

Bethesda Downtown Design Advisory Panel (DAP)

Submission Form (Revised March 2020)

PROJECT INFORMATION

Project Name	4901 Battery Lane
File Number(s)	Site Plan # 820220160
Project Address	4901 - 4915 Battery Lane, Bethesda

Plan Type Concept Plan Sketch Plan Site Plan Consultation w/o Plan

APPLICANT TEAM

	Name	Phone	Email
Primary Contact	Brian Strott, WC Smith Dev	202-465-7010	bstrott@wcsmith.com
Architect	SK+I Architecture, Chris Huffer 240-479-7484 chuffer@skiarch.com		
Landscape Architect	ParkerRodriquez Trini Rodriquez 703-548-5010x112 trodriguez@parkerRodriquez.com		

PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF/FAR)	Requested BOZ Density (SF/FAR)	MPDU %
Project Data	CR1.5C0.5R1.5 H120	120'	416,367/4.5	277,704/3.0	15%
Proposed Land Uses	High-rise Residential Multi-family				

DESIGN ADVISORY PANEL SUBMISSION PROCESS & REQUIREMENTS

1. Schedule a Design Advisory Panel review date with the Design Advisory Panel Liaison.
2. At least two weeks prior to the scheduled Panel meeting, provide via email to the Design Advisory Panel Liaison the completed Submission Form and required drawings in PDF format. Incomplete applications will be returned for revision. **Applications deemed incomplete by the Liaison may result in the loss of the scheduled meeting date if not returned complete within the above time frame.**
3. Concept Plan and Sketch Plan applications must include the following, at a minimum:
 - Property location plan showing three-block context radius
 - Illustrative site plan showing two-block context radius
 - Perspective images of all building faces from a 3-D model that show the proposal in the built context, as well as with nearby buildings approved by the Planning Board. (Bring the 3-D model to the Panel review.)
 - 3-D building massing diagrams illustrating:
 - both strict conformance with the design guidelines and the proposed design, indicating where the proposal does not conform and how the alternative treatments meet the intent of the guidelines
 - the maximum standard method of development density on site
 - the maximum mapped density on site
 - Precedent images showing scale, architectural character, materiality, etc. (Concept & Sketch Plans only).

Except as noted, Site Plan applications must include all of the above, as well as, at a minimum:

- Floor plans for parking level(s), ground floor, typical floor, roof, and unique conditions
- Building/site sections showing full adjacent street sections with opposite building face
- Elevations for each façade
- Key perspective views expressing character of the building elevations and streetscape.



DESIGN GUIDELINES CONFORMANCE

The primary goal of the DAP is to provide advice and recommendations that will heighten design excellence and improve the quality of architecture, urban design, and landscape architecture in Downtown Bethesda. Simple compliance with the numerical standards in the Design Guidelines does not in itself achieve Design Excellence.

STREET TYPE(S): Neighborhood Connector

	Recommended	Provided	Alternative Compliance?
Sidewalk Zone			
Planting/Furnishing Zone	6-8'	6.5'	
Pedestrian Though Zone	6-8'	7'	
Frontage Zone		12'	
Building Placement			
Build-to Line (from street curb)	20-25	25	
Building Form			
Base Height	3 - 5 stories	3 stories	
Step-Back	15-20'	Two-10' at top 3rd flr	and 6' at 10th flr

DOES THE PROJECT INCLUDE A THROUGH-BLOCK CONNECTION OR TRAIL? Yes No
 • If yes, please provide sectional diagrams demonstrating conformance with Section 2.1.9 of the Guidelines

DOES THE PROJECT INCLUDE A SECTOR-PLAN RECOMMENDED PARK OR OPEN SPACE? Yes No
 • If yes, please provide diagrams demonstrating conformance with Section 2.2 of the Guidelines

BUILDING FORM

	Recommended	Provided	Alternative Compliance?
Tower			
Separation Distance	45-60'	n/a - 54-89' to adj bldgs	
Step-Back	Per Street Type	10' at 3rd/6' at 10th flr front and	10' at 10 flr side elev
Bulk Reduction Methods	I/E-shaped footprint and multiple stepbacks for compatibility to adj bldgs, trails		

IS THE PROJECT LOCATED IN A DISTRCT IDENTIFIED IN CHAPTER 3 OF THE DESIGN GUIDELINES? Yes No
 • If yes, please provide diagrams demonstrating conformance with the District-Specific Guidelines

EXCEPTIONAL DESIGN POINTS REQUESTED (MIN: 10, MAX: 30): 15 min

- 10 Points: Generally consistent with the Design Guidelines and meets four of the CR Guideline Criteria
- 20 Points: Superlative design that in a uniquely compelling way meets the Design Guidelines or overcomes a significant site or similar constraint; a top example of design within Montgomery County
- 30 Points: Singular design that exemplifies the highest intent of the Design Guidelines and may be considered a top example of design within the Mid-Atlantic region



4901 Battery Lane – Site Plan No. 820220160
Design Advisory Panel Submission
February 23, 2022

1. Brief Project Description

WC Smith Development (“Applicant”), on behalf of the property owner, Alonzo O. Bliss Properties, received Sketch Plan approval on January 6, 2022 for a 12-story, up to 399 dwelling unit, multi-family residential project at 4901-4915 Battery Lane, located about 415 feet west of Woodmont Avenue (“**Property**”). The Site Plan application as shown in this DAP submission proposes a 12-story, 372 dwelling unit, multi-family residential building with multiple courtyards, terraces, and roof-top amenity space and two through-block connectors (“**Project**”).

The Property lies within the Battery Lane District, a downtown edge residential neighborhood made up of a mix of garden-style, mid- and high-rise apartments and condominiums built over the decades of the 1950s to 1980s. The Project is the second Sketch Plan and the seventh new building approved that collectively are set to transform the Battery Lane neighborhood since the Bethesda Downtown Sector Plan (“**Sector Plan**”) was approved in 2017.

The Project design rises to the challenge of responding to a transforming neighborhood along Battery Lane and delivering public-facing facades on all 4 sides. It respects the mix of heights in the neighborhood including the garden-style apartments now existing adjacent to the east and a 10-story high-rise to the west, while at the same time leads with a forward-thinking design that will deliver quality livability when high-rise redevelopment transforms the pattern and scale of Battery Lane. As shown in the DAP submission and Site Plan application, the Project delivers exceptional design on all four sides as it relates to Battery Lane to the south, two through-block connectors on the east and north, as well as the senior residences to the west. Its hybrid of an I-shaped footprint on the west and an E-shaped footprint on the east combined with stepbacks on all four elevations creating outdoor terraces at multiple levels for residents, reduces the bulk and perceived scale of the building, and creates significant tower separations with adjacent buildings making the building and site relatable and compatible to its neighborhood location. But most importantly, the multi-level, stepped back design of the building makes it relatable and engaging to the people walking and biking on the through-block connector trails as well as residents enjoying the diverse outdoor courtyards and outdoor spaces in the Project.

II. Background Description

The Property is an assemblage of lots to be combined into a single lot containing a gross tract area of approximately 2.122 acres fronting on Battery Lane and backing onto NIH within the Battery Lane District. The Property is zoned CR1.5 C0.5 R1.5 H120 within the Bethesda Overlay Zone.

The Battery Lane District is a downtown edge residential neighborhood with walkable proximity to the employment, retail, and service uses in the Woodmont Triangle, the Wisconsin Avenue North corridor, the Downtown Core District, the NIH campus and the Naval Medical Center. The Property is

located approximately ½ mile north or south to both the Medical Center Metro Station at NIH and the Bethesda Metro Station in the Downtown Core. It is one property east of the Bethesda Trolley Trail, and just one property north-east across Battery Lane to the Bethesda Urban Park. The Bethesda Trolley Trail is a major link connecting Bethesda for cyclists and pedestrians to the north to the Pike District Connector (former Montrose Parkway Trail) and further north through multiple regional bike trails and parks, as well as south through Bethesda. The Sector Plan envisions a two-way cycle track on Battery Lane connecting to bike lanes on Woodmont Avenue and across Wisconsin Avenue through Bethesda. The Planning Board has approved the Battery Lane cycle track on the south side of Battery Lane as a part of the Brown Development Preliminary Plan approval.

To the north of the Property is the NIH campus, adjacent to the west is the 10-story Sunrise of Bethesda senior living facility, across Battery Lane to the south is an Aldon garden apartment slated for redevelopment as “Site C” of the Brown Development Battery District project as a 120-foot high-rise multi-family residential project, and adjacent to the east is the existing 3-story Battery Lane Apartments which is recommended in the Sector Plan for redevelopment to 120 feet. Within the Battery Lane District, in addition to the Sketch Plan for 4901 Battery, the Planning Board has also approved the Brown Development Sketch Plan and Preliminary Plan for six new buildings on their designated Sites A-E which are located to the east, west, and confronting the Property along Battery Lane.

The Site Plan application for the Project proposes a residential redevelopment of the Property containing 372 multi-family dwelling units, including 15% MPDUs in 12-stories with a roof-top amenity deck. No commercial uses are proposed.

The Project facilitates the Sector Plan vision for the Battery Lane District by providing two (2) through-block connectors – one an east-west connector to provide one of the missing segments to connect Woodmont Avenue to the Bethesda Trolley Trail along the NIH boundary, and a second one a north-south connector to connect the east-west through block connector to Battery Lane and to other north-south through block connectors across Battery Lane on the confronting Site C property to Rugby Avenue and the Woodmont Triangle. Two of the segments of the east-west through block connector have been provided by an easement granted at the time of the Stonehall Condominium approvals with a connection to Woodmont Avenue and a second segment granted across Site A of the Brown Development Sketch Plan and Preliminary Plan approvals. The final segments for the east-west through block connector will be obtained when the adjacent property to the east redevelops and through a future extension of the Trolley Trail on the NIH property or the Sunrise property. In addition, the Property will dedicate 10 feet of right-of-way along its frontage to widen Battery Lane to its master-planned width of 70 foot.

III. Design Advisory Panel Comments from Sketch Plan

The Project Sketch Plan DAP submission was reviewed by the DAP panel on September 22, 2021. The panel requested that the applicant address the following at Site Plan and an explanation of how the applicant has addressed those comments follows:

a) Strengthen the relationship of the rear of the building with the proposed east/west through block connector along the northern common NIH property line.

Response: The building now has two entrances to the rear yard from the northwest corner of the building. A direct connection to the rear yard and the east/west connector has been created from the main courtyard on the northwest side of the building. A resident can take a new north bank of elevators down to the first floor and exit onto the courtyard and down to the rear yard and the gated connection to the east/west connector. In addition, a resident can take the elevator down to the P1 level to exit the garage at the rear yard and east/west connector elevation. It allows a resident to grab their bike from the bike storage room in the garage and exit to a direct connection to the connector path. It also allows a resident with a dog to return to the garage level which will include amenity spaces, such as by way of example, a dog wash, for this dog-friendly project.

A new terrace at the first floor has been created along the rear façade of the building for residents. The rear yard has been activated with a dog-run with viewing from the slightly elevated terrace, as well as seating within the dog-run, and additional seating areas along the east/west trail for the public. The fencing around the dog-run has been designed to promote viewing while containing the enthusiasm of the dogs.

b) Provide consistent pavement material and design pedestrian connections to be recognizable as the public realm and not private pathways.

Response: The north/south pedestrian connector proposed on the eastern edge of the Property follows the guidance of the Sector Plan to allow for pedestrian connectivity through the neighborhood and achieve porosity within the urban fabric. The north-south connector location has been coordinated with planning staff and has been shifted away from the Project driveway and loading docks towards the east and is now bracketed with tree canopy and seating nooks making it an inviting entrance gateway. The north-south path is also activated by being adjacent to the Project arrival plaza and the Property driveway, which combined, provides surveillance with many eyes on the trail.

The connectors are proposed as asphalt pavement, a visual cue this is a shared path similar to the very familiar Bethesda Trolley Trail which has been in use by the public and neighborhood residents for many years. This will differentiate it from Project sidewalks which are scored concrete following the standards in the area. The asphalt will provide a smooth surface for pedestrians and cyclists and continuity in the system of paths and trails.

At the entrance to the north/south connector from Battery Lane, the Project provides an open streetscape with visual cues in the treatment of pavement, directional signage, and a series of initial seating areas next to the tree covered trail to invite pedestrians to gather and feel comfortable using the north/south connector along the well-lit active driveway. A new streetlight lights the entrance to the north/west connector entrance at Battery Lane from the Battery Lane sidewalk with additional down-lighting along the path. The design of the pedestrian connector is also activated by a series of nodes with seating and textured or tinted pavement, such as on the east, to demarcate the intersection with the

east/west connector. Another second smaller node on the west has been created with associated seating as a place to rest and admire nature that also serves to announce the pedestrian connection to the building and the bike room at the northwest corner of the building.

- c) **Further identify style of the building with a base, middle and top that clearly relate to one another.**

Response: The architectural character of the building can be described as traditional-modern. Utilizing traditional masonry materials and base, middle, top proportions as well as expansive glass windows and building stepbacks throughout, the design seamlessly blends the two styles.

The "base" of the building is emphasized by the building step back at the 4th floor and anchored by the large 2-story glass that extends the length of the Battery Lane Facade. The use of traditional masonry throughout the building but particularly at the base helps scale down the proportion of the base to a pedestrian friendly proportion.

The "middle" gains its proportions through the large 2-story window reading in the central portion of the main facade as well as the additional step backs at the 10th floor. This creates an architectural language and datum line that helps stretch and taper the building towards the top as well as keeps with the traditional proportions of the building.

The "top" is created through the use of step backs at the 10th floor and 11th floors which creates a focal point in the center that is emphasized by larger windows and articulated metal panels. The use of these traditional proportions as well as using traditional masonry all around the facade creates a successful unified architectural facade.

IV. Exceptional Design Public Benefit Points Requested/Brief Descriptions

The Project is seeking a minimum of 15 Public Benefit Points, for exceptional design for its context responsive individual building and site design. The Project earns these points by:

1. Providing innovative solutions in response to the immediate context. The Project responds to context on both a neighborhood and building site scale. The Project addresses the broad variety of adjoining and confronting uses which exist or are approved along the length of Battery Lane, the existing and approved vehicular, pedestrian and bicycle network, and the views and setbacks appropriate for each façade. Step-backs are proposed at two levels on the Battery Lane façade. A step-back at the top of the 3rd floor of 10 feet relates to the garden-style apartment building to the east. An additional step-back at the 10th floor of 6 feet relates to the height of the Sunrise of Bethesda senior living high-rise facility to the west.

The building is located more forward to the street than existing properties in accordance with the Bethesda Design Guidelines. Therefore, the Project also provides step-backs of the building on the south-east and south-west corners of the building and at various levels on other façades of the building. Extensive building and tower setbacks and stepbacks are designed for compatibility and

livability of residential buildings on adjoining sites and create a diverse set of outdoor spaces and terraces for Project residents.

The building footprint is a hybrid I-shape to the west and E-shaped to the east. On the west, the I-shape allows the Project to provide a continuous 3 story base street wall with its 2-story glass enclosed lobby along Battery Lane, but set back along most of the length of the Sunrise of Bethesda facility to provide a tower separation between the two buildings of more than 84 feet. The grade level courtyard of the Project on the west provides an amenity for Project residents but a beautiful view as well for the adjacent Sunrise residents with units facing the Project.

On the east, the E-shaped building form, breaks up the mass and reduces the perceived scale of the building along its depth. This E-shape also provides tower to adjoining building separation of 76 feet to 89 feet, but also providing significant tower separation to future high-rise redevelopment on the property to the east, for quality living both now and in the future when Battery Lane transforms in scale.

The Project proposes two landscaped, public through block connections to provide pedestrians with a safe, open, friendly and natural connection reflective of the residential and “garden” nature of the Battery Lane District neighborhood.

2. Creating a sense of place. The Project builds on the goal to transform the Battery Lane District neighborhood into one of the most livable urban edge neighborhoods in the County. The Project proposes a traditionally articulated quality building surrounded by landscaped and active outdoor spaces, multiple upper level courtyards and terraces, and a roof-top recreational space with views of both the tree-filled NIH campus and the skyline of downtown Bethesda. Residents have access to everything offered to enhance their quality of life in the building they will call “home” as well as easy connections to everything downtown Bethesda and the greater Bethesda Trolley Trail system have to offer.

The Project will become a neighborhood crossroad. Once all of the east-west connector segments are in place between the Trolley Trail to Woodmont Avenue, the rear yard will be a natural offshoot of the well-traveled Bethesda Trolley Trail both weekdays and weekends for those heading east. The neighborhood crossroads created on the Project where the north-south connector meets the east-west connector have been designed to allow people to stop and meet as well as move quickly through the east/west or north/south direction. Battery Lane streetscape enhances the sidewalk and canopy corridor experience for pedestrians linking them from the north/south connector. The west side courtyard provides a beautiful view for residents and visitors at the Sunrise of Bethesda.

3. Enhancing the public realm in a distinct and original manner. The Project proposes to add over 200 linear feet of enhanced streetscape with double street trees on Battery Lane to support its transformation into a Canopy Corridor street. The Project supports the goal to move Battery Lane from its “car focus” with expanded streetscape and sidewalks emphasizing pedestrians, street trees

and connections to the new buildings and moving all drop-off, loading, and parking internal to the site keeping Battery Lane free of obstructions.

The north/south public through block connection proposes an 8' wide trail within a 15' wide landscaped connection with tree canopy, landscape and seating. The east/west through block connection proposes a 10' wide trail within a 15' wide landscaped connection.

4. Introducing materials, forms, or building methods unique to the immediate vicinity or applied in a unique way. The Project's massing and articulation creates a unique form which specifically addresses the adjacencies on all 4 sides at all levels: at the base, the middle and the top. The 3-story base which relates to the current garden apartment massing of the neighbor on the East, is anchored by a 2-story glassy lobby and amenity space. The 6-Story middle is created by a Step-Back at the top of the 3rd and the 10th floor allowing the massing and scale of the Project to relate to its neighboring buildings on the west, specifically the adjacent high-rise Sunrise Living senior housing project. The articulation, massing and materials transitions around the entirety of the building highlighted by the Step backs on the East and North sides to enhance the two public through-block pedestrian connections. These collective design moves create a relationship and connectivity with the Project to its neighbors and to the public spaces around the site.

The Project will be built more forward to Battery Lane as recommended by the Sector Plan. Therefore, until other sites begin to redevelop, the sides of the building will be visible on the east and west along Battery Lane. The sides are articulated with the same level of quality and complexity as the front façade.

5. Designing compact infill development so living, working, and shopping environments are more pleasurable and desirable on a site. The Project proposes compact infill development with onsite amenities and easy walkability to significant employment opportunities, recreation facilities, shopping, and cultural amenities. The Project proposes significant ground floor lobby, amenity spaces and common areas, a rooftop amenity space and pool deck with unrestricted views north, south, east and west, community garden boxes, rooftop grilling stations, and multiple active and passive outdoor courtyards and terraces to enhance the living environment for residents.
6. Integrating low-impact development methods into the overall design of the site and building beyond green building or site requirements.

The Project introduces environmental site design for stormwater management in place of an existing large surface parking lot. Stormwater management consists of a combination of green roof filtering, bio-retention areas integrated into the building architecture and landscape design, and open lawn and landscaping at grade. Parking is replaced with structured parking in lieu of surface parking. Other sustainable design elements include a cool roof and a commitment to exceeding the energy-efficiency standards by 2.5%.



4901 battery lane bethesda, maryland

site plan dap submission

site location
4901 battery lane
bethesda, md

property / record owner
alonzo o. bliss properties

developer / applicant
wc smith development

land use counsel
shulman rogers

architect
sk+i architectural design group, llc

civil engineer
vika

landscape architect
parkerrodriguez inc

traffic engineer
wells & associates

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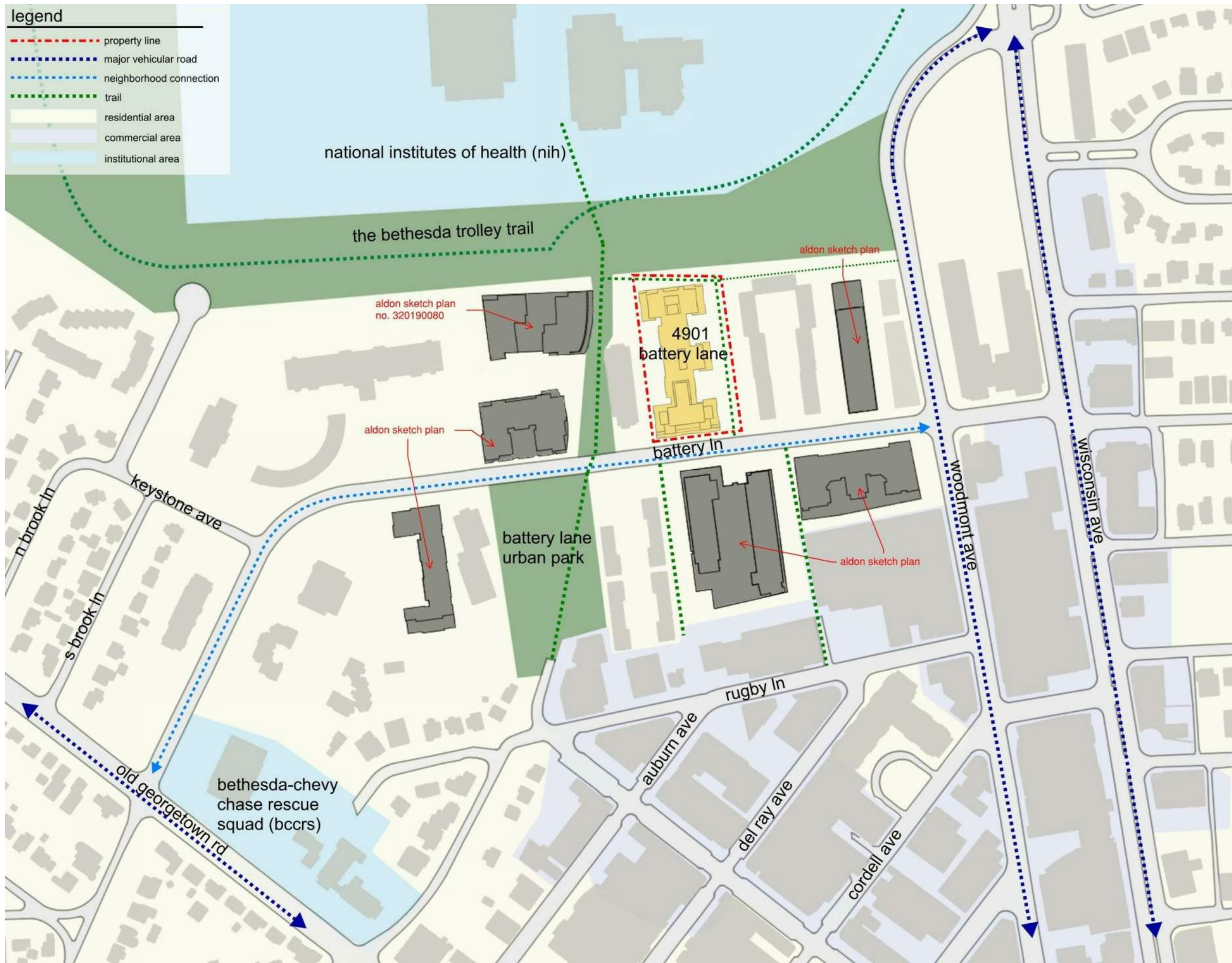
001 - cover	036 - 4th to 9th & 10th to 11th floor
002 - site context	037 - 12th floor & penthouse
003 - site plan	038 - mechanical penthouse
004 - site photos	039 - e-w & n-s section
005 - design goals / dap recommendations	040 - south elevation
006 - south facade	041 - north elevation
007 - southeast corner	042 - east elevation
008 - east facade	043 - west elevation
009 - southwest corner	
010 - northwest corner	
011 - west facade	
012 - se aerial	
013 - view sidewalk - front entrance	
014 - curb cut looking north	
015 - north side	
016 - pedestrian connection looking south	
017 - pedestrian connection looking west	
018 - pedestrian connection looking east	
019 - neighborhood connector	
020 - public through-block connections and trails	
021 - canopy corridors	
022 - environmental site design	
023 - green cover	
024 - servicing, access, and parking	
025 - compatibility	
026 - base - buidling placement	
027 - base - street activation	
028 - base - variation and articulation	
029 - top - tower top	
030 - tower - step back	
031 - top - tower top	
032 - bird safe design	
033 - g2 & g1	
034 - 1st floor	
035 - 2nd & 3rd floor	



4901 Battery Lane | Bethesda, MD

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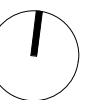




4901 Battery Lane | Bethesda, MD

site plan dap submission | site plan

02.09.2022 | 003





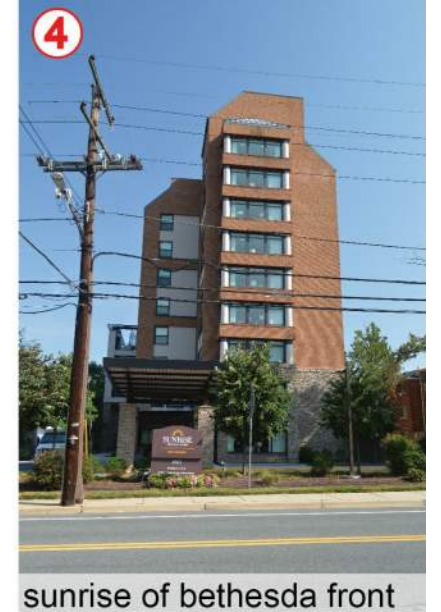
1
corner of battery ln and woodmont ave



2
view into battery lane apartments



3
sunrise of bethesda east driveway



4
sunrise of bethesda front



5
view into cambridge square



6
back of cambridge square



7
looking south into battery lane urban park



8
view towards the glens on battery lane



9
view into whitehall condominium

4901 Battery Lane | Bethesda, MD

site plan dap submission | site photos

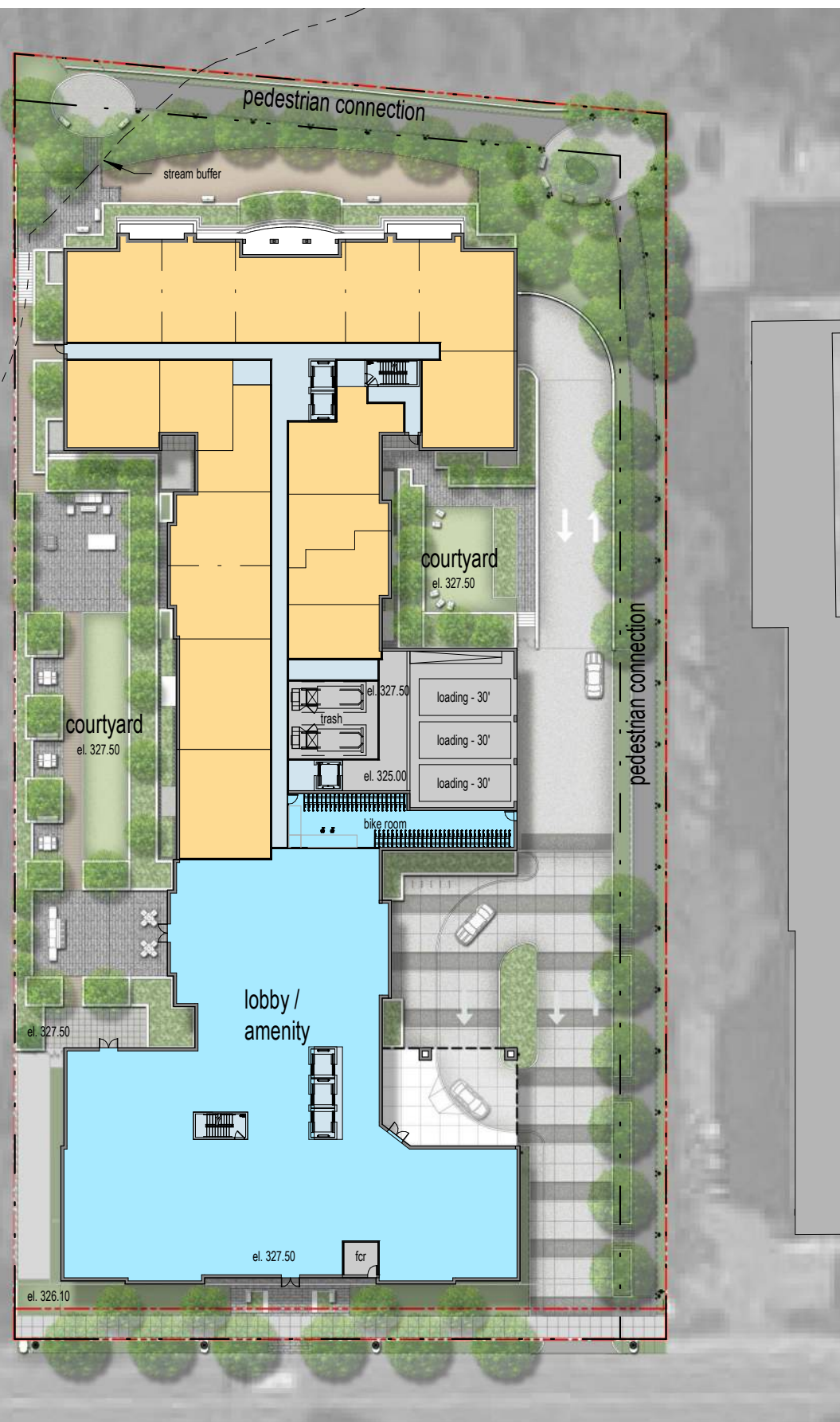
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design goals

- achieve the design goals of the Downtown Bethesda Plan and provide a dynamic sustainable and inclusive signature address through: place-making, compatibility, connectivity, building placement, street activation, base variate and articulation, tower step-backs and tower top design
- create a signature residential tower that is scaled, approachable, that engages and enhances the pedestrian experience and that supports the transformation of the Battery Lane District into a walkable, connected garden district with multi-modal access to the area amenities, employment and services

sketch plan dap recommendations

- strengthen the relationship of the rear of the building and the proposed east/west through block connector along the northern common NIH property line.
- provide consistent pavement material and design pedestrian connections to be recognizable as the public realm and not private pathways
- further identify style of the building with a base, middle and top that clearly relate to one another



4901 Battery Lane | Bethesda, MD

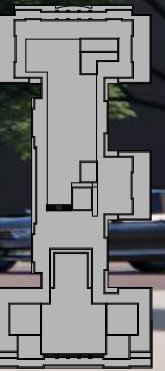
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4901 Battery Lane | Bethesda, MD

site plan dap submission | south facade

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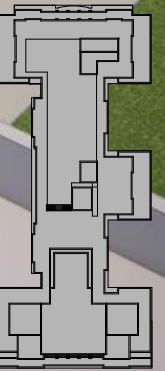






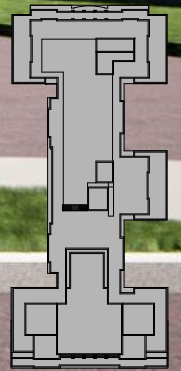


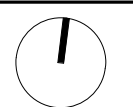
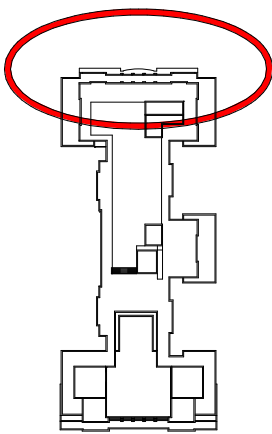
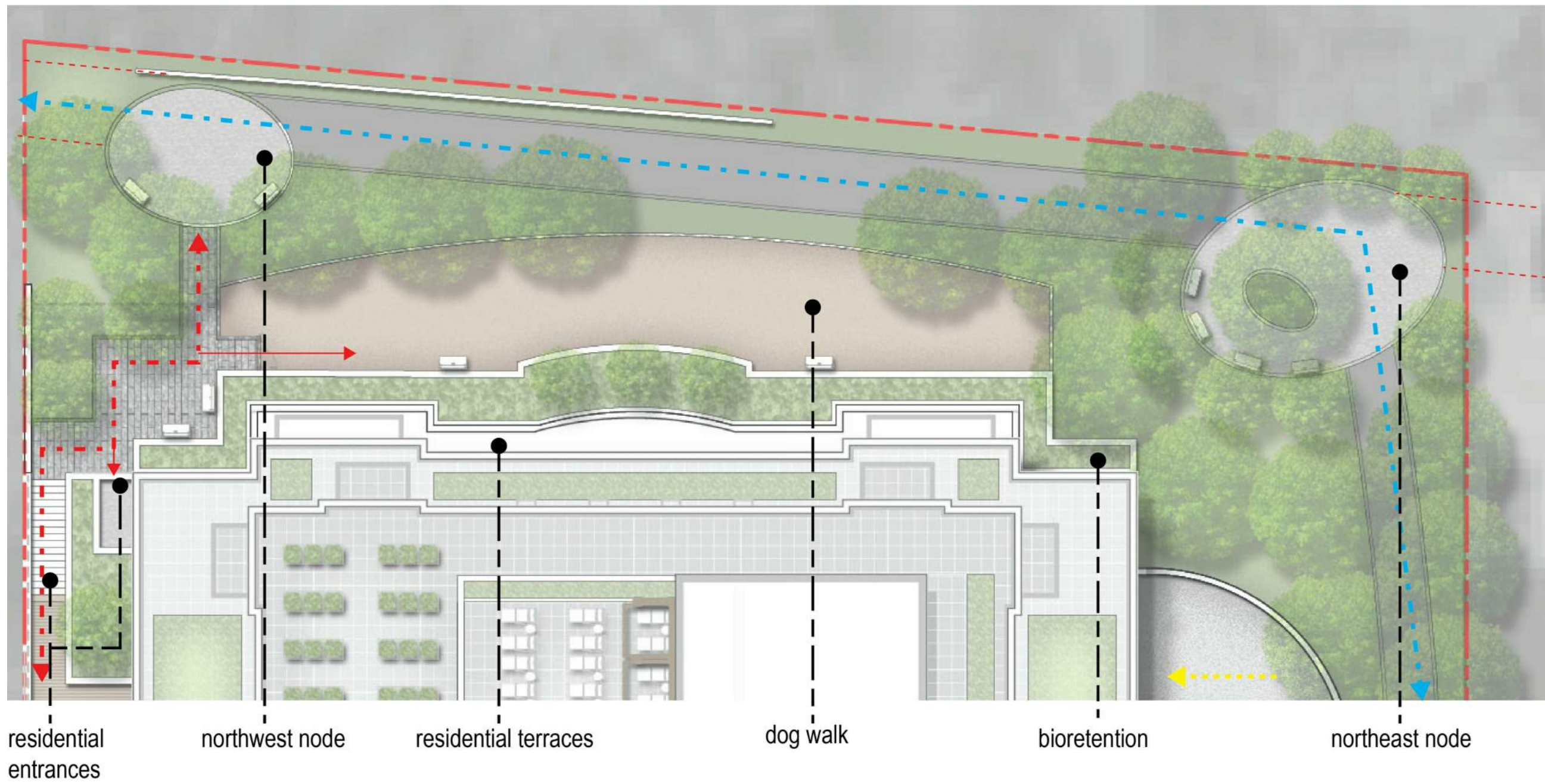
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2.1.6 Neighborhood Connector

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

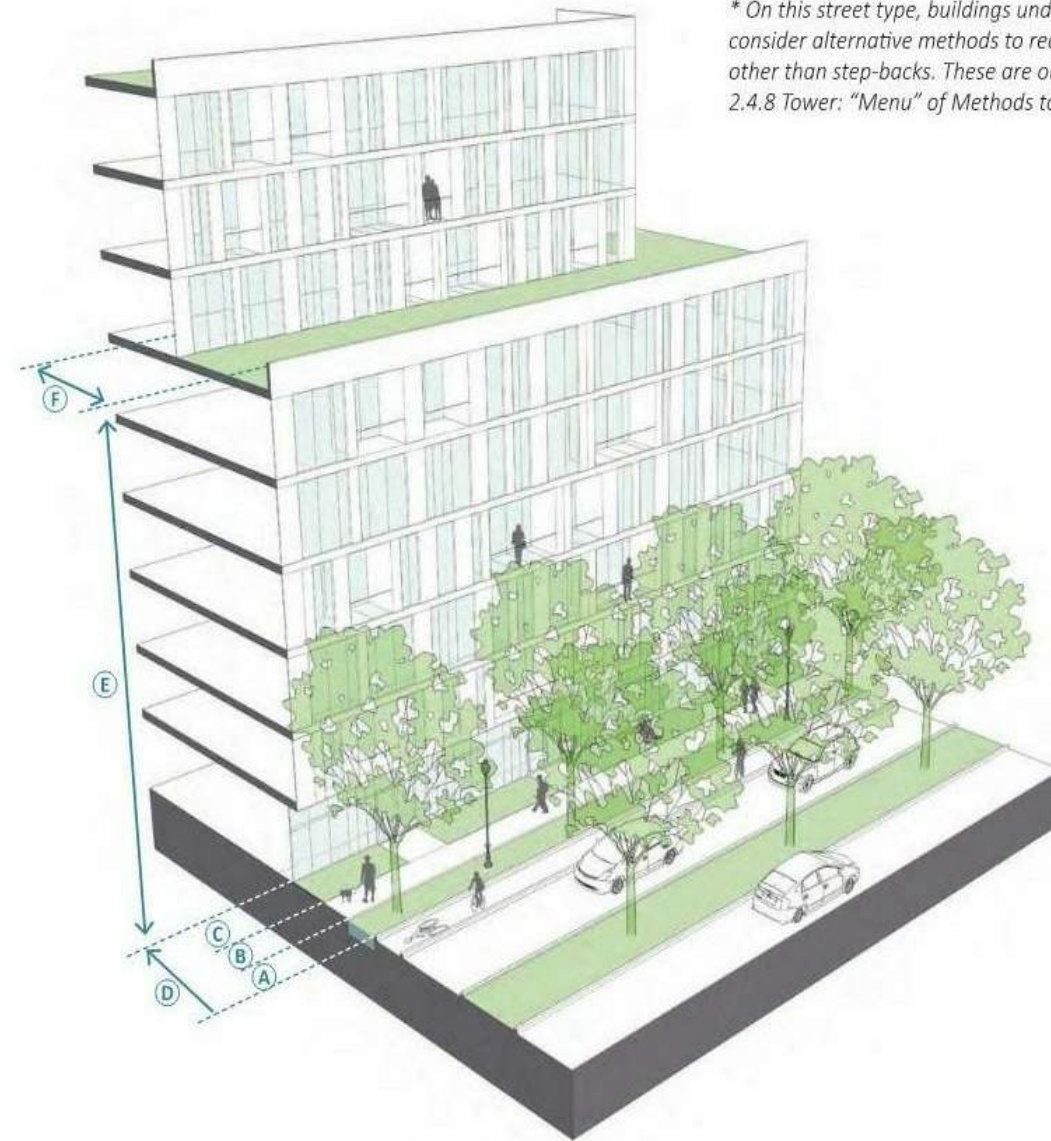
- D. Build-to Line: 20 - 25 ft. from street curb

Building Form

- E. Base Height: 3 - 5 stories (35 - 60 ft.)
- F. Step-back: 15 - 20 ft.*

Alternative Treatments

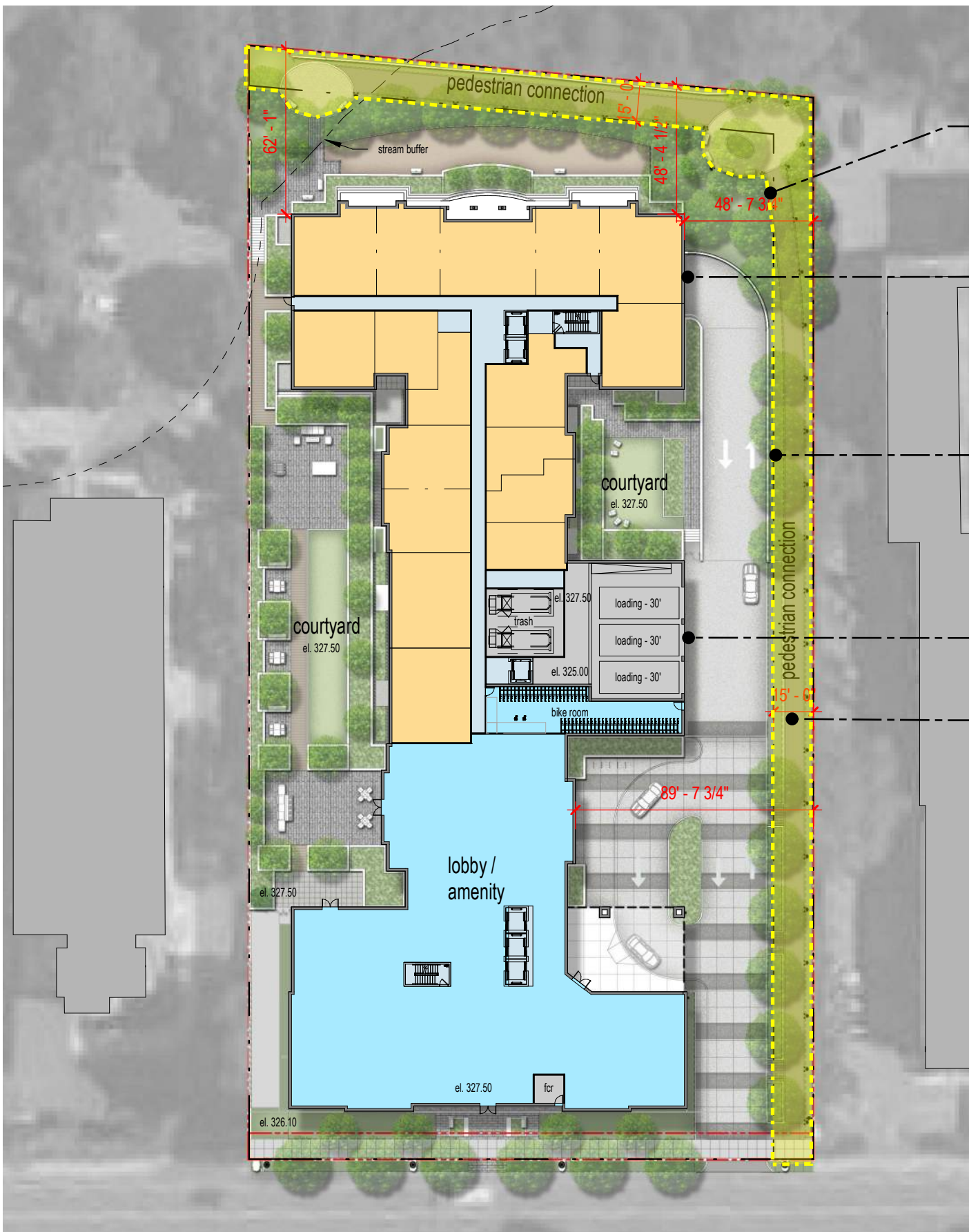
** On this street type, buildings under 90 ft. may consider alternative methods to reduce tower bulk other than step-backs. These are outlined in Section 2.4.8 Tower: "Menu" of Methods to Reduce Bulk.*



4901 Battery Lane | Bethesda, MD

site plan dap submission | neighborhood connector

02.09.2022 | 019



pedestrian connection

massing step-back

trees on private property

massing step-back

pedestrian connection

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.



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.





additional row of trees
 -canopy corridor



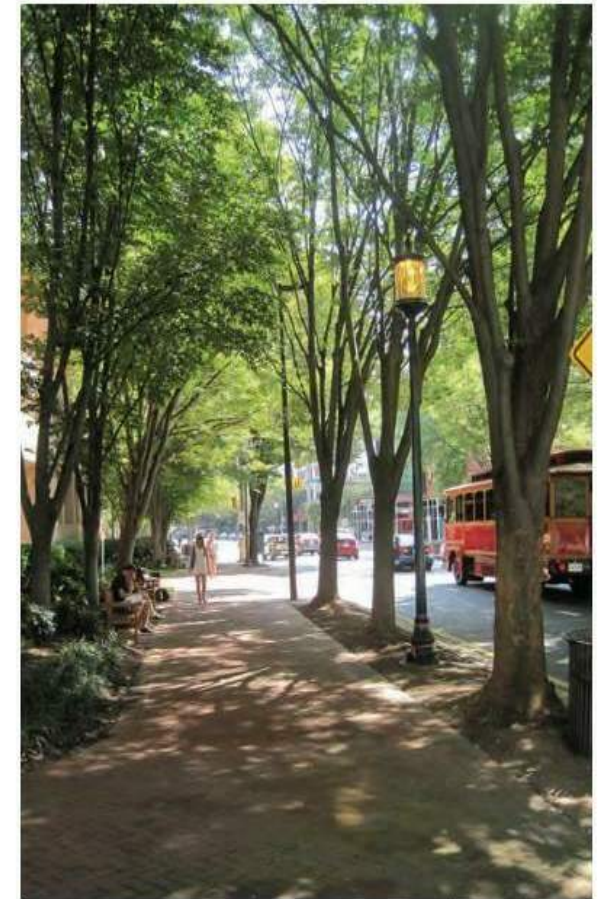
2.1.10 Canopy Corridors

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.

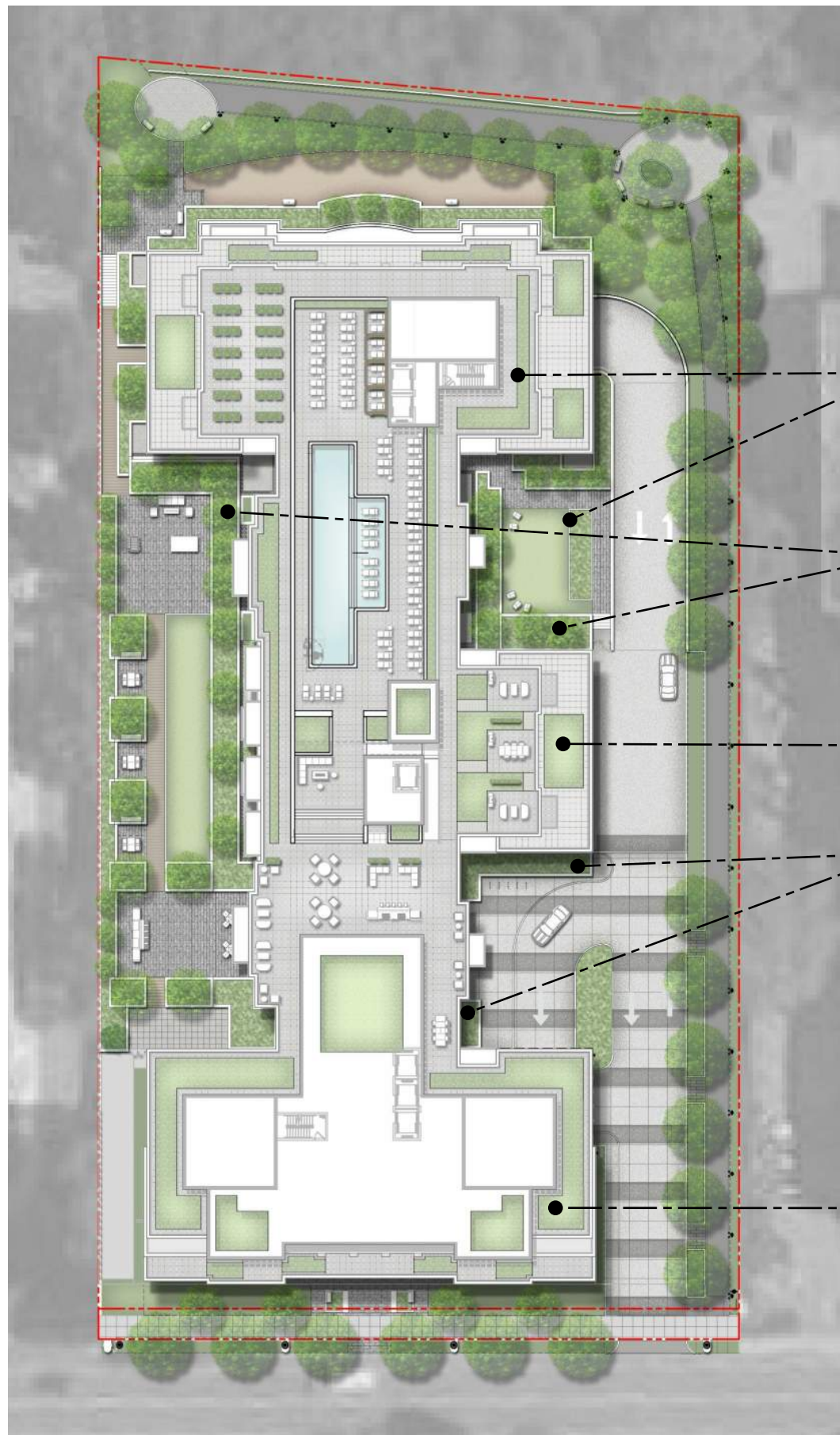
The canopy corridors align with the recommended bike priority streets where continuous streetscape improvements are most likely. Though bicycle and pedestrian facilities are the priority on these streets, tree canopy is also a crucial element to enhance shade, attractiveness and comfort to encourage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



2.3.1 Environmental Site Design

Objectives

New developments, redevelopments or retrofits rely on the application of Environmental Site Design (ESD). ESD is a land planning and engineering design approach to manage and treat stormwater runoff. The purpose of ESD is to distribute small-scale treatment practices uniformly throughout a site, street, or community to provide onsite stormwater treatment. The second aspect of ESD is to mimic nature by simulating "woods in good condition" which allows water to slowly infiltrate through soil and into the ground water table while filtering out pollutants.

ESD treats rain where it falls to manage urban stormwater runoff and reduce overflow into the sanitary sewer system. The objectives of ESD are:

- **Minimize Volume:** Reduce or delay the volume of stormwater that enters the sewer system.
- **Minimize Peak Discharge:** Reduce the maximum flow rate into the combined system by decreasing the stormwater volume and lengthening the duration of discharge. This reduction inherently lowers the frequency of combined sewer overflows (CSO).
- **Maximize Water Quality:** Improve water quality through volume reduction, filtration, and biological and chemical processes.

In addition to satisfying the three urban stormwater control requirements, ESDs also fulfill several criteria as follows:

- **Treatment Train:** The ESD should be linked to form a treatment train where possible. For example, the overflow from a green roof could be directed into a vegetated planter box which when full, might overflow into a bioretention cell. The development of a treatment train allows for enhanced water quality and runoff reductions.

- **Site Integration:** The ESD should be able to be integrated into other functional components of the site, such as the landscaping and infrastructure, without impeding or significantly affecting their function. The land on which the ESD is applied should serve purposes in addition to stormwater management, such as open space, play areas, or walkways.

- **Design Storm:** The ESD should satisfy stormwater management objectives for small, frequently occurring storms to reduce the incidence of combined sewer overflow and mitigate urban stormwater pollution.

- **Source Control:** ESD should meet the stormwater management objectives for relatively small quantities of stormwater at or near the source, rather than at a centralized collection point. The ESD should be dispersed in different locations on a site, if necessary, to ensure distributed control of stormwater.

ESD Tool Box

There are many types of ESD tools that can be used in Bethesda. Systems such as vegetated filter strips, green roofs, and bioretention areas, to innovative new technologies such as underground detention vaults. In an urban setting with high amount of impervious cover, and limited land, artful, aesthetically pleasing, and creative ESD is needed. These site design strategies are an opportunity to contribute to the quality of life and place while providing: open space; parks/recreation/and play; increased biodiversity; contribute to urban greening; and improve air and water quality. A few common types of urban stormwater treatment systems are shown on the following pages.

Bioretention

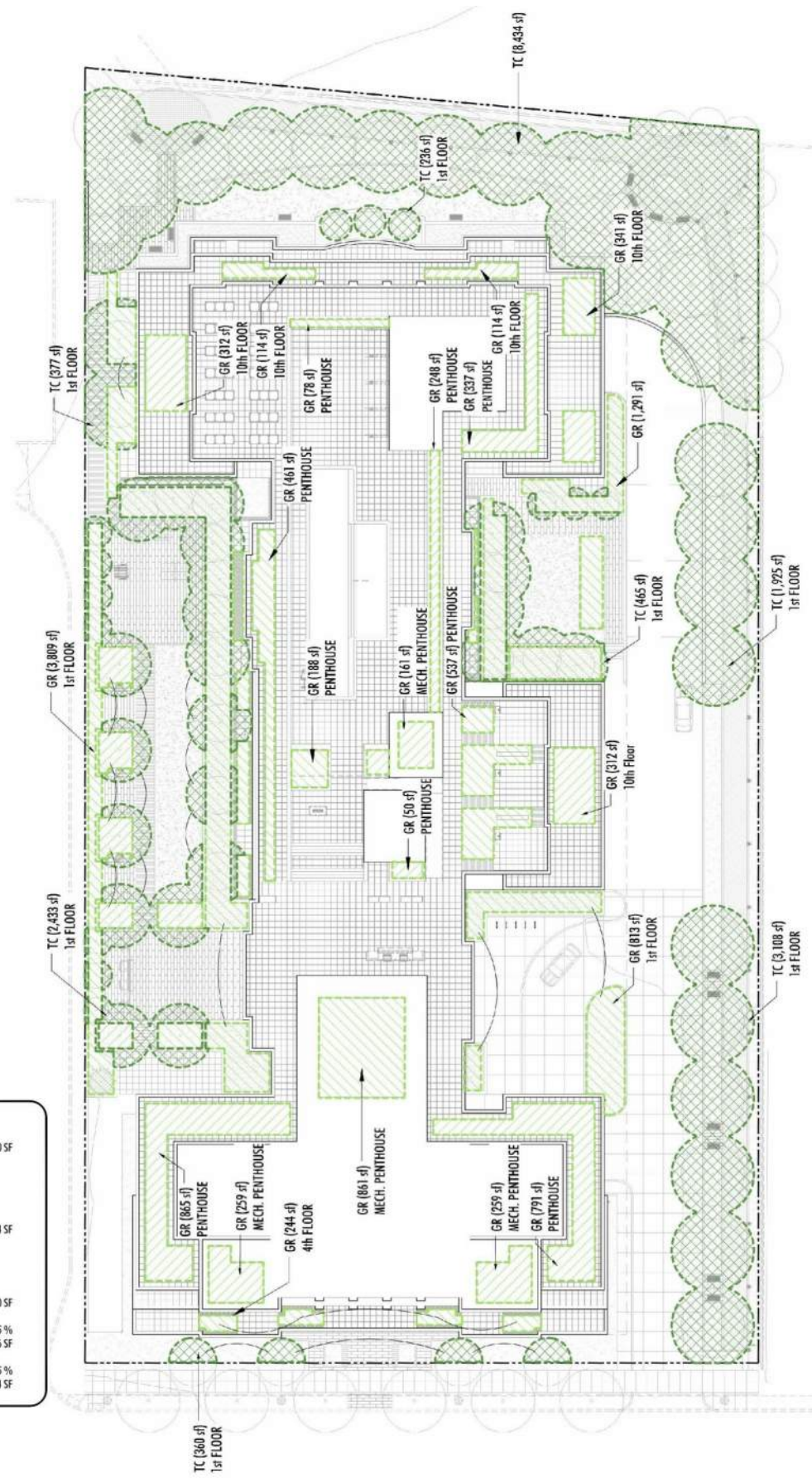
Bioretention systems are shallow depressions within small drainage areas using soil and plant materials (bio) to reduce the volume of stormwater runoff, and detain and filter pollutant loads where they are generated. The soil media is engineered to maximize infiltration and pollutant removal. There are many types of bioretention systems, including cells, planters and swales. They can have a variety of plants including herbaceous plants, grasses, shrubs and in some instances, trees. Often, they contain underdrains to convey treated and surplus water to storm drains.

Design factors: Existing soils play a significant factor when determining the type of structure and drainage systems. Similar systems without the soil element are called retention systems.

Vegetated Roofs

Green roofs and living roofs are alternative roof surfaces that replace conventional construction materials with a planting media and vegetation. They may be used in place of traditional flat or pitched roofs to reduce impervious cover and more closely mimic natural soil hydrology. Green roofs reduce heat island effect, decrease the buildings demand for heating and cooling, and provide additional habitat and valuable open space in the urban landscape.

Design factors: There are three basic green roof designs distinguished by media thickness and the plants that can grow in them:



GREEN COVER TABULATION	
	TREE CANOPY (ON GRADE) 17,540 SF
	GREEN ROOF (ON STRUCTURE) 12,524 SF
	NET LOT AREA: 84,990 SF
	PERCENT REQUIRED: 35 %
	AREA REQUIRED: 29,746 SF
	PERCENT PROVIDED: 35 %
	AREA PROVIDED: 30,064 SF

2.3.2 Green Cover

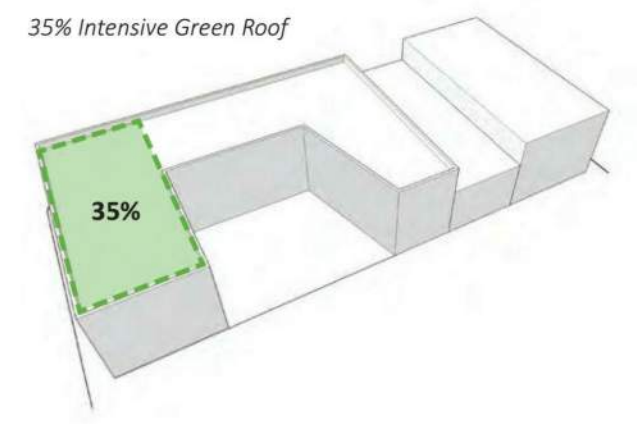
Intent: The green cover guidelines are intended to increase overall tree canopy cover, expand green corridors, reduce heat island effect, improve air quality and carbon sequestration capacity and improve ecological biodiversity. See the Sector Plan Section 2.4.1 Urban Green.

Guidelines:

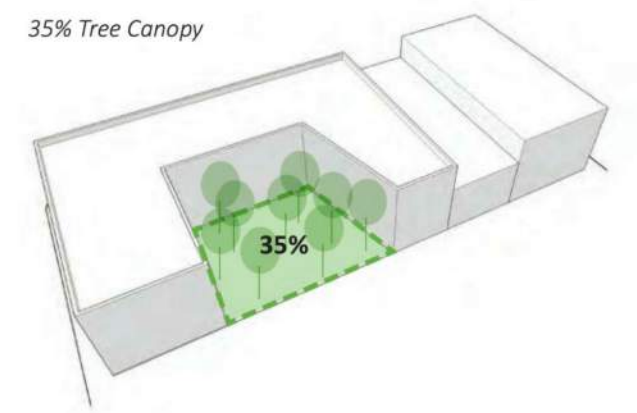
On private property, provide a minimum of 35 percent* green cover, which may include singularly or a combination of the following:

- 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.

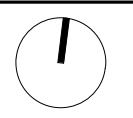
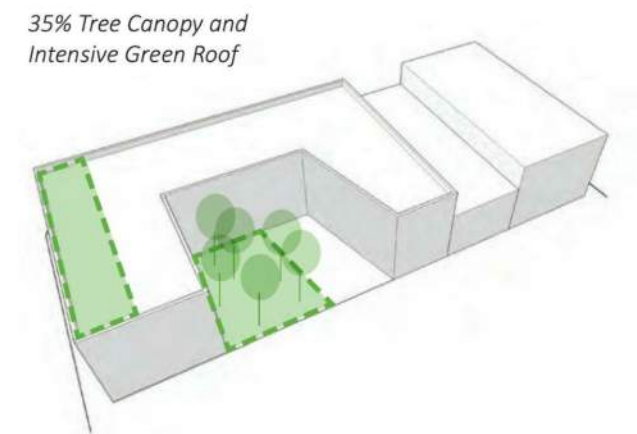
* If on-site energy generation requires the use of the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.

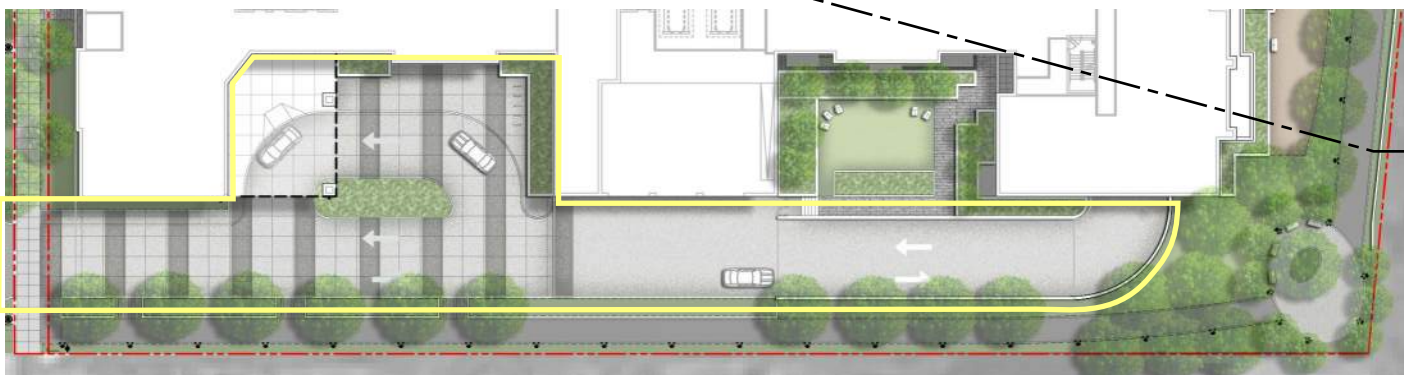


OR



OR





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.
- M. While not recommended in Downtown Bethesda, surface parking should be designed according to the following:
 - Locate the parking on the back of the building, with the building fronting the primary streets and sidewalks.
 - For interim lots, design the parking to provide flexibility for temporary events such as pop-up events and public gatherings to maintain an active street edge. See *Section 2.5 Creative Placemaking*.

Servicing Operations:

The dense urban grid presents both challenges and opportunities for loading and trash collection. Without alleys, trucks and other delivery vehicles have to make complex maneuvers on the streets to access the buildings' loading areas where they exist or simply operate from the streets themselves when the buildings they serve don't have off-street loading facilities. When trucks must access buildings from streets, especially high volume corridors, the loading areas create conflicts with pedestrians. When loading



2.4.1 Compatibility

Intent: Most new projects in Bethesda will be infill development, therefore design should respect the existing character and scale of the downtown's diverse districts, neighborhoods and public spaces.

Guidelines:

- A. Maintain the character of small-scale retail streets by creating ground-floor retail with awnings, signage and bays that reflect the dimensions and design of adjacent existing stores. Step back upper floors to continue the pedestrian experience along the sidewalk of a low to mid-rise building edge.
- B. Provide transitions to surrounding neighborhoods by including elements such as:
 - Stepped-down building heights.
 - Individual entries to ground-floor units.
 - Setback transitions to residential properties with front yard setbacks.
 - Increased landscaping in the frontage zone and planting/furnishing zone.
 - Fine-grain building articulation, such as variations in wall planes, colors, materials and textures.
- C. Study the impacts of new development on public open spaces. Limit shadows where possible and provide active ground floors with entrances and windows onto public open spaces, avoiding orienting the backs of buildings to these spaces.



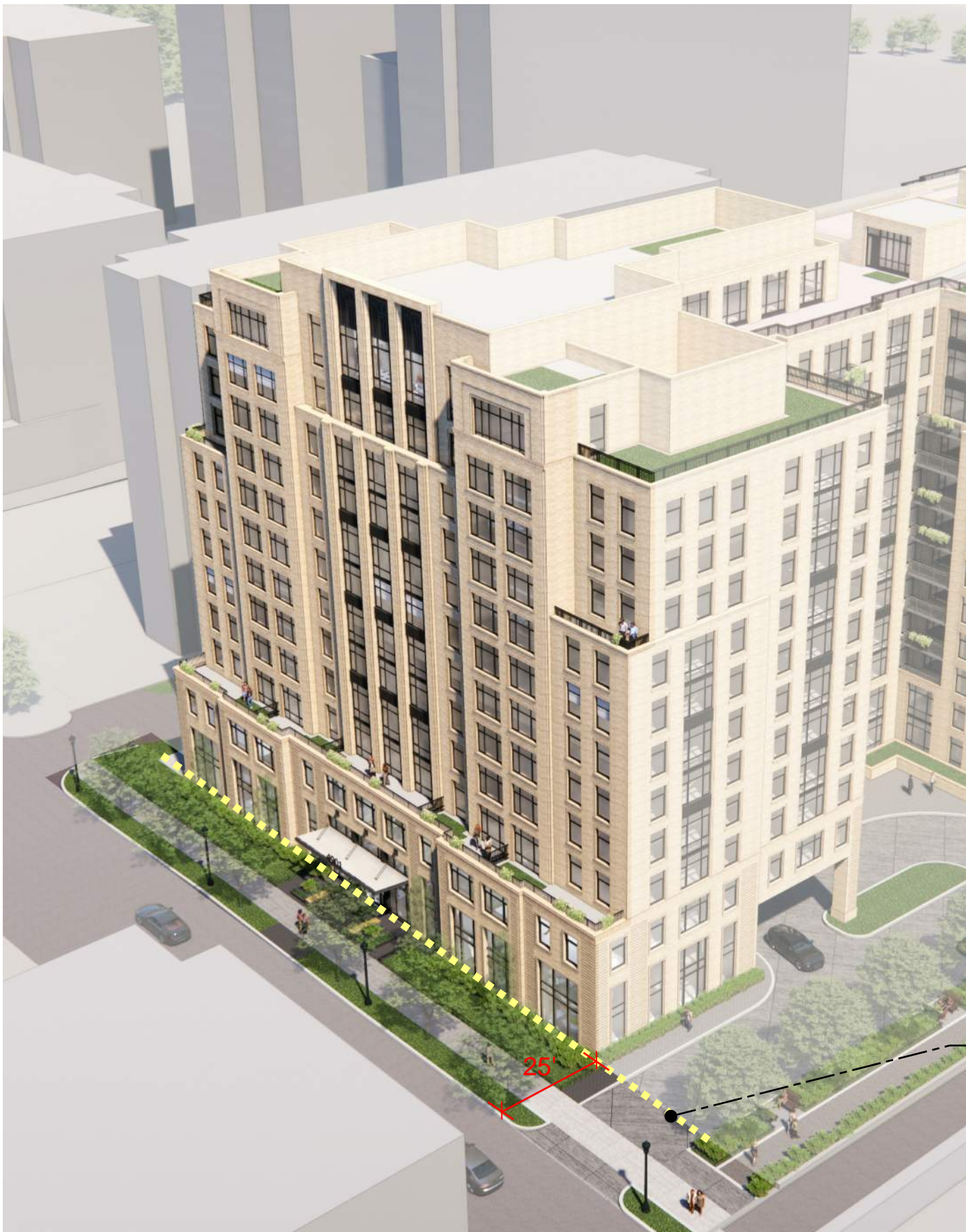
Norfolk Avenue has a unique scale and character that should be reflected in future development.



*The Bethesda Theater redevelopment maintains the historic building character along Wisconsin Avenue and transitions to adjacent residential neighborhoods.
Source: Google Street View*



*Transitions from Wisconsin Avenue to surrounding neighborhoods require stepping down of buildings to mediate between the high-rise and low-rise scales of the two areas.
Source: The Vine Condos*



2.4.2 Base: Building Placement

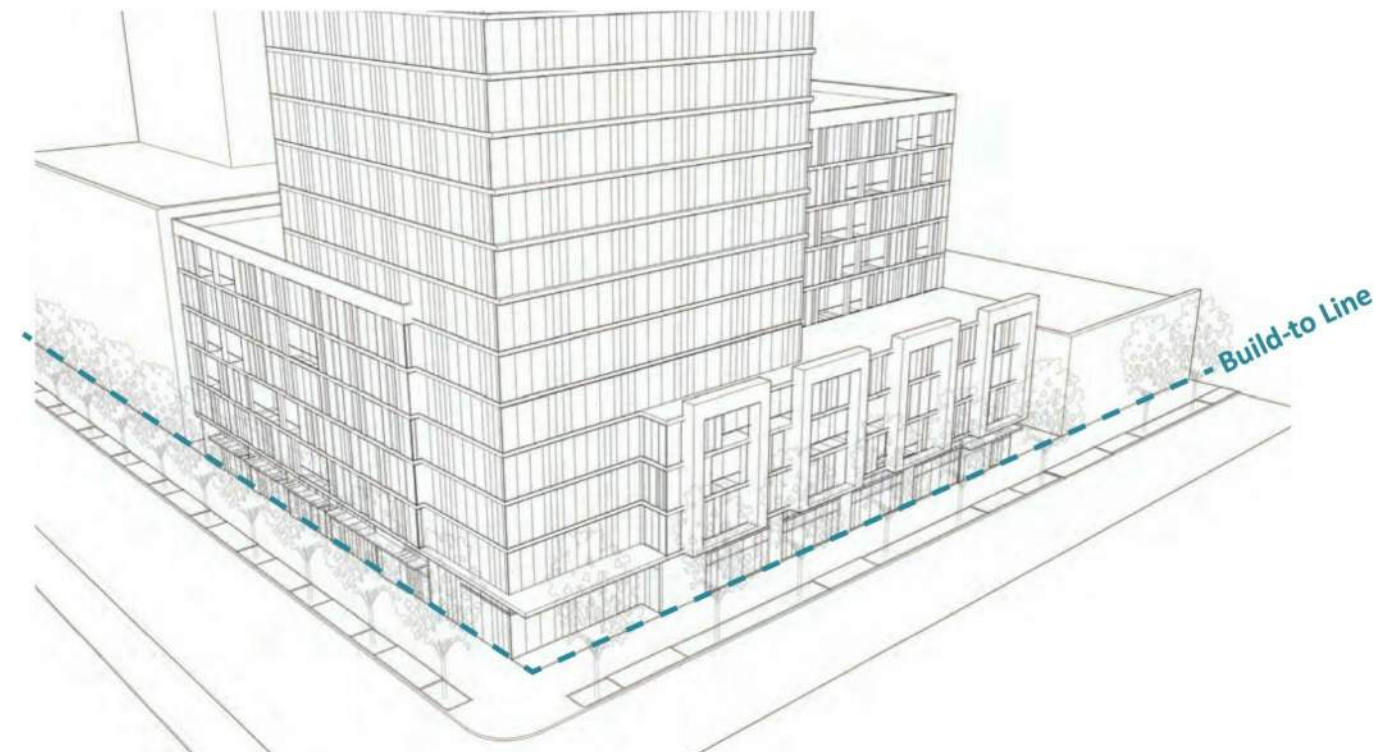
Intent: To create a continuous street wall to frame the sidewalk and create a more comfortable outdoor room for pedestrians to encourage walking throughout the downtown.

Guidelines:

- A. Place the facade of the building base along the recommended build-to-line to create a continuous street edge.
- B. Buildings taller than 200 feet that do not step back the upper floors should have a build-to-line of at least 20-30 feet.
- C. Where existing building lines for adjacent properties are set back more than the recommended build-to-line, buildings may be placed to align with this existing building line as long as it is within 5 feet of the recommended build-to line.
- D. Exceptions to the building placement guidelines include through-block connections and open spaces recommended in the sector plan, entrances and articulation for architectural interest.



The building base of Eleven 55 Ripley in Silver Spring creates a continuous edge along the sidewalk at a low-rise scale.
Source: Shalom Baranes Associates Architects





- balconies and terraces face street
- plane changes in facade
- rusticated base
- transparent 2-story base
- building entry with signage and canopy

2.4.3 Base: Street Activation

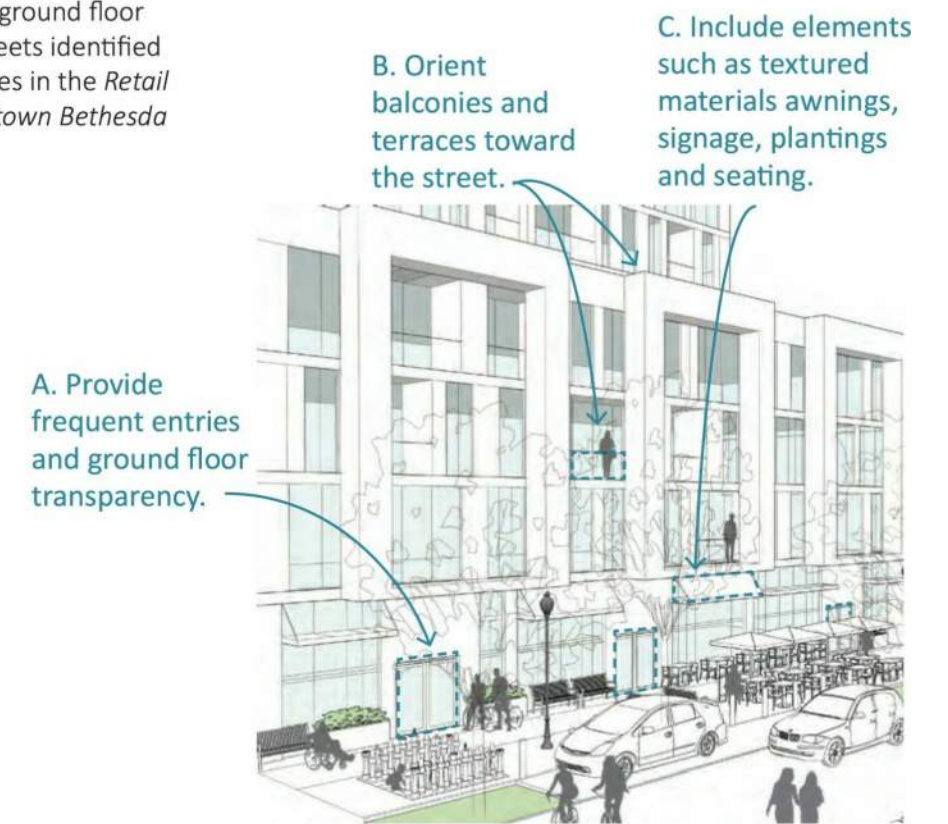
Intent: To encourage pedestrian activity by providing ground-floor and base design elements that engage with the sidewalk environment.

Guidelines:

- A. Provide frequent entries, transparency and operable walls where possible to encourage visual and physical connections between the ground floor and the public sidewalk. Avoid long blank walls along the sidewalk.
- B. Orient private balconies and terraces toward the street to encourage an interface between the private and public realms and to create eyes on the street.
- C. Include elements such as textured materials, awnings, plantings, signage and seating to create a visually engaging and inviting building edge to frame the sidewalk and create stopping points to relax, gather and socialize.
- D. Place particular focus on active ground floor design along the portions of streets identified as the recommended retail nodes in the *Retail Planning Strategy for the Downtown Bethesda Plan*.



Operable walls that open to the street, along with various materials and textures, create an inviting and visually-engaging sidewalk environment for pedestrians. Source: David Baker Architects



Commercial ground floor activation



2.4.4 Base: Variation and Articulation

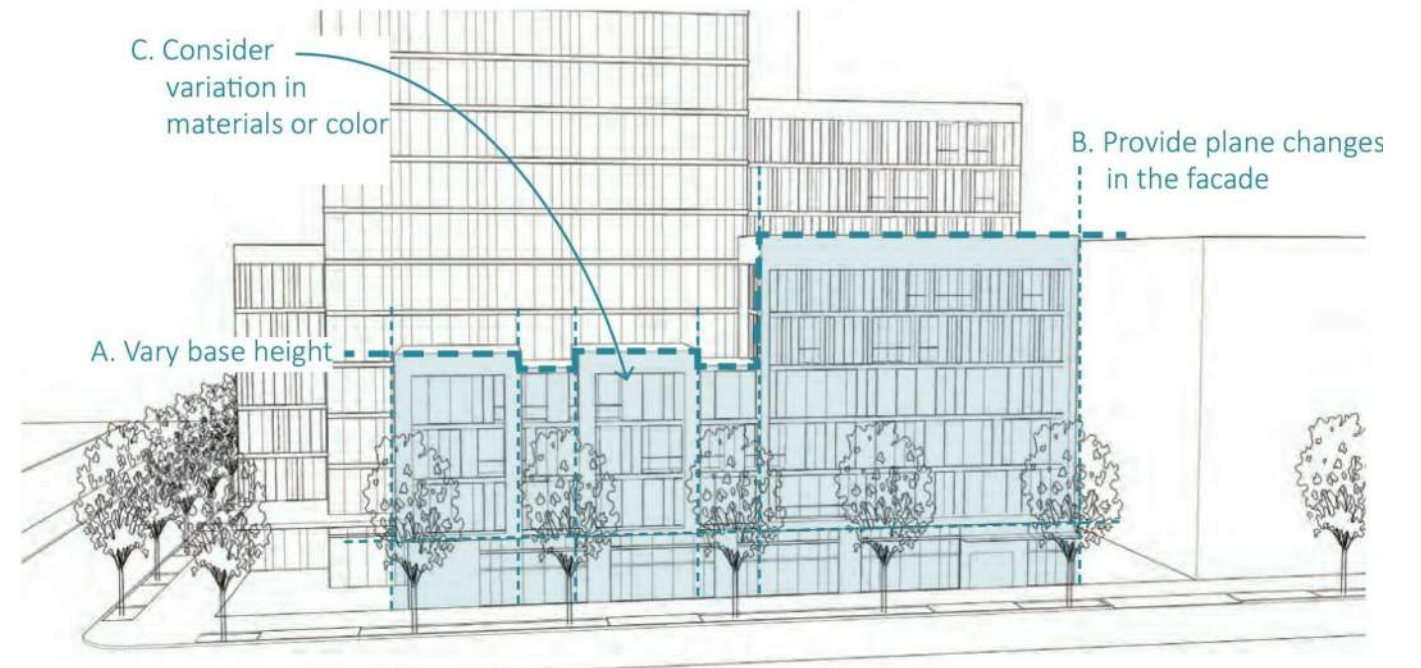
Intent: To ensure that facades are not exceedingly long, uninterrupted and rigidly uniform. These variations break up the mass of large buildings, add visual interest and promote human-scaled lower stories to relate to pedestrians.

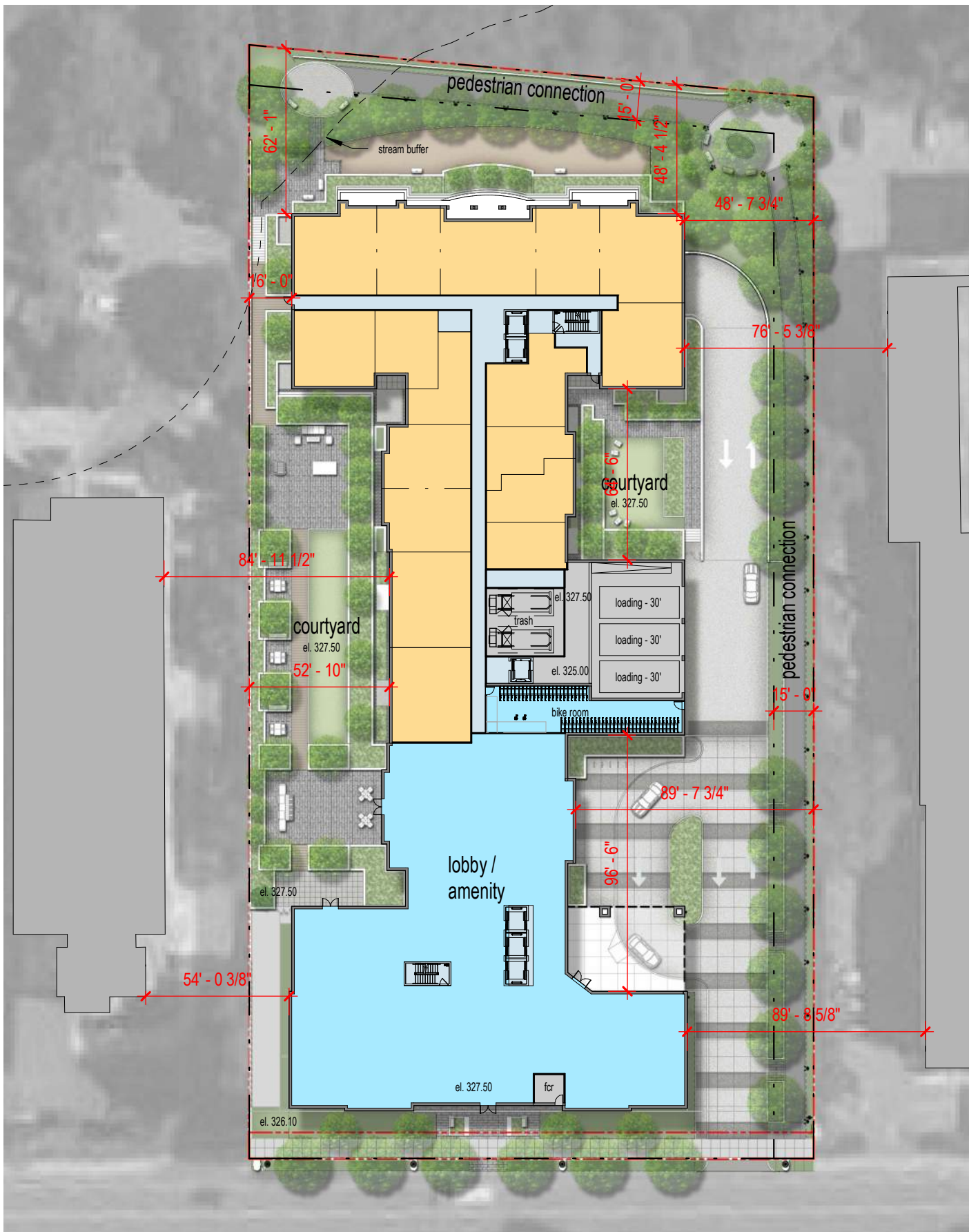
Guidelines:

- A. 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.
- B. Provide plane changes in the facade that create significant vertical and horizontal breaks, and shadow lines on the facade.
- C. Consider variation in building materials or color to add texture to lower floors most visible to those at pedestrian level.
- D. 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.



Building bases with variation in height and articulation can break up a large building, and can also reflect the modulation and character of adjacent structures. Source: Hariri Pontarini Architects (above), Google Street View (below)





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:

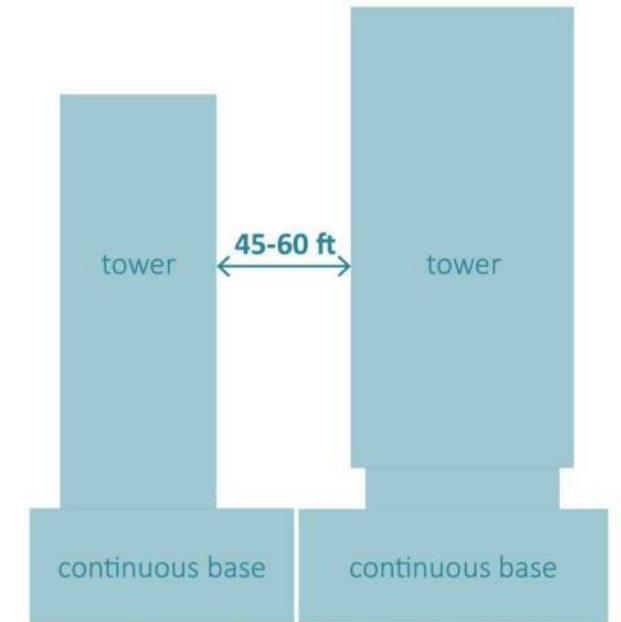
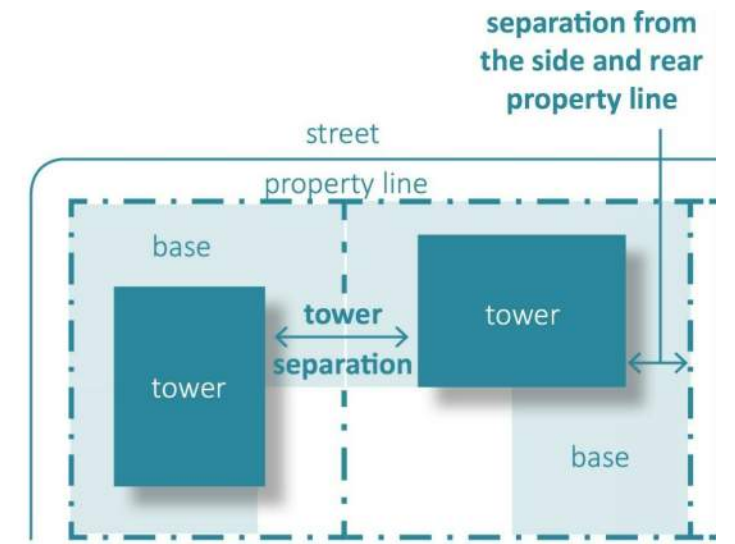
- Separate tower floors at least 45 to 60 feet (22.5 to 30 feet from the side and rear property lines).
- Provide a continuous building base along the lower floors.
- Avoid building towers to the property line creating expansive blank party walls that are imposing on the pedestrian environment.

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.





penthouse/top
-step-back

space for
-balconies in
step-back

majority of
-frontage steps
back

base step-back.
-brings down scale

2.4.7 Tower: Step-Back

Intent: To provide a human-scaled building edge along the street that enhances pedestrian comfort and access to sky views. In districts with mostly low to mid-rise buildings, the step-back enables new tall buildings to better relate to existing context and maintain a similar street character.

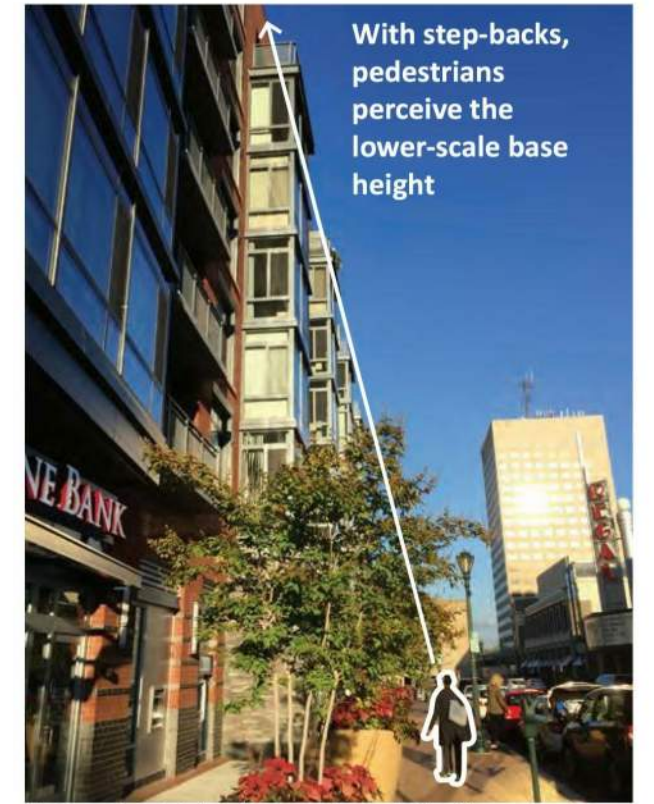
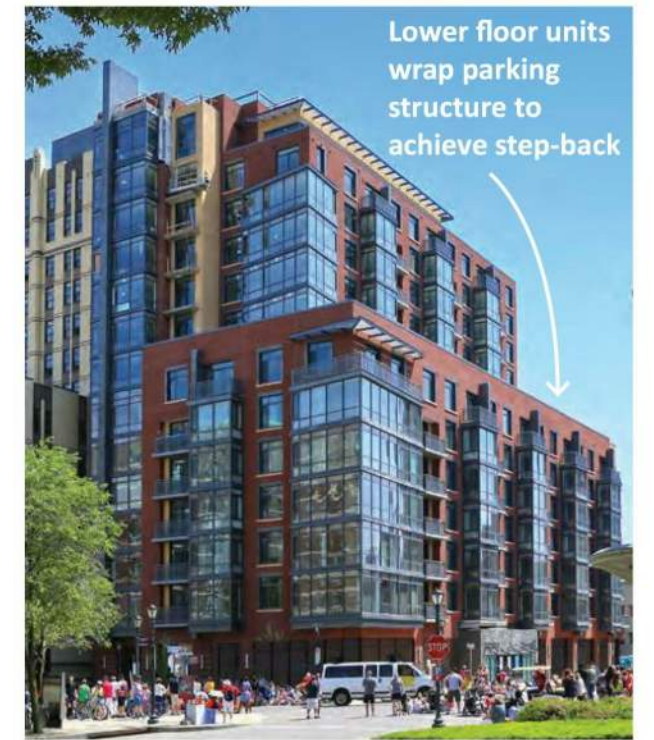
Guidelines:

- A. Retain a tower step-back across the majority of the building frontage. The building's full height may be expressed to the ground on important corners, to mark primary entryways or to balance the massing composition with vertical elements.
- B. Encourage undulating, curved or angled tower step-backs if the average step-back meets the guidelines for the street type. This expressive geometry can increase visual interest on prominent sites near major open spaces and corners.
- C. Allow balconies to encroach in the step-back if they do not significantly add to the perceived bulk and mass of the building's upper floors.

Alternative Treatments:

Though step-backs are one of the preferred methods to reduce tower bulk, especially on small neighborhood street types, alternative methods are outlined in *Section 2.4.8 Tower: "Menu" of Methods to Reduce Bulk*. These alternative methods particularly apply to buildings lower than 90-120 feet as noted in *Section 2.1 Street Types*, or to sites with limited size or property depth from the street.

In cases where a step-back is not provided, another method to relate to the context of adjacent building heights and base conditions is with a change of materials or clear regulating lines.



This residential development in Rockville illustrates the relationship between the pedestrian and the building step-back.
Source: The Upton (above)



tower tapers back

penthouse harmonizes with rest of building

amenity space set back from roof line

2.4.9 Top: Tower Top

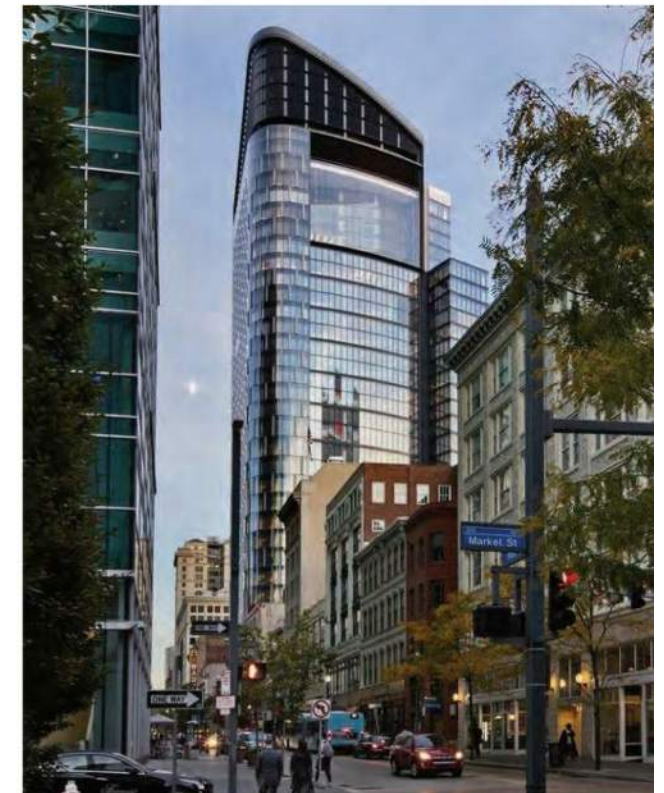
Intent: The building top or cap contributes to the skyline, adding visual interest and shaping the image of Bethesda from afar. Tower tops should be carefully considered on prominent sites, including those with the tallest building heights, locations adjacent to major public open spaces and those that terminate views.

Guidelines:

- A. Encourage unique design of tower tops that can enhance the image of Bethesda as an innovative downtown, welcoming new businesses, residents and visitors.
- B. Taper tower tops where possible to reduce the perceived bulk of tall buildings.
- C. Integrate energy efficiency into the design of tower tops, including solar panels and passive heating and cooling elements.
- D. Consider the views of the rooftop composition from adjacent buildings when designing building tops.
- E. Not all tall buildings should have a sculptural top. However, mechanical penthouses and rooftop amenity spaces should in all cases be designed to harmonize with the overall building composition.
- F. Enclosures for rooftop amenity spaces should either contribute to the creation of expressive tops, or otherwise be set back from the roof line and limited to a portion of the roof area so as to not be perceived from surrounding streets and public spaces.



This curved and tapered top adds a unique element to the skyline.



The form of the tower top for this Pittsburgh office building is part of the energy efficient solar chimney design. Source: Gensler



varied materials and apparent window openings

projecting and recessed balconies

facade articulation through plan changes

varied landscaping and furniture

2.4.11 Bird-Safe Design

The windows, doors, and arches of buildings can be deadly obstacles for birds causing hundreds of millions of bird collisions annually. Glass is transparent to birds. Reflections of the sky, vegetation, clouds, water, and branches lure birds into the glass causing mortality and injury.

Intent: To design glass buildings to protect local and migratory birds from deadly strikes. Integrate elements into the building and site design to warn birds before they collide.

Guidelines:

A. Glass Coverage and Glazing

- **Patterns on Glass:** Ceramic dots, or frits, can be screened, printed, applied between layers of insulated glass to reduce transmission of light and prevent bird collisions. These can be applied in different colors and patterns to work effectively.
- **Angled Glass:** Not as effective as other strategies, angled glass at 20-40 degrees has resulted in reduced mortality.
- **Window Surfaces:** New one-way transparent opaque films and window surfaces allow sunlight to pass through windows while reducing reflectivity.

B. Architectural Features

- **Awnings, Louvers and Overhangs:** When designed to eliminate reflections and shadow glass these architectural features have shown to reduce bird collisions.
- **Balconies and Balustrades:** Along with providing outdoor spaces for humans, balconies and balustrades can block window reflection.
- **Opaque and Translucent Glass:** Frosted, colored, opaque, or stained glass have proven to be significantly successful bird deterrents.

C. Facade Treatments

- **Screens:** Screens can be integrated into facade elements without blocking view or light and are highly effective in protecting birds.

- **Grilles:** Horizontal or vertical grilles can be incorporated into the aesthetic and design of windows.
- **Shutters and Shades:** External shutters and shades of various styles and colors enhance a buildings aesthetic while reducing or eliminating reflections.

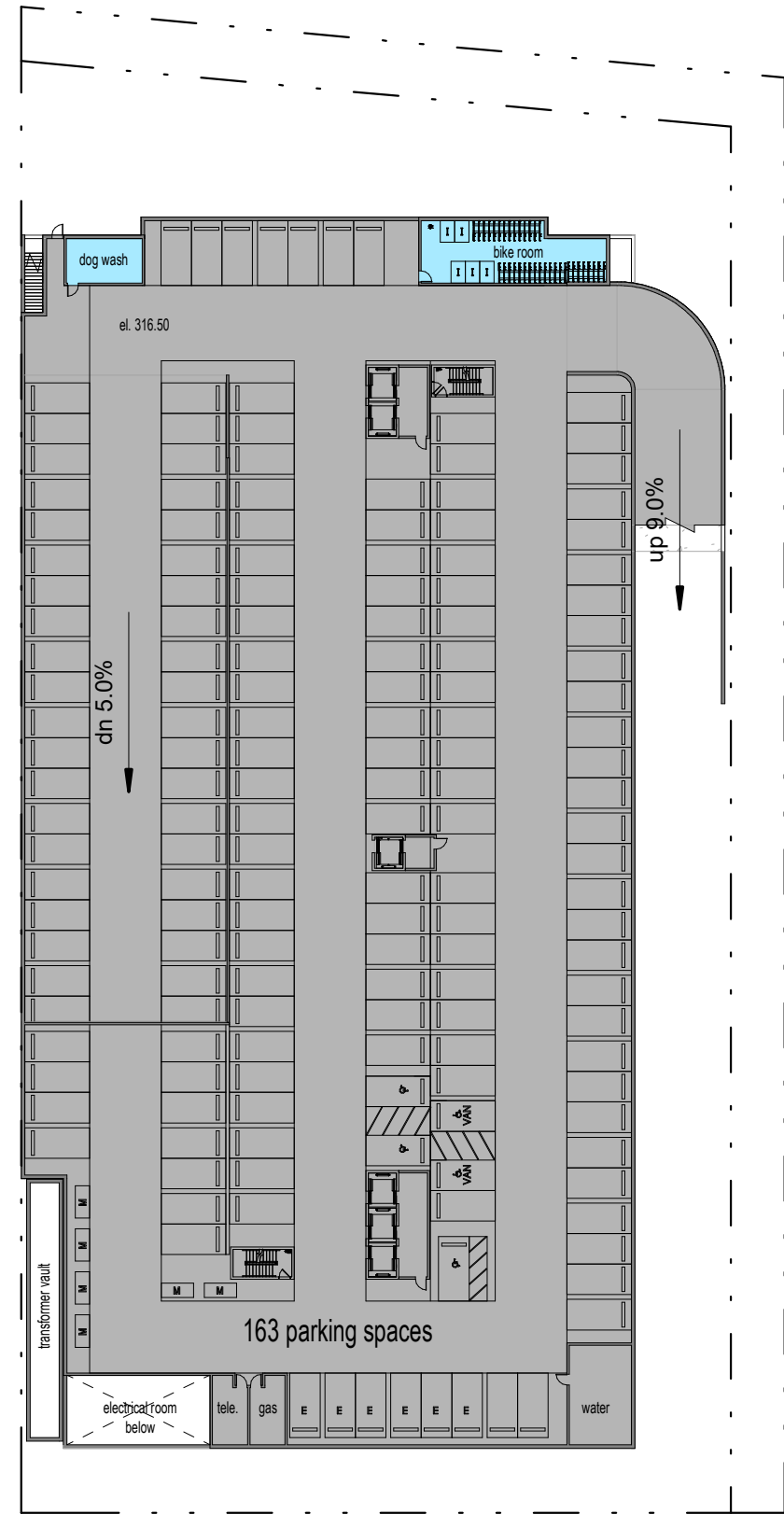
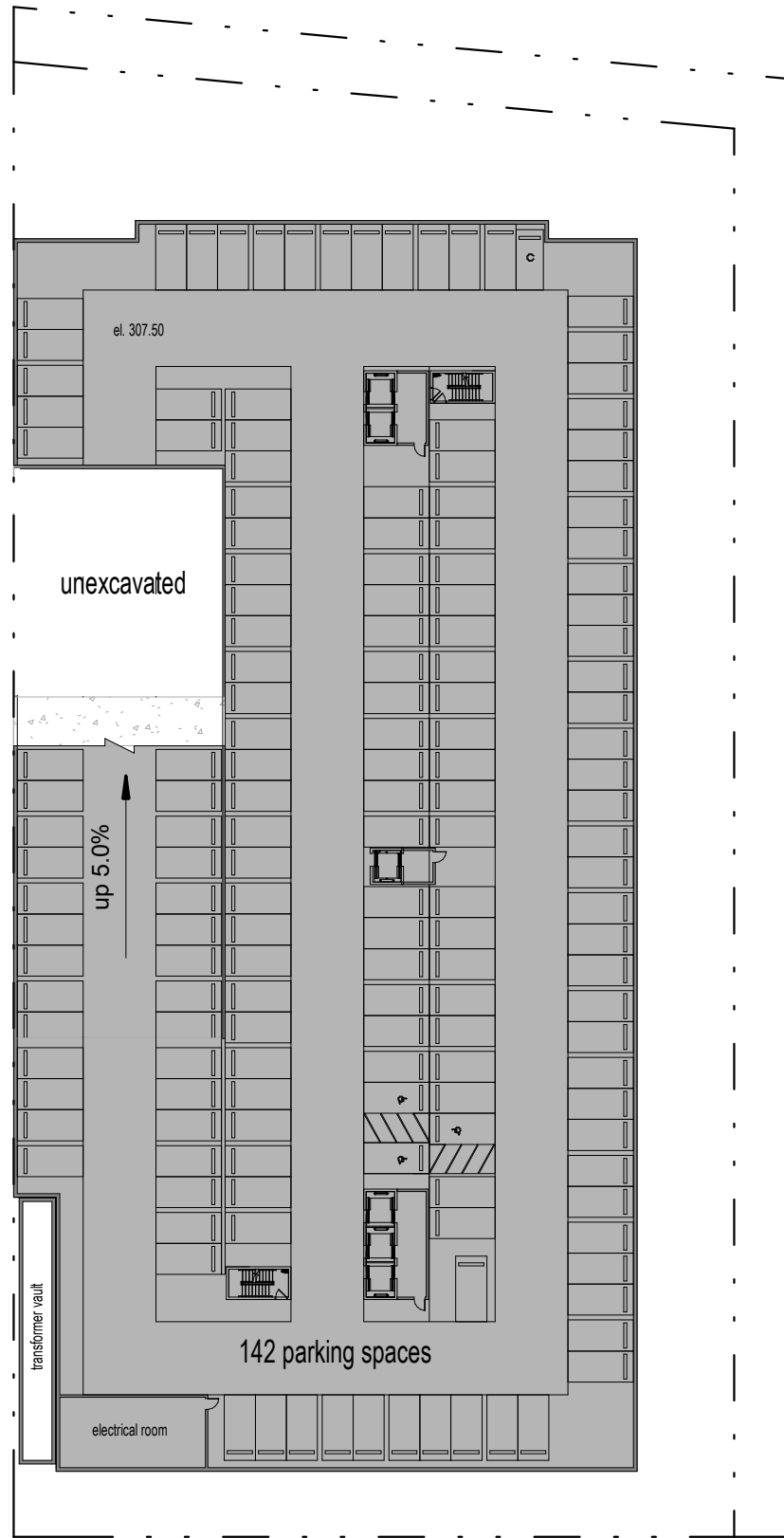
D. Lighting Treatments

Lights disrupt birds' orientation inhibiting them from seeing their navigational markers like the stars and moon. Night lights and up lights (lights pointing upward) can entrap birds reluctant to fly from a lit area into a dark one.

- **Eliminating unnecessary lighting** is one of the easiest ways to reduce bird collisions, with the added advantage of saving energy and expense.
- Choose down-lighting over up-lighting to keep from directing light into the night sky.
- Minimize perimeter and vanity lighting and consider filters or special bulbs to reduce red wavelengths where lighting is necessary.
- As much as possible, lights should be controlled by motion sensors.
- **Lights Out:** Turn lights out visible from the outside during spring and fall migration periods.

E. Site and Landscape Design

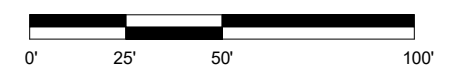
- Obtain USGBC LEED Green Building Rating Points from the category of "Bird Collision Deterrence".
- Glass windows should not reflect nearby or site vegetation, particularly large, mature trees and water. Where this is not feasible, use window treatments outlined above.
- Use soil berms, furniture, landscaping, or architectural features to prevent reflection in glazed building facades.
- Avoid up-lighting rooftop antennas and tall equipment as well as decorative architectural spires.

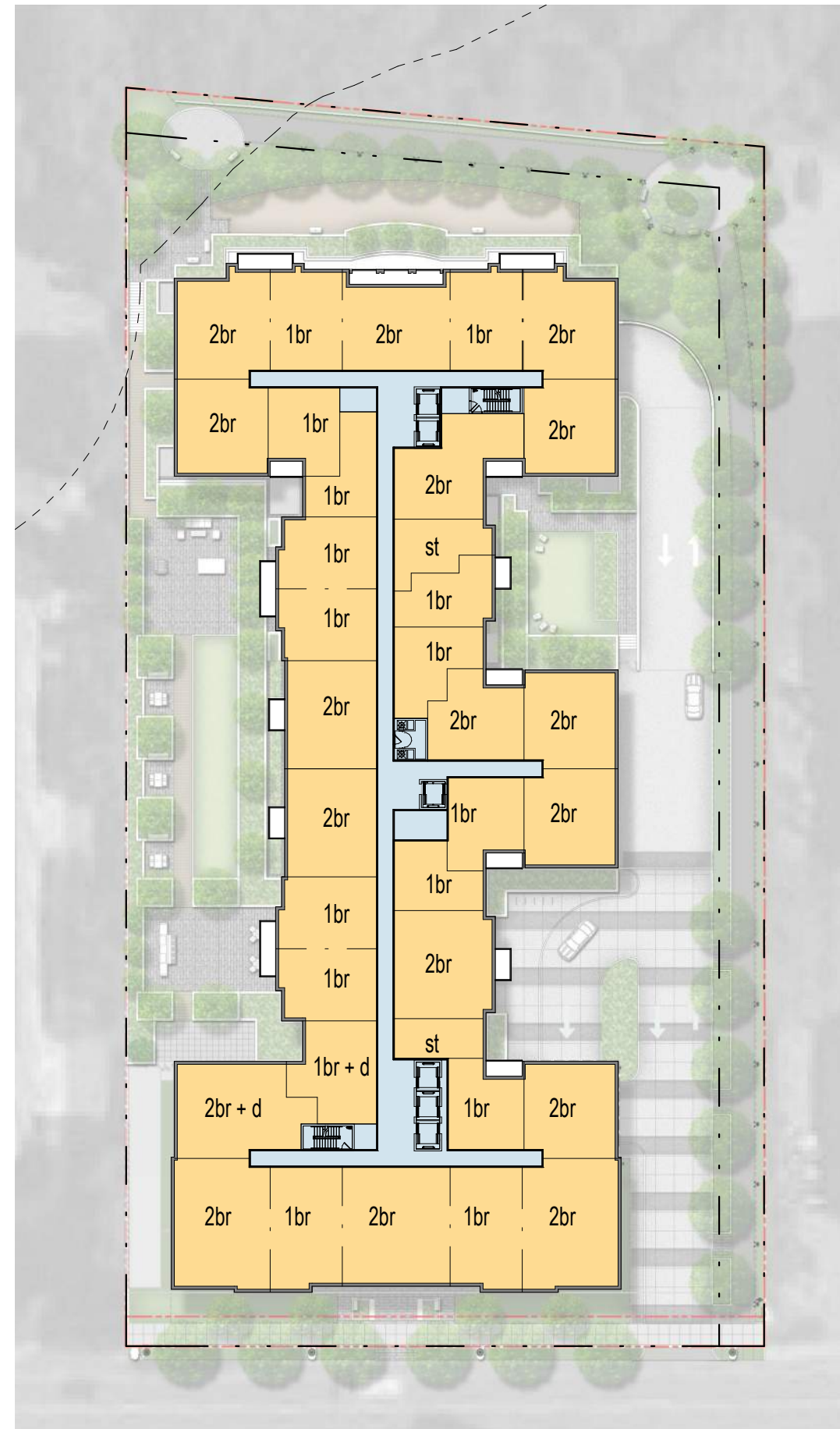
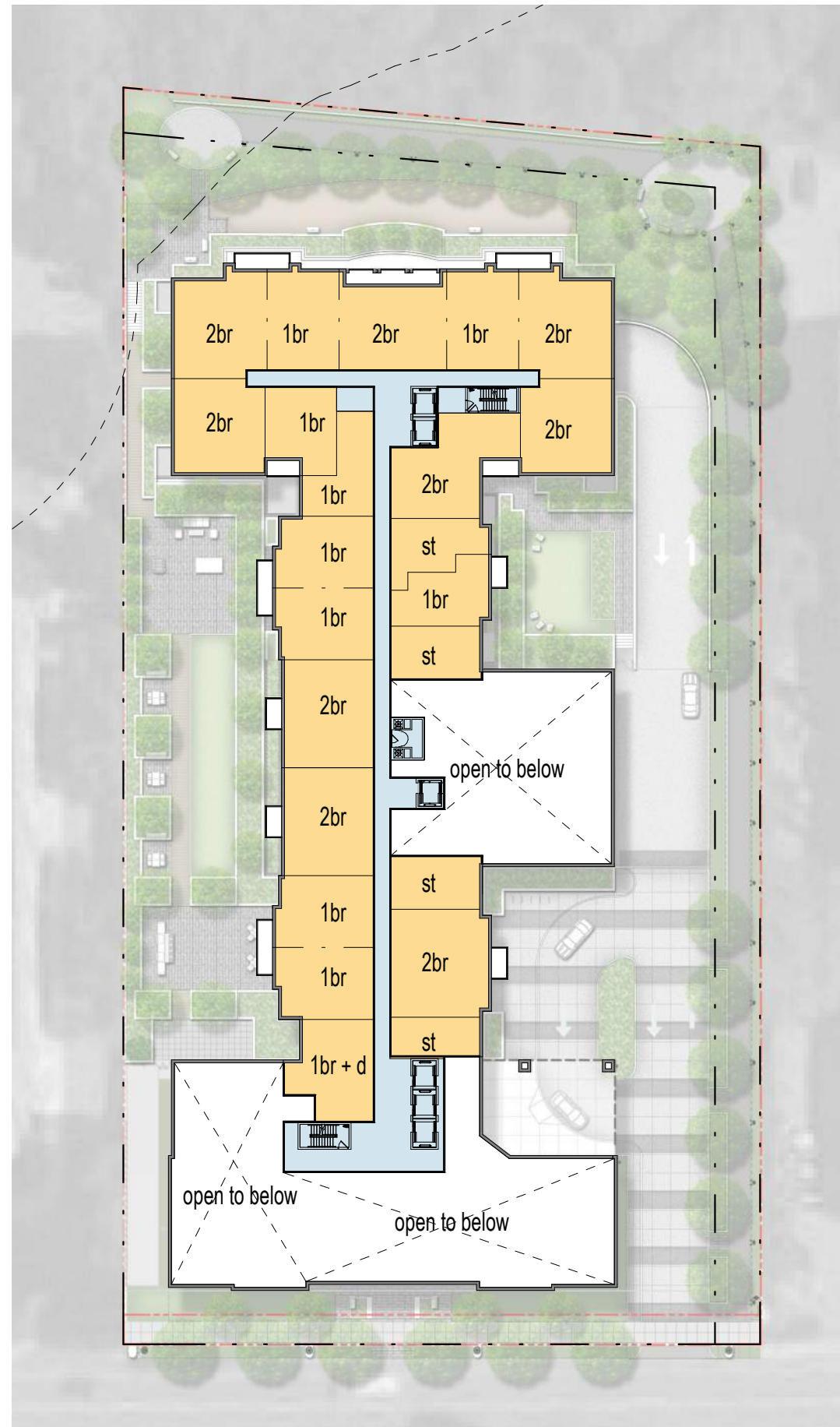


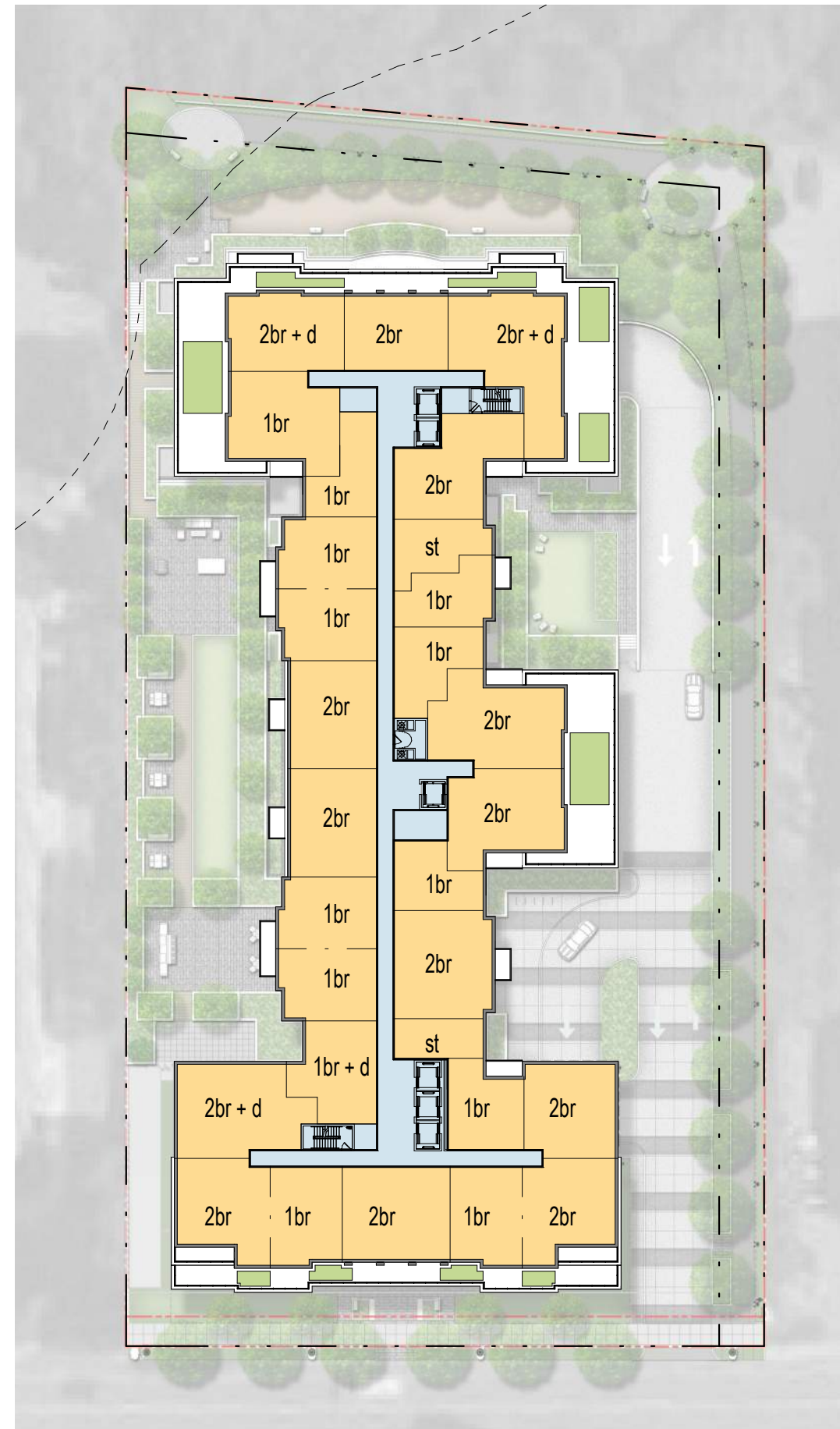
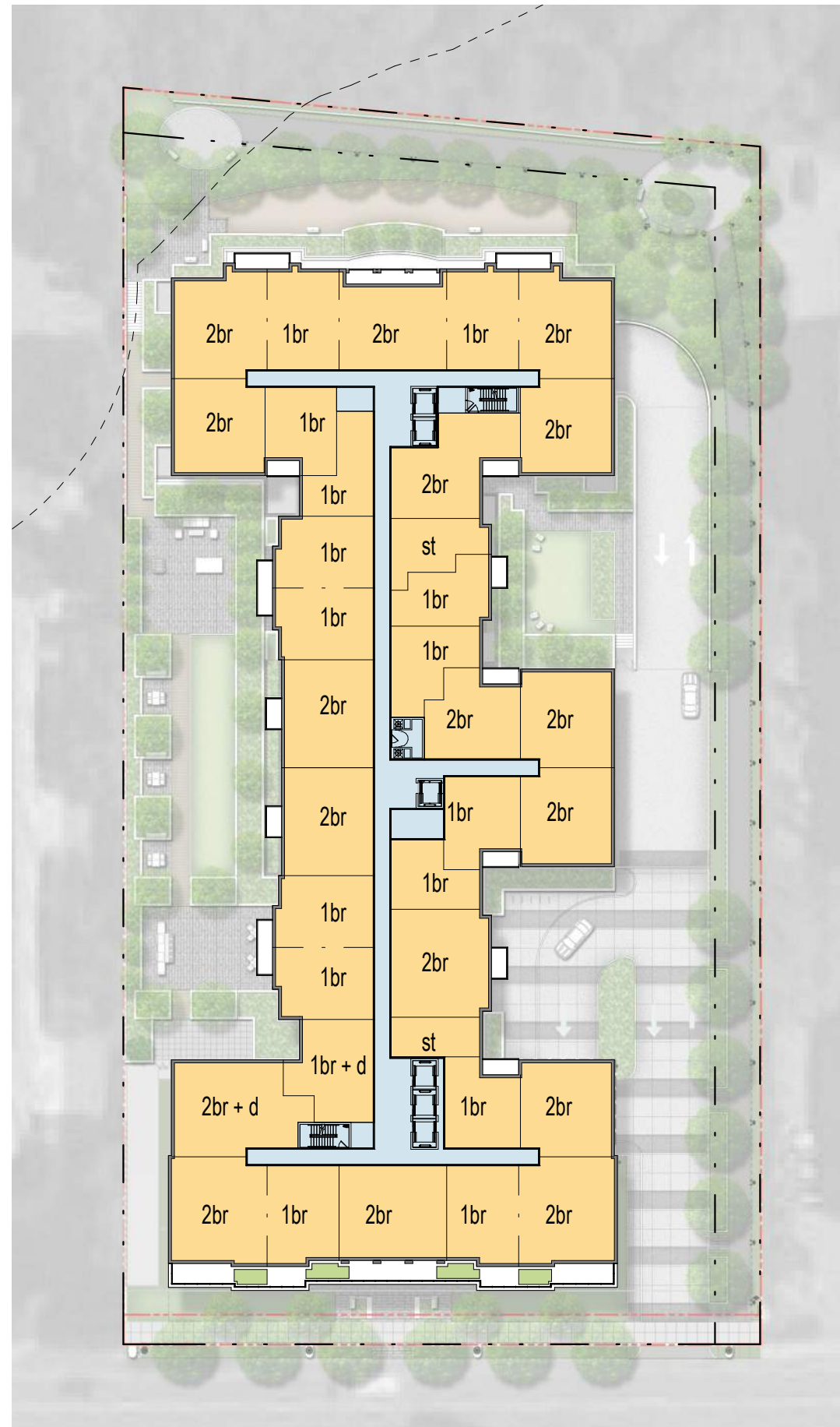


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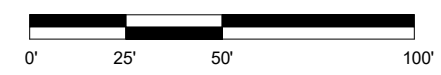


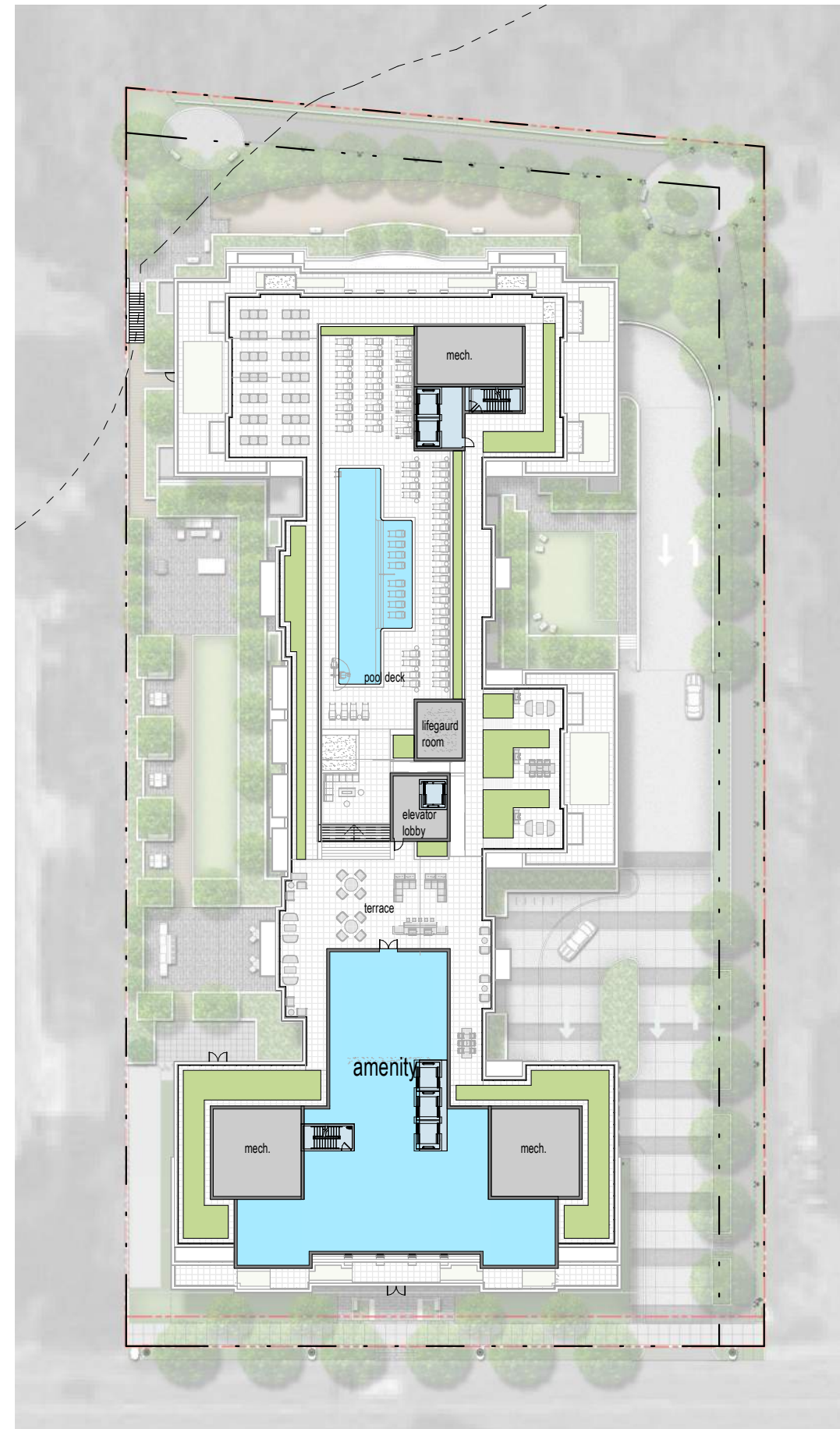
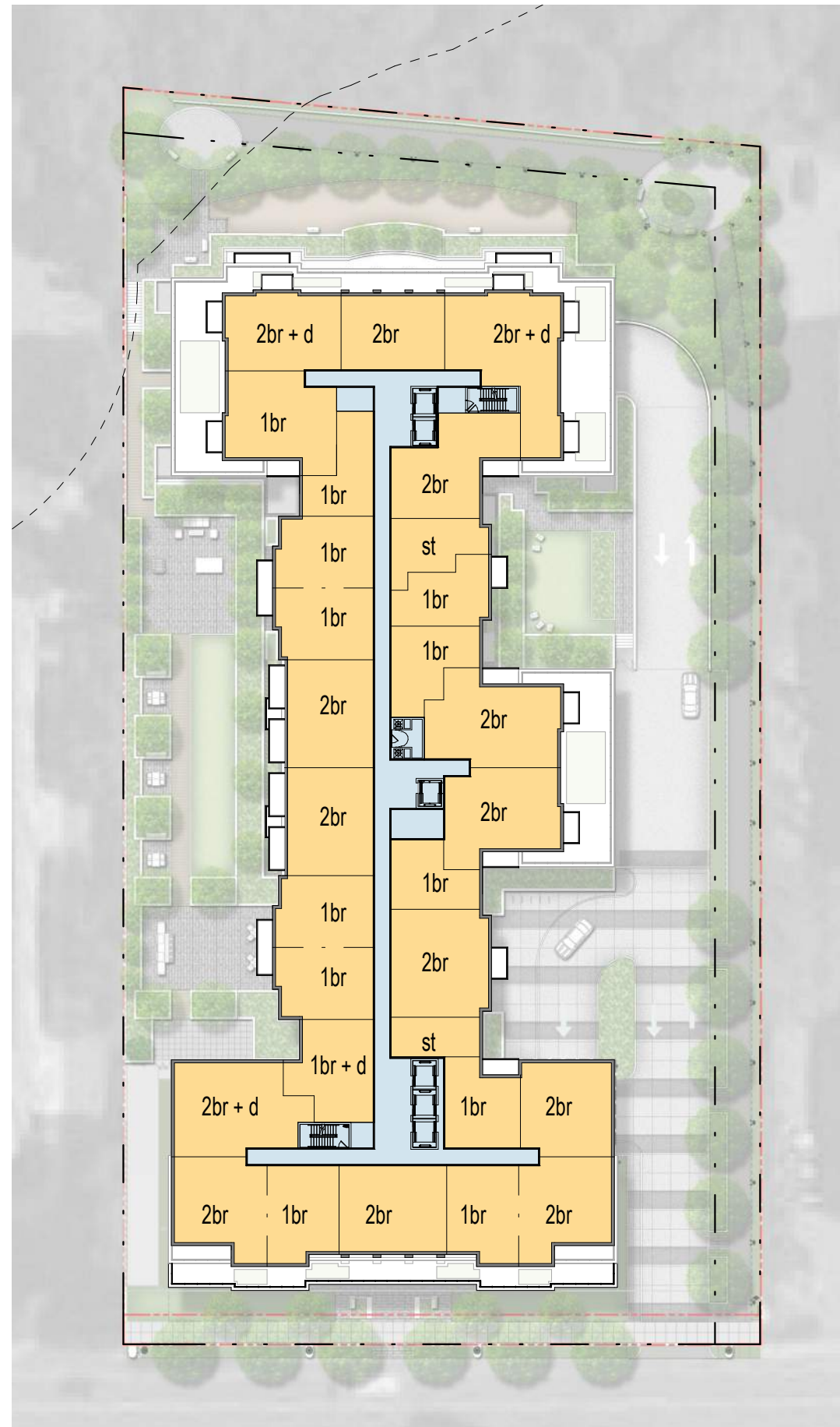


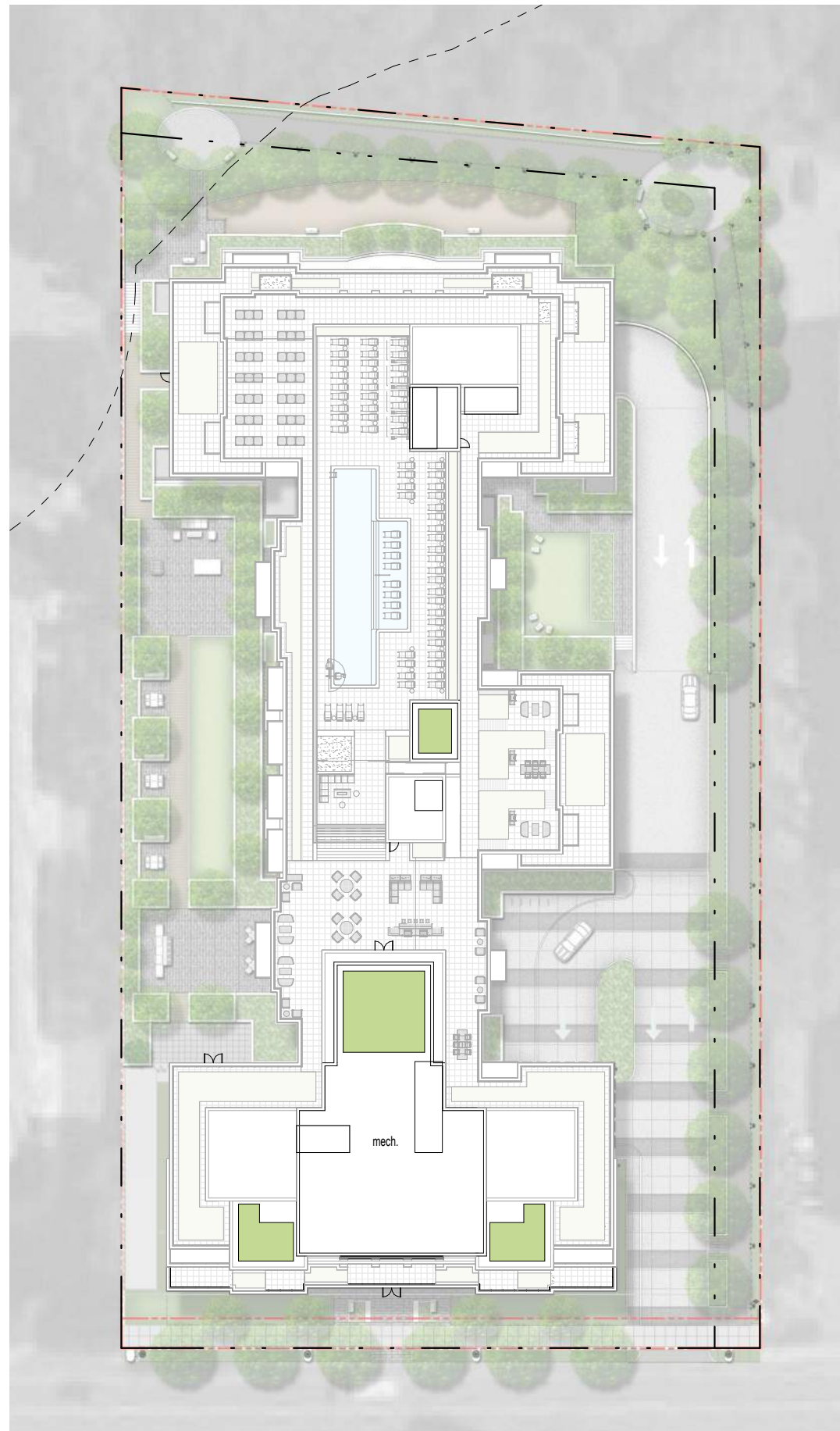
4901 Battery Lane | Bethesda, MD

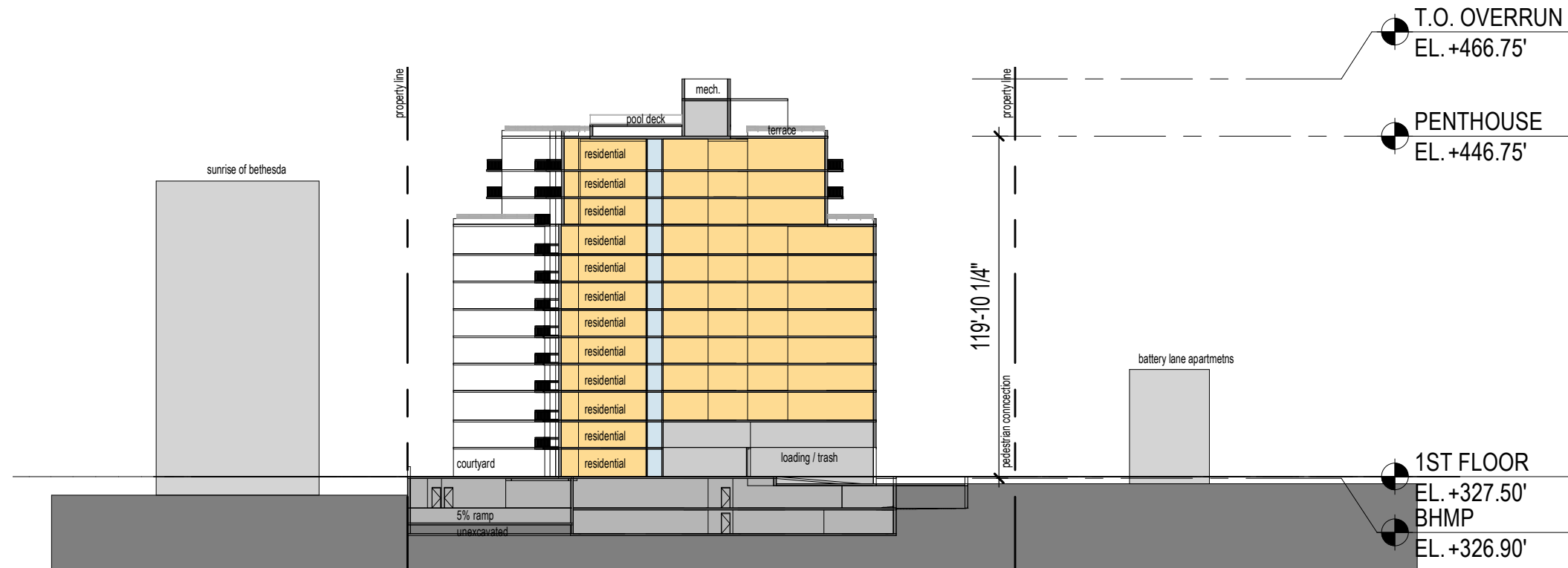
site plan dap submission | 4th to 9th & 10th to 11th floor

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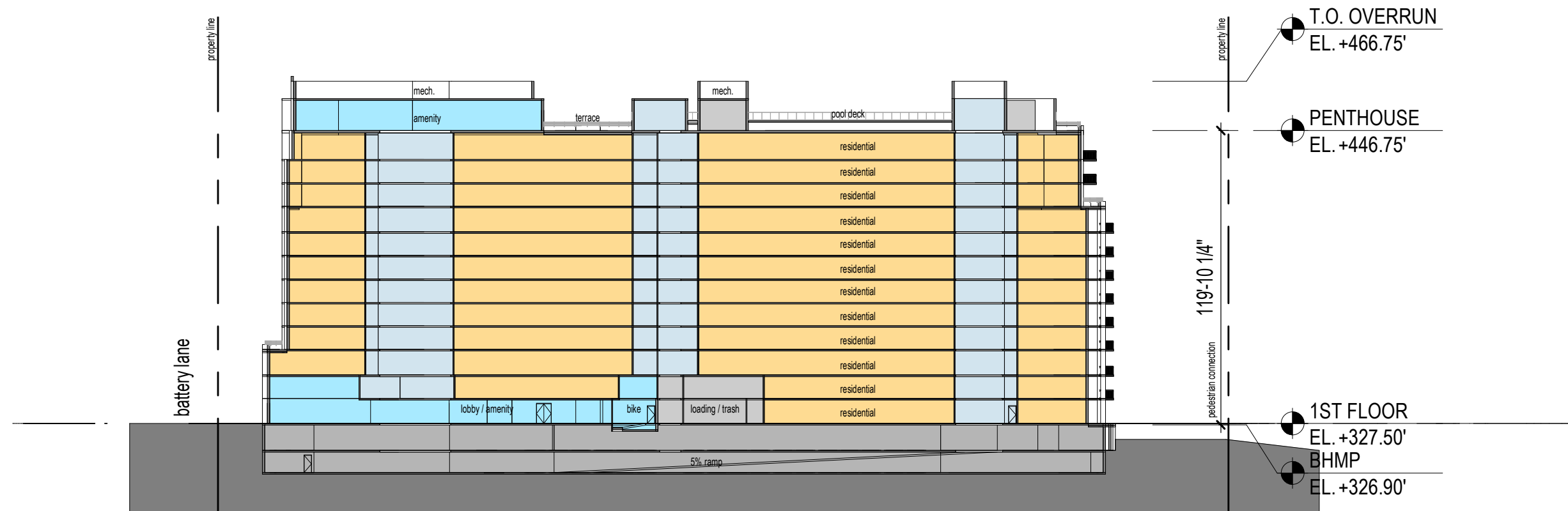




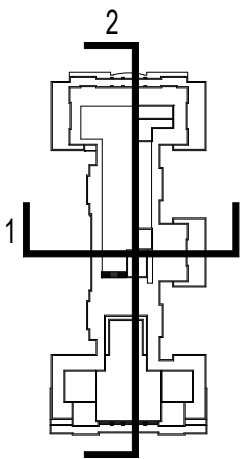




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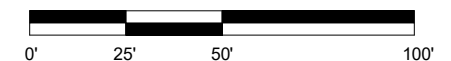
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site plan dap submission | e-w & n-s section

02.09.2022 | 039





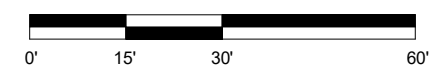
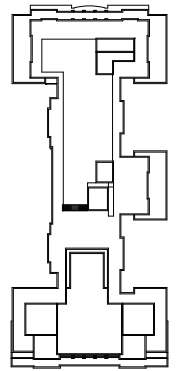
T.O. OVERRUN
EL. +466.75'

PENTHOUSE
EL. +446.75'

1ST FLOOR
EL. +327.50'

BHMP
EL. +326.90'

119' - 10 1/4"





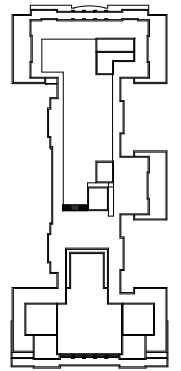
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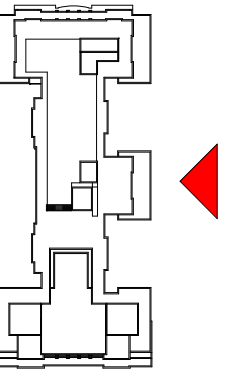
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