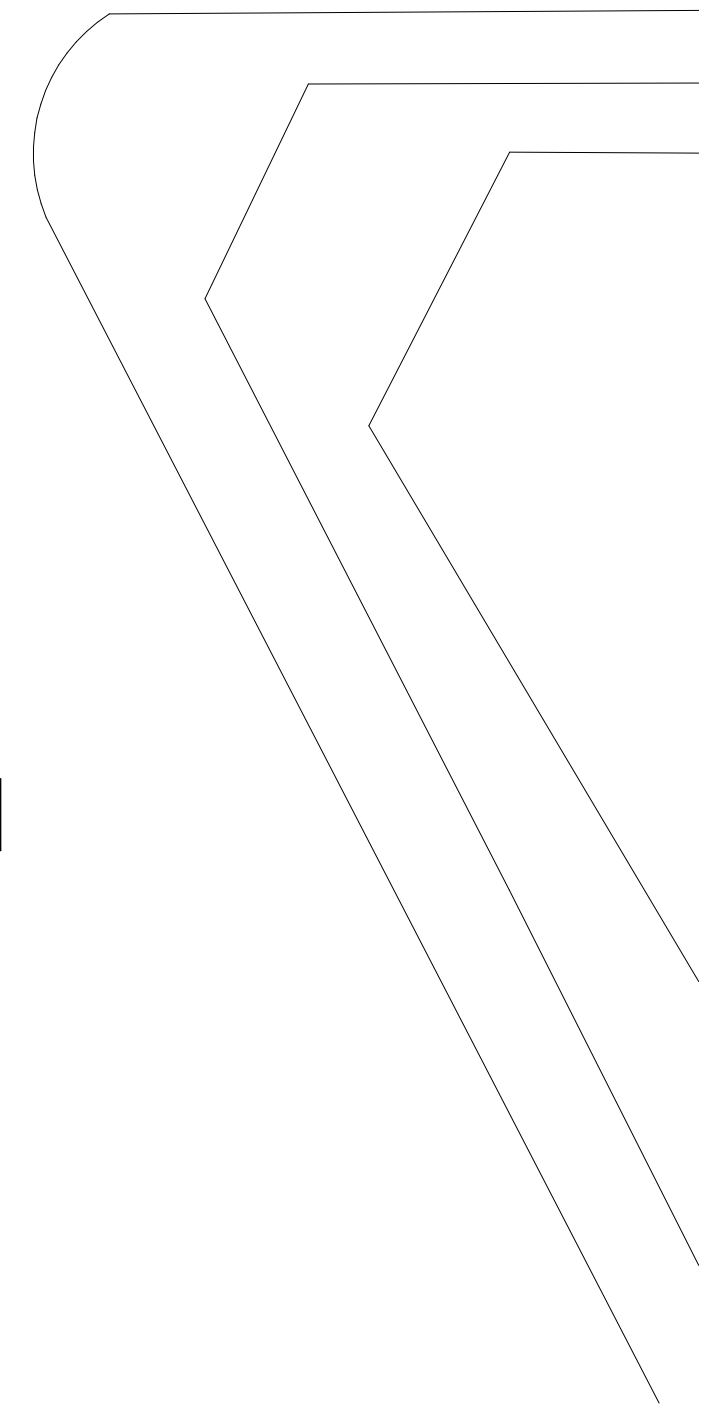
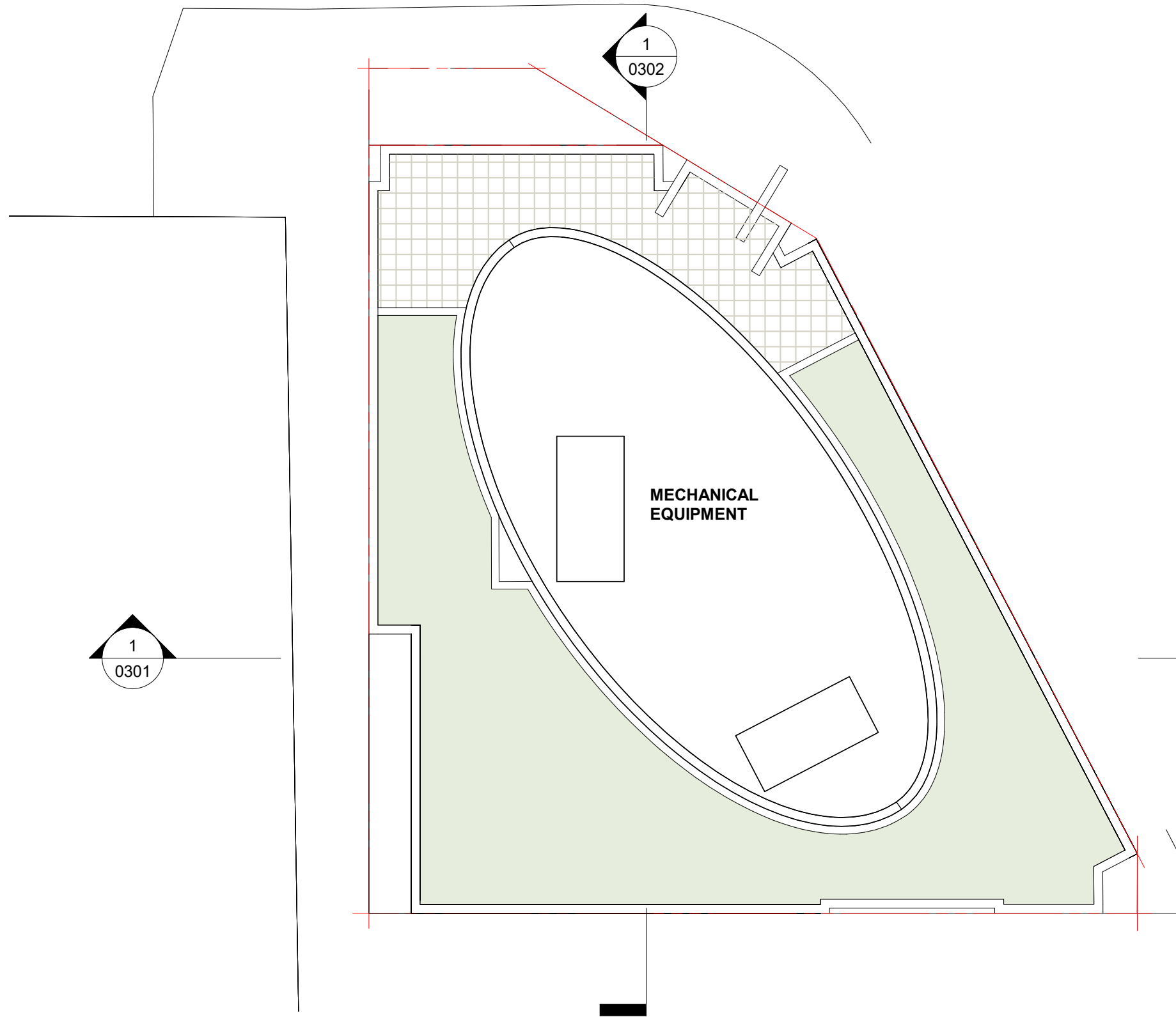










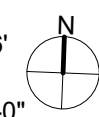


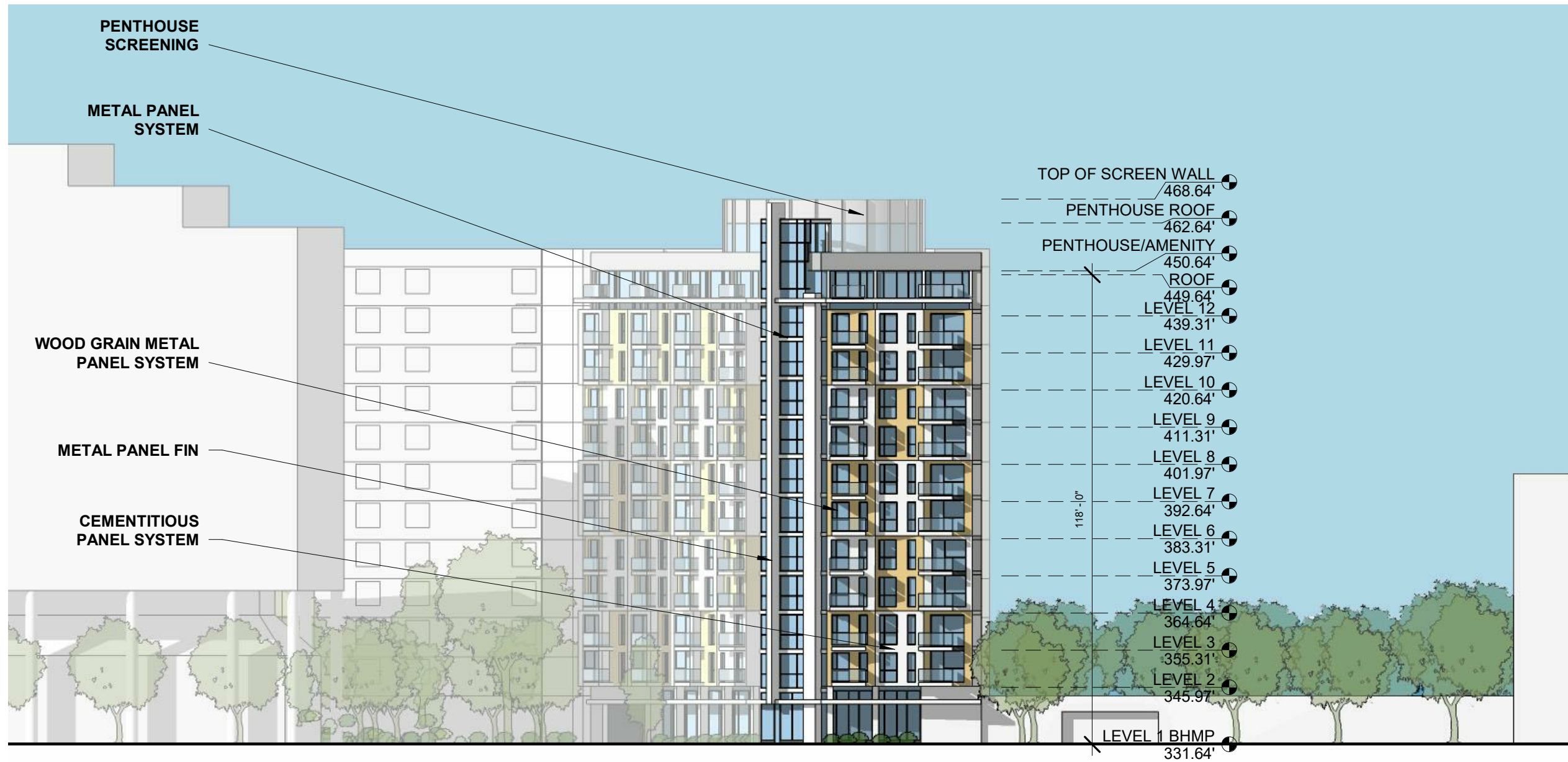
1  
0301

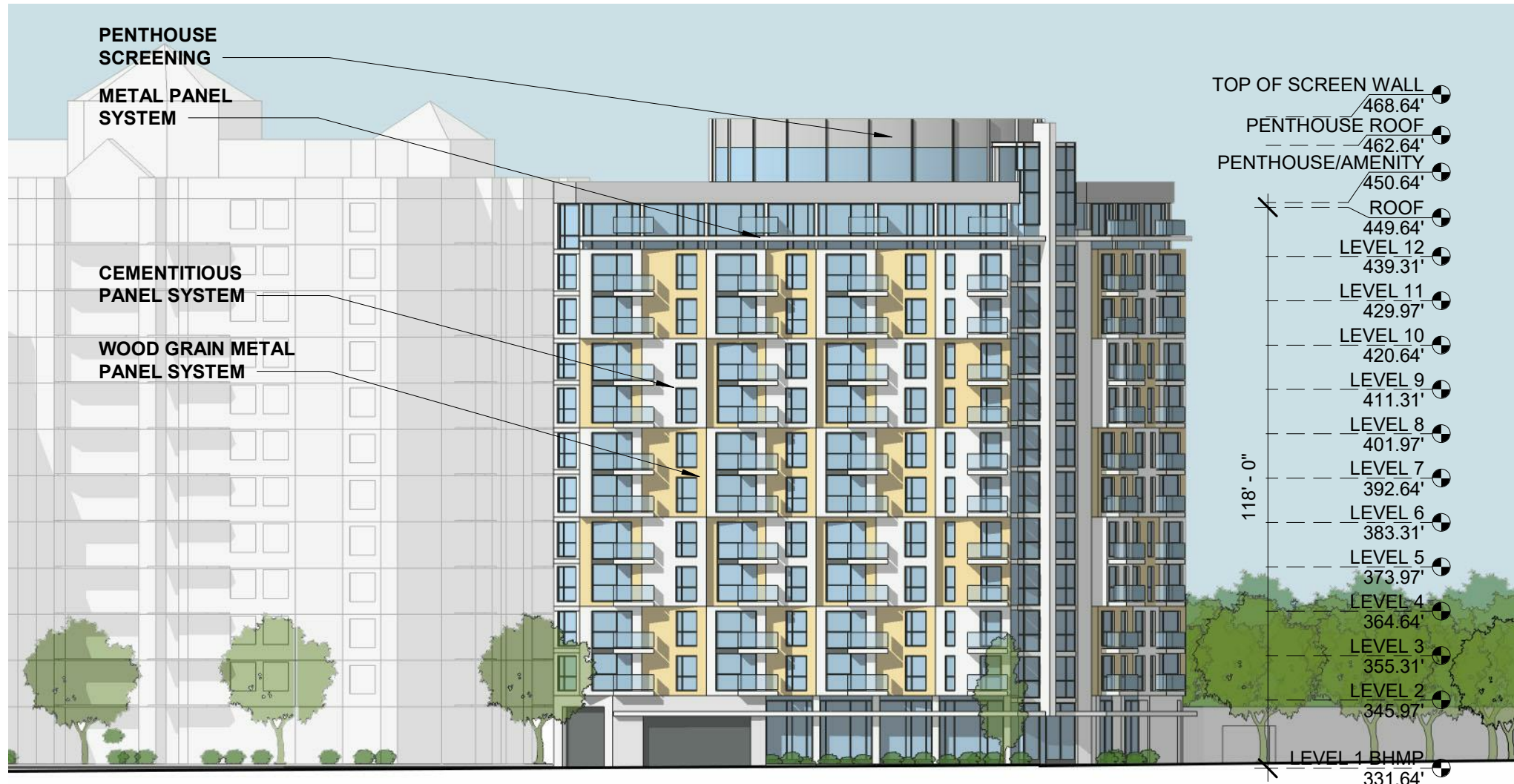
1  
0302

MECHANICAL  
EQUIPMENT

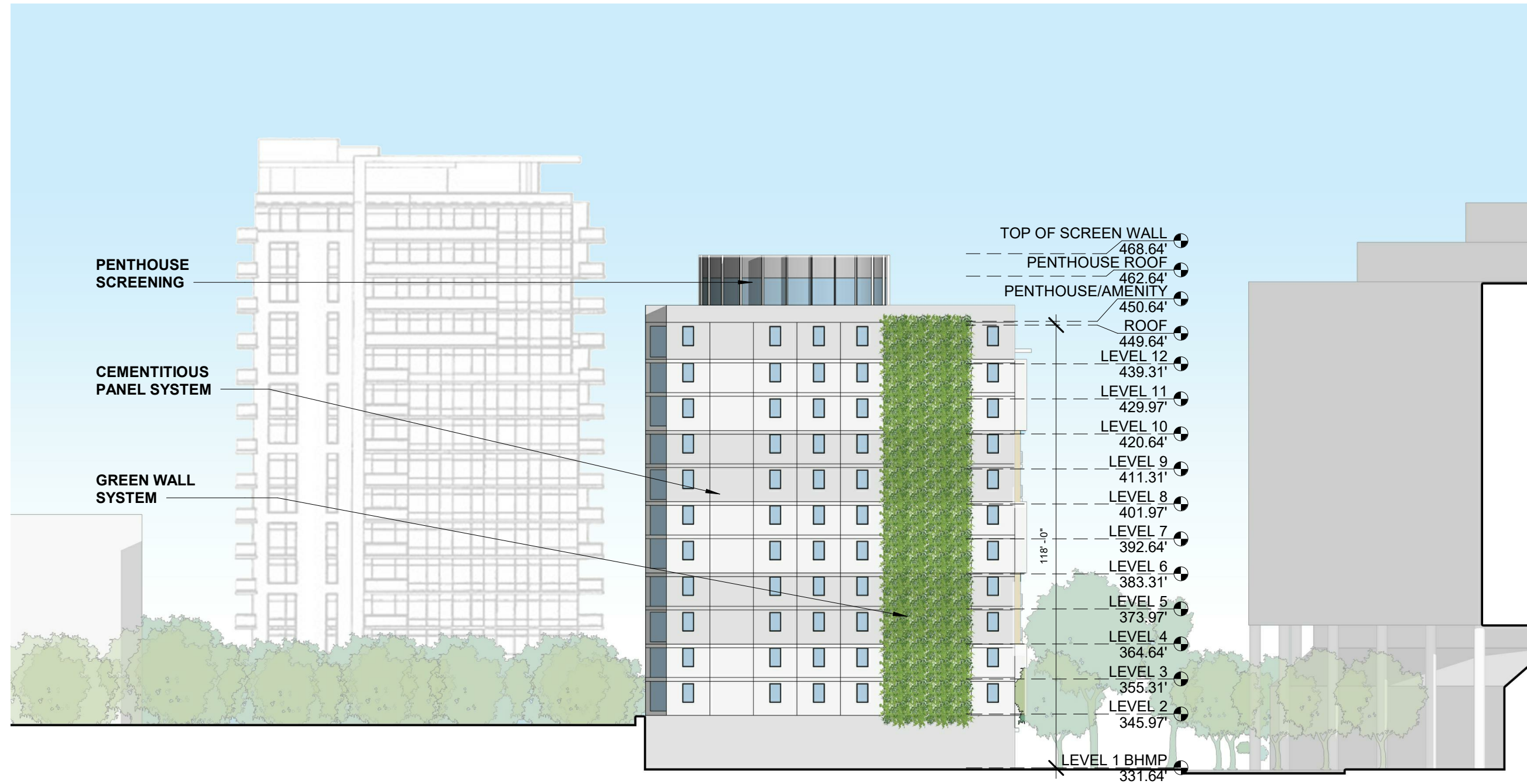
0' 4' 8' 16'  
SCALE: 1/16" = 1'-0"

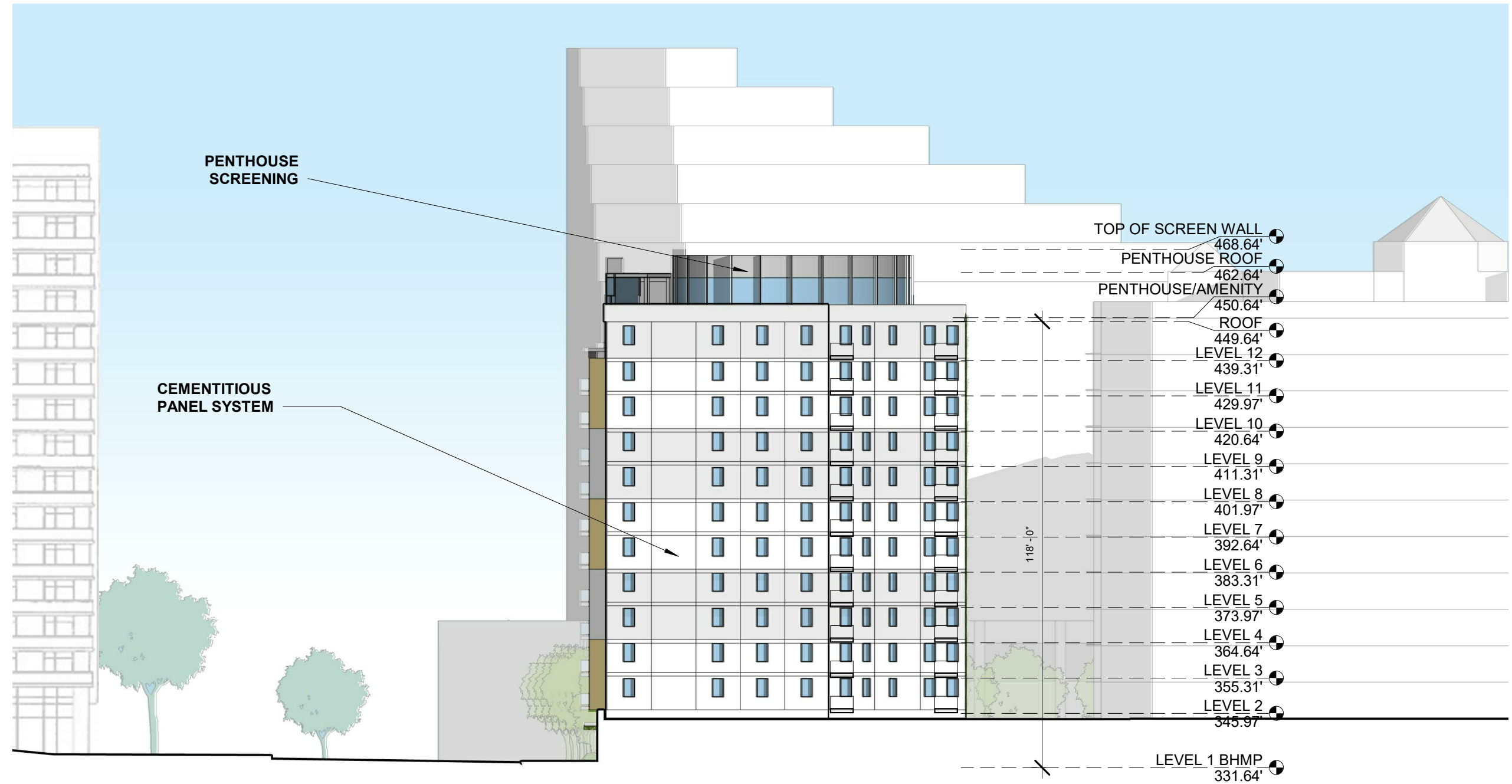


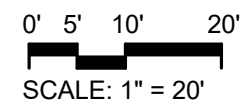
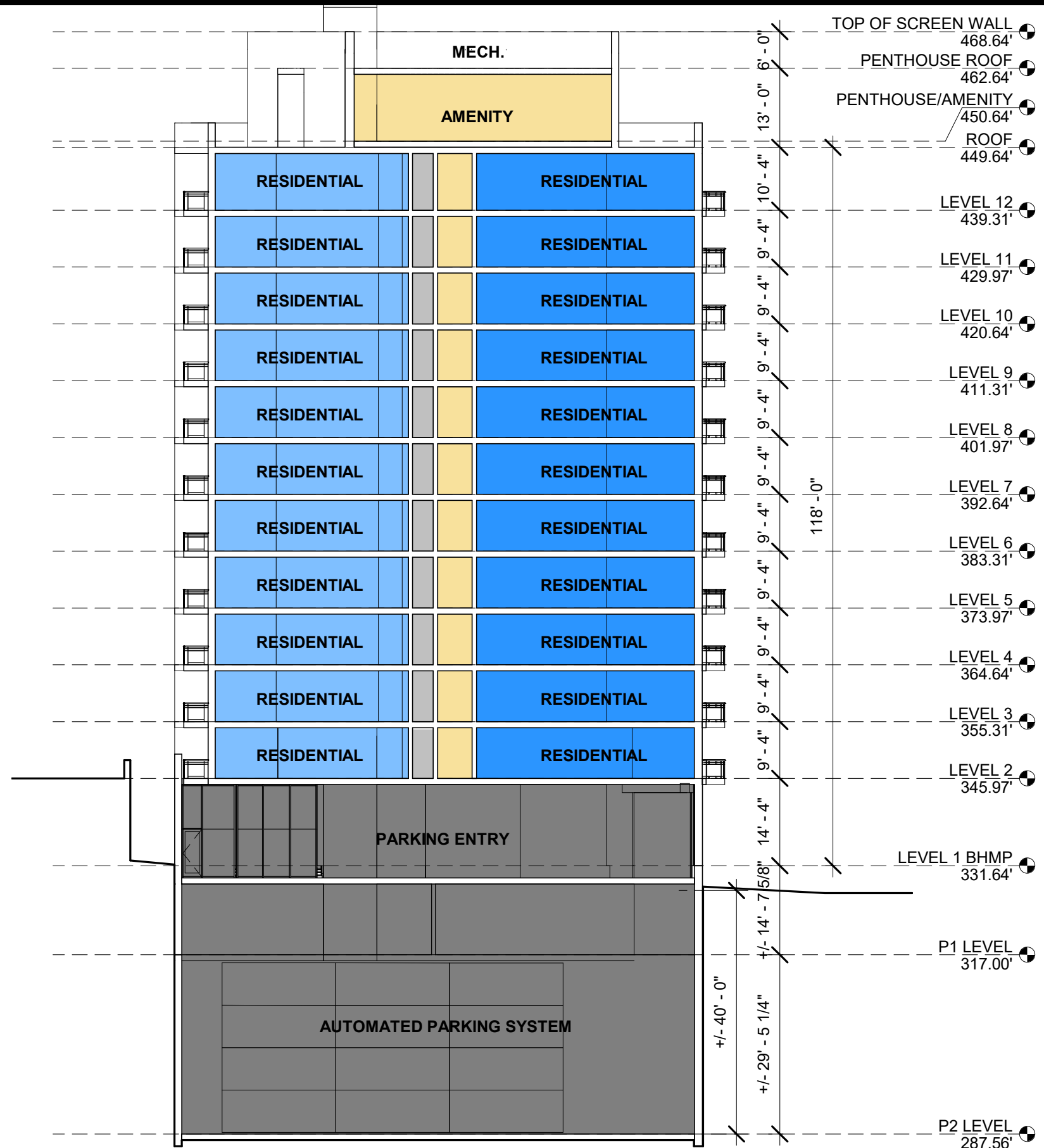


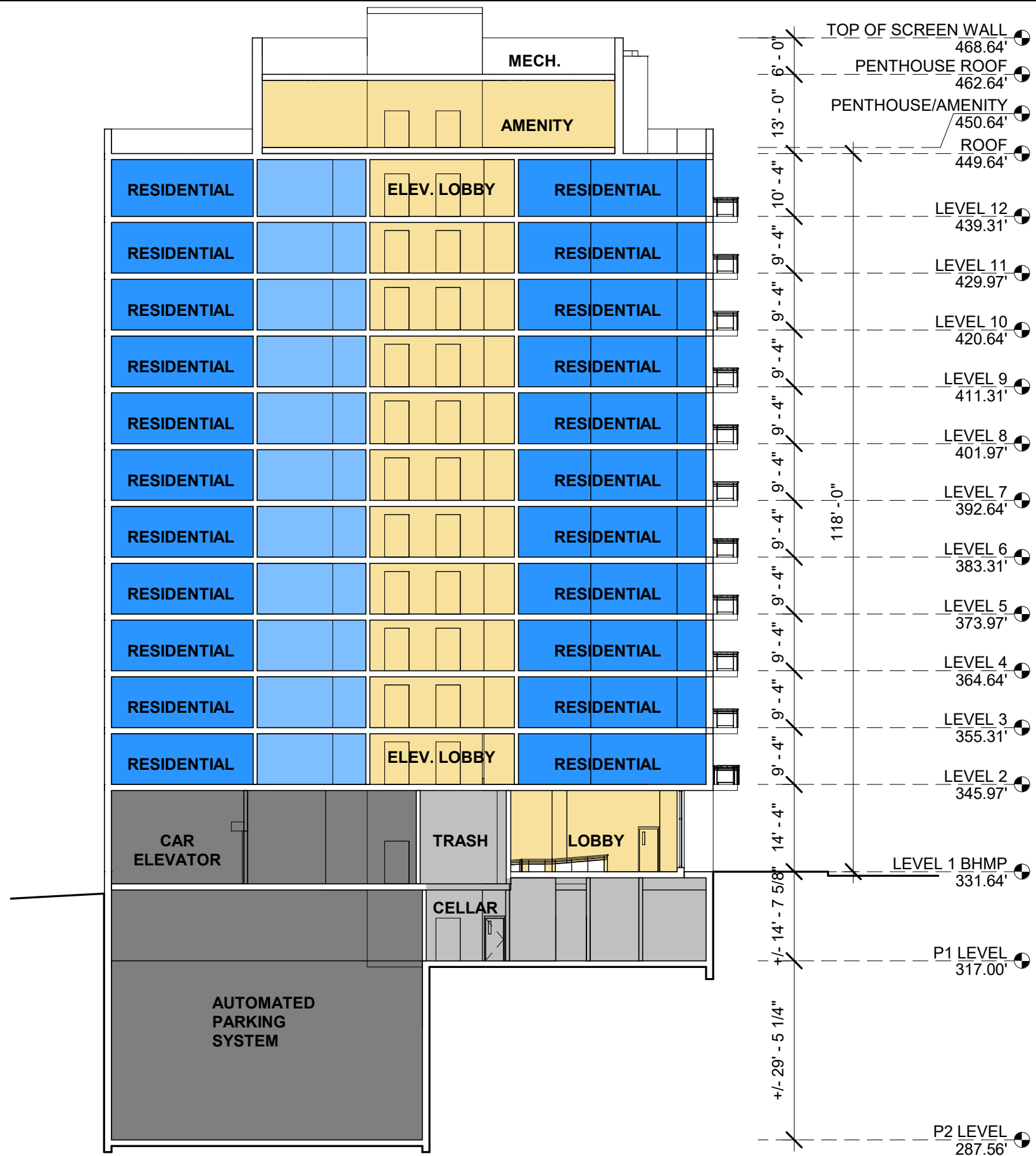




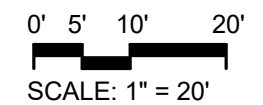






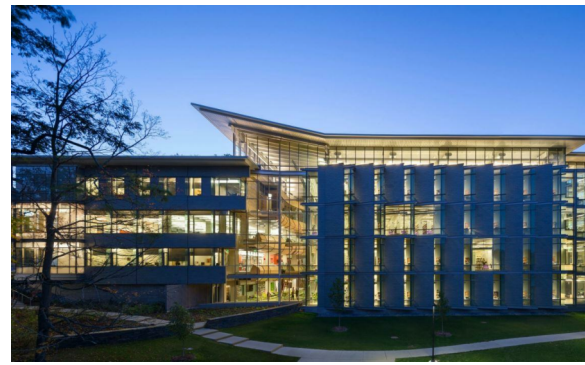


BUILDING SECTION





Repetition Creating Rhythm



Repetition Creating Rhythm



Articulated Facade to provide texture



Green Wall With Punched Window Openings



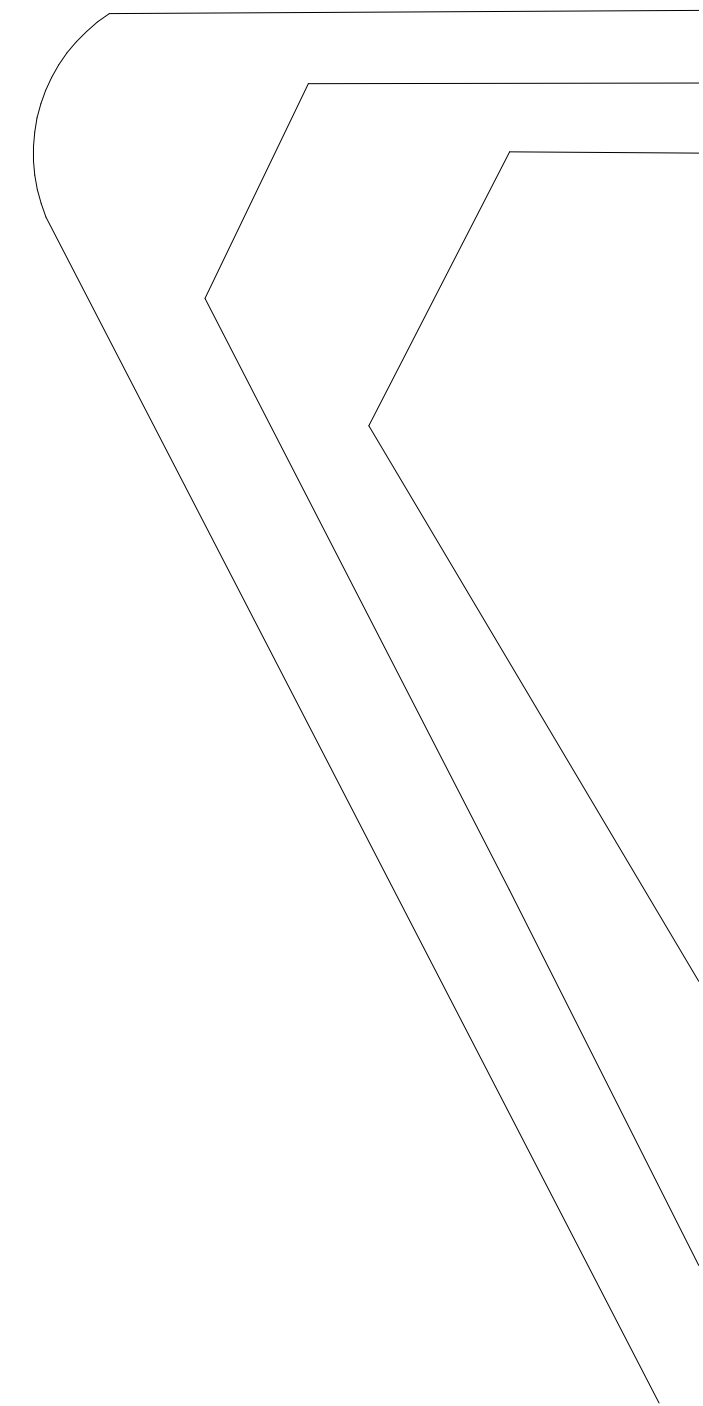
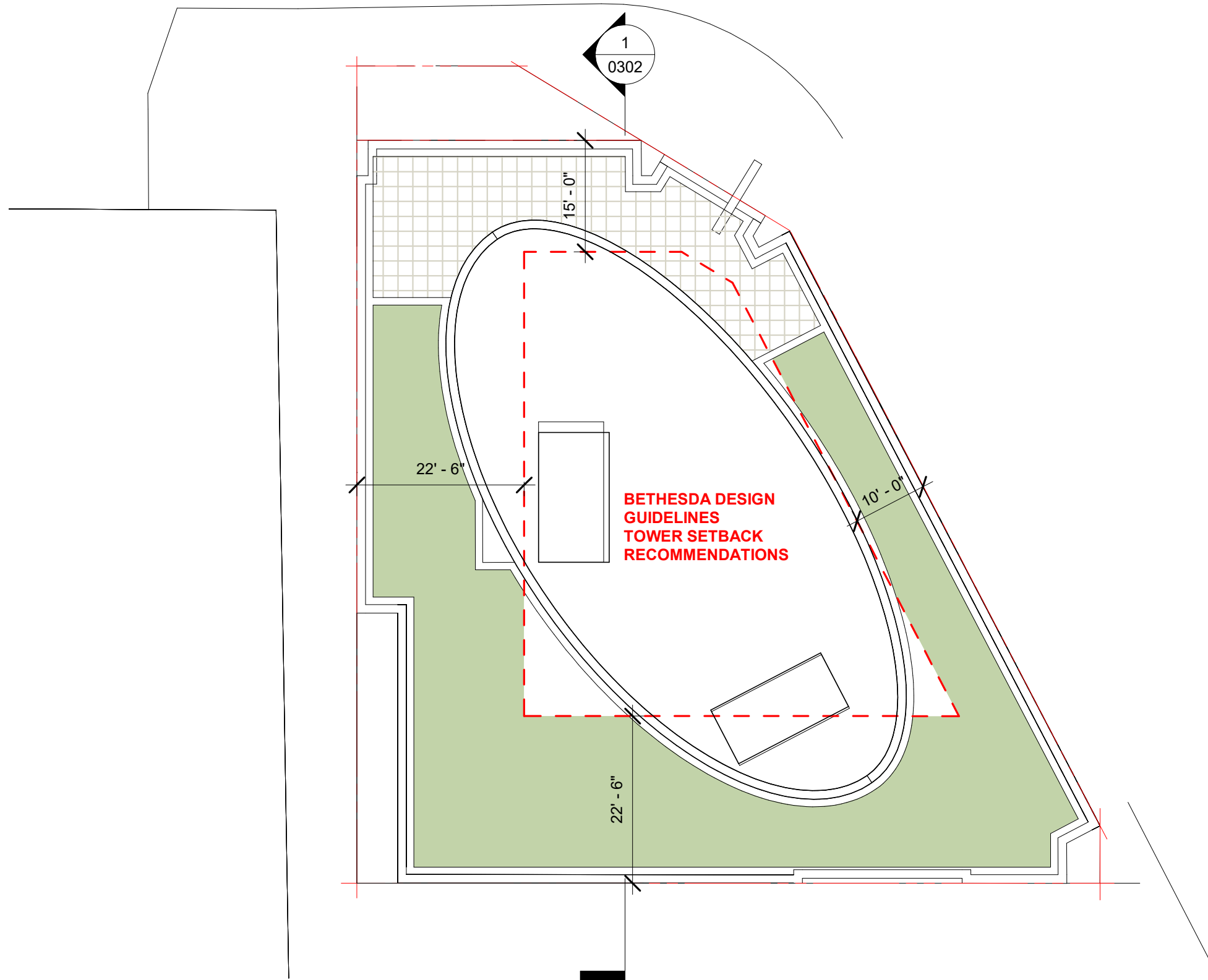
Multi-color Panels Add Visual Interest to a Largely Blank Wall



Articulated Facade to give direction and verticality



Articulated Facade to break down massing



### 2.1.7 Neighborhood Local Street

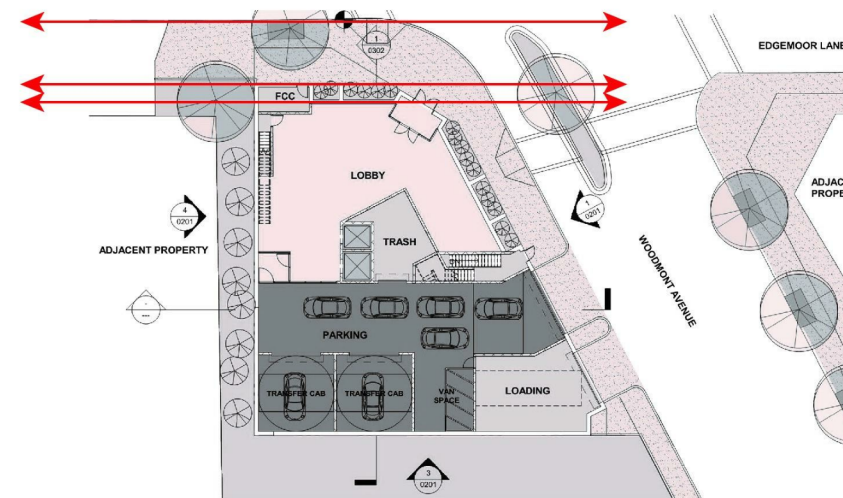
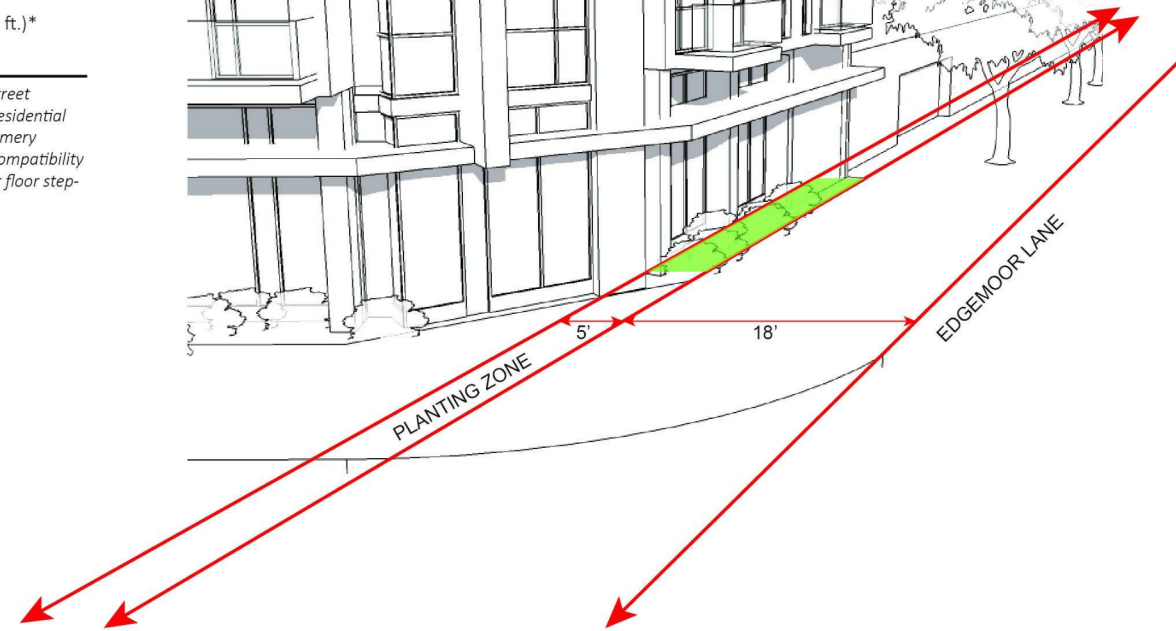
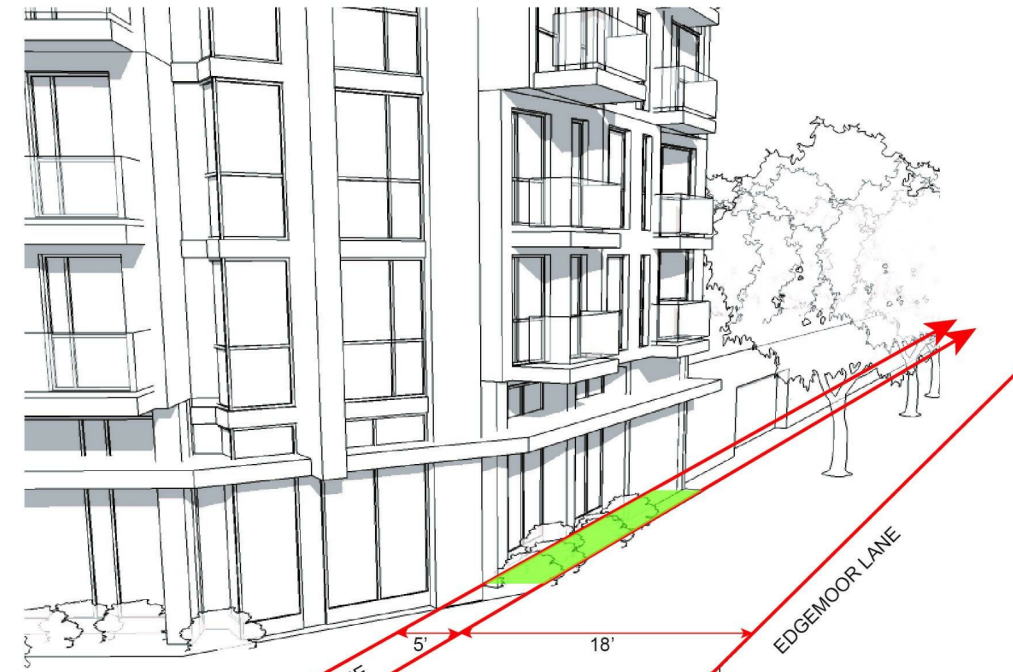
Neighborhood Local Streets are typically narrow side streets that accommodate shared bike uses, access to residential parking, on-street parking and low traffic volumes with very slow auto speeds. Sidewalks along these streets are often narrower than on other types because of the constrained street width.

**Intent: Building and sidewalk designs along Neighborhood Local Streets should provide efficient and comfortable access from the urban core to neighborhoods of low-scale buildings and detached homes. Because local streets provide a transition from the downtown core to surrounding neighborhood streets, the height of building frontages should reflect this change in scale.**

**Table 2.06: Neighborhood Local Street**

Sidewalk Zones	
A.	Planting/Furnishing Zone: 5 - 8 ft.
B.	Pedestrian Through Zone: 6 - 10 ft.
C.	Frontage Zone: 0 - 4 ft.
Building Placement	
D.	Build-to Line: 12 - 15 ft. from street curb
Building Form	
E.	Base Height: 2 - 4 stories (25 - 50 ft.)*
F.	Step-back: 15 - 20 ft.*

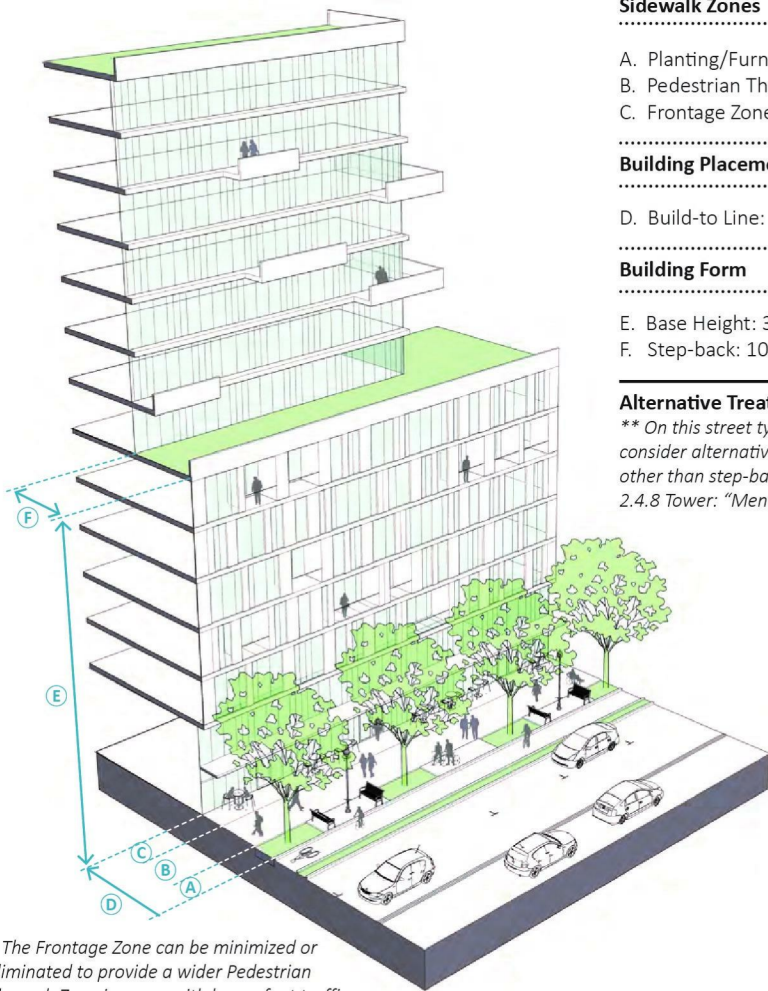
*\* Properties on a Neighborhood Local Street confronting a Residential Detached or Residential Townhouse zone should see the Montgomery County Code Chapter 59 Section 4.1.8 Compatibility Requirements for base height and upper floor step-backs.*



### 2.1.3 Downtown Mixed-Use 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.**



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

**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**

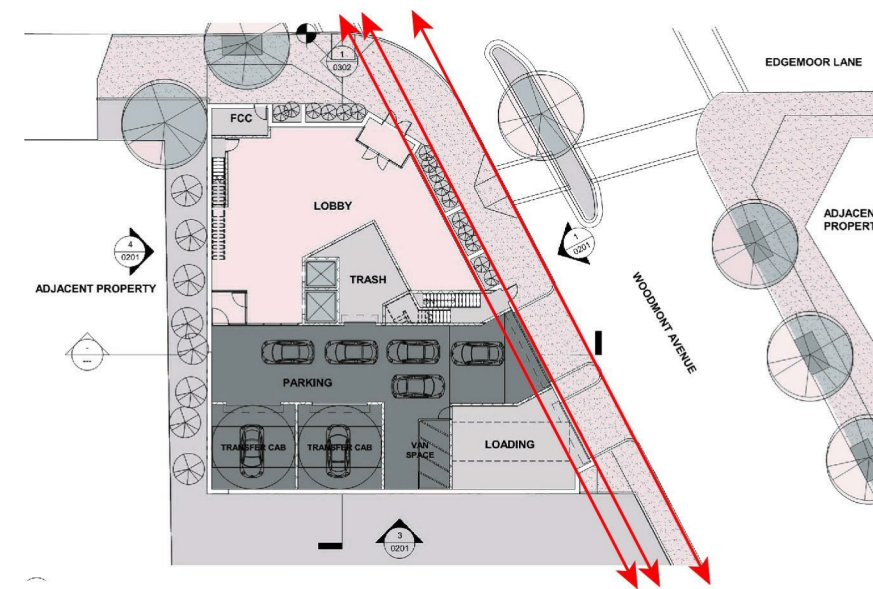
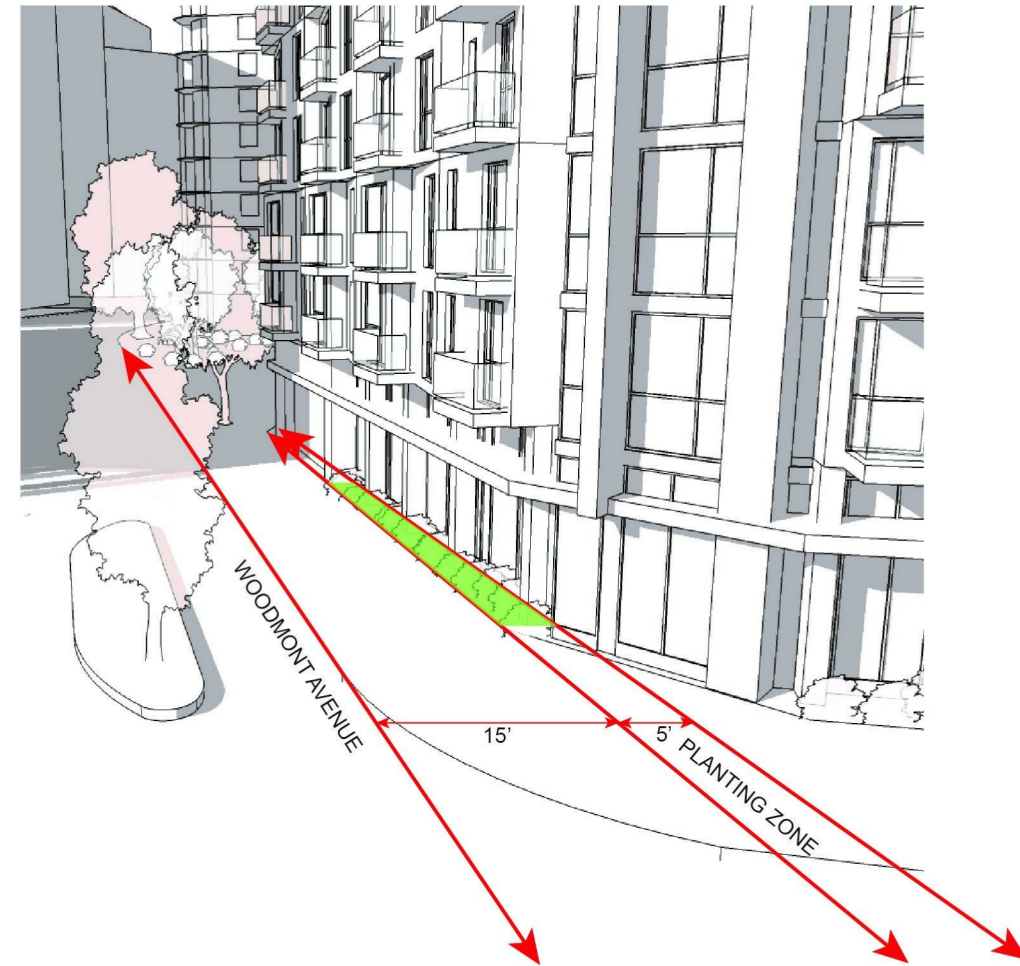
- D. Build-to Line: 15- 20 ft. from street curb

**Building Form**

- E. Base Height: 3-6 stories (35-70 ft.)
- F. Step-back: 10-15 ft.\*\*

**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.



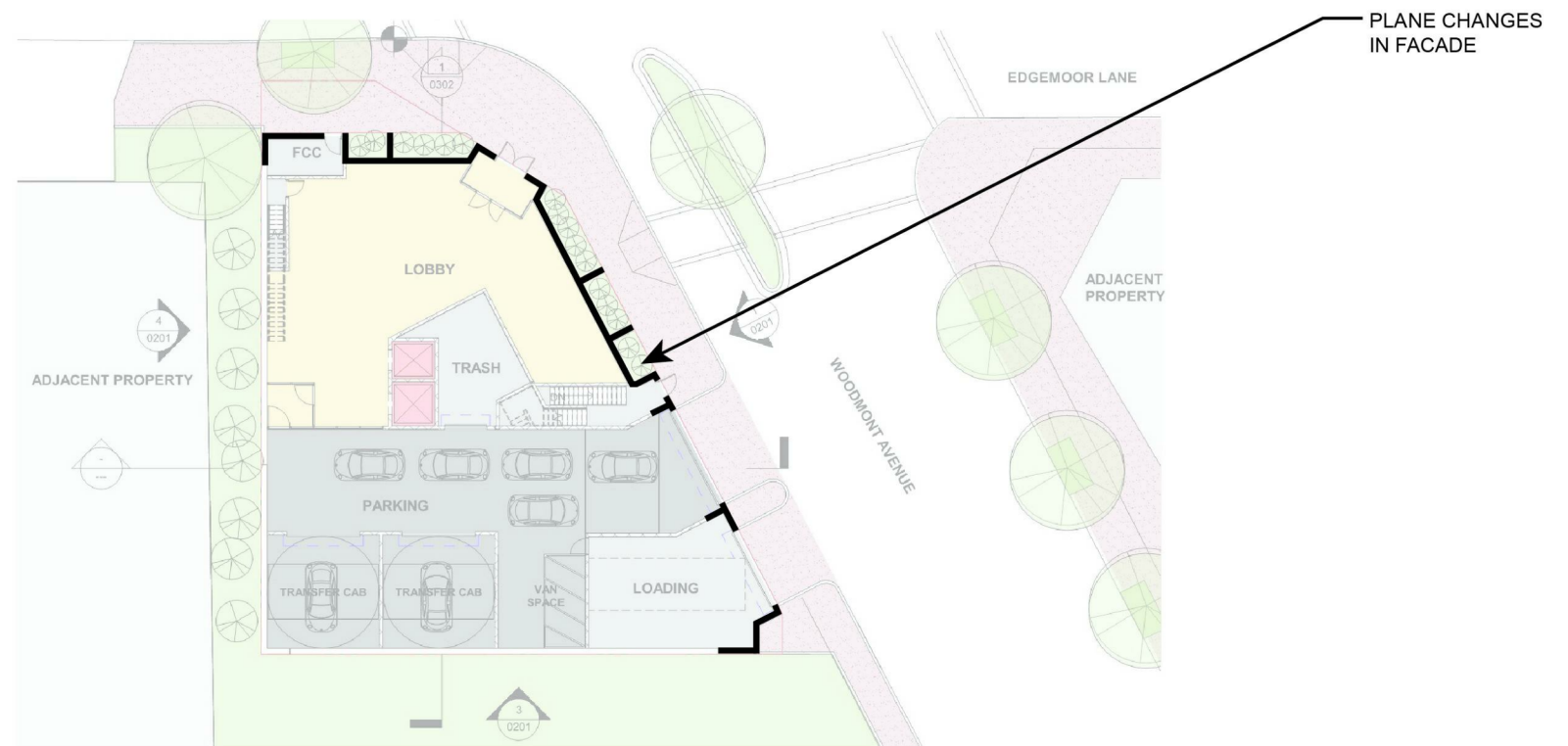
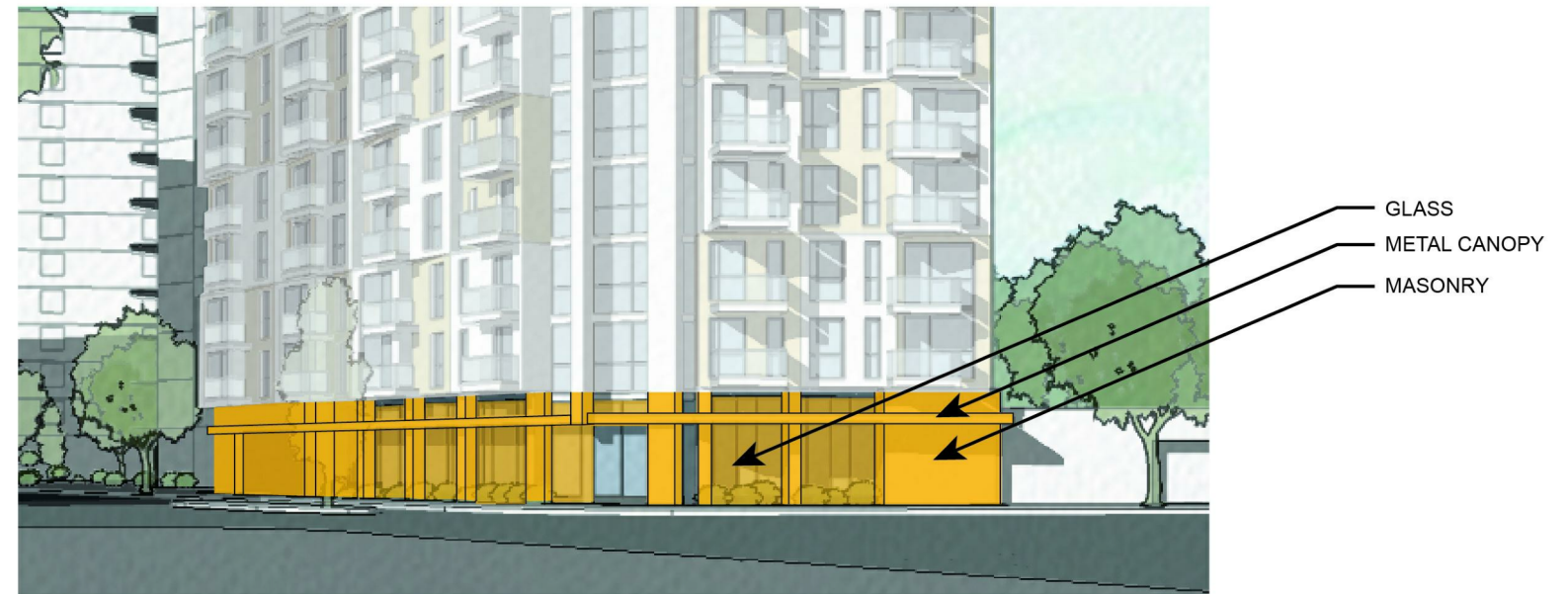
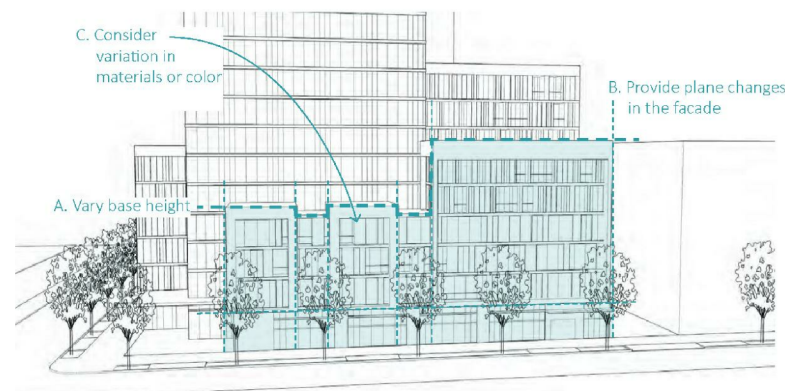


## 2.4.4 Base: Variation and Articulation

**Intent:** To ensure that facades are not exceedingly long, uninterrupted and rigidly uniform. These variations break up the mass of large buildings, add visual interest and promote human-scaled lower stories to relate to pedestrians.

### Guidelines:

- Vary base height up to the maximum height designated by the street type. This variation should respond to the street character and typical widths, heights and modulation of existing buildings to create a contextually sensitive building wall along the street.
- Provide plane changes in the facade that create significant vertical and horizontal breaks, and shadow lines on the facade.
- Consider variation in building materials or color to add texture to lower floors most visible to those at pedestrian level.
- Avoid cantilevering the majority of the building mass over the Frontage Zone, public sidewalk or public open space to prevent interfering with street trees and blocking access to sunlight and sky views for pedestrians.

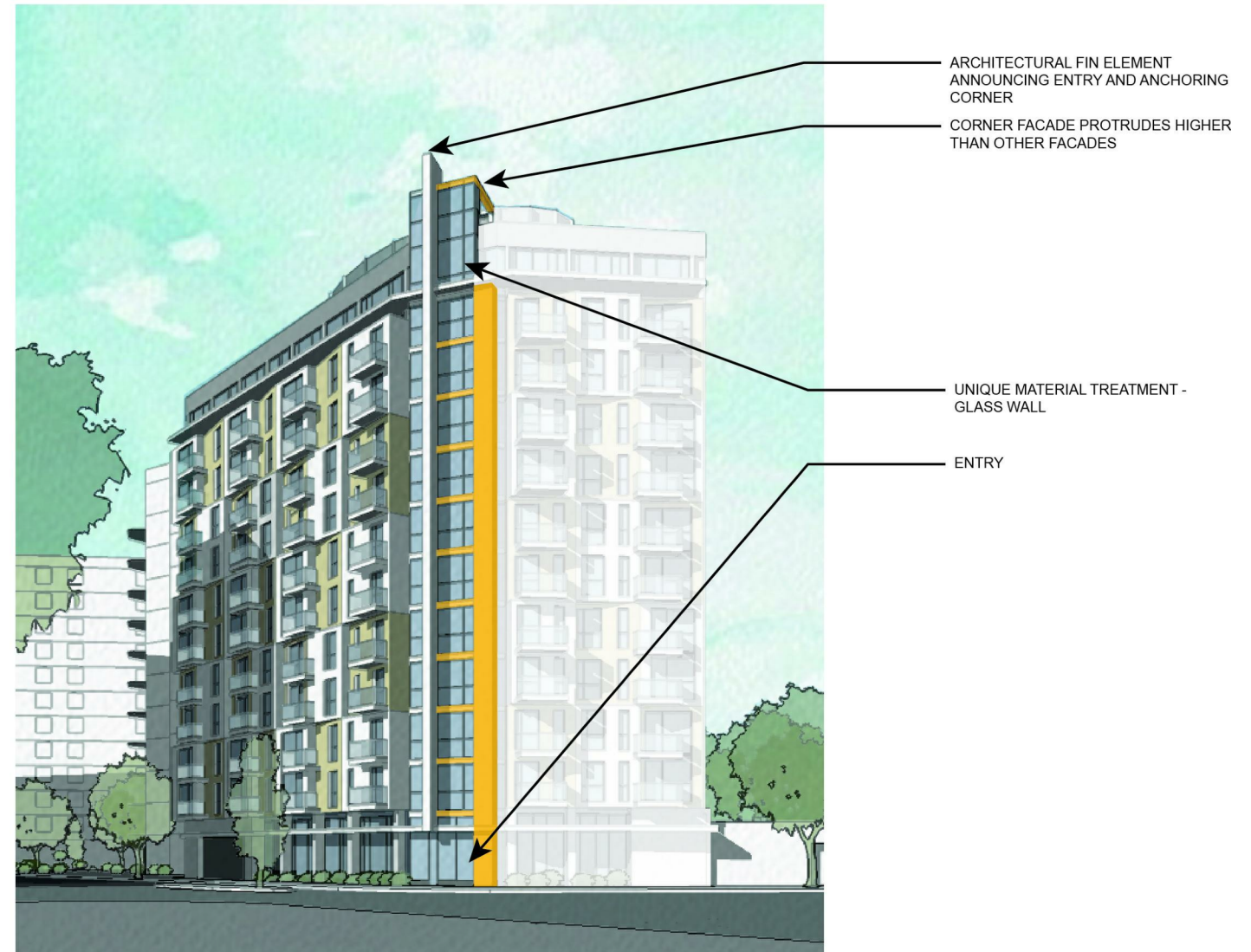
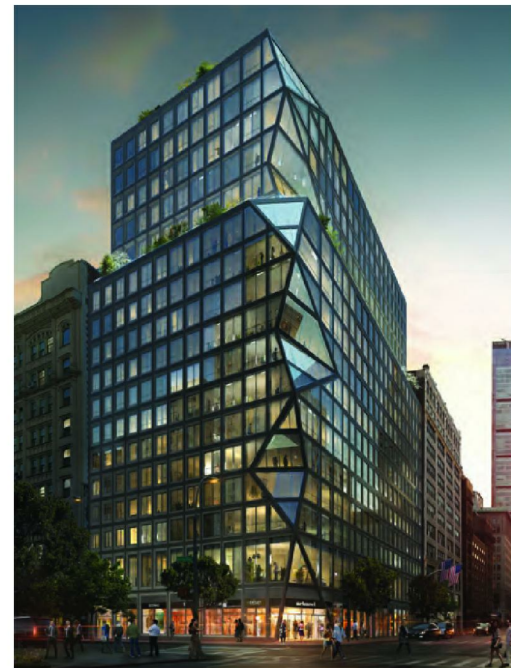


## 2.4.5 Corner Treatments

**Intent: To anchor and frame street intersections with a continuous building wall or unique design features.**

**Guidelines:**

- A. Provide signature design elements on prominent corners or intersections as focal points. These prominent locations include sites adjacent to open spaces, with the tallest building heights and buildings that terminate major view corridors such as East-West Highway, Norfolk Avenue, Old Georgetown Road and Bethesda Avenue.
- B. The full height of tall buildings may be expressed at corners, as a way to provide variation and increased verticality on buildings with tower step-backs.
- C. Establish block corners with architectural articulation and activating uses. While market forces will dictate actual locations where retail operations are feasible, anchoring key block corners by including activating uses such as retail is encouraged.



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.

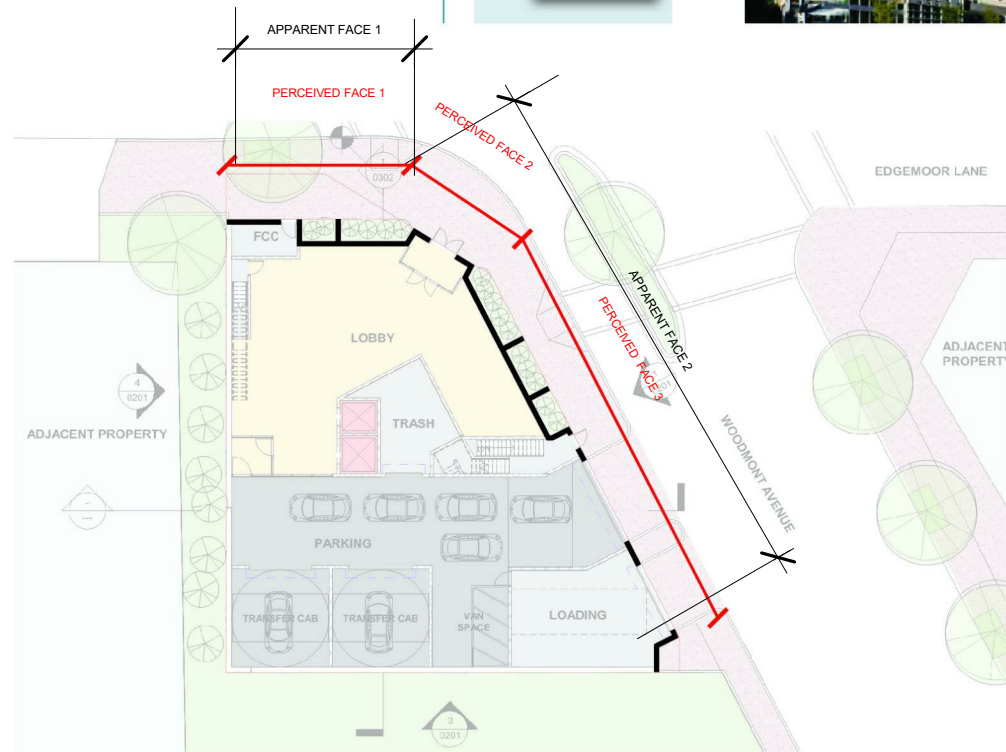
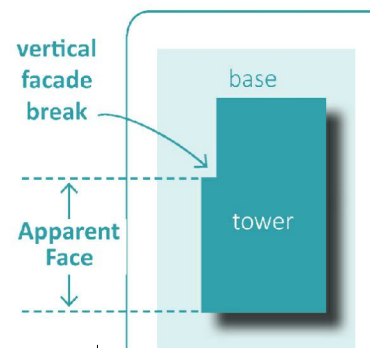
**D. Modulate and Articulate Facades**

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.



**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.

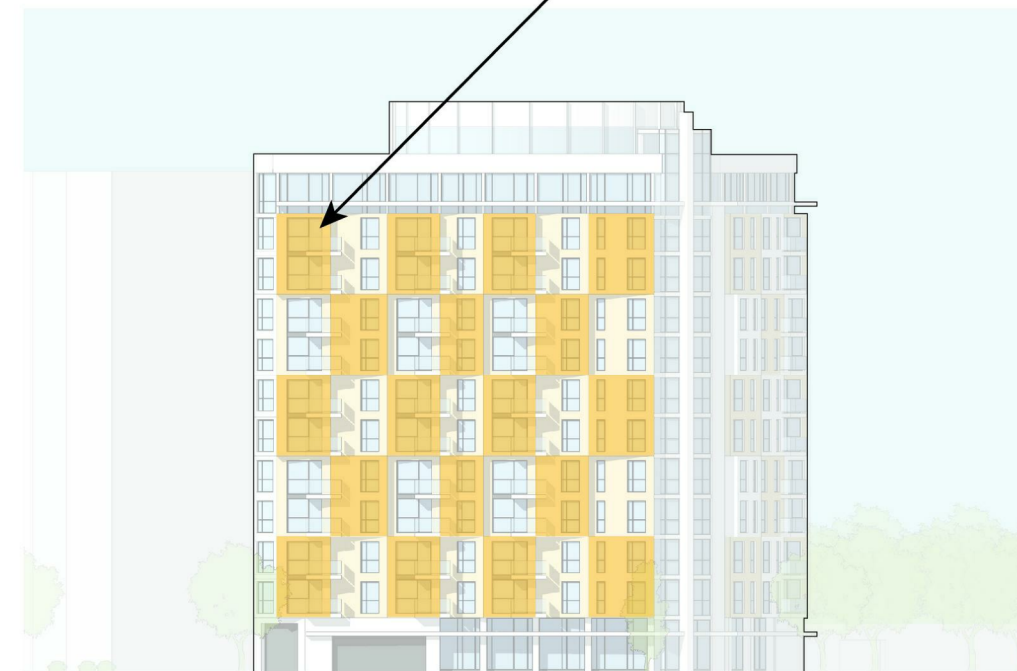


LIMITING APPARENT FACE



2 STORY READING TO REDUCE SCALE

MODULATION AND ARTICULATION OF FACADE



### 2.3.3 Servicing, Access and Parking

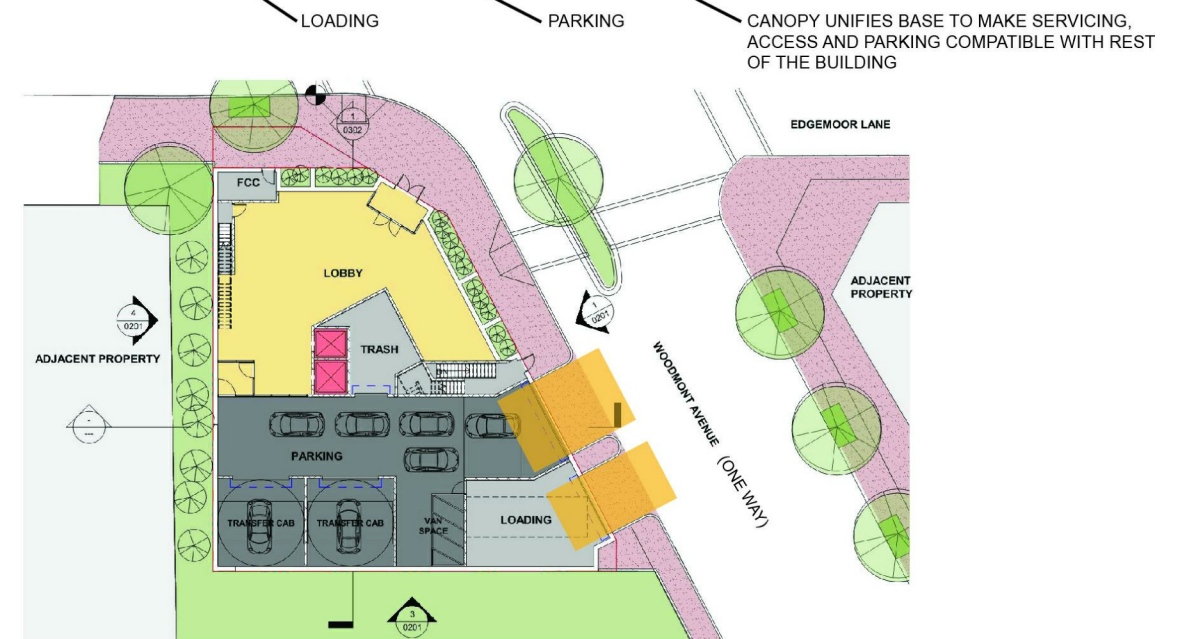
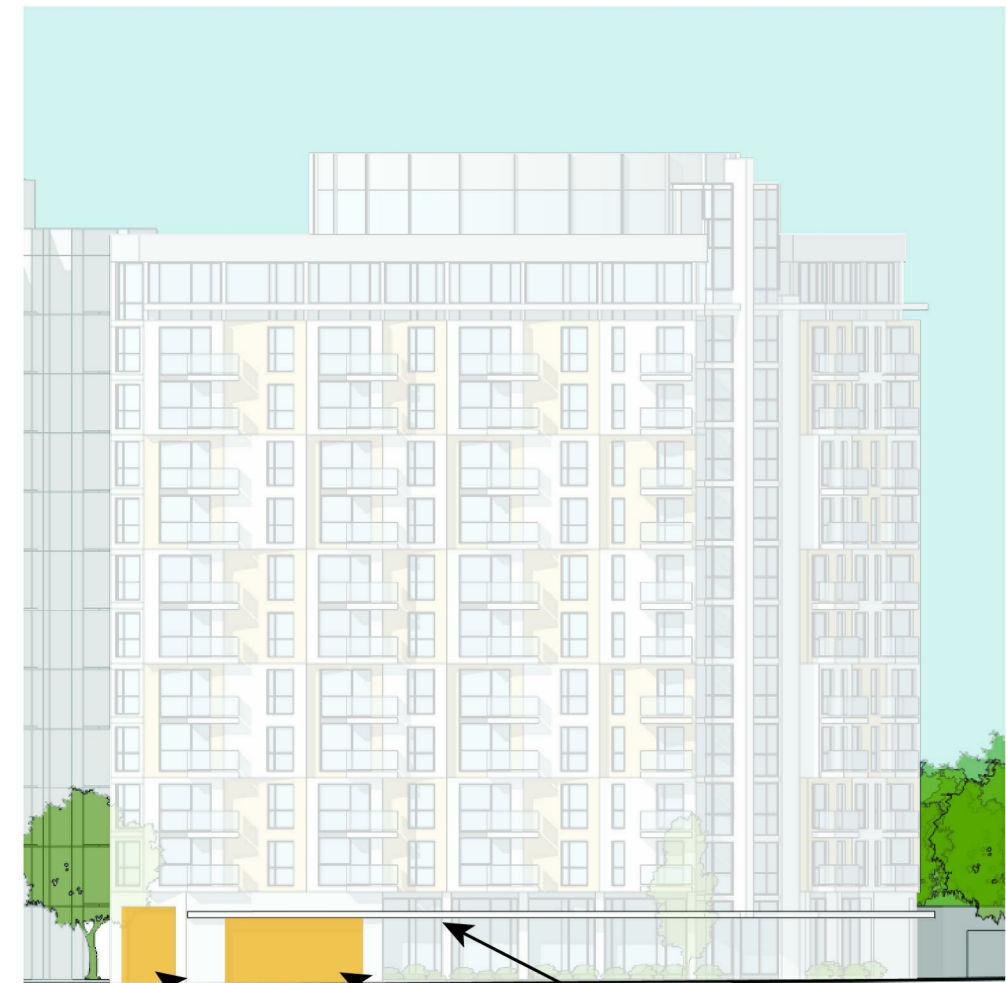
**Intent: Loading, servicing and parking should be designed to minimize conflicts between vehicles, pedestrians and cyclists and reduce the visual impacts of vehicle access and parking on the Public Realm. Site design should prioritize the public sidewalk and bikeways over private vehicular crossings.**

**Guidelines:**

- A. Line the ground floor of structured parking with retail or other uses with transparency to maintain an active building edge. Where active uses are infeasible, avoid exposed parking floors along the street through measures outlined in the Zoning Ordinance *Section 6.2.9.D.1 Structured Parking Requirements*.
- B. Design exterior of the garage portion of the building to be compatible with the rest of the building facade, in order to enhance the overall architectural quality of the building.
- C. Provide a continuous, level and clearly delineated Pedestrian Through Zone across driveways to encourage drivers to yield to pedestrians. Consider applying the same materials across these vehicle access points as the sidewalk, such as brick pavers.
- D. Locate loading and servicing within the interior of a building at the rear whenever possible. Service alleys are also recommended where setbacks are required from the side or rear property lines for building code.
- E. Avoid placing entries to loading docks, service areas and parking garages on neighborhood residential streets when alternative access is feasible.
- F. Minimize the width and height of driveways and vehicular entrances. Where possible, combine loading dock and garage access.
- G. Screen vehicle and servicing access areas and trash storage with landscaping or other vertical

elements, and design vehicle access doors to incorporate high-quality materials and finishes that are consistent with the building.

- H. Vehicle access points should not be located adjacent to a public open space other than through-block connections.
- I. Coordinate location of access points with adjacent and confronting properties where possible to ensure a comfortable sidewalk environment and limited conflicts.
- J. Provide loading spaces for pick-up and drop-off where feasible to reduce idling in the travel lane.
- K. Design structured parking floors to be flexible for future retrofit to other uses where possible.
- L. Ensure continuous tree canopy along service areas and lay-by areas to the greatest extent feasible.



## 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:

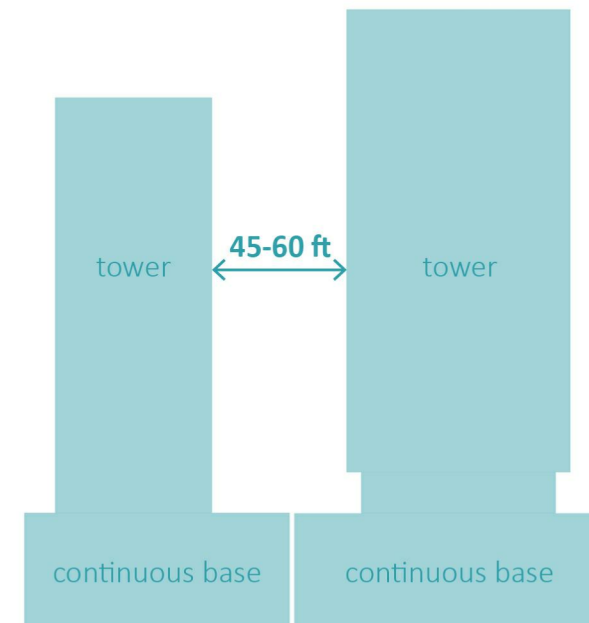
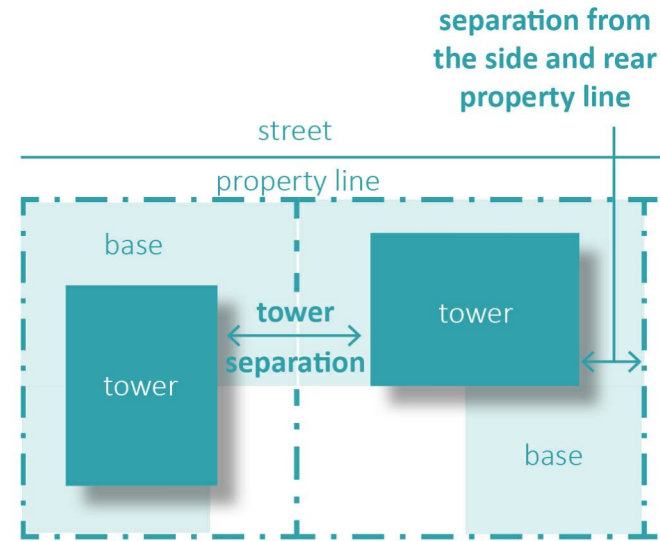
- Separate tower floors at least 45 to 60 feet (22.5 to 30 feet from the side and rear property lines).
- Provide a continuous building base along the lower floors.
- Avoid building towers to the property line creating expansive blank party walls that are imposing on the pedestrian environment.

### 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.

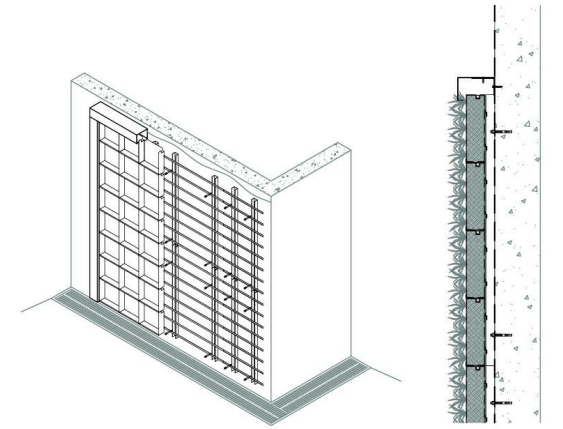
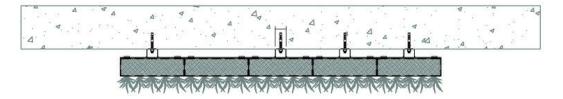
Where existing neighboring building towers are built to or close to the property line, new development should aim to achieve the total tower separation where possible. However, at a minimum, the new building tower levels should provide the separation distance indicated in *Guideline 2.4.6 A* from the 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.

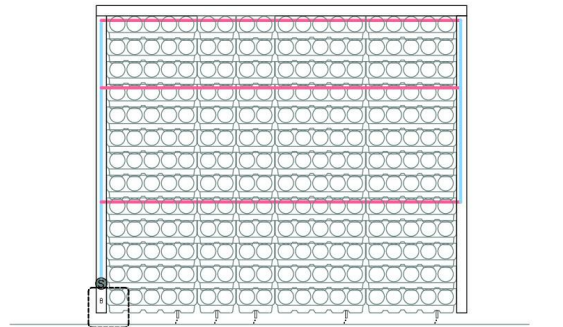




MODULAR GREEN WALL, MIX OF GREEN COLORED PANELS AND GREEN WALL SYSTEM



GREEN WALL PANEL SYSTEM ON CONCRETE WALL



GREEN WALL POTTED SYSTEM ON CONCRETE WALL