

# BATTERY DISTRICT - SITE C DAP SUBMISSION

---

BETHESDA, MD  
07/13/2022



OWNER/DEVELOPER:  
BROWN DEVELOPMENT LLC.



LEGAL:  
SHULMAN ROGERS



CIVIL ENGINEERING:  
RODGERS CONSULTING, INC.



TRAFFIC:  
WELLS ASSOCIATES



ARCHITECT:  
WDG ARCHITECTURE, PLLC



LANDSCAPE ARCHITECT:  
PARKER RODRIGUEZ

	<b>1</b>	Cover Sheet
*	<b>2</b>	Sheet Index
	<b>3</b>	Project Narrative
*	<b>4</b>	Brown Battery Lane District Site
	<b>5</b>	Overall Existing Conditions & Site Locations
	<b>6</b>	4890 Battery Lane Existing Conditions
	<b>7</b>	4900 Battery Lane Existing Conditions
	<b>8</b>	Sketch Plan DAP - Illustrative Public Realm
*	<b>9</b>	Brown Battery Lane District Site
*	<b>10</b>	Sketch Plan DAP - Illustrative Site C Comparison
*	<b>11</b>	Site Plan
	<b>12</b>	Site Context
	<b>13</b>	Massing Diagram
	<b>14</b>	Battery Lane Skyline Profile Section
*	<b>15</b>	Perspective   View From North
*	<b>16</b>	Perspective   View From Northwest
*	<b>17</b>	Perspective   View From Southwest
*	<b>18</b>	Perspective   View From South
*	<b>19</b>	Perspective   View of West Passway
*	<b>20</b>	Proposed Massing   View From Northwest
*	<b>21</b>	Proposed Massing   View From Northeast
*	<b>22</b>	Proposed Massing   View From Southwest

\* Revised Sheets from Initial Submission  
\*\* New Sheet with Resubmission

*	<b>23</b>	Proposed Massing   View From Southeast
*	<b>24</b>	Perspective   View of Arrival Plaza
	<b>25</b>	Sidewalk Zone (2.1.1)
*	<b>26</b>	Neighborhood Connector (2.1.6)
	<b>27</b>	Road Section
*	<b>28</b>	Battery Lane Bus Stop
*	<b>29</b>	Public Through-Block Connections and Trails (2.1.9)
*	<b>30</b>	Through-Block Section
*	<b>31</b>	Through-Block Section
*	<b>32</b>	Environmental Site Design (2.3.1)
*	<b>33</b>	Environmental Site Design (2.3.1)
*	<b>34</b>	Green Cover (2.3.2)
*	<b>35</b>	Pedestrian Circulation (2.3.3)
*	<b>36</b>	Bicycle Circulation (2.3.3)
*	<b>37</b>	Vehicular Circulation (2.3.3)
*	<b>38</b>	Service Circulation (2.3.3)
	<b>39</b>	Compatibility (2.4.1)
*	<b>40</b>	Compatibility (2.4.1)
*	<b>41</b>	Base: Building Placement (2.4.2)
*	<b>42</b>	Base: Street Activation (2.4.3)
*	<b>43</b>	Base: Variation and Articulation (2.4.4)
*	<b>44</b>	Corner Treatments (2.4.5)

*	<b>45</b>	Tower Separation Distance (2.4.6)
*	<b>46</b>	Tower Step-Back (2.4.7)
*	<b>47</b>	Bird-Safe Design (2.4.11)
*	<b>48</b>	Ground Floor Plan
*	<b>49</b>	Level 2 Floor Plan
*	<b>50</b>	Typical Floor Plan (Level 3 - 5)
*	<b>51</b>	Typical Floor Plan (Level 6 - 8)
*	<b>52</b>	Typical Floor Plan (Level 9 - 11)
*	<b>53</b>	Roof Level Floor Plan
	<b>54</b>	Building Section
	<b>55</b>	Building Section
	<b>56</b>	Cycle Track Interim Condition
	<b>57</b>	Cycle Track Final Condition
*	<b>58</b>	Public Open Space
**	<b>59</b>	Fire Access
**	<b>60</b>	Road Section
**	<b>61</b>	Road Section
**	<b>62</b>	Road Section
**	<b>63</b>	Road Section
**	<b>64</b>	Road Section



Brief Project Description

Brown Development LLC (“Applicant”) is submitting for Site Plan approval for the assembled 4890-4900 Battery Lane parcel designated in the Sketch Plan as “Site C” (“Property”). Site C is part of the “Battery District”, a comprehensive plan containing five non-contiguous sites along Battery Lane designated Sites A-E, for which the Applicant received Sketch Plan approval on December 12, 2019. The Applicant subsequently received Preliminary Plan approval dated April 30, 2020 for Sites A, C, D and E. The Site C Site Plan is the **first** site plan of the Battery District Sketch Plan and Preliminary Plan.

The Site Plan proposes an 11-story, 315 dwelling unit, multi-family residential building with unit types ranging from studios to three-bedroom units and unique sidewalk-entry two-level units, with 15% MPDUs, in an L-shaped tower with multiple courtyards, terraces, and roof-top amenity space, structured parking, 35% green space, and two through-block pedestrian connectors (“Project”).

The vision of the Battery District Sketch Plan is to build on existing neighborhood assets to create a stronger neighborhood identity and enhance access and connectivity, with a more responsible and current interpretation of mobility, land use, energy efficiency, lifestyle, and housing market preference. In order to achieve these goals, the measure of quality design would incorporate high levels of interconnectedness, human-scale spatial relationships, social interaction, and access to recreation throughout the Battery District.

This vision of “Connectivity” is expressed in the Site C Project in every aspect - the architecture with its glazing clad base building that achieves a comfortable openness to the neighborhood; the simple, colorful, yet dynamic middle and tower top designs; the multi-modal mobility of the site design; the spatial relationships of spaces within the building and of outdoor spaces to the neighborhood; the through-block connectors whose pedestrian experience is enhanced with a two-story arrival plaza on the east and human-scale direct sidewalk access two-level units on the west; the engagement of the public realm to a two-story lobby animated with building activity centers and topped with an open-air resident terrace facing Battery Lane; and a “front porch” front yard with seating that engages with its neighbors and street activity along Battery Lane. The exceptional design of the Site C Project achieves the goal of creating a stronger neighborhood identity with visual, physical and social connectivity to the greater community, with clear interconnectedness to the opportunities that Bethesda offers.

Exceptional Design Public Benefit Points Requested/Brief Descriptions

The Project is seeking a minimum of 20 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 elevates a mid-block site into a multi-modal connector for the Battery Lane neighborhood. It embraces the cycle-track, a new bus stop, two through-block connectors, improved streetscape, and on-site vehicular Arrival Plaza in a cohesive and creative way with the building architecture of the building front. The strong two-story building base along Battery Lane includes a two-story lobby made up of a composition of metal trellis, glass wall system, and angled front plane which recedes in depth as it moves west to the recessed building front entrance with its “front porch” elements. The building design creates two different pedestrian experiences along the East and West through-block connectors by locating and articulating the Arrival Plaza and active resident amenity spaces including a bicycle room with bicycle repair and a dog run on the East, in juxtaposition to the calm, residential journey on the West along the front door stoops of the two-level units and landscaped and open lawn areas on the west side.
- 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 is a spoke of Connectivity in all directions for the neighborhood - providing access to multi-modal transportation options at the front door, walkable connections to the goods and services in the Woodmont Triangle as well as to nearby jobs at NIH and downtown Bethesda, transit options at or walkable from the door to employment and recreational opportunities throughout the region, paths on which to run into other residents of Battery Lane. The energy from this connectivity vibrates in the mixed façade treatment of colors, building materials and wall systems.
- 3. Enhancing the public realm in a distinct and original manner.** The Project proposes to add over 323 linear feet of enhanced streetscape with double canopy of 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 keeping all drop-off, loading, and parking internal to the site keeping Battery Lane free of obstructions.  
The East through block connection proposed a 6-foot sidewalk within a 13-foot wide landscape zone. The West through block connection proposes a 6-foot sidewalk within a 35-foot wide landscape zone. Both the East and West connectors can be widened when adjacent properties redevelop and enhance the through-block connections on their properties.
- 4. Introducing materials, forms, or building methods unique to the immediate vicinity or applied in a unique way.** The size and design of the Property provides the opportunity to create a Project with a feeling of openness, connection to nature, and access to light and air unique in a downtown urban area. The two-story step-back composition of metal trellis and glass wall system front façade with a receding plane leading to a two-story glass lobby entrance, recessed to create a “front porch”, uses both architecture and a mix of materials to uniquely engage with the public realm at a human-scale.
- 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 resident 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 a second floor pool deck with grilling and dining stations, community garden boxes, 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. Structured parking replaces surface parking lots. Native plantings will minimize water use while providing benefits to pollinators and wildlife.









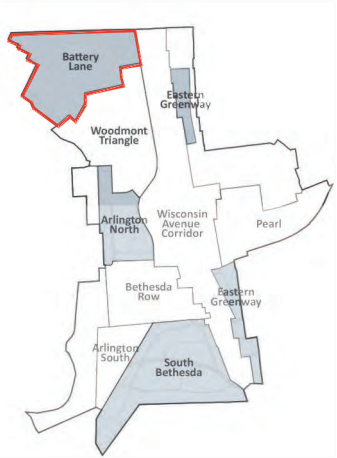
# BATTERY DISTRICT

The Battery Lane District consists primarily of garden and mid-rise apartments along Battery Lane between Woodmont Avenue and Old Georgetown Road, directly south of The National Institutes of Health (NIH) Campus. The Battery Lane District has the well-used Battery Lane Urban Park and North Bethesda Trail at its center, and a range of housing types, including single-unit homes and low-to high-rise buildings. Planted setbacks provide an inviting green streetscape along Battery Lane. However, wider buffered sidewalks and connections through long blocks are needed to make this neighborhood a truly walkable area.

The Bethesda Rescue Squad occupies a site on the corner of Old Georgetown Road and Battery Lane on the southwestern edge of the district.

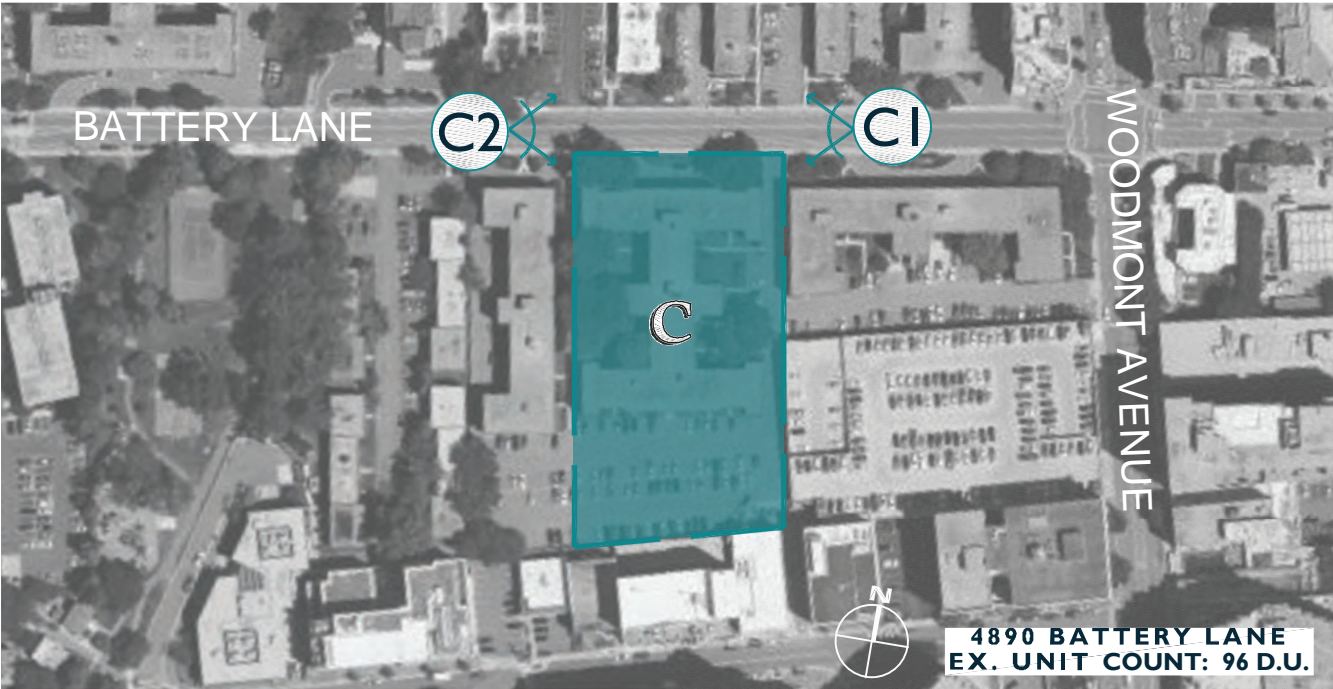
Within the Battery Lane District, 1,044 dwelling units in 16 building complexes provide one of the major sources of market-rate affordable housing in Bethesda. Most of these apartments houses were built in the 1950s and 1960s. Many lack air conditioning, but they are well maintained, rents are reasonable and vacancy rates are relatively low. Tenants are mostly employed in the Bethesda-Chevy Chase area, including at NIH, or in the District of Columbia. They are predominantly young and single, although there are some families and older people, and a high-rise apartment building built in 1988, is designed for the elderly.

Source: Bethesda Downtown Plan.  
Approved and Adopted May 2017



## OVERALL EXISTING CONDITIONS & SITE LOCATION





4890 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE)

STREET VIEW C1  
(BATTERY  
WESTBOUND)



4890 BATTERY LANE - BUILDING VIEW 2 (WEST SIDE)



4890 BATTERY LANE - BUILDING VIEW 3 (REAR)

STREET VIEW C2  
(BATTERY  
EASTBOUND)

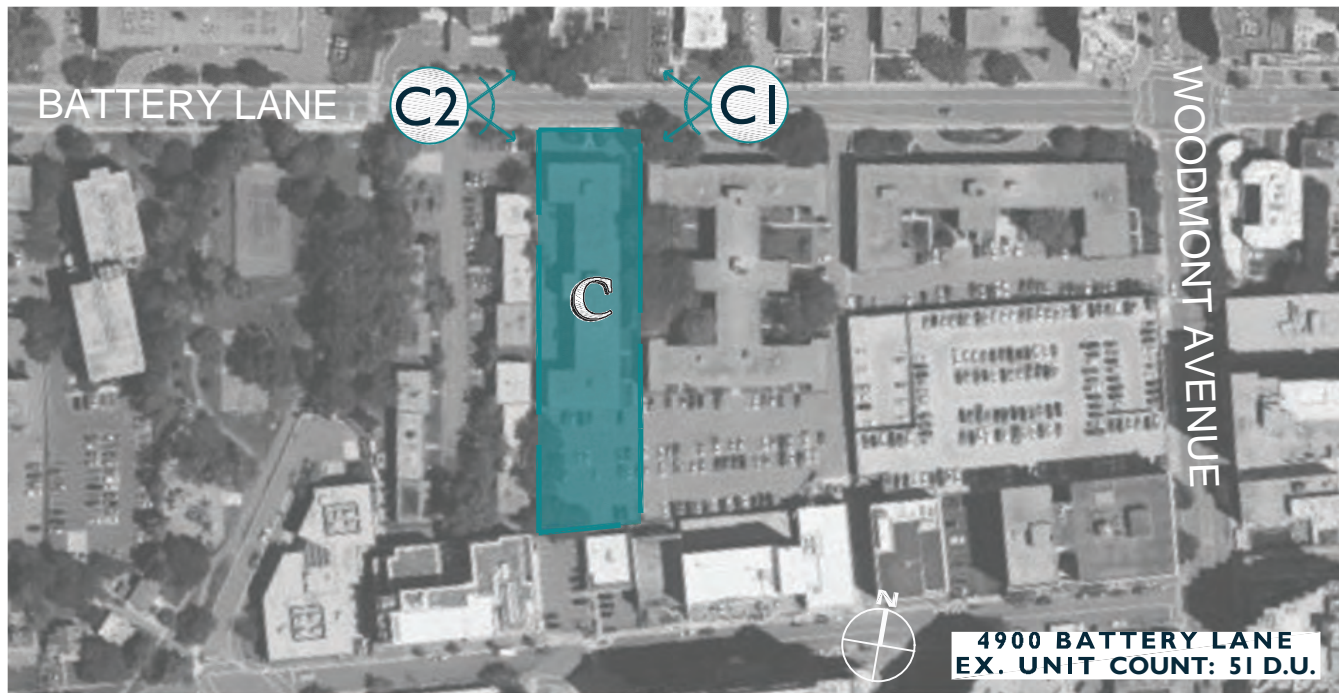


4890 BATTERY LANE - BUILDING VIEW 4 (EAST SIDE)



4890 BATTERY LANE - BUILDING VIEW 5 (EAST CORNER)





4900 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE)



4900 BATTERY LANE - BUILDING VIEW 2 (WEST CORNER)

STREET VIEW C1  
(BATTERY  
WESTBOUND)



4900 BATTERY LANE - BUILDING VIEW 3 (WEST SIDE)



4900 BATTERY LANE - BUILDING VIEW 4 (REAR VIEW)

STREET VIEW C2  
(BATTERY  
EASTBOUND)



4900 BATTERY LANE - BUILDING VIEW 5 (EAST SIDE)



4900 BATTERY LANE - BUILDING VIEW 6 (EAST CORNER)





### Narrative

“Connectivity / Neighborhood Identity / Livability”. Applicant’s re-investment in its aging rental housing on Battery Lane is grounded in the Project Vision because they know that great neighborhoods are not created by coincidence but by intentional and meaningful connections. The Project proposes to build on the existing assets of Battery Lane and seamlessly knit modern apartment buildings with easy-living open spaces into the existing non-cohesive building-scape of Battery Lane, and connect old and new with a beautiful, walkable/cyclable public realm and new community hubs. The Project will significantly add to the creation of the Battery District as a “place” that fosters community and a distinct urban-edge residential neighborhood identity, provides gathering spaces where neighbors can meet neighbors, encourages easy access and use of passive and active recreational opportunities for a healthy lifestyle, and offers a wider variety of housing choices. A neighborhood where multi-income, multi-generational residents can set down roots and become part of the Bethesda community.

The Project’s intent is to weave a complex urban fabric, melding old with its new buildings, and adding critical, usable connecting spaces for an authentic residential neighborhood built over time. Even within one single street, the relationships to outside contexts differ widely based on a site’s location along Battery Lane. This creates exciting opportunities to express individuality in the new buildings but which still comfortably relate to each other as part of a cohesive neighborhood.

“Connectivity / Neighborhood Identity / Livability” in accordance with the Bethesda Downtown Sector Plan by:

- A major enhancement to the width, use, and features of the North Bethesda Trail through-block connection that connects Battery Lane Urban Park to the Bethesda Trolley Trail on NIH;
- Two new pedestrian / bicycle through-block connections between Battery Lane and the Woodmont Triangle;
- An extension of a segment of the pedestrian/bicycle connection shown on the Sector Plan behind 4857 / Site A along the common boundary of NIH / Battery Lane District between Woodmont Avenue and the convergence of the North Bethesda Trail with the Bethesda Trolley Trail;
- New distinctive streetscape and a landscaped median separated cycle track to begin the transformation of Battery Lane to a true “Canopy Corridor”;
- Improvement of the pedestrian experience with double-sided buffered sidewalks, setback with landscaped panels away from the curb-edge, and from building faces with welcoming front yards;
- New public open spaces to activate social interaction in the neighborhood, buffer adjacent single family homes, and enhance the natural features of the neighborhood;
- Replacement of acres of asphalt surface parking with on-site structured parking and loading; and
- Upgrade of stormwater management and increase in tree canopy and urban landscaping;

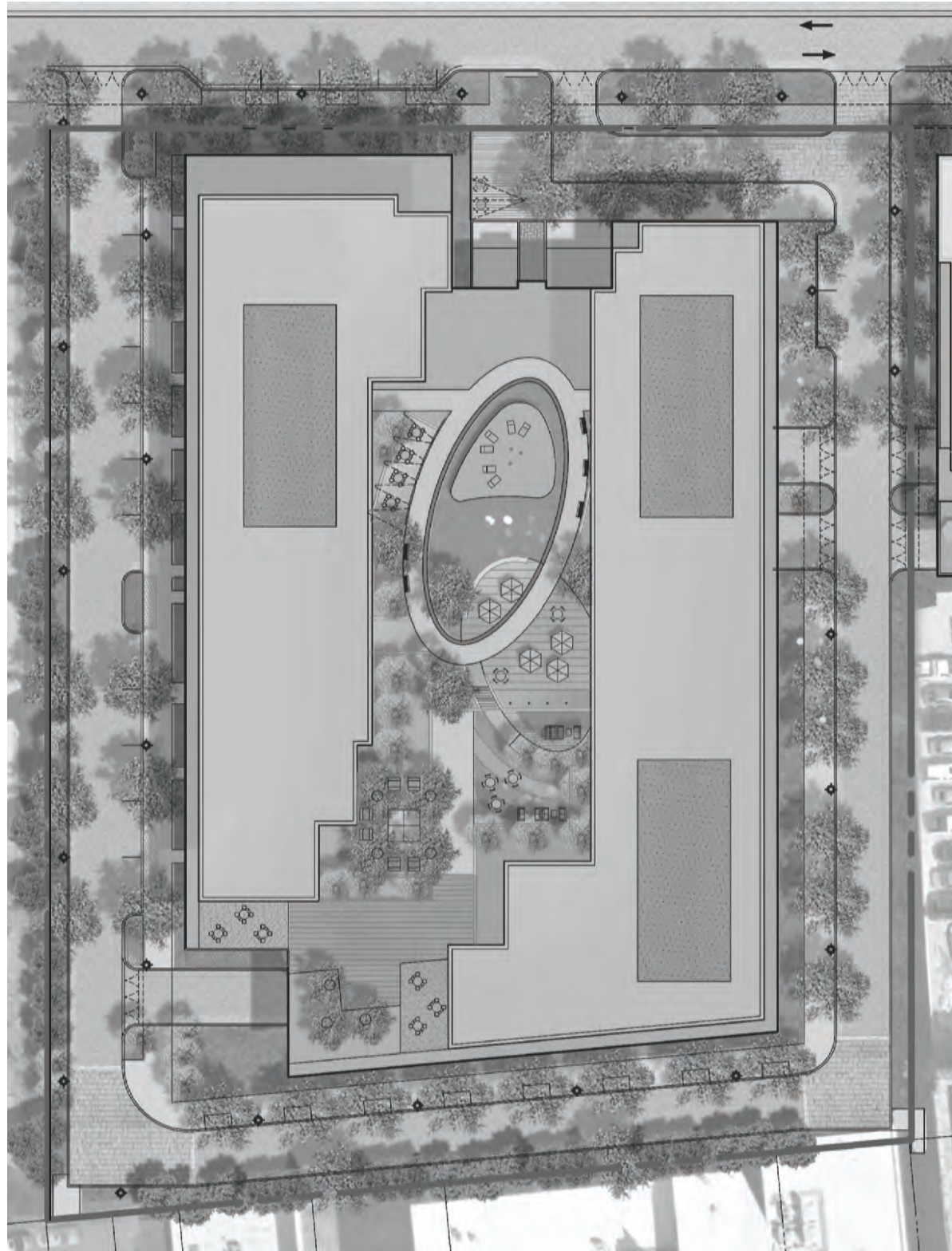
### SKETCH PLAN DAP - ILLUSTRATIVE PUBLIC REALM

### SKETCH PLAN DAP - ILLUSTRATIVE PUBLIC REALM

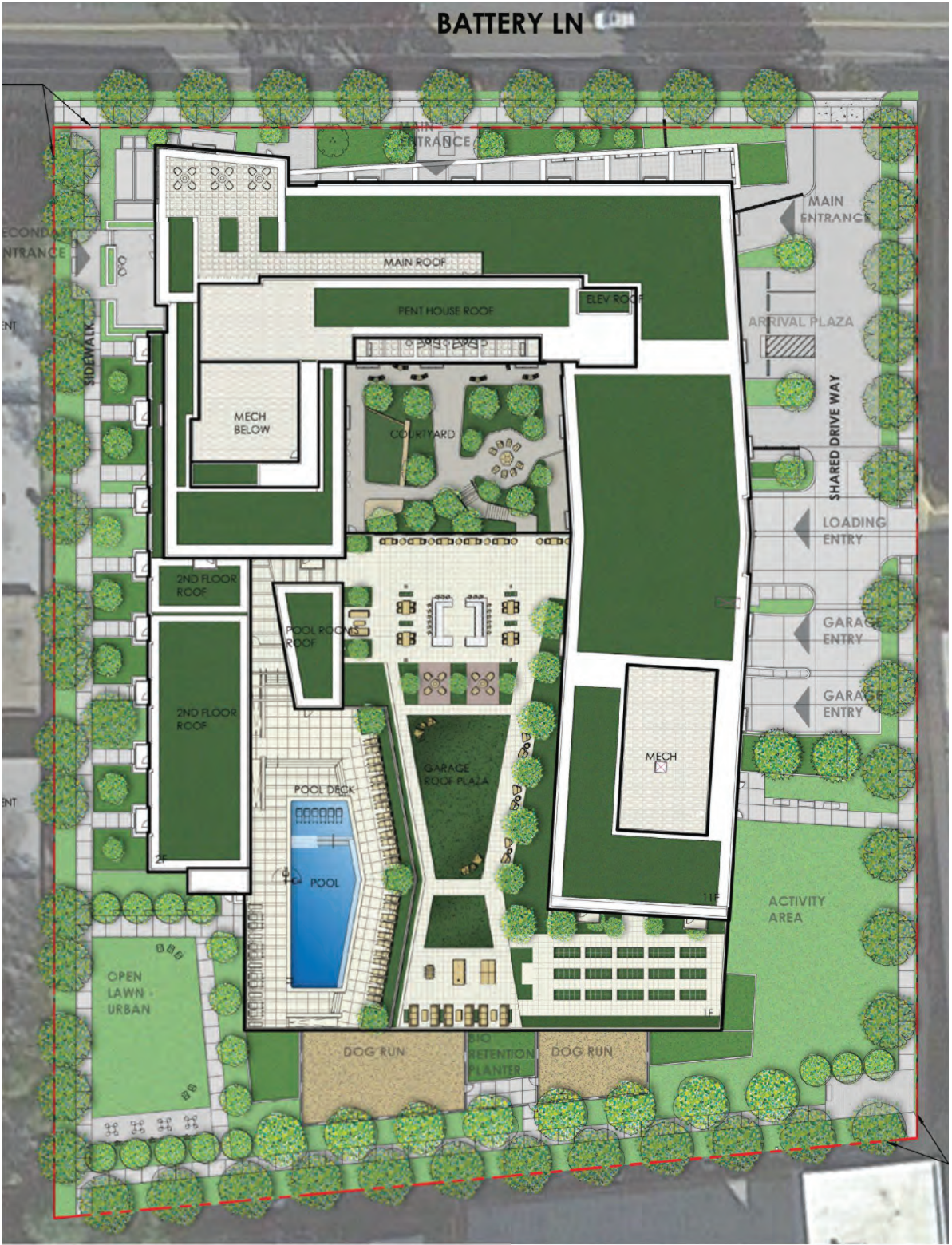








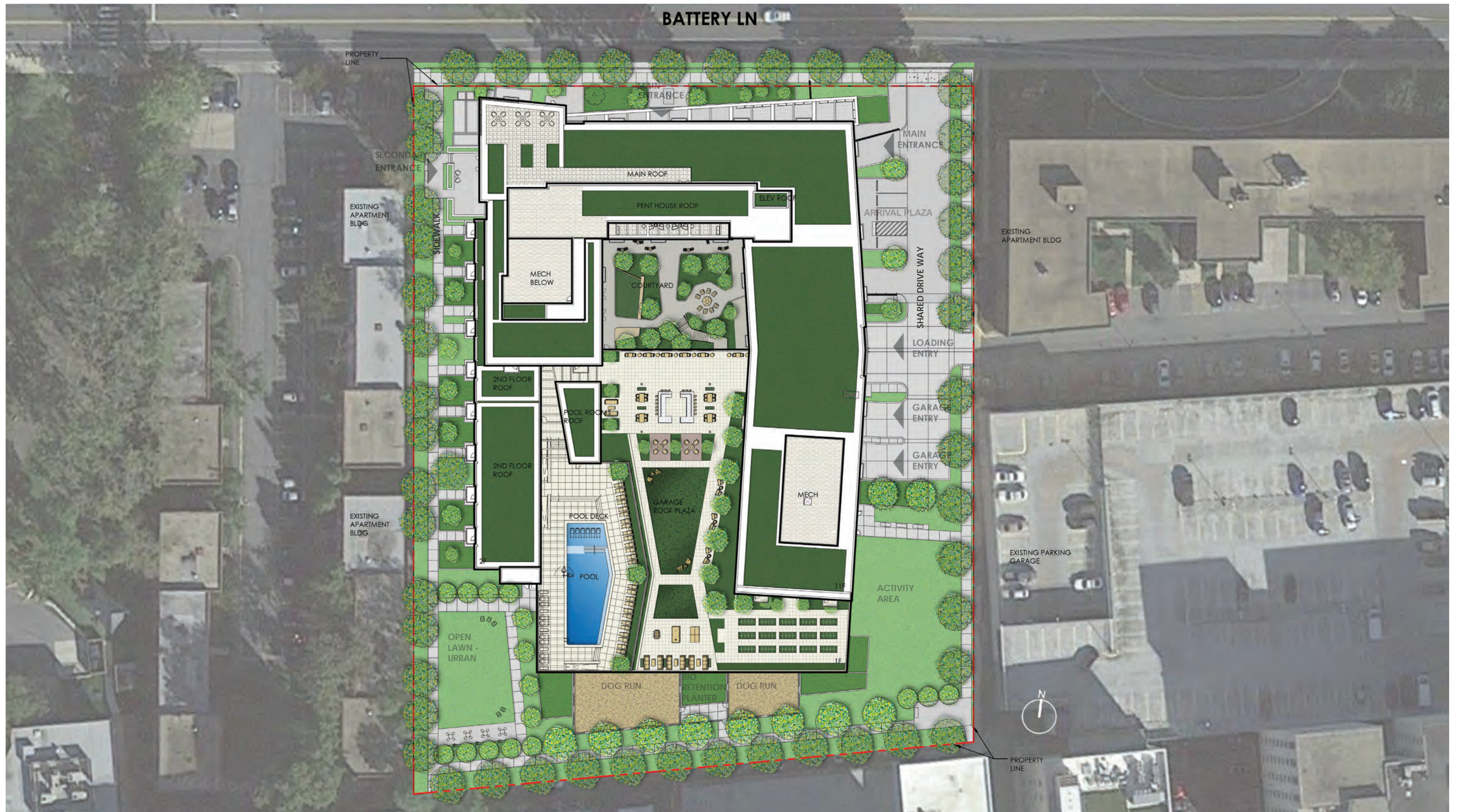
**SKETCH PLAN DAP ILLUSTRATIVE**



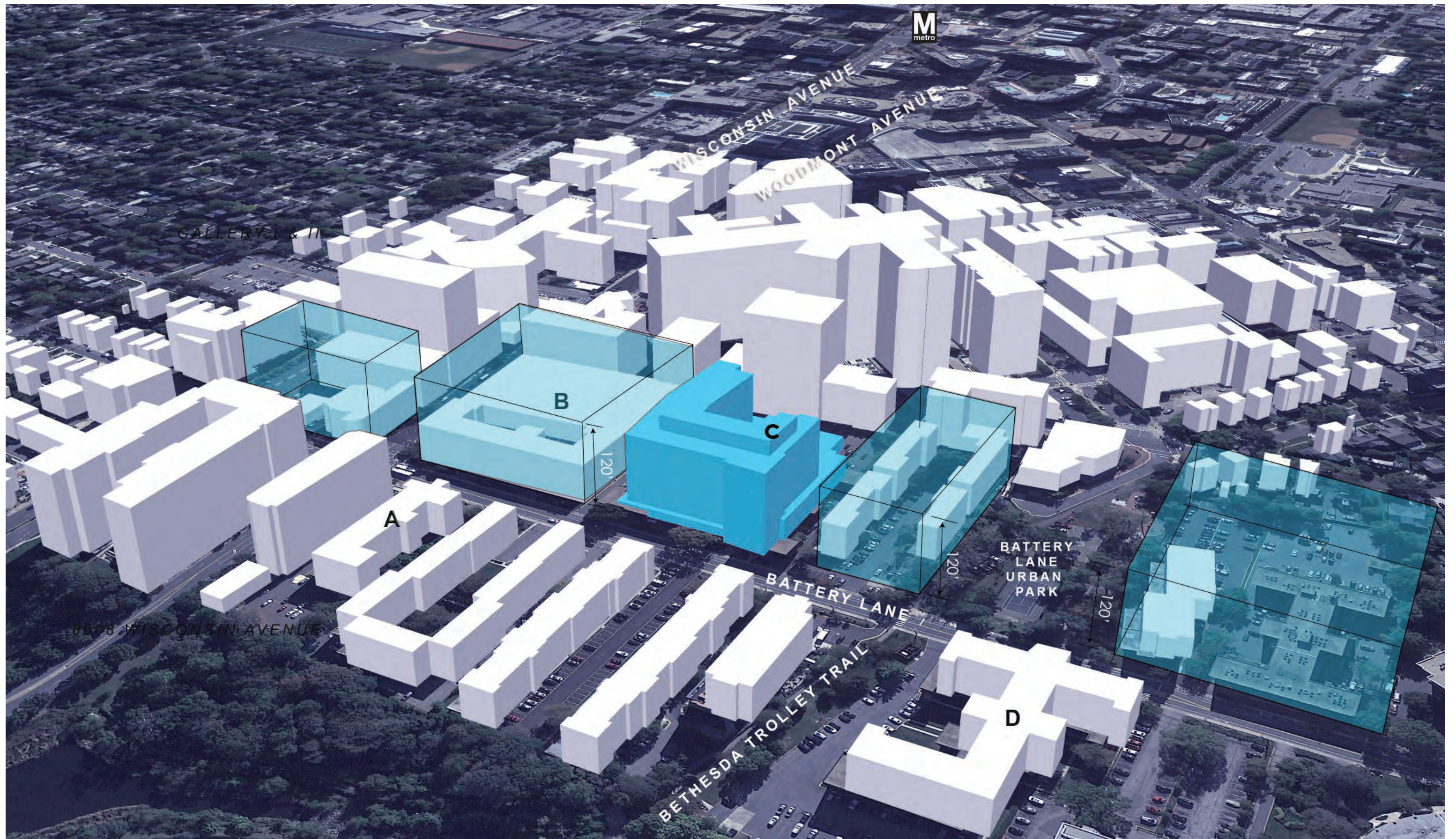
**SITE PLAN DAP ILLUSTRATIVE**

- Narrative**
- Site Overall Design Improvements are as follows:
- Layby on Battery Lane was eliminated.
  - Reduced curb cut from 5 at existing conditions, 3 at Sketch Plan phase to 1 at proposed Site Plan.
  - Arrival / pickup plaza relocated to east-side driveway on-site.
  - Building foot-print reduced and building massing addresses solar orientation improving light and air to amenity spaces at grade and on the second level plaza.
  - Significant amount of asphalt eliminated and replaced with green area around the building.
  - Impervious area reduced by approximately.
  - Through-block connectors enhanced with landscape buffers.

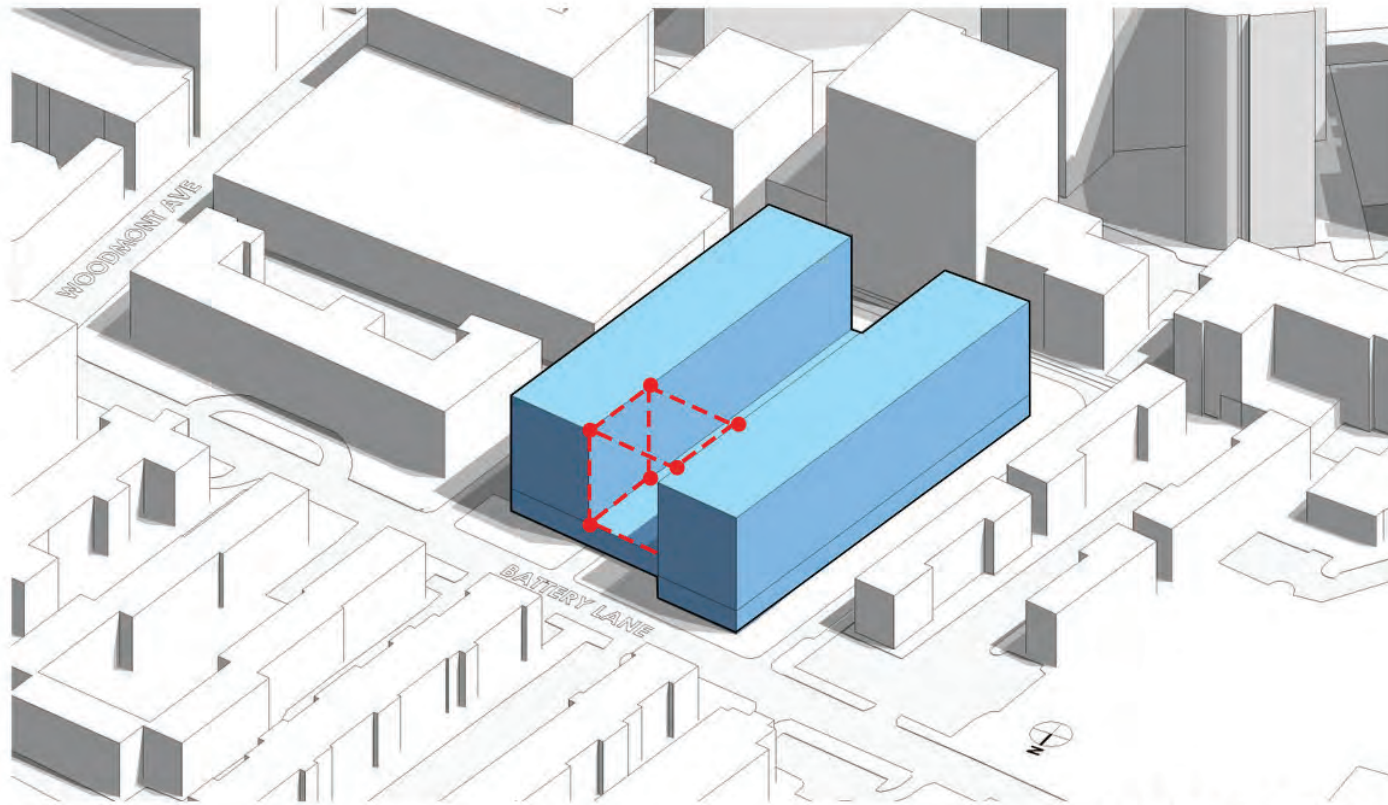




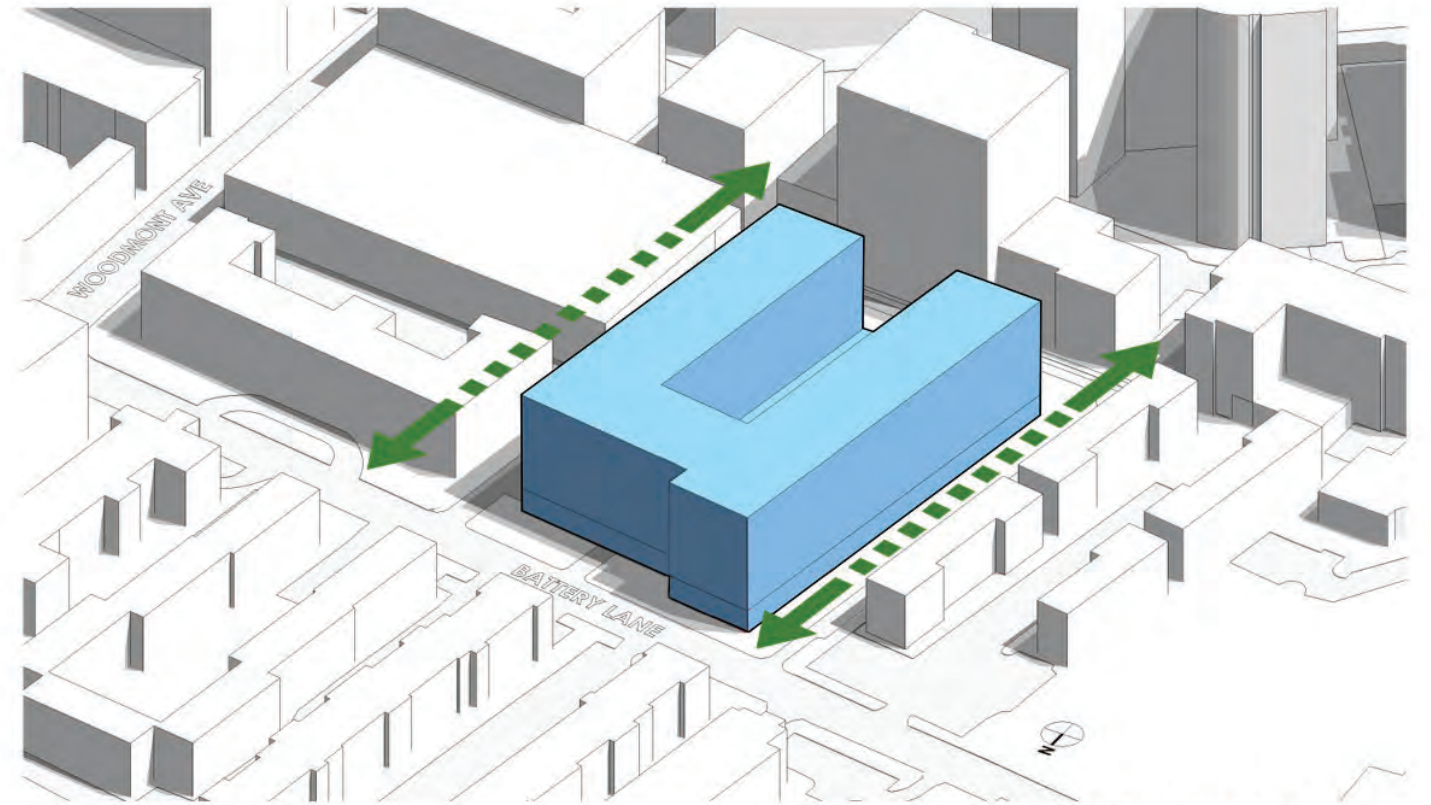




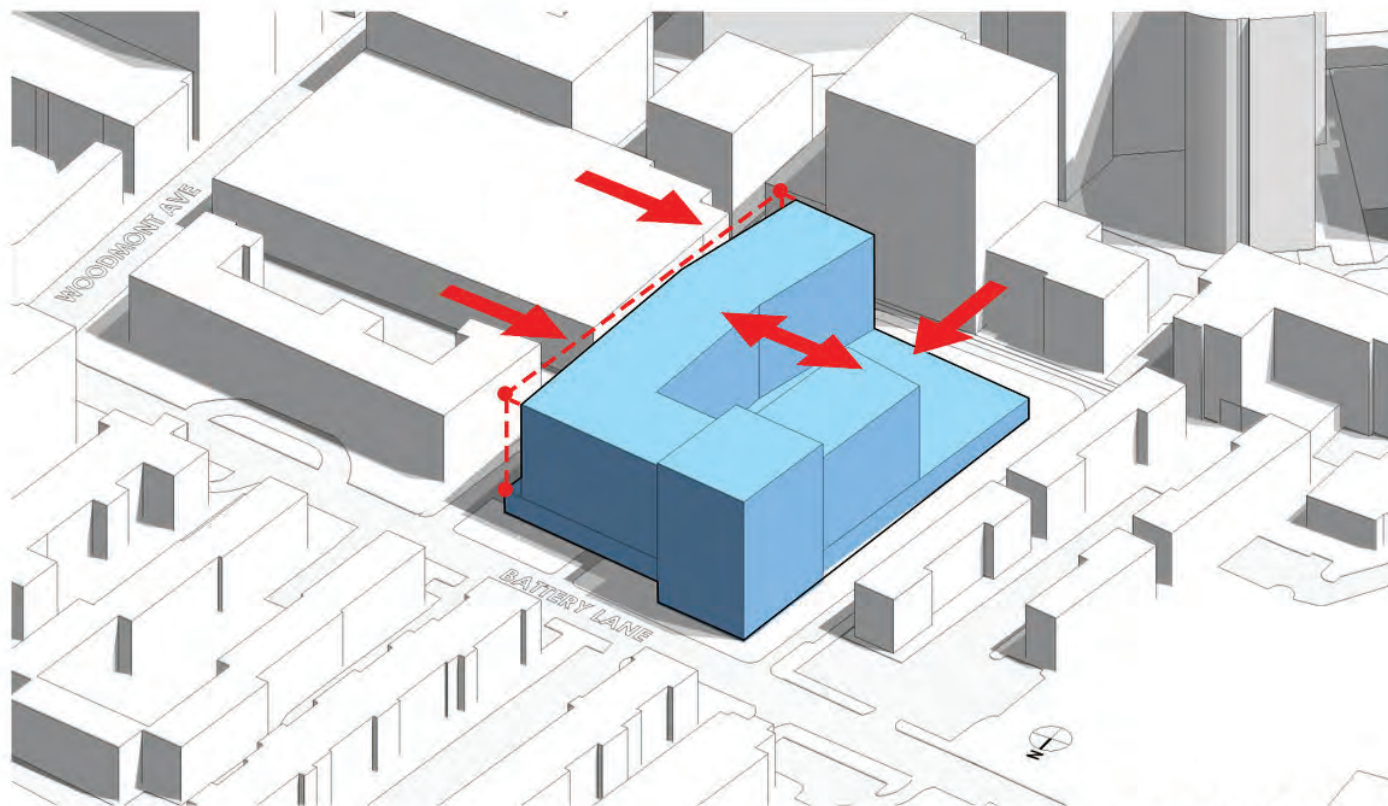




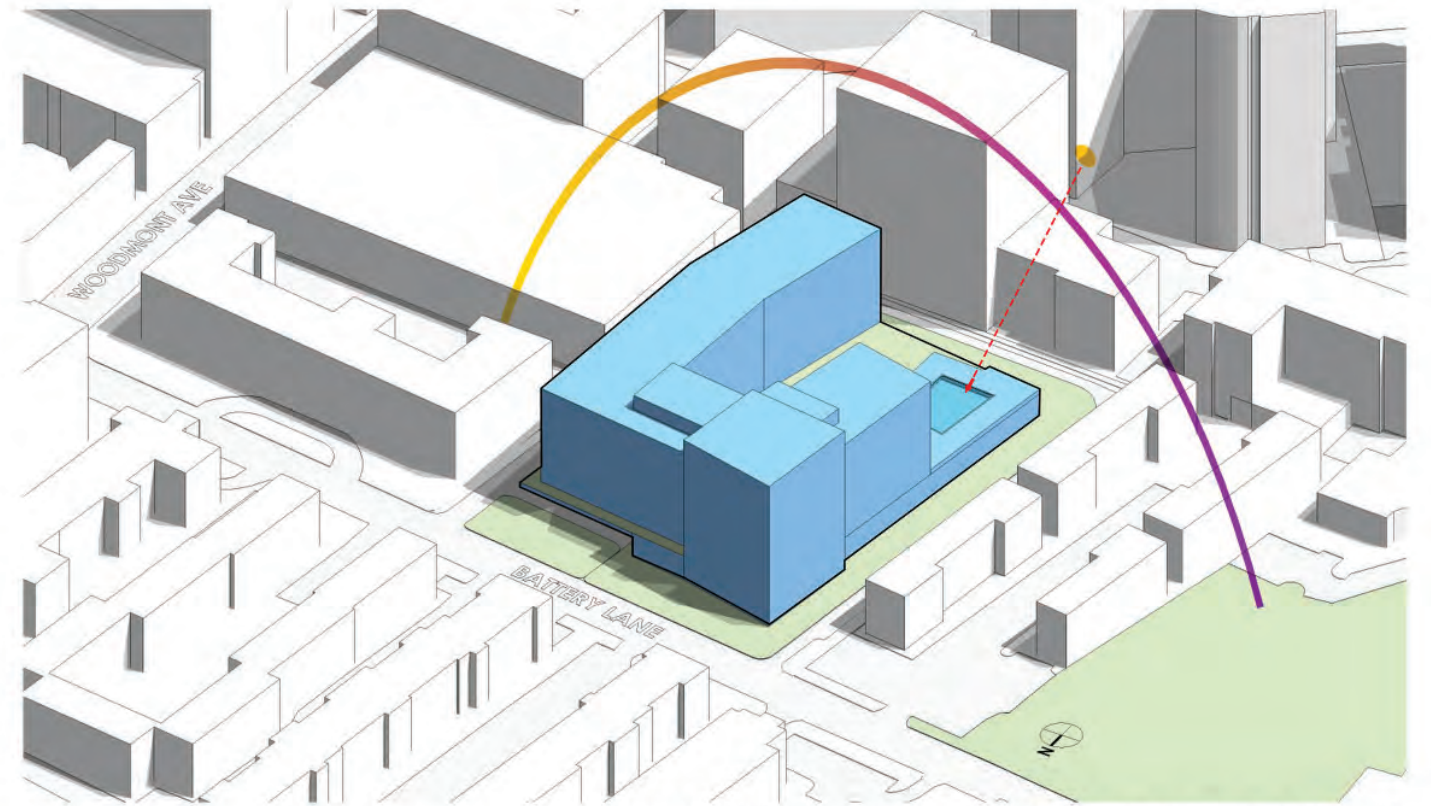
SKETCH PLAN



MASSING SET BACKS

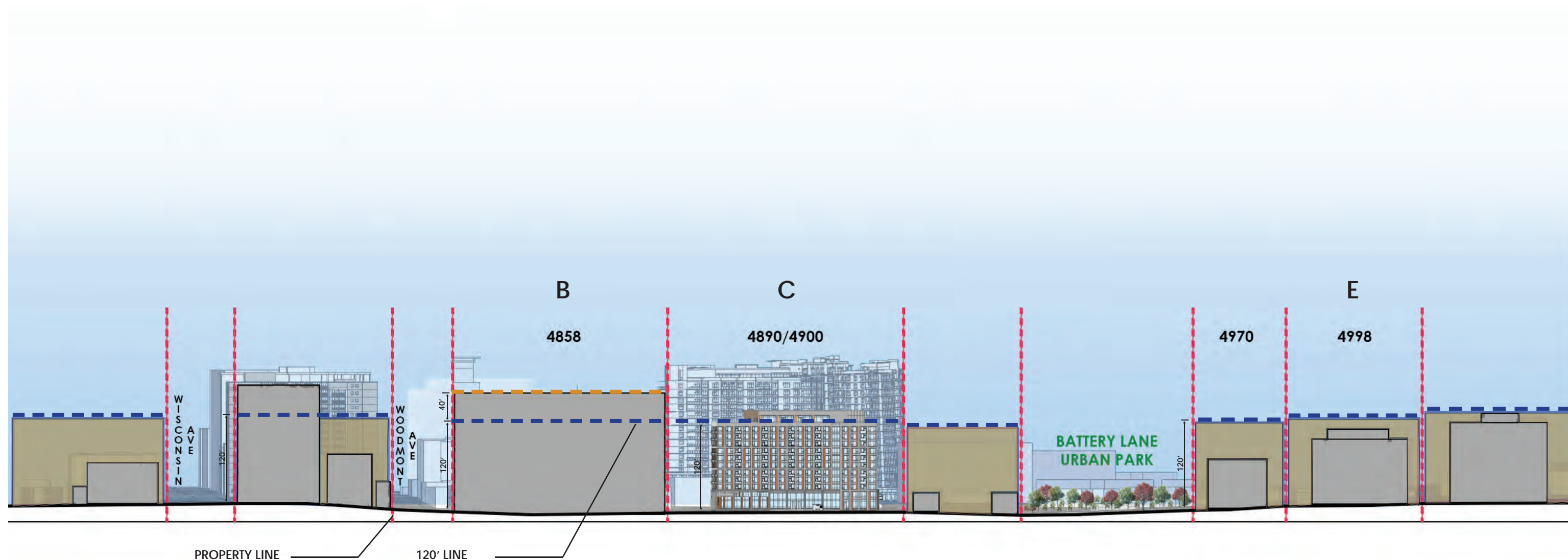


SCULPTING THE MASSING



MASSING AND FUNCTION POSITIONING





































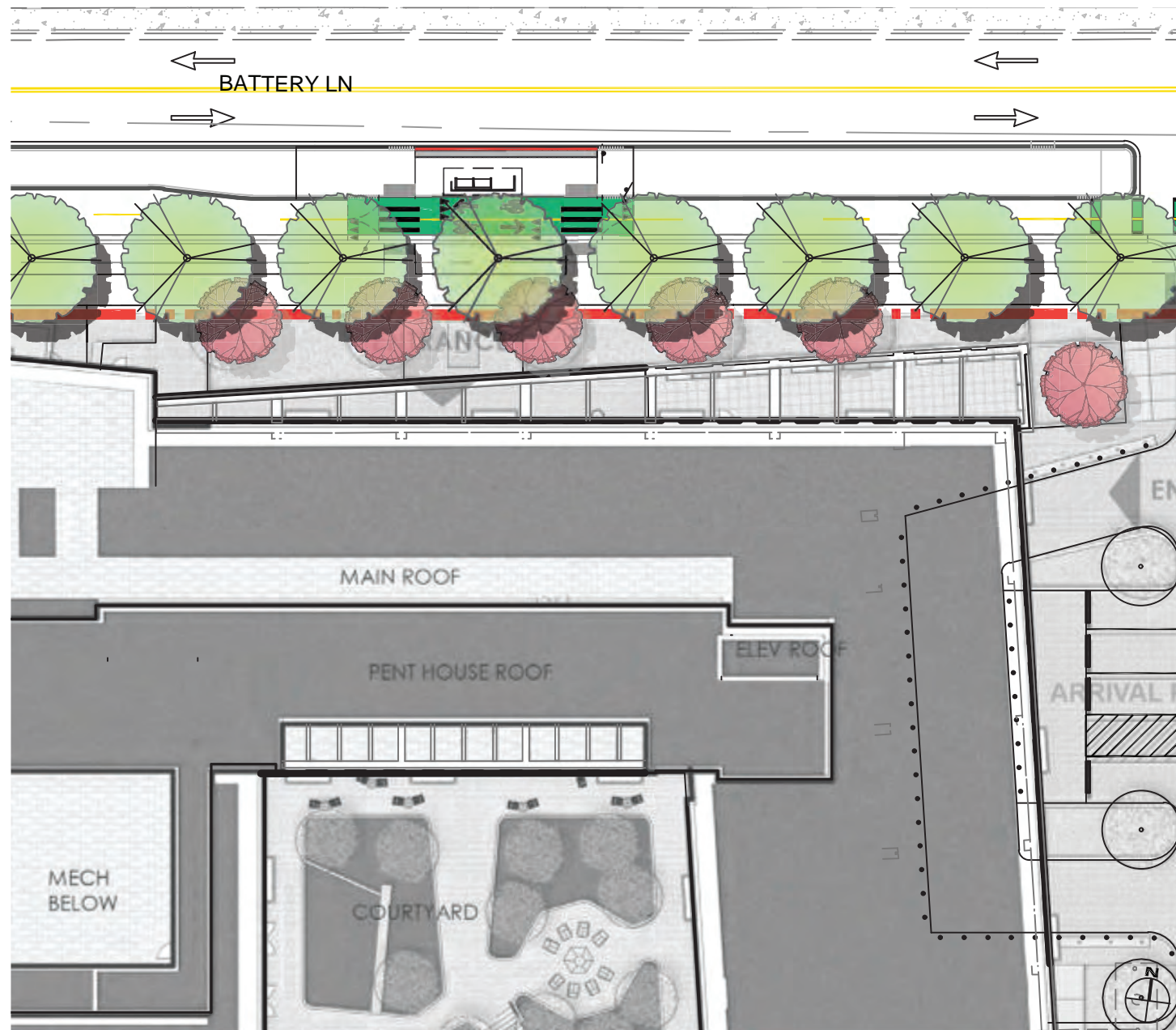




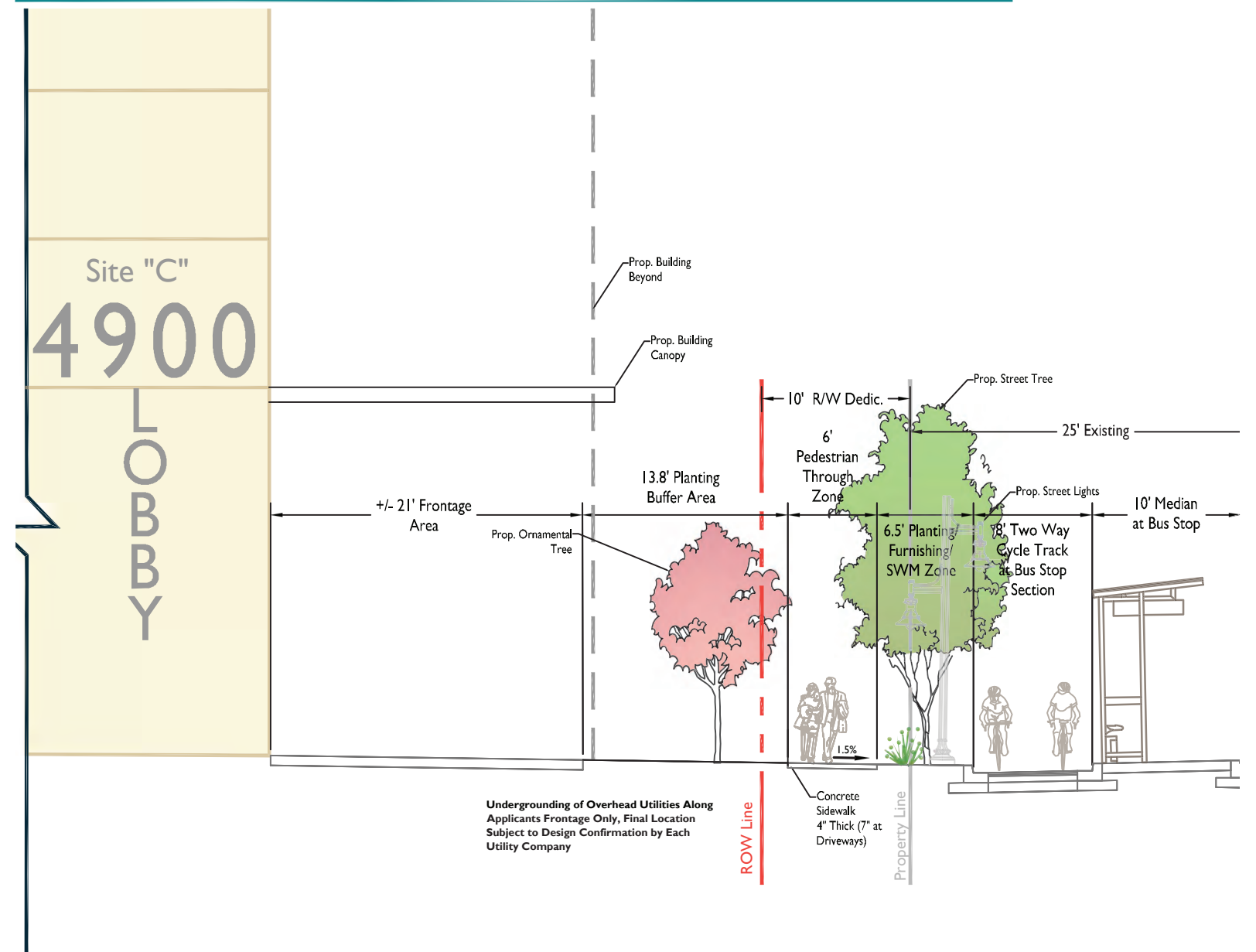




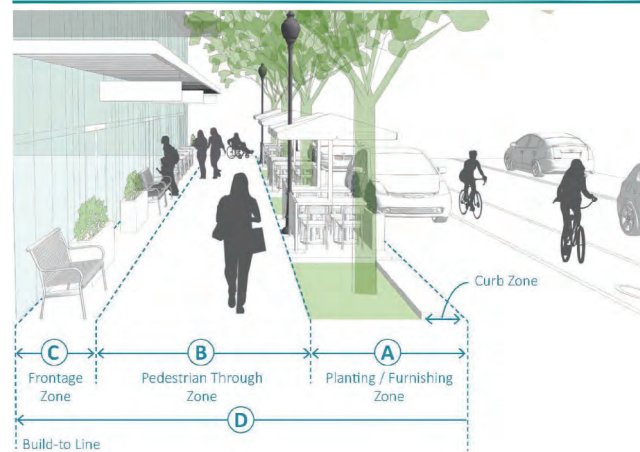




## I. PROPOSED BATTERY LANE FRONTAGE / SIDEWALK ZONE



## TYP. SIDEWALK ZONE GUIDELINES



## PROPOSED NARRATIVE

The streetscape follows the guidelines providing a pleasant and engaging public realm. It comprises a continuous planting zone of 6' in width, a 6' sidewalk and a frontage zone of varying width and with multiples linkages to the sidewalk expanding the connectivity to the building frontage and the residential amenities along that frontage. This area accommodates a variety of seating opportunities in the form of sculptural and more traditional benches, as well as movable seating near the building entrance edge.

The following list summarizes the Sidewalk Zones

- Planting/Furnishing Zone: 6 ft.
- Pedestrian Through Zone: 6 ft.
- Frontage Zone: 7 - 17 ft.





2ND FLOOR  
VERANDAH AREA

4'-0" TO 15'-0"  
TOWER SETBACK

PEDESTRIAN  
RESIDENTIAL ENTRY  
WAY

6'-5" TO 20'-0"  
FRONTAGE ZONE

6'-0" PEDESTRIAN  
THROUGH ZONE

6'-6" PLANTING  
AND FURNISHING  
ZONE

THE LANDSCAPE AREA PROVIDES A BUFFER FOR THE PEDESTRIAN FROM THE TRAFFIC AT BATTERY LANE. MODERATE BUILDING SETBACK IS ALSO PROVIDED ALONG BATTERY LANE. THIS BUILDING SETBACK IS DESIGNED IN PROPORTION TO THE BUILDING HEIGHT, AND HOLISTICALLY INCORPORATED WITH THE BUILDING INTERIOR RESIDENTIAL AMENITY AREA, BUILDING FACADE COMPOSITION AND LANDSCAPE DESIGN.

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.**

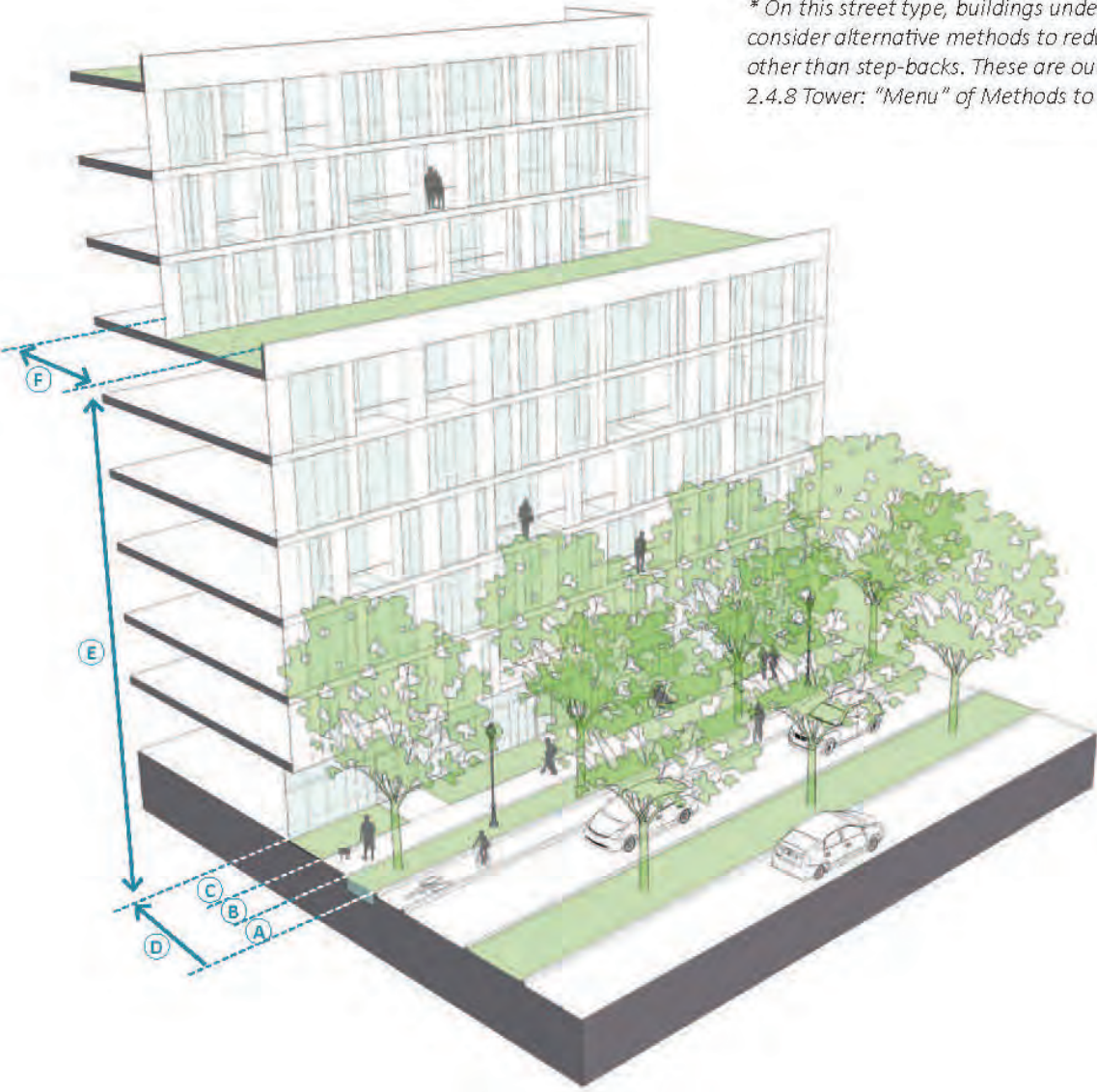
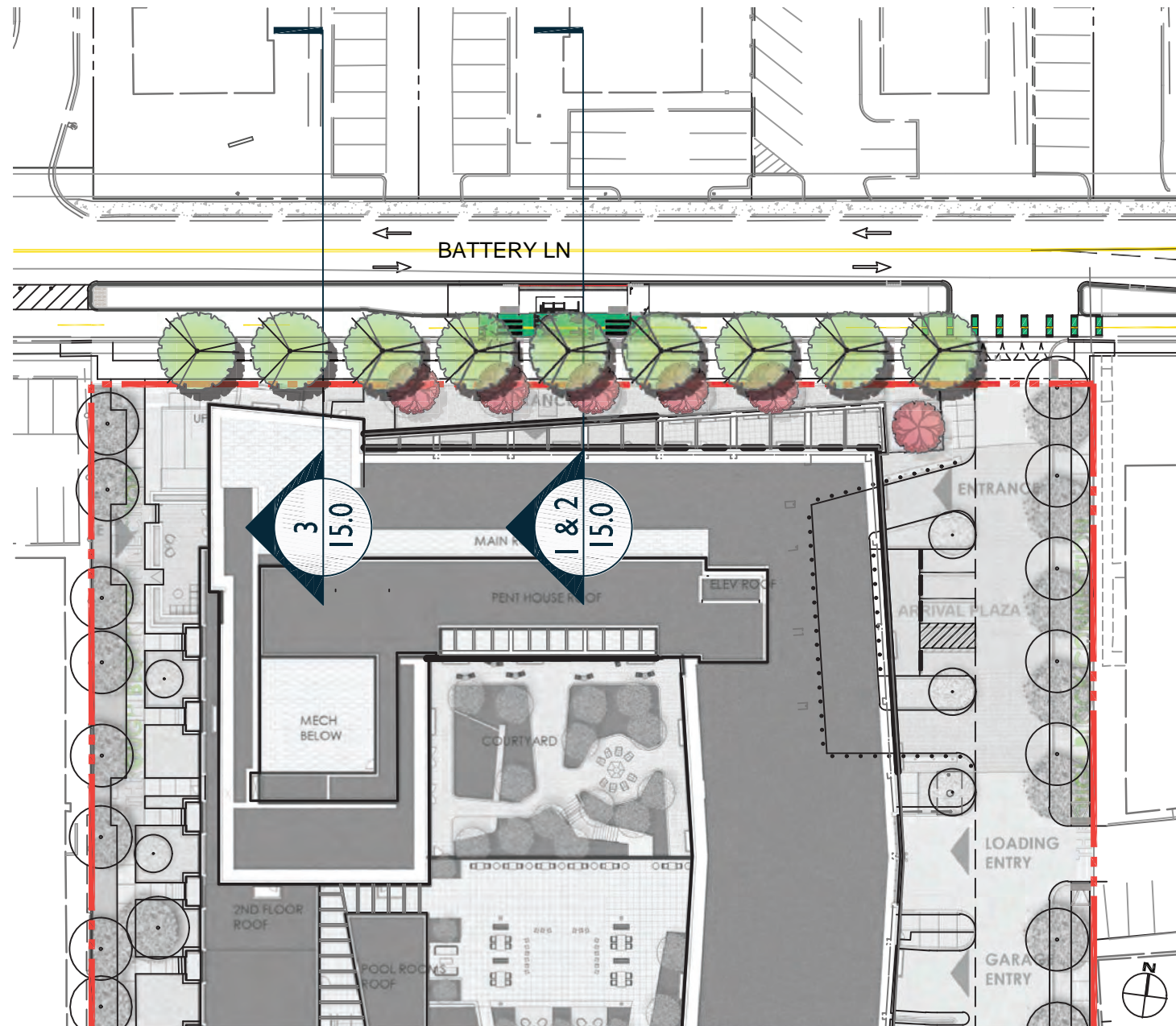


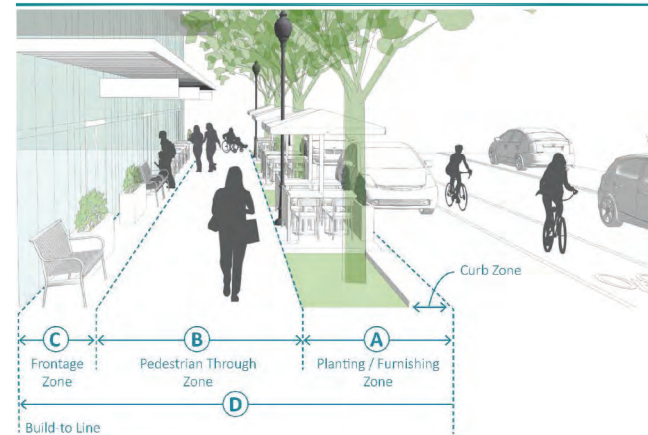
Table 2.05: Neighborhood Connector

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.	

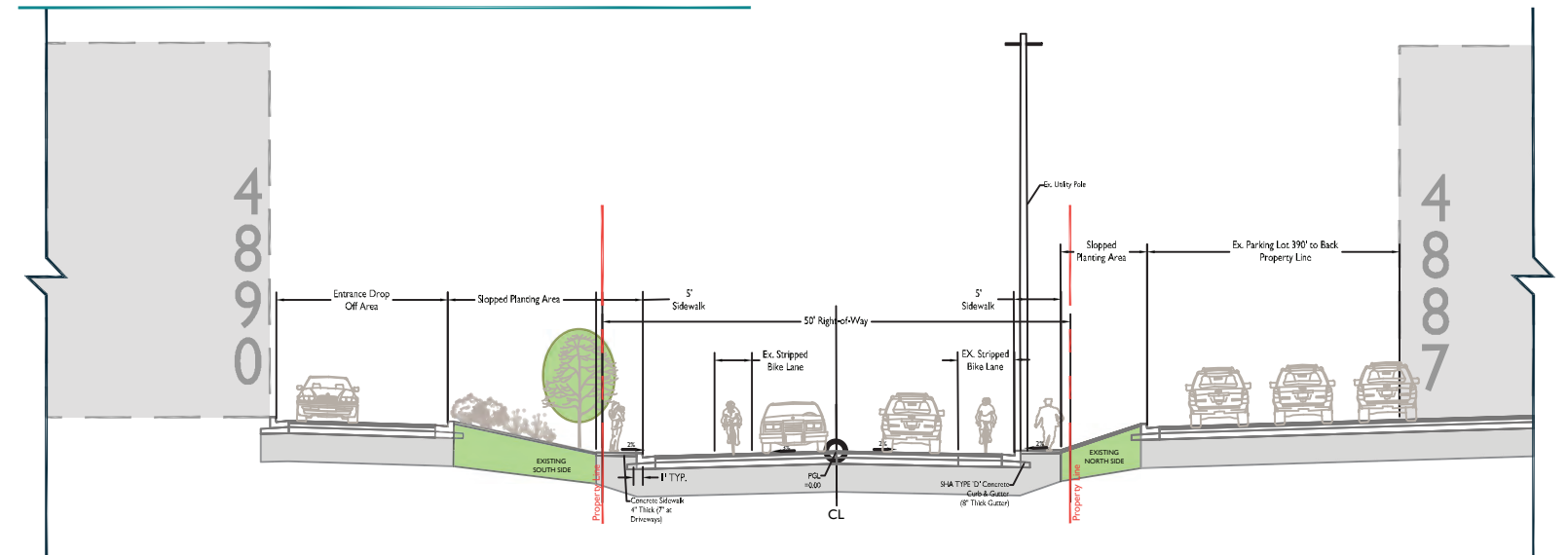




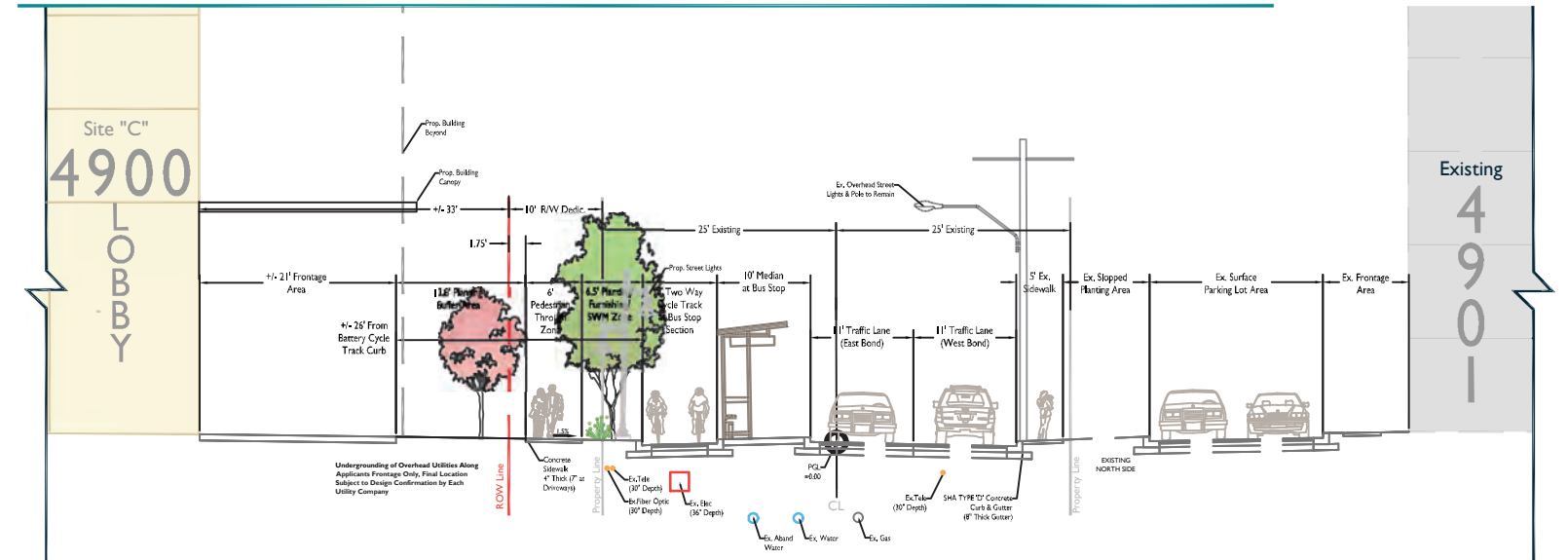
## TYP. SIDEWALK ZONE GUIDELINES



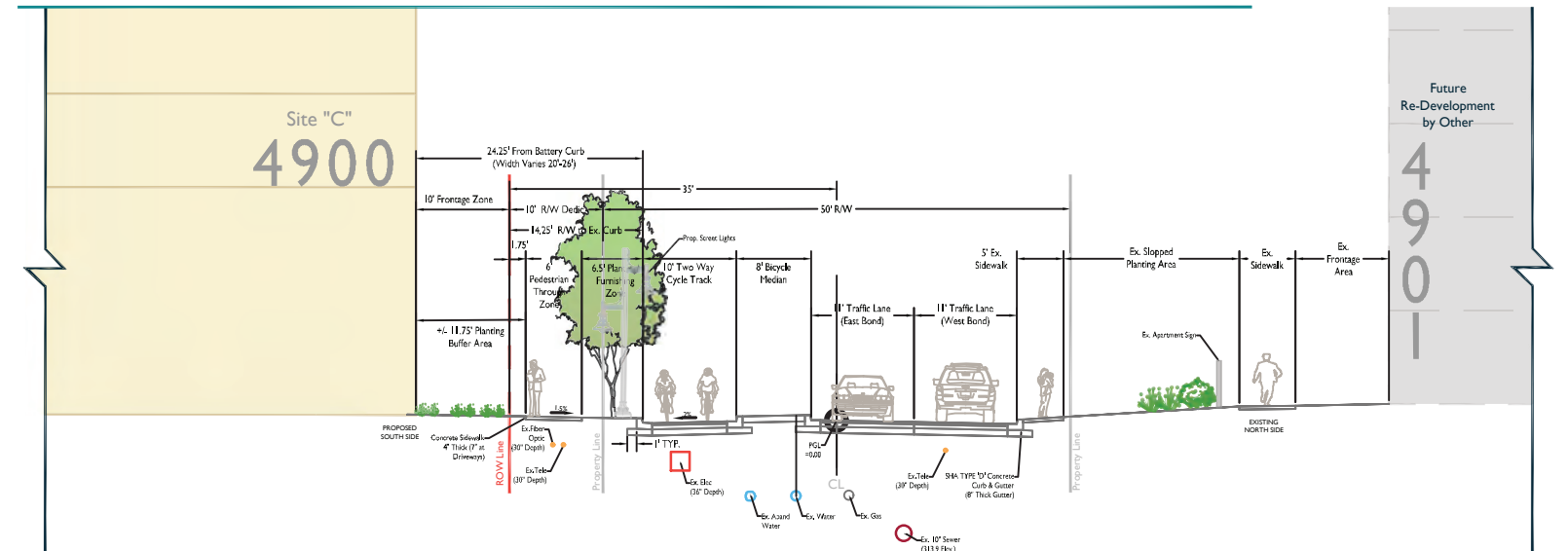
## 1. EXISTING BATTERY LANE ROAD SECTION



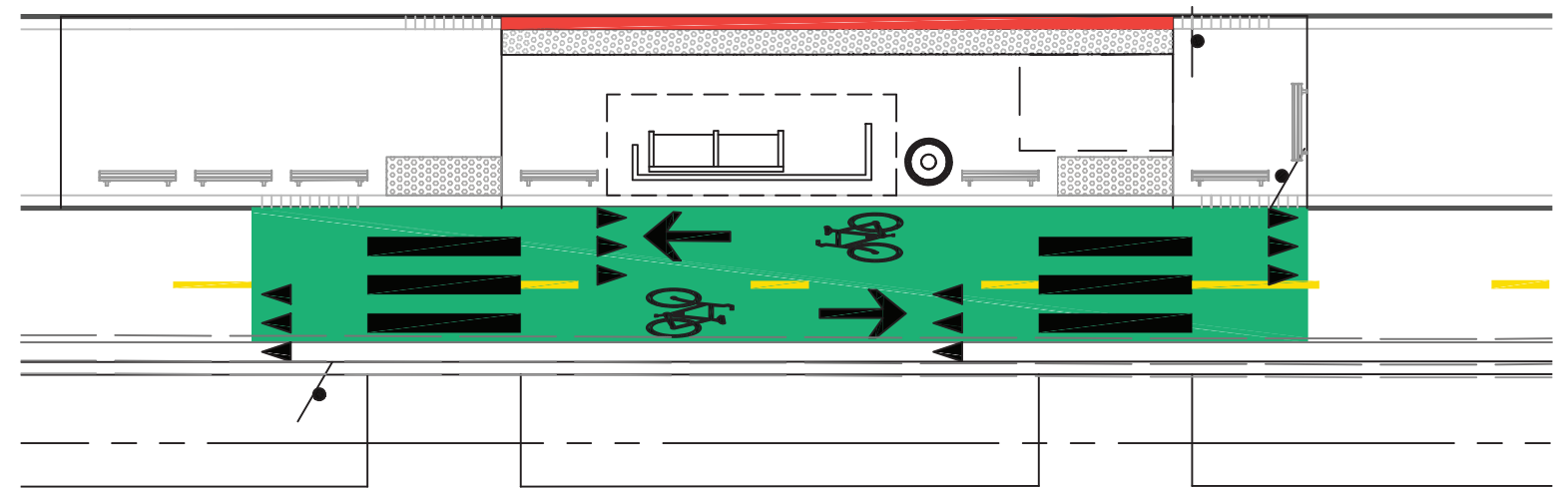
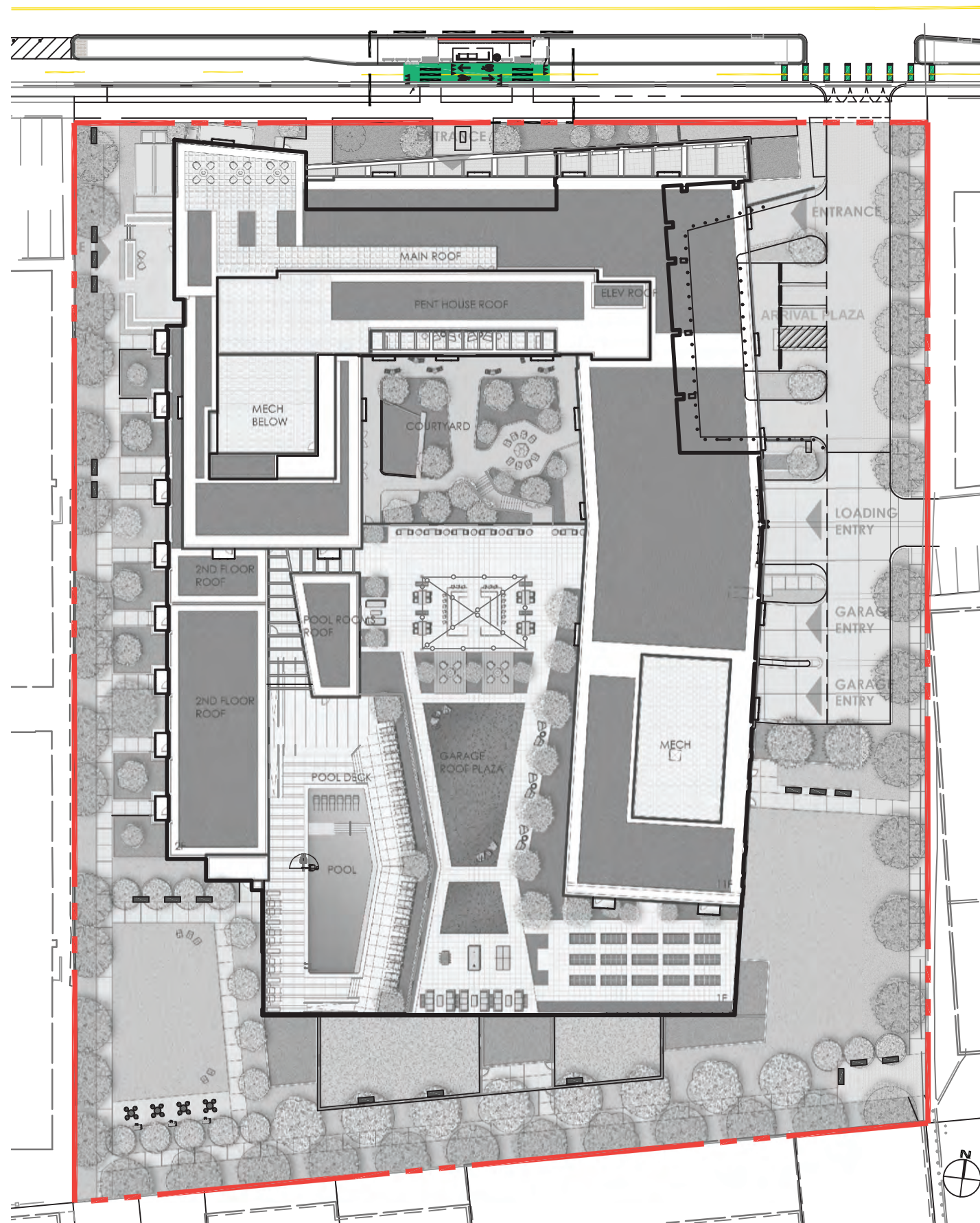
## 2. PROPOSED BATTERY LANE ROAD SECTION - 10' CYCLE TRACK MEDIAN



## 3. PROPOSED BATTERY LANE ROAD SECTION - 8' CYCLE TRACK MEDIAN







## Site C Floating Bus Stop Enlargement

SCALE: 1" = 10'



1 BUS SHELTER  
OR APPROVED EQUAL



MODEL: SD-42, IRON SERIES  
WITH STANDARD LID  
MFR: VICTOR STANLEY

**OR APPROVED EQUAL**

SIZE: 19" x 42" x 28 1/8"  
FINISH: POWDERCOAT PAINT  
COLOR: PER BETHESDA  
STANDARDS  
MOUNTING: PER MFR  
SPECIFICATIONS

3 TRASH RECEPTACLE  
OR APPROVED EQUAL

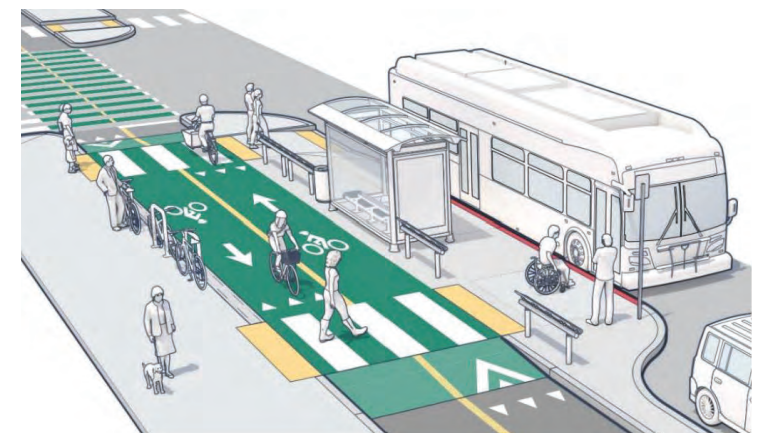


MODEL: PENN LEANING RAIL  
(PNL4)  
MFR: KEYSTONE RIDGE  
DESIGN

**OR APPROVED EQUAL**

SIZE: 48" x 8 7/16" x 33 3/4"  
FINISH: POWDERCOAT PAINT  
COLOR: TBD  
MOUNTING: PER MFR  
SPECIFICATIONS

2 BUS SHELTER  
OR APPROVED EQUAL



4 FLOATING BUS STOP PRECEDENT  
OR APPROVED EQUAL





PUBLIC THROUGH-BLOCK CONNECTION AT THE WEST AND EAST OF THE SITE CONNECTING THIS PROPERTY TO THE BETHESDA TROLLEY TRAIL TO THE NORTH AND TO DOWNTOWN BETHESDA TO THE SOUTH.

## 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

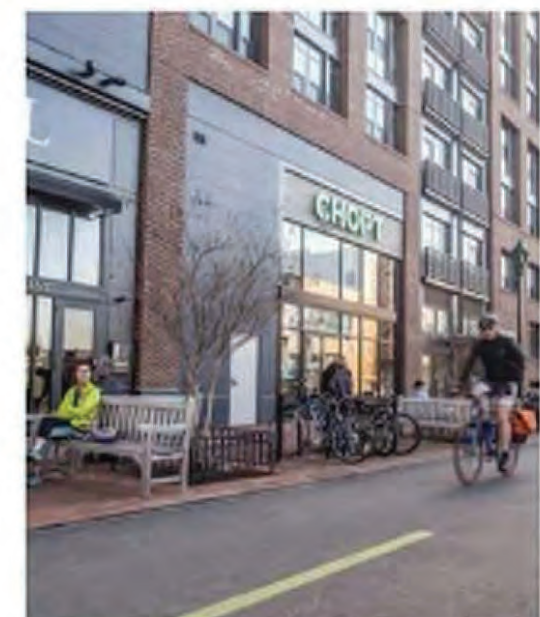
The Capital Crescent Trail and North Bethesda Trail are important public connectors for walking and biking to destinations throughout the county and region. In Downtown Bethesda, development should enhance the trail experience for users and minimize negative impacts. The facade of new development should 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.*

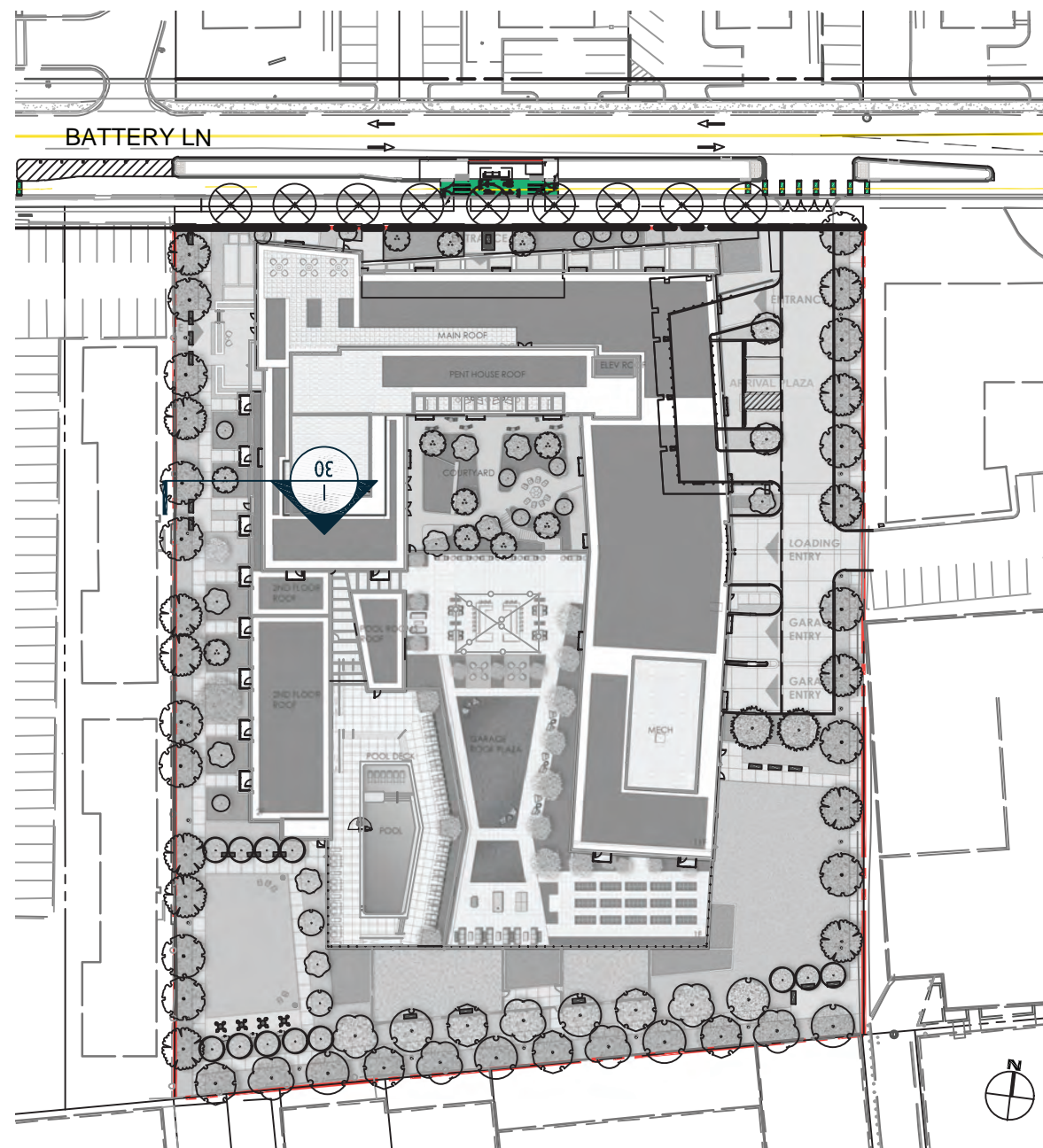


A large, multi-unit development incorporating lush landscaping, individual entries and a clear path for pedestrians and cyclists to pass through. Source: Mithun

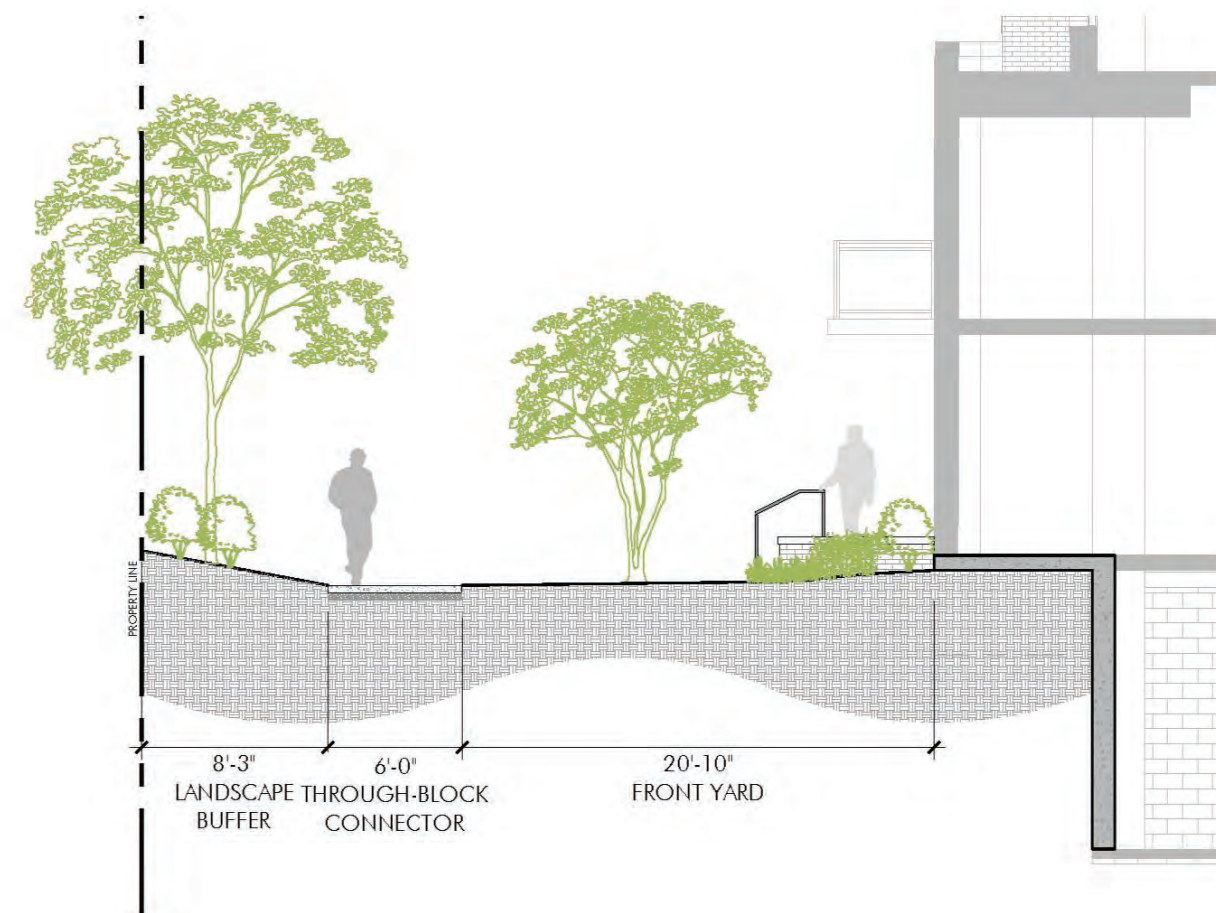


Ground-floor retail incorporates transparency and outdoor seating areas oriented onto the Capital Crescent Trail.





## I - PROPOSED WEST-SIDE THROUGH-BLOCK SECTION

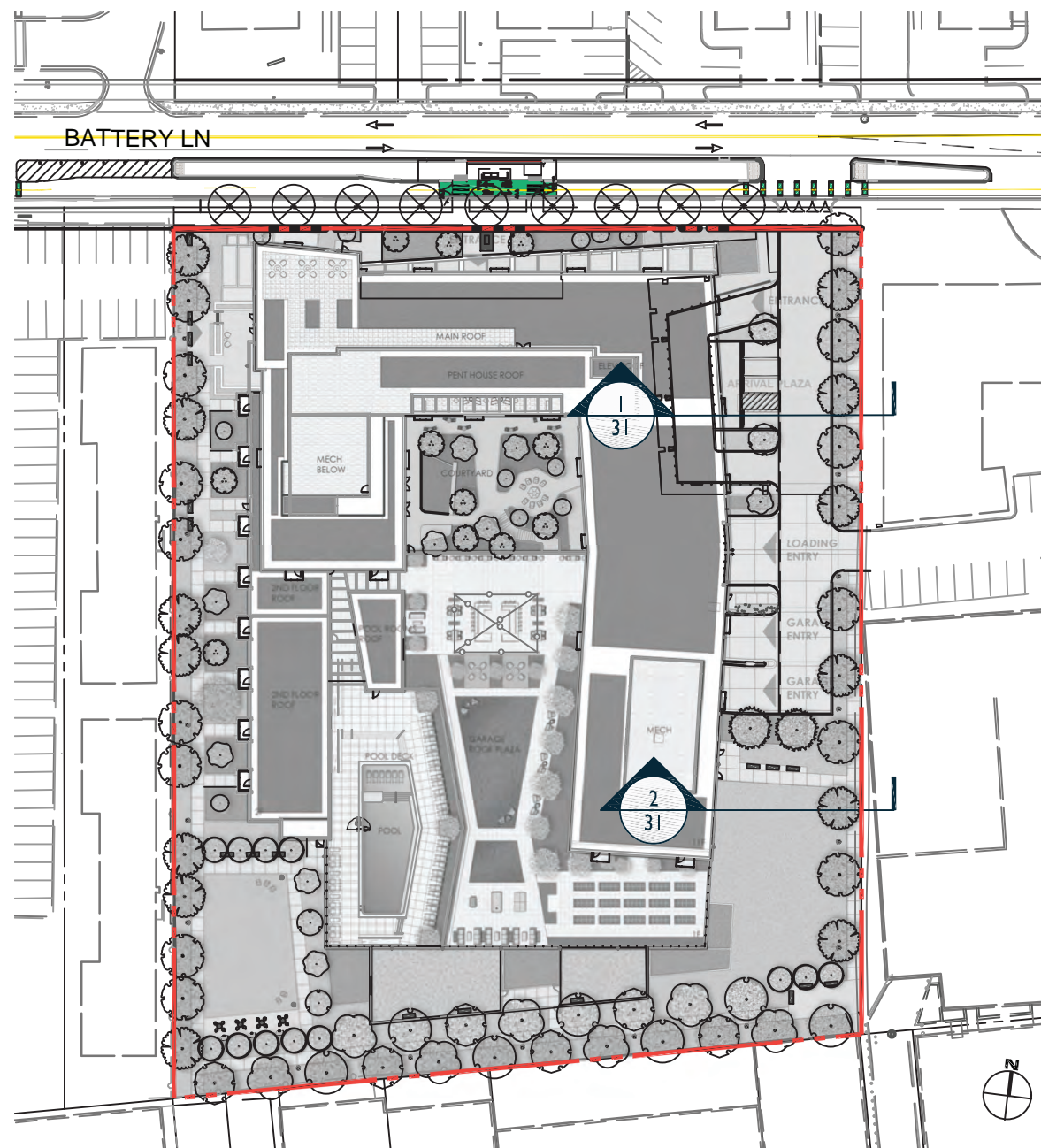


### PROPOSED NARRATIVE

These connectors will link the Battery Lane area with the Rugby Ave. area, since there are not vehicular connections between these two roadways, these linkages will help to knit the neighborhood together and links to the various public open spaces and trails.

The connectors are located at the two edges of the parcel to the East and West. The connectors vary in width and both are activated by a variety of uses and activities. The east connector runs North South and is activated by the building dropoff and secondary building entrance, a dog park and terminates into a small pedestrian linkage to Rugby next to the Police facility. The West connector will provide a well activated environment with a variety of uses including the some of the residential amenities frontage, a secondary building entrance to the amenities, townhouse style residential units with front entrances off the connector and a green park area at the South corner. This connector will ultimately connect all the way to into Rugby lane through the neighboring property to the South. The path traverses small nodes that changes the alignment creating a more dynamic experience.



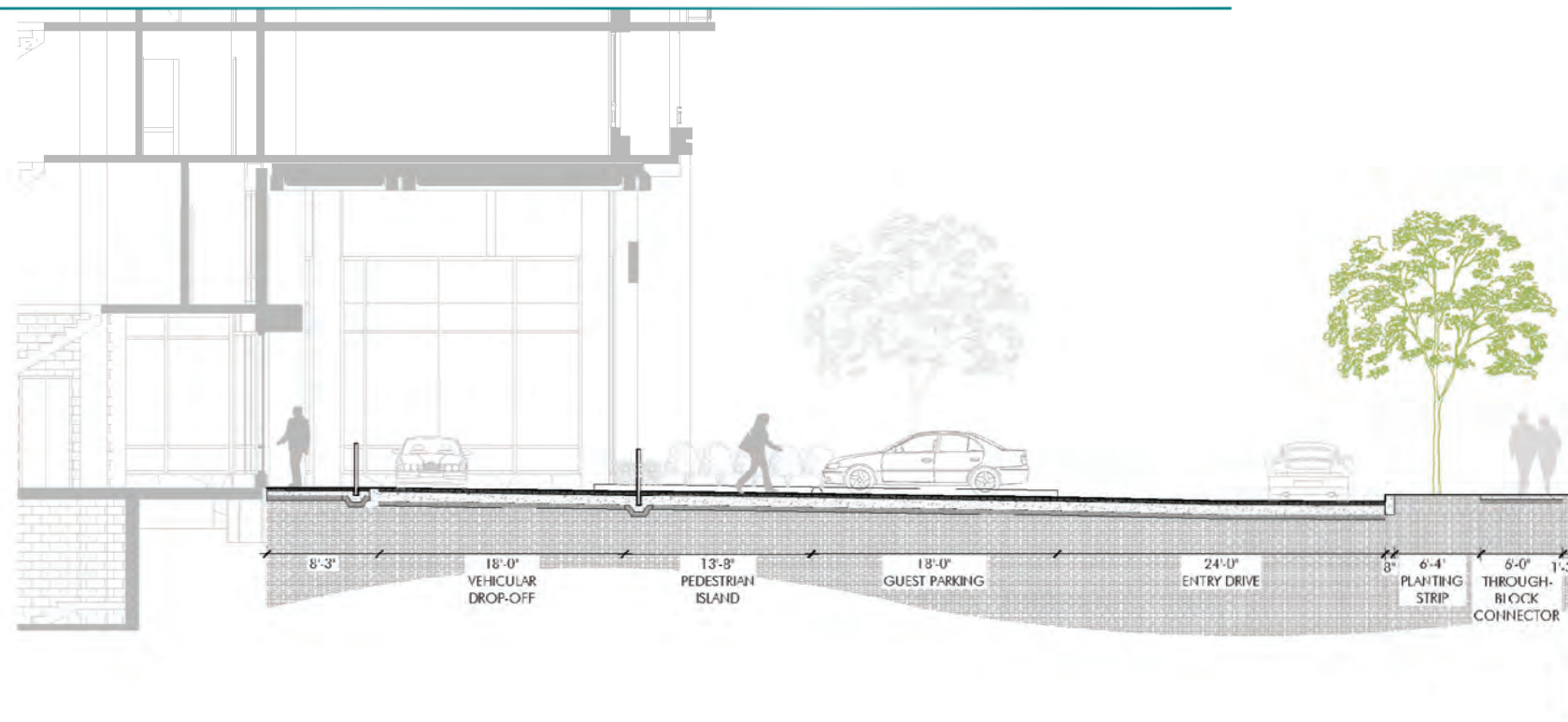


### PROPOSED NARRATIVE

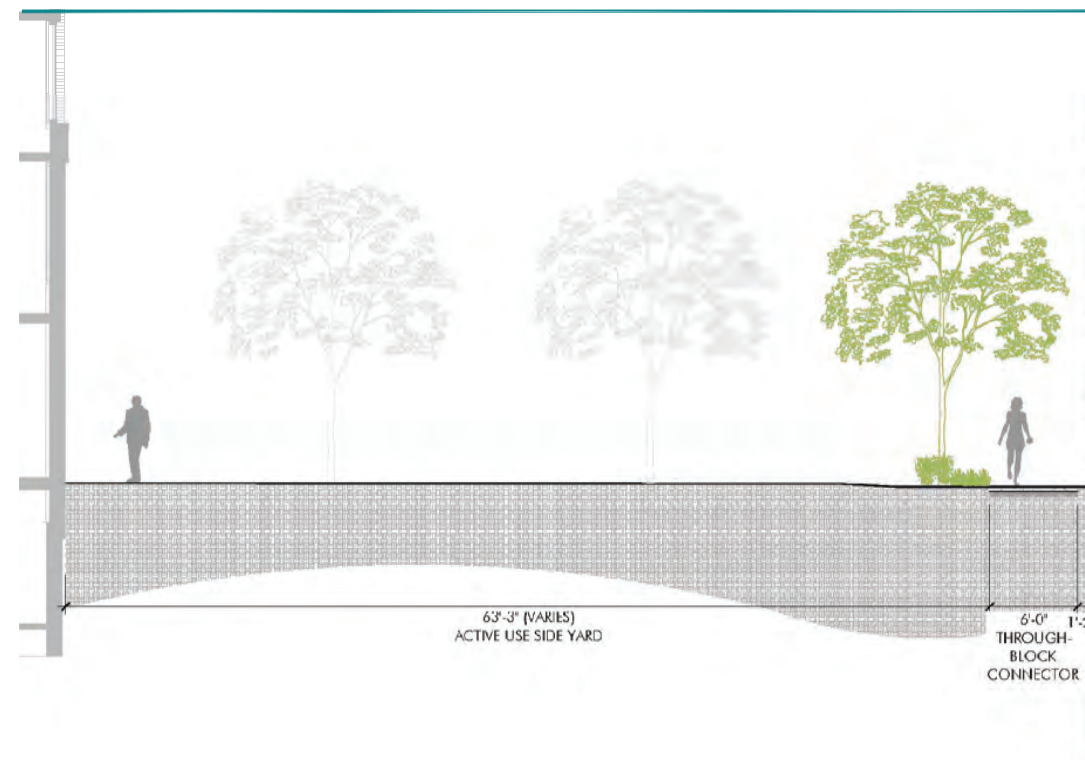
These connectors will link the Battery Lane area with the Rugby Ave. area, since there are not vehicular connections between these two roadways, these linkages will help to knit the neighborhood together and links to the various public open spaces and trails.

The connectors are located at the two edges of the parcel to the East and West. The connectors vary in width and both are activated by a variety of uses and activities. The east connector runs North South and is activated by the building dropoff and secondary building entrance, a dog park and terminates into a small pedestrian linkage to Rugby next to the Police facility. The West connector will provide a well activated environment with a variety of uses including the some of the residential amenities frontage, a secondary building entrance to the amenities, townhouse style residential units with front entrances off the connector and a green park area at the South corner. This connector will ultimately connect all the way to into Rugby lane through the neighboring property to the South. The path traverses small nodes that changes the alignment creating a more dynamic experience.

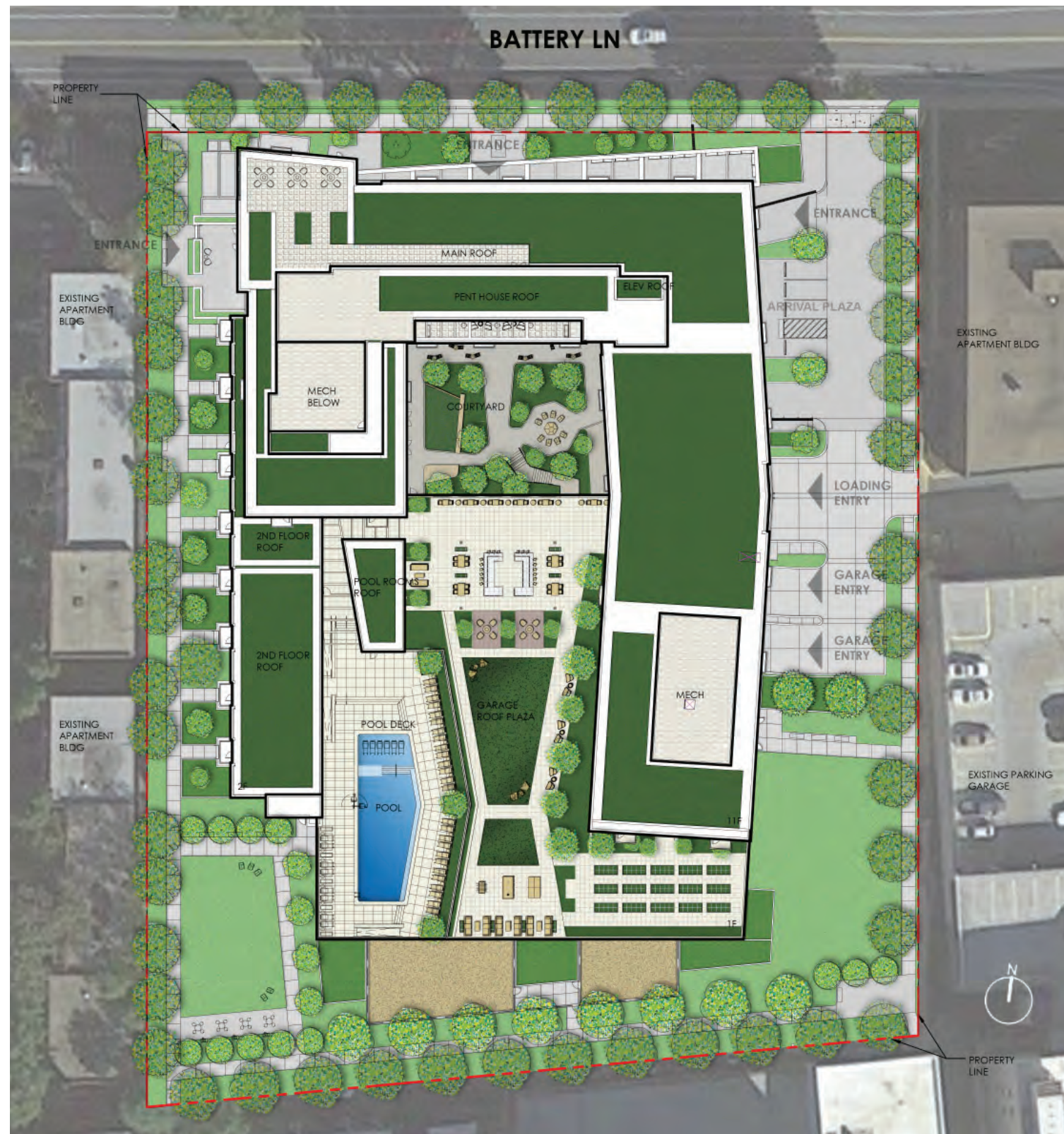
### 1 - PROPOSED EAST-SIDE THROUGH-BLOCK SECTION AT ARRIVAL PLAZA



### 2 - PROPOSED EAST-SIDE THROUGH-BLOCK SECTION AT DOG RUN







ENVIRONMENTAL BENEFITS OF THE PROJECT INCLUDE REDUCING AND TREATING STORMWATER RUNOFF THROUGH THE USE OF GREEN ROOFS AND BIORETENTION PLANTER. LUSH LANDSCAPING BOTH AT GRADE LEVEL AND ON THE SECOND LEVEL AMENITY TERRACES WILL FOCUS ON UTILIZING NATIVE PLANTINGS THAT ATTRACT AND PROVIDE BENEFITS FOR POLLINATORS AND WILDLIFE WHILE REDUCING WATER USE FOR IRRIGATION.

### 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.

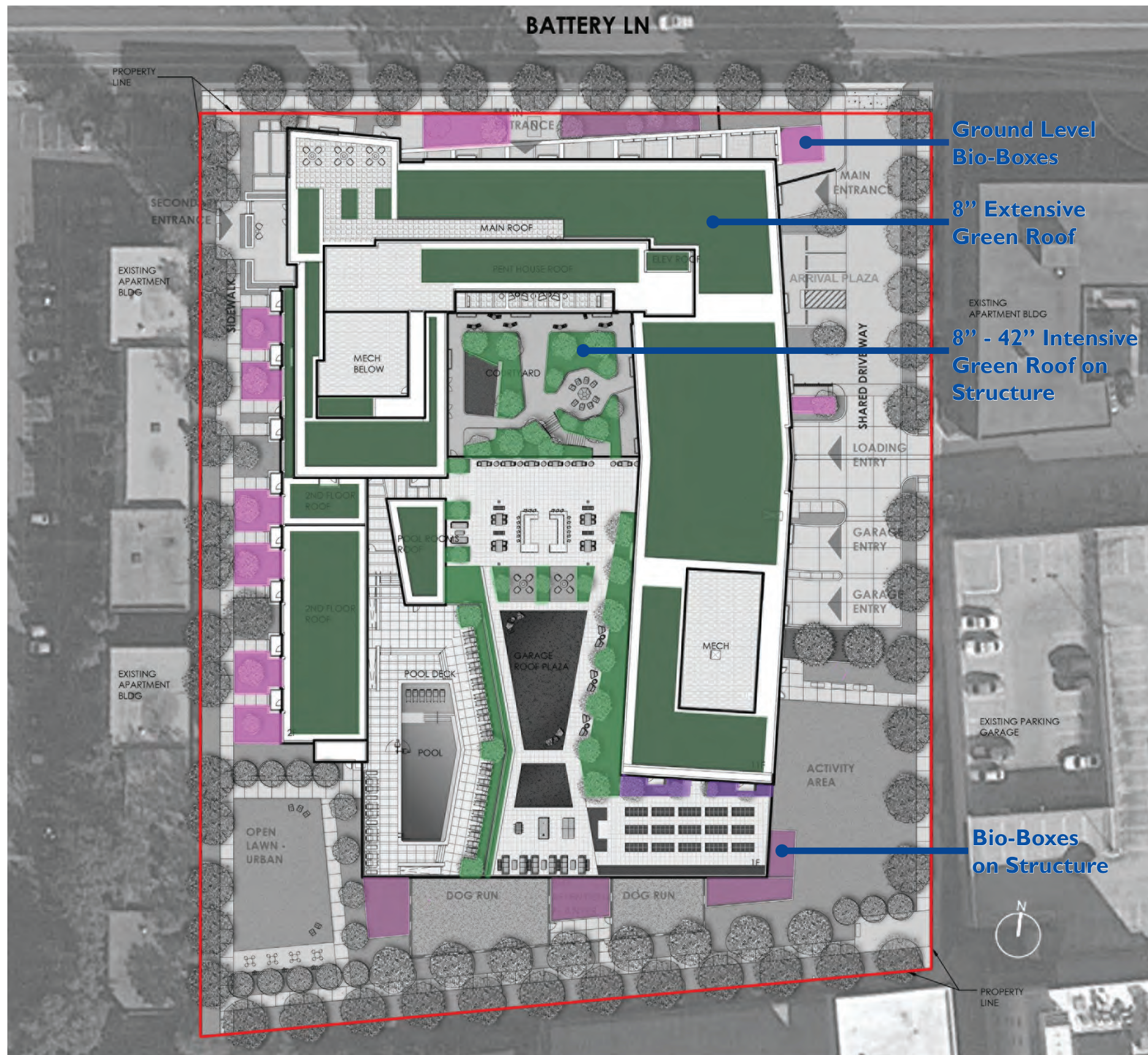
**Design factors:** Existing soils play a significant factor when determining the type of structure and drainage systems. Similar systems without the soil element are called retention systems.

#### 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.





## 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.

### Environmental Site Design - Stormwater Management

The existing combined 4890 and 4900 Battery Lane properties have an on-site impervious rate of approximately 80% and a right-of-way frontage impervious rate of 100%. Additionally, as the properties were developed in the 1950's there is currently no on-site stormwater management provided.

The Project's proposed design will result in a reduction of the on-site impervious rate by approximately 10% and right-of-way frontage impervious rate by approximately 20%.

The Project intends to introduce Urban Environmental Site Design Stormwater Management techniques in the form of a treatment train beginning with an 8" Extensive Green Roof system which covers approximately 50% of the upper roof and penthouse areas; as well as, the approximately 60% of the lower roof areas. Approximately 18% of the two-level amenity deck will incorporate an Intensive Green Roof system with soil depth between 8" - 42" allowing for integration of the Stormwater Management system into the building's architecture and landscape architecture design providing residents of the Project a subtle yet important experience. Ground level Bio-Boxes have been integrated into the Project's front yard, as well as, along the westside through block connection. Additional ground level Bio-Boxes have been located around the remaining sides of the building. This layered approach to stormwater management allowing for both treatment to occur near the source; as well as, resulting in a reduced and delayed flow to the storm drain network. The Project is anticipated to meet the site target  $P_e$  of 1.8"





GREEN COVER WILL BE PROVIDED TO MEET OR EXCEED THE 35% REQUIREMENT BY UTILIZING A COMBINATION OF GREEN ROOF AREAS AND CANOPY COVERAGE AT THE GROUND LEVEL.

### 2.3.2 Green Cover

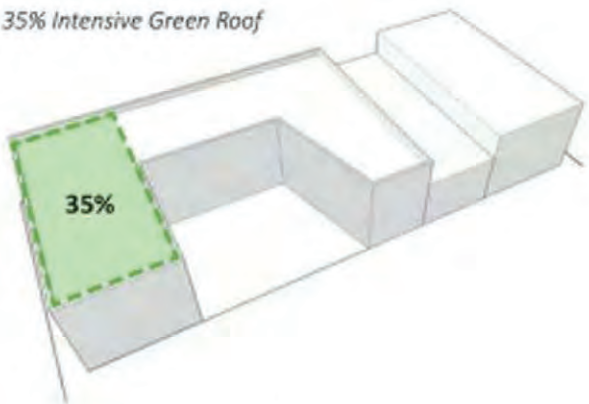
**Intent:** The green cover guidelines are intended to increase overall tree canopy cover, expand green corridors, reduce heat island effect, improve air quality and carbon sequestration capacity and improve ecological biodiversity. See the Sector Plan Section 2.4.1 Urban Green.

**Guidelines:**

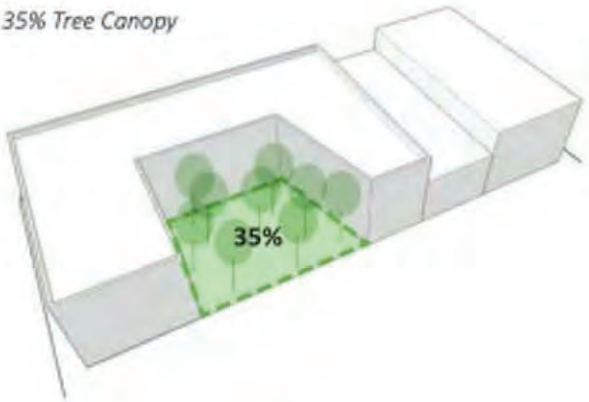
On private property, provide a minimum of 35 percent\* green cover, which may include singularly or a combination of the following:

- 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.

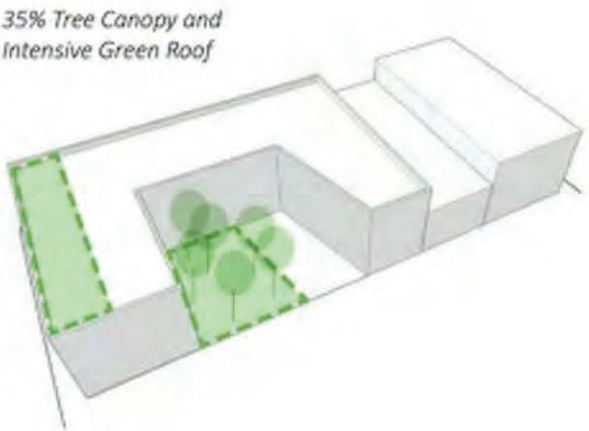
*\* If on-site energy generation requires the use of the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.*



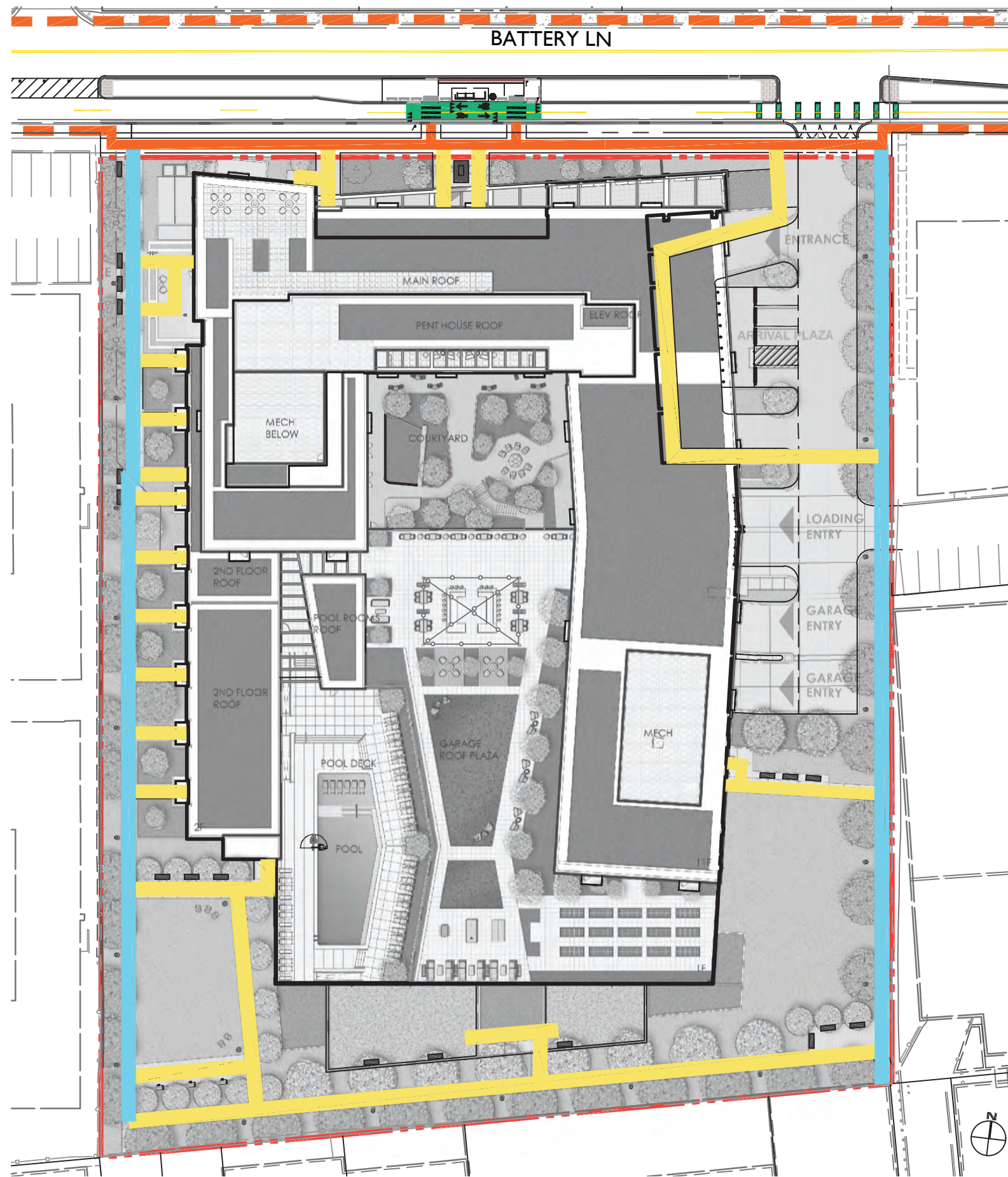
OR



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:

- 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.
- 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.
- 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.
- 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.
- Avoid placing entries to loading docks, service areas and parking garages on neighborhood residential streets when alternative access is feasible.
- Minimize the width and height of driveways and vehicular entrances. Where possible, combine loading dock and garage access.
- 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.
- Vehicle access points should not be located adjacent to a public open space other than through-block connections.
- Coordinate location of access points with adjacent and confronting properties where possible to ensure a comfortable sidewalk environment and limited conflicts.
- Provide loading spaces for pick-up and dropoff where feasible to reduce idling in the travel lane.
- Design structured parking floors to be flexible for future retrofit to other uses where possible.
- Ensure continuous tree canopy along service areas and lay-by areas to the greatest extent feasible.
- 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.

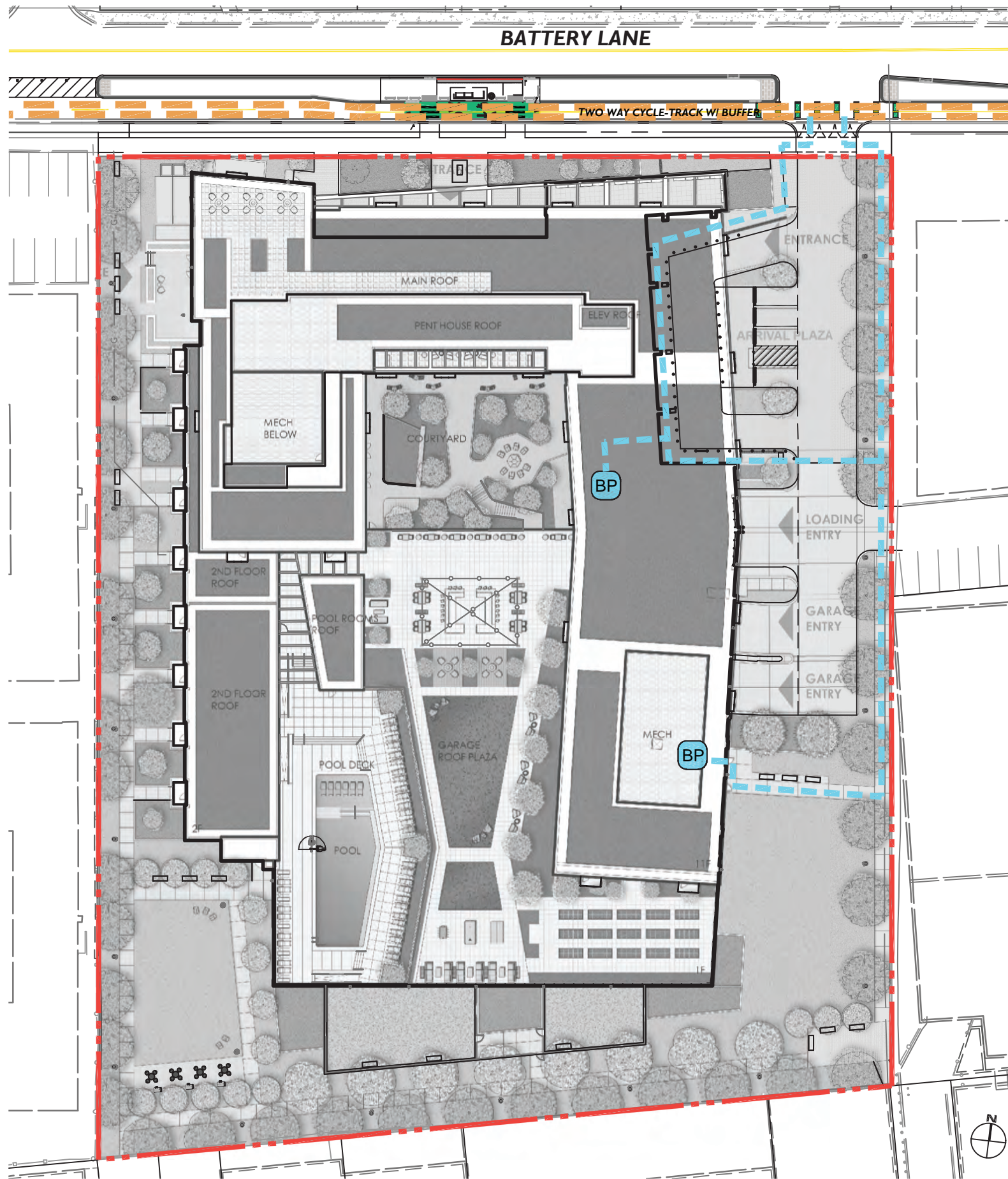
#### Project Narrative

The Project proposes to provide a 6' sidewalk along the sites frontage with an at sidewalk level vehicular entrance and two at grade connections to the floating bus stop.

The Downtown Bethesda Plan calls for through-block connections on both the east and west sides of the property; the Project proposes to provide a 6' pedestrian way and landscaping along both property lines allowing each to be expanded when the adjacent properties redevelop. The east side through-block will connect to the existing sidewalk adjacent to the Police Station.

Additionally, pedestrian ways of varying width will provide access to and from the buildings front porch, arrival plaza / porte-cochere, private units and other locations around the building.





### 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:

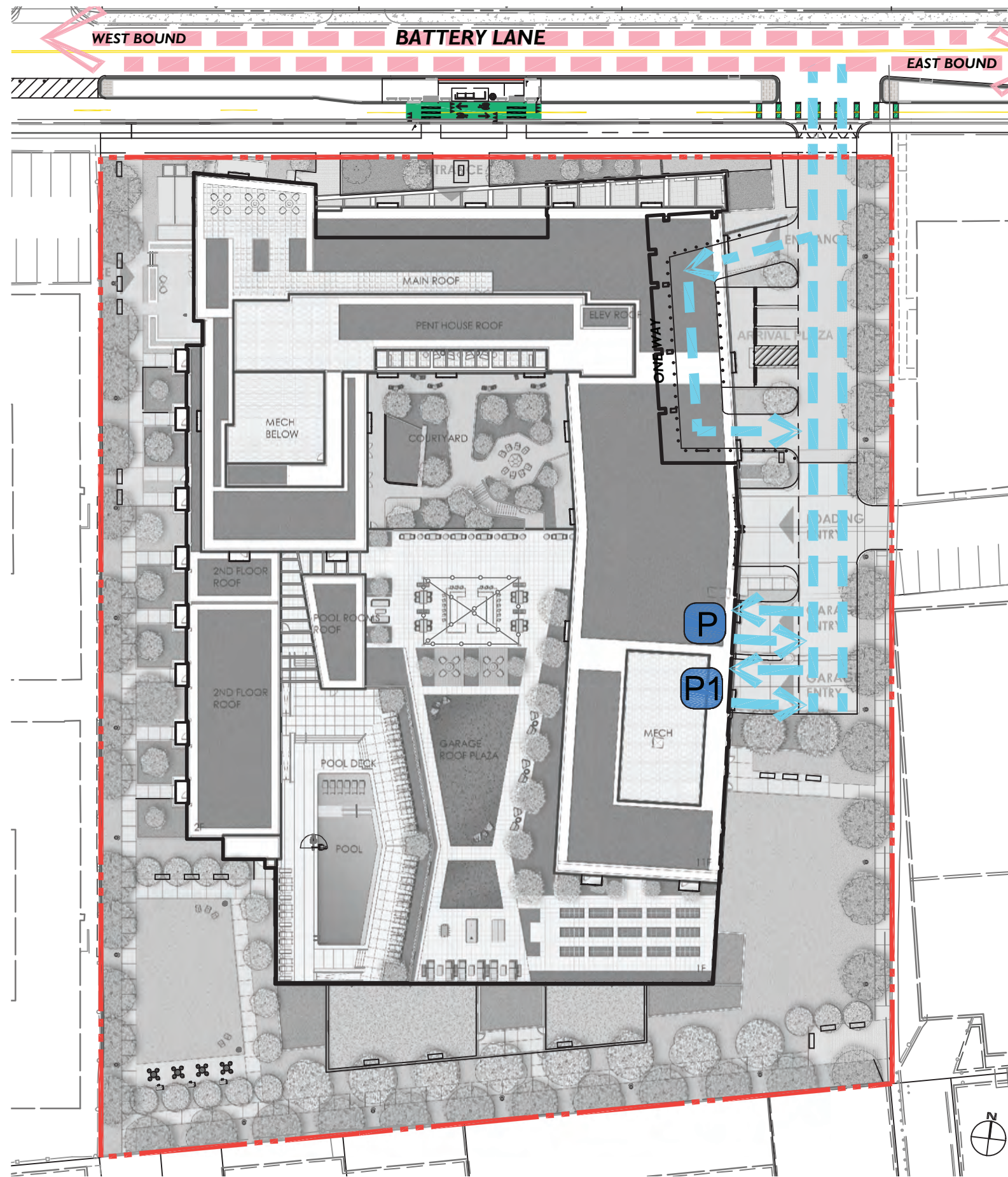
- Line the ground floor of structured parking with retail or other uses with transparency to maintain an active building edge. Where active uses are infeasible, avoid exposed parking floors along the street through measures outlined in the Zoning Ordinance Section 6.2.9.D.1 Structured Parking Requirements.
- 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.
- 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.
- 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.
- Avoid placing entries to loading docks, service areas and parking garages on neighborhood residential streets when alternative access is feasible.
- Minimize the width and height of driveways and vehicular entrances. Where possible, combine loading dock and garage access.
- 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.
- Vehicle access points should not be located adjacent to a public open space other than through-block connections.
- Coordinate location of access points with adjacent and confronting properties where possible to ensure a comfortable sidewalk environment and limited conflicts.
- Provide loading spaces for pick-up and dropoff where feasible to reduce idling in the travel lane.
- Design structured parking floors to be flexible for future retrofit to other uses where possible.
- Ensure continuous tree canopy along service areas and lay-by areas to the greatest extent feasible.
- 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.

#### Project Narrative

The Project proposes to provide a Two Way Cycle-Track and buffer median with bus stop along the sites frontage and short-term bicycle parking convenient to the buildings front doors.

Additionally, the Project proposes two first floor interior bicycle parking areas; one that is accessed from arrival plaza / porte-cochere, and a second located slightly farther south. Both locations provide easy access the the Cycle-Track and Rugby Lane via the east side through block.





### 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:

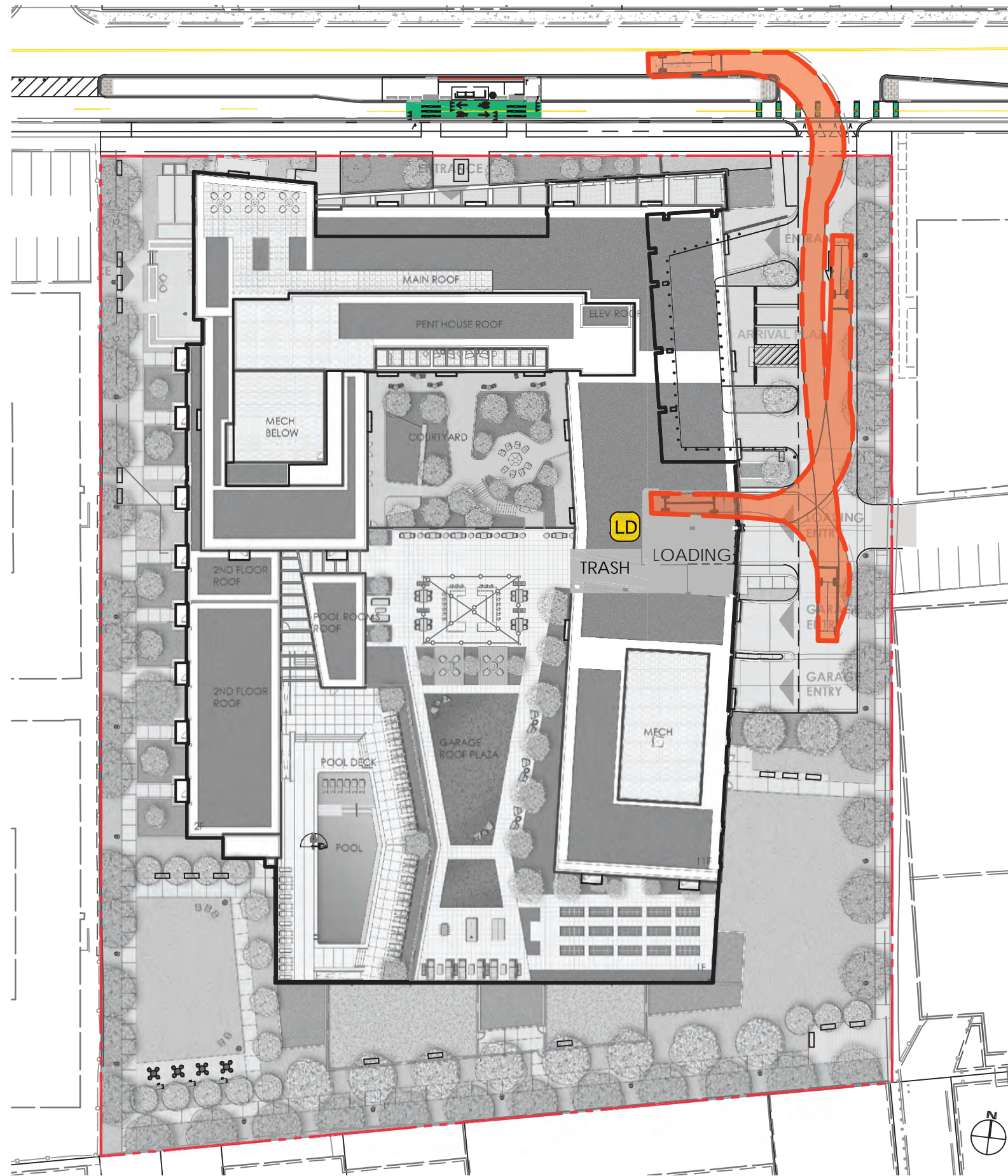
- Line the ground floor of structured parking with retail or other uses with transparency to maintain an active building edge. Where active uses are infeasible, avoid exposed parking floors along the street through measures outlined in the Zoning Ordinance Section 6.2.9.D.1 Structured Parking Requirements.
- 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.
- 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.
- 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.
- Avoid placing entries to loading docks, service areas and parking garages on neighborhood residential streets when alternative access is feasible.
- Minimize the width and height of driveways and vehicular entrances. Where possible, combine loading dock and garage access.
- 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.
- Vehicle access points should not be located adjacent to a public open space other than through-block connections.
- Coordinate location of access points with adjacent and confronting properties where possible to ensure a comfortable sidewalk environment and limited conflicts.
- Provide loading spaces for pick-up and dropoff where feasible to reduce idling in the travel lane.
- Design structured parking floors to be flexible for future retrofit to other uses where possible.
- Ensure continuous tree canopy along service areas and lay-by areas to the greatest extent feasible.
- 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.

#### Project Narrative

The Project proposes to limit vehicular access to a single connection along the east side of the property. An arrival plaza / porte-cochere which is tucked behind the buildings front facade provides for efficient pickup and drop offs that are out of the mobility paths for both Battery Lane and on-site.

Residential parking is provide via a two-level garage located below the residential units and amenity areas.





### 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 dropoff 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.

#### Project Narrative

The Project proposes to limit vehicular access to a single connection along the east side of the property. There is a two bay Service location proposed just beyond the arrival porte-cochere limiting area of the site associated with vehicular movements.

The Service Dock will serve to provide for move-in, deliveries and trash services;





FLAT8300 AT 8300 WISCONSIN AVENUE



GALLERY II AT BETHESDA



GALLERY I AT BETHESDA

## 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.

COMPATIBILITY WITH ADJACENT CONTEXT  
SIMILAR USE OF MATERIALITY, COMPOSITION  
OF FACADE TREATMENT, BUILDING SETBACK AND  
THE USE OF THE MATERIAL AND LARGER  
PERCENTAGE OF GLAZING WALL AT THE BASE OF  
BUILDING PROMOTING ACTIVATION AT THE  
PEDESTRIAN LEVEL.



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



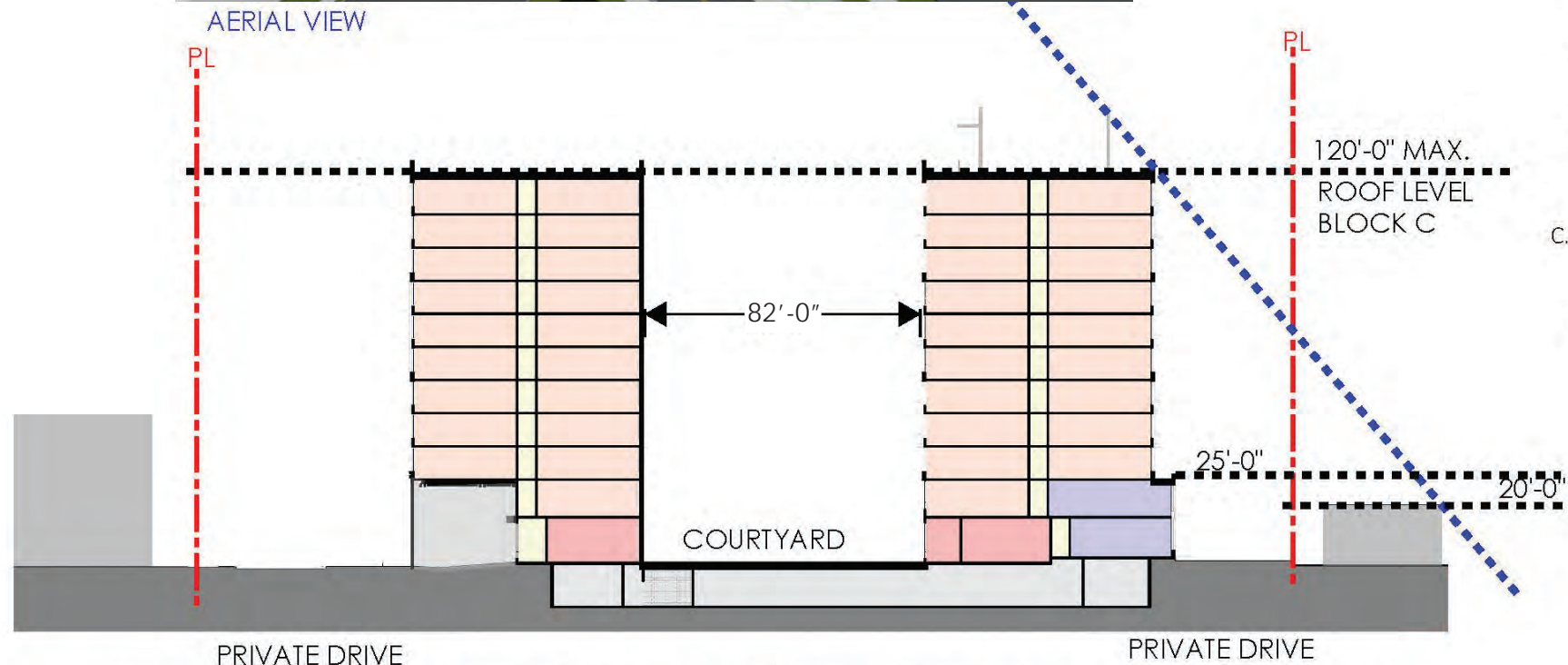
Transitions from Wisconsin Avenue to surrounding neighborhoods require stepping down of buildings to mediate between the high-rise and low-rise scales of the two areas.

Source: The Vine Condos





AERIAL VIEW



THE DESIGN PROVIDES A TRANSITION TO THE SURROUNDING NEIGHBORHOODS BY STEPPING DOWN ON ALL BUILDING ELEVATIONS. INDIVIDUAL ENTRIES ON GROUND FLOOR UNITS ARE PROVIDED ALONG THE WEST PUBLIC THROUGH-BLOCK CONNECTION. THE LANDSCAPE AREA ARE INCREASED IN THE FRONTAGE ZONE AND ALL AROUND THE BUILDING FOR PLANTING AND FURNISHING ZONE. MULTIPLE BUILDING MATERIALS, COLORS AND TEXTURES ARE UTILIZED TO ENHANCE THE DESIGN, SETBACKS AND COMPATILTY WITH SURROUNDING CONTEXT.

## 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:

- 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.
- 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.
- 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.

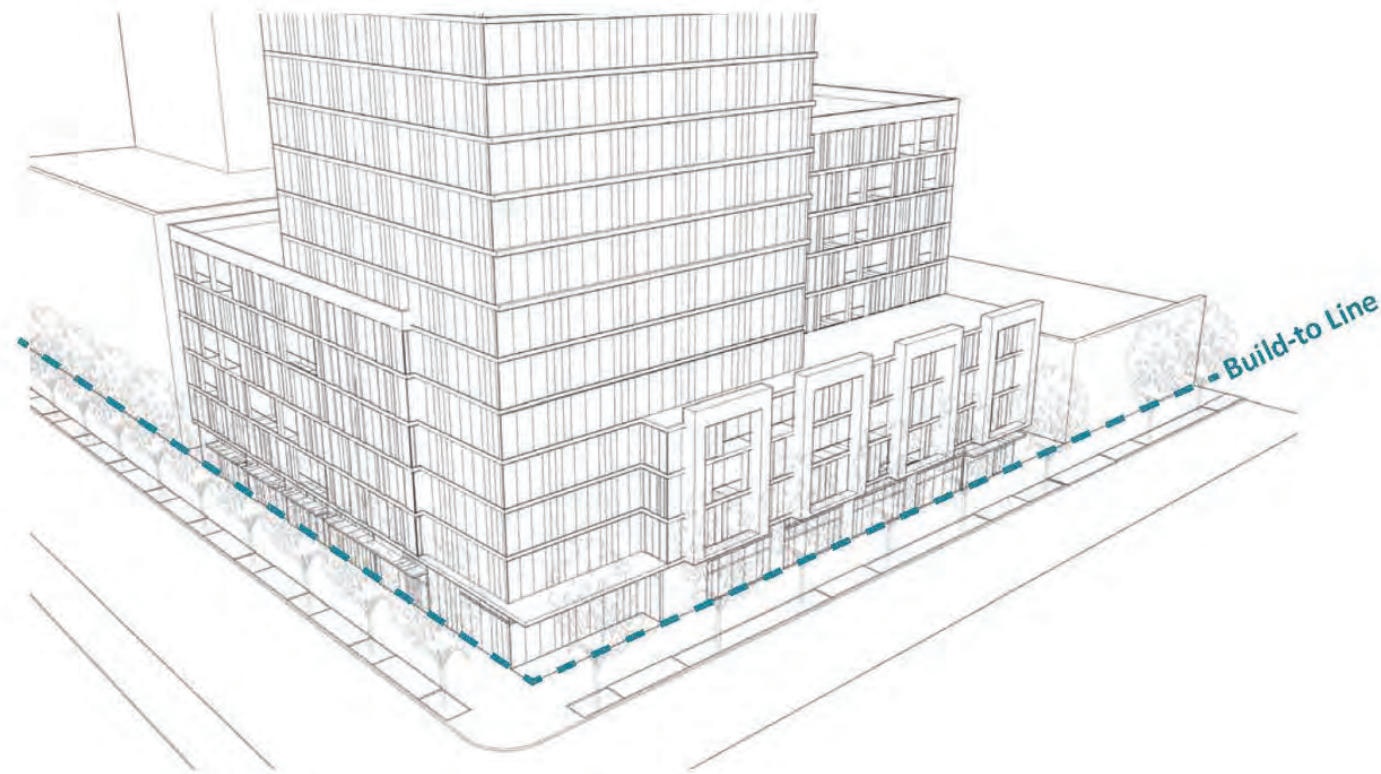


The Bethesda Theater redevelopment maintains the historic building character along Wisconsin Avenue and transitions to adjacent residential neighborhoods.  
Source: Google Street View



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*



VERANDAH AREA

RESIDENTIAL ENTRANCE

OUTDOOR LOUNGE AREA

THE BUILDING BASE CREATES AN ACTIVATED STREET WALL WITH OUTDOOR LOUNGE AREA AT THE FOREGROUND OF THE BUILDING. THE SCALE, MATERIALITY, AND ARTICULATION OF THE BUILDING BASE ENHANCES THE PEDESTRIAN EXPERIENCE AND MEDIATES THE SCALE OF THE BUILDING. THE USE OF MATERIAL IS ENHANCING THE STREET WALL DESIGN AND SIGNIFY THE IMPORTANCE OF THE BUILDING BASE ALONG BATTERY LANE.





### 2.4.3 Base: Street Activation

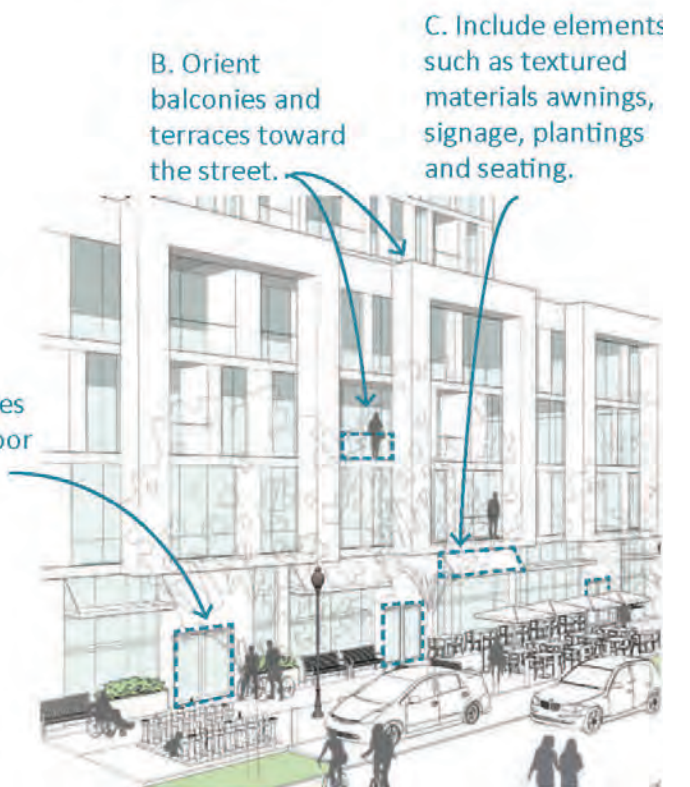
**Intent:** To encourage pedestrian activity by providing ground-floor and base design elements that engage with the sidewalk environment.

#### Guidelines:

- 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.
- 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.
- 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.
- 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

BALCONIES ON BUILDING FACADE

PLANE CHANGES IN THE FACADE WITH MULTIPLE LAYERS OF DIFFERENT BUILDING MATERIAL AND MASSING ARTICULATION

GLASS WALL CREATING TRANSPARENCY AT THE BASE OF THE BUILDING.

EMPHASIZED RESIDENTIAL BUILDING ENTRANCE WITH METAL TRELLIS

VERANDAH INCORPORATED WITH BUILDING BASE

VARIED LANDSCAPE DESIGN AND LANDSCAPE FURNISHING.

A. Provide frequent entries and ground floor transparency.

B. Orient balconies and terraces toward the street.

C. Include elements such as textured materials, awnings, signage, plantings and seating.





VERANDAH FACING BATTERY LANE

PLANE CHANGES IN THE FACADE WITH USE OF MATERIAL AND MASSING ARTICULATION

TRANSPARENCY AT THE BASE OF THE BUILDING.

MULTIPLE BUILDING MATERIALS, COLORS, METAL TRELLIS ALONG THE BATTERY LANE AND LOCATING RESIDENTIAL AMENITY FUNCTIONS ALONG THE BASE OF THE BUILDING



SIMILAR TREATMENT AS THE MAIN BUILDING FACADE ARE REPEATED ON ALL BUILDING ELEVATIONS. MULTIPLE PLANE CHANGES, MULTIPLE MATERIAL TYPE, COLOR, GLAZING AND ACTIVE FUNCTION ARE INCORPORATED ALONG THE BUILDING BASE FACING THE PUBLIC THROUGH BLOCK CONNECTOR.

## 2.4.4 Base: Variation and Articulation

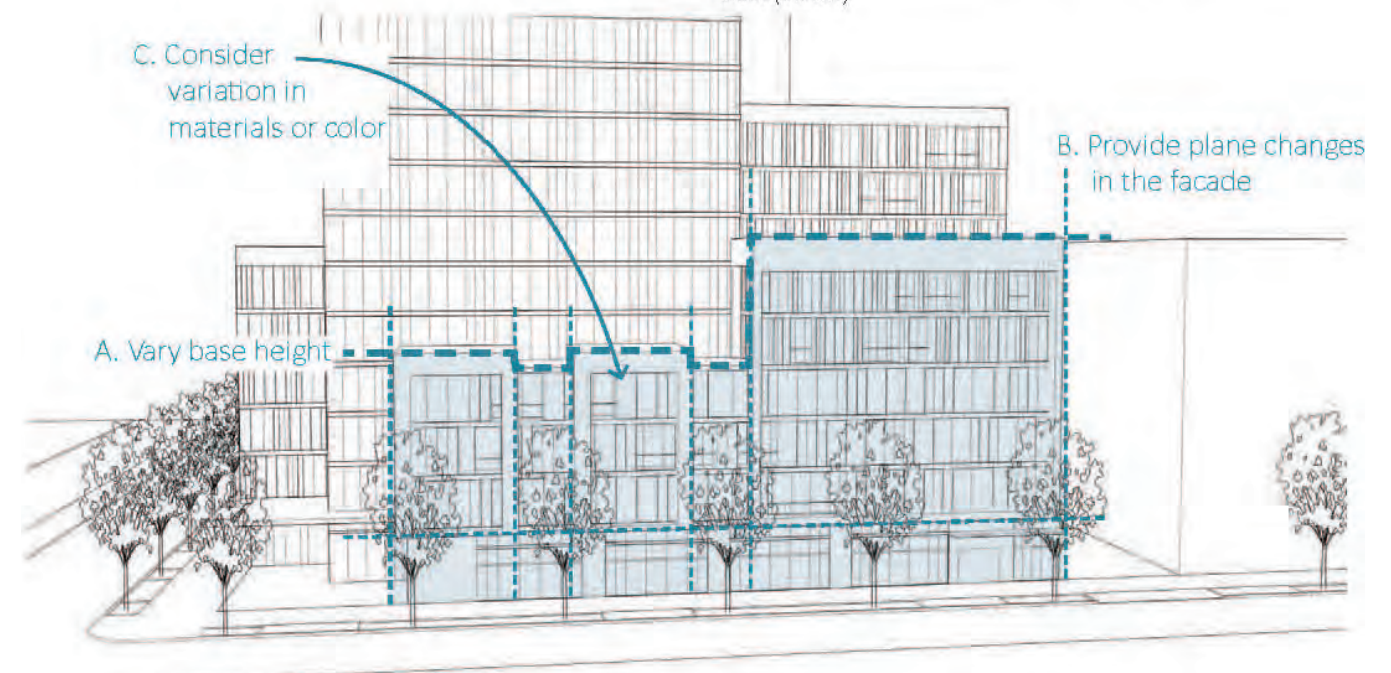
**Intent:** To ensure that facades are not exceedingly long, uninterrupted and rigidly uniform. These variations break up the mass of large buildings, add visual interest and promote human-scaled lower stories to relate to pedestrians.

### 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.



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)







SPECIAL ARTICULATION AT THE CORNER OF THE BUILDING AS AN ELEMENT THAT TIES ALL THE DESIGN CHARACTERISTIC TOGETHER AND ANCHORING THE BUILDING CORNER TO THE GROUND.

## 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.



*This innovative design treatment articulates the building and creates an intersection focal point.*  
Source: OMA



*The curved corner along this major Bethesda Row intersection enhances pedestrian flow and provides an active ground floor.*





## 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:

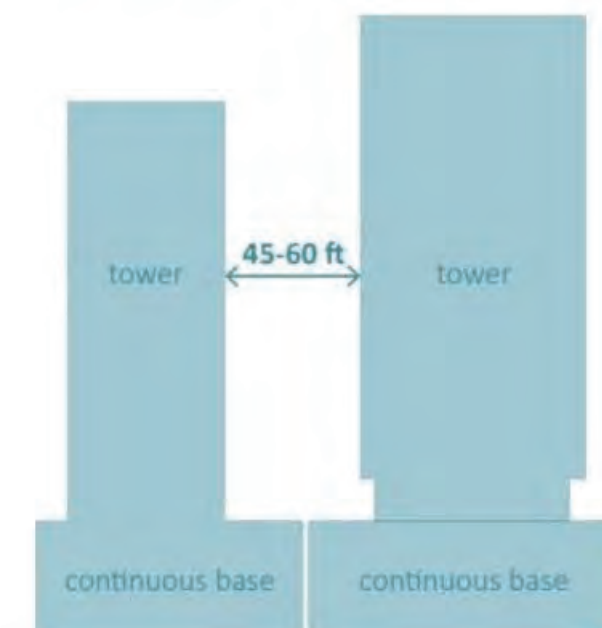
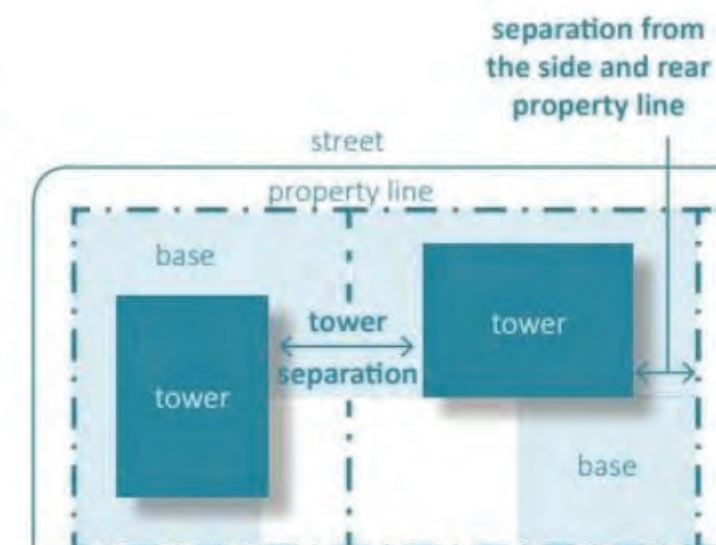
- Separate tower floors at least 45 to 60 feet (22.5 to 30 feet from the side and rear property lines).
- Provide a continuous building base along the lower floors.
- Avoid building towers to the property line creating expansive blank party walls that are imposing on the pedestrian environment.

### 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.







TOWER SETBACK AND CHANGES OF BUILDING PLANE ALONG BATTERY LANE



TOWER SETBACK ON THE WEST, EAST AND SOUTH FACADES OF THE PROJECT  
CREATING RELIEF TO THE MASSING

TOWER SETBACK HAVE BEEN PROVIDED ON MULTIPLE BUILDING FACADES OF THIS PROJECT. THE SETBACKS ON THE NORTH SIDE OF THE PROJECT ARE ANGLED WITH VARYING SETBACKS AND CHANGES IN THE BUILDING PLANE TO COMPLIMENT THE PEDESTRIAN SCALE. THE METAL TRELLIS SYSTEM AND TRANSPARENCY AT THE MAIN ENTRANCE OF THE BUILDING BALANCE THE MASSING COMPOSITION ABOVE. ON THE WEST AND SOUTH SIDE OF THE PROJECT, THE BUILDING IS SETBACK SIGNIFICANTLY TO A TWO-STORY STRUCTURE TO ALLOW FOR AN ENHANCED PEDSTRIAN EXPERIENCE ALONG THE THROUGH BLOCK PATHWAY. IN ADDITION, THIS SETBACKS ALLOW FOR A SIGNIFICANT AMOUNT OF DAYLIGHTING TO ACCESS THE INTERIOR COURTYARD AND PLAZA LEVEL. THE MASSING FORM OF THE PROJECT HAS BEEN DESIGNED WITH THE PEDESTRIAN EXPERIENCE IN MIND AT BOTH THE GRADE LEVEL AND THE INTERIOR OF ALL AMENITIES AND PRIVATE SPACES.

## 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.

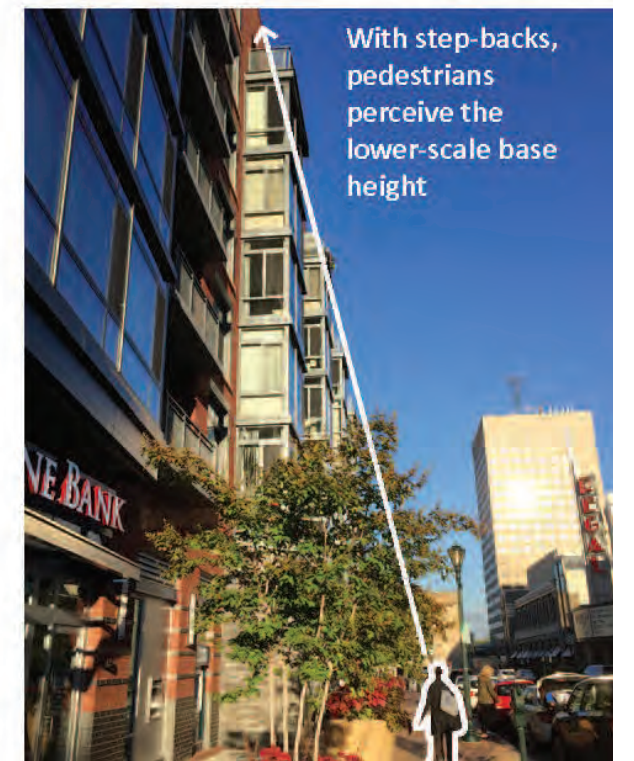
### Guidelines:

- 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.
- 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.
- 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.







PROJECTING AND RECESSED BALCONIES THROUGHOUT THE FACADE.

VARIED MATERIAL WITH APPARENT WINDOW OPENINGS

PLANE CHANGES IN THE FACADE WITH MULTIPLE MATERIALS, COLORS AND MASSING ARTICULATION

VARIED LANDSCAPE DESIGN 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

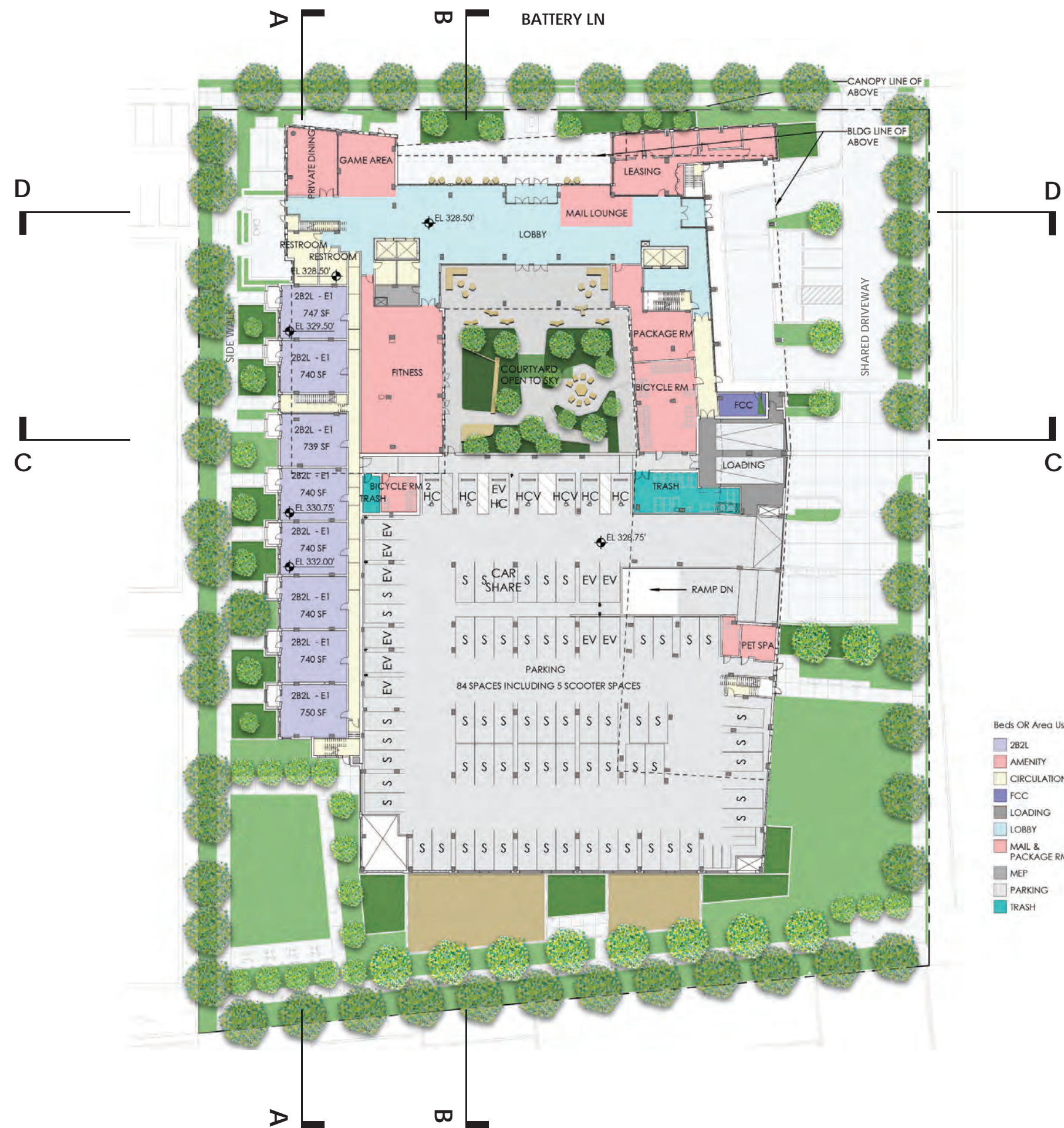
Lights disrupt birds' orientation inhibiting them from seeing their navigational markers like the stars and moon. Night lights and up lights (lights pointing upward) can entrap birds reluctant to fly from a lit area into a dark one.

- 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.

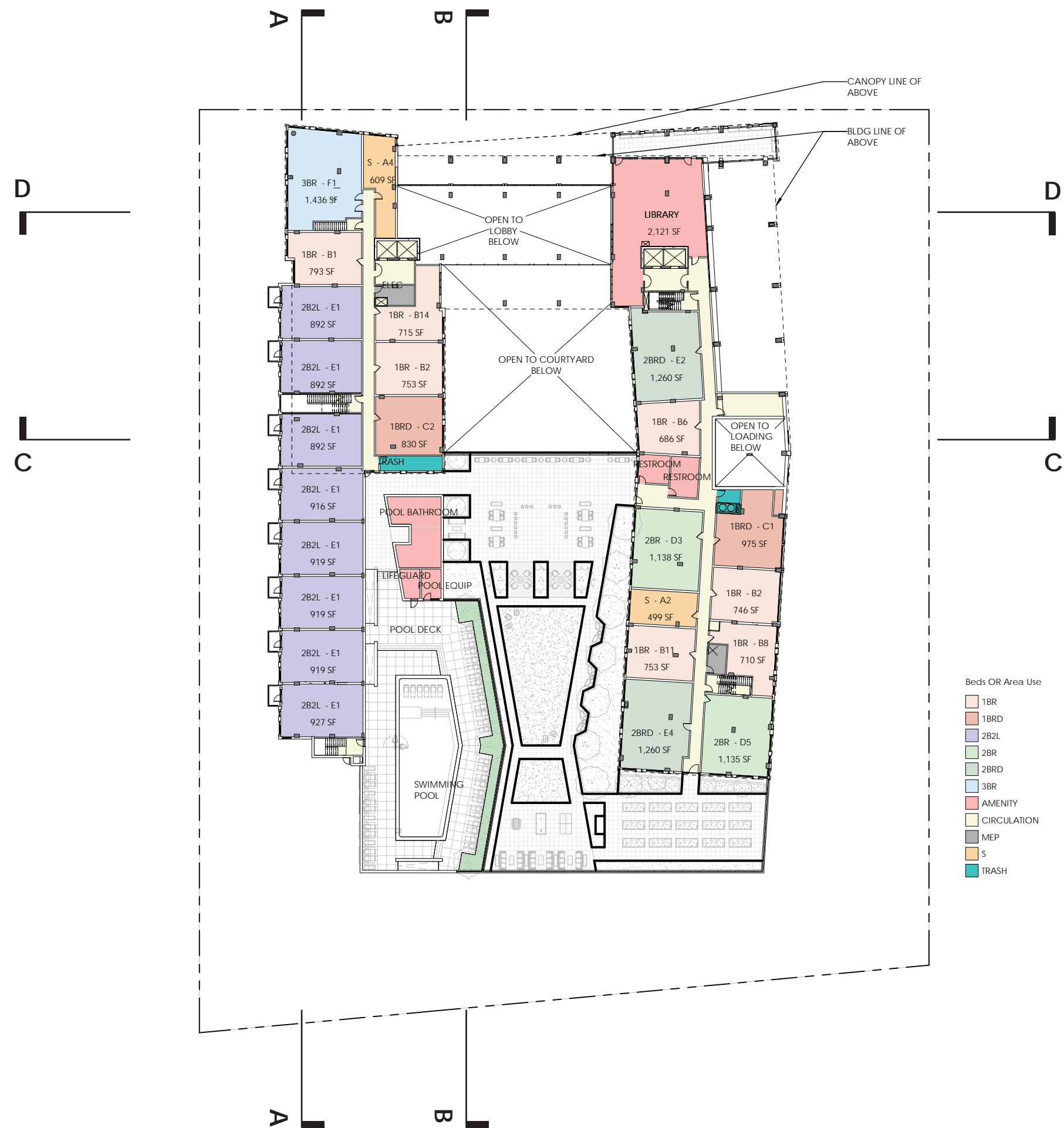
#### E. Site and Landscape Design

- 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.

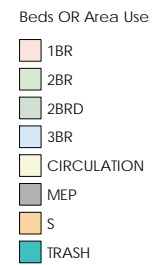








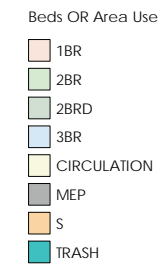








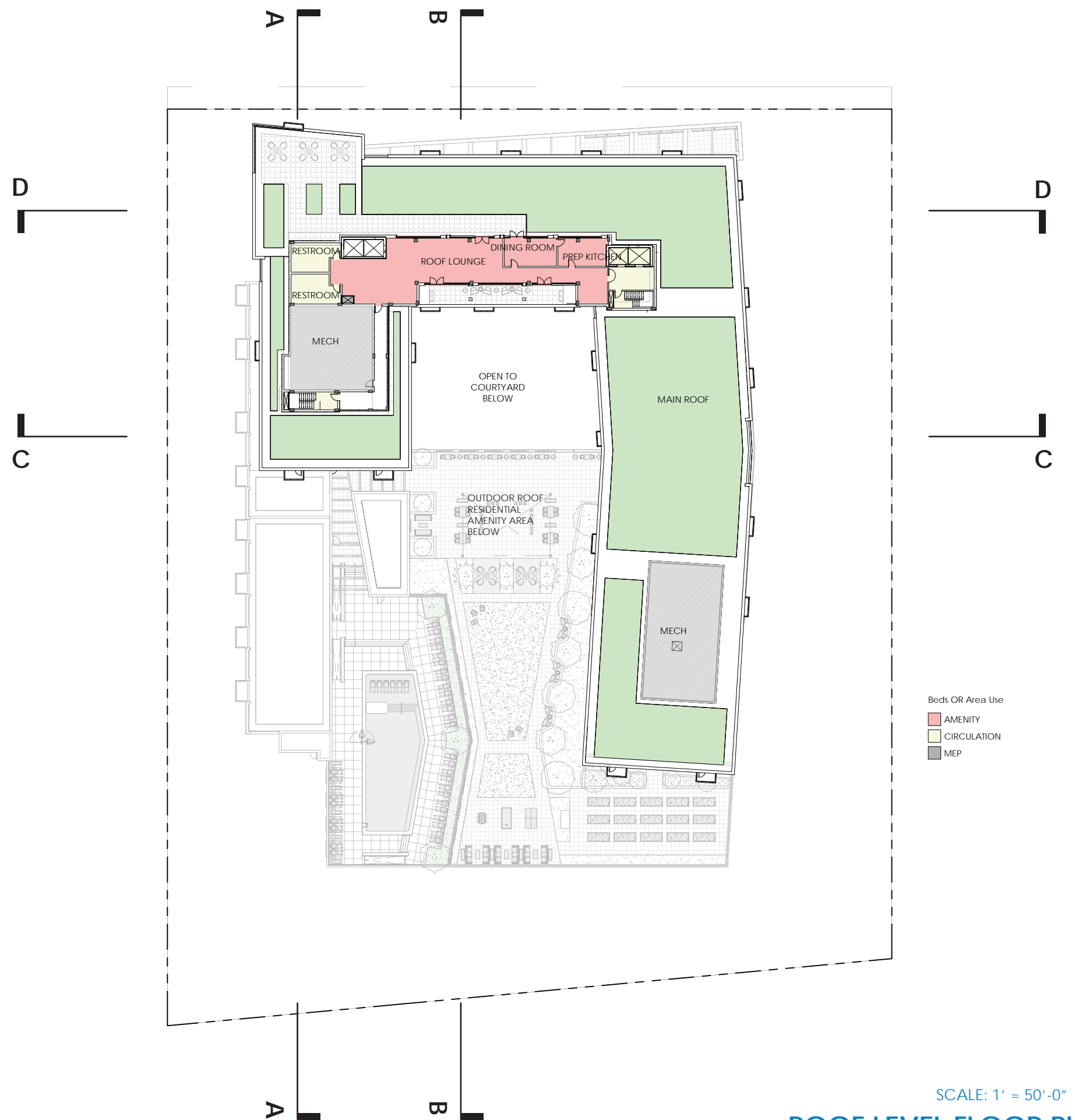






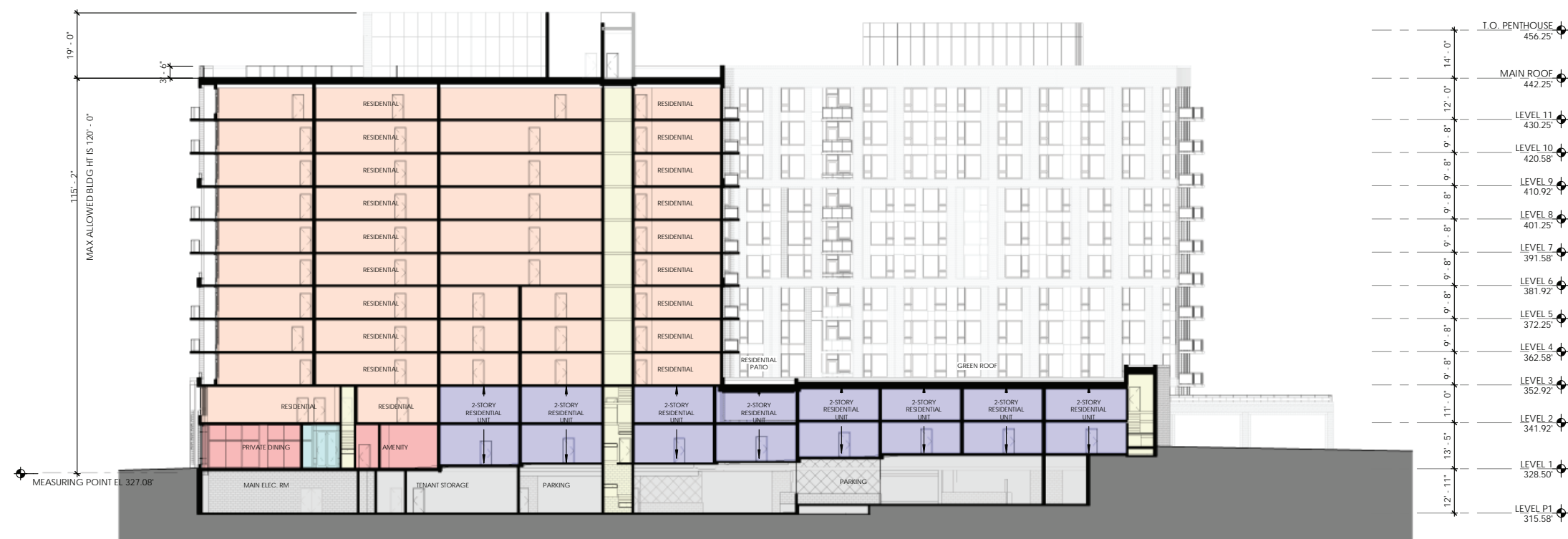


BATTERY DISTRICT - SITE C  
BROWN DEVELOPMENT



# ROOF LEVEL FLOOR PLAN





## SECTION A-A

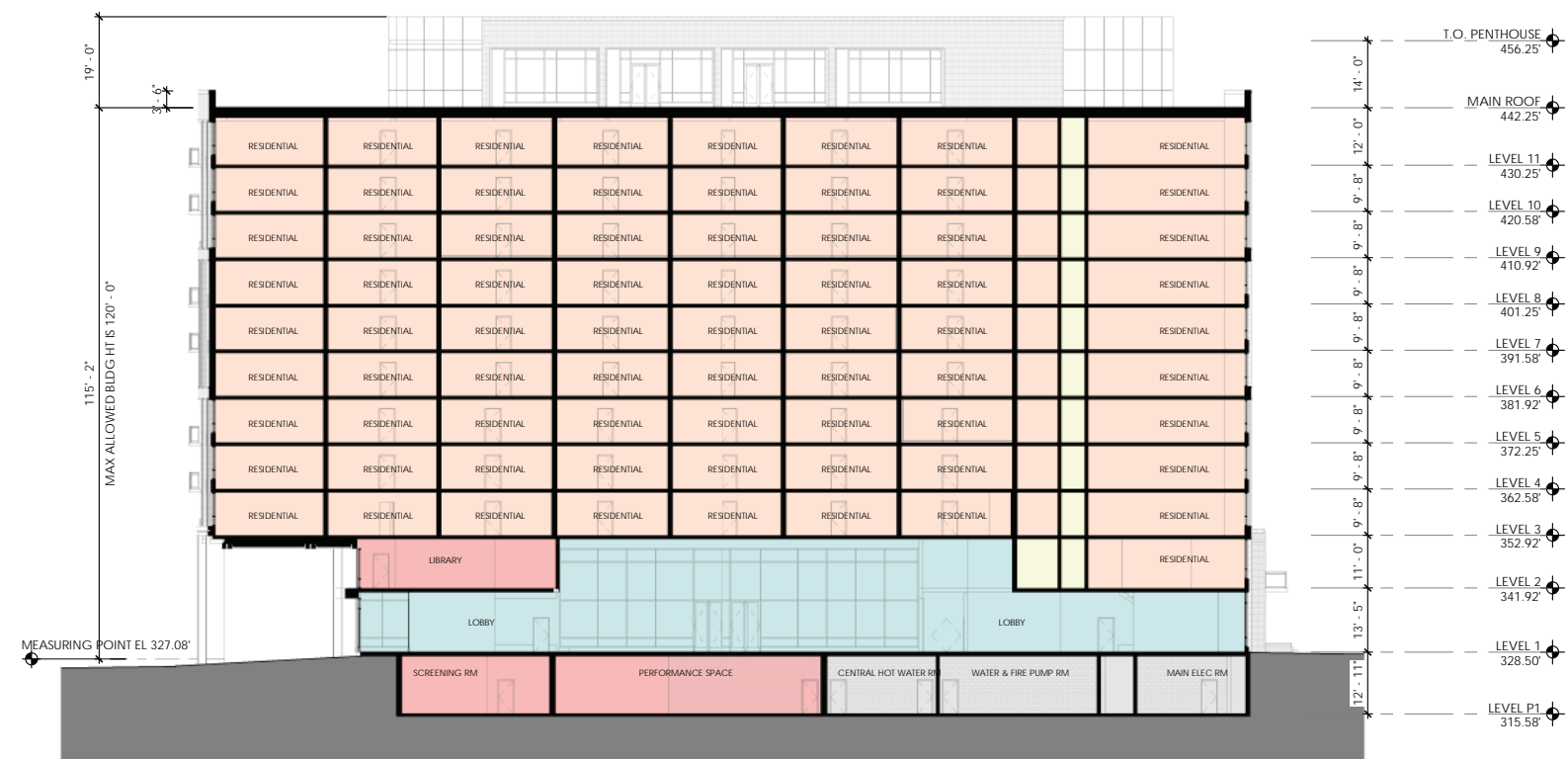
## SECTION B-B

SCALE: 1' = 40'-0"

## BUILDING SECTION

07/11/2022 | PAGE 54



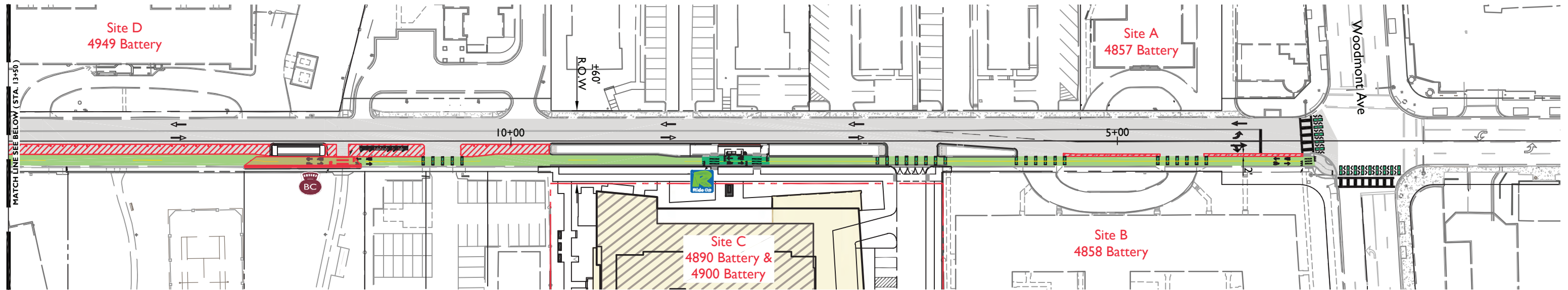
BATTERY DISTRICT - SITE C  
BROWN DEVELOPMENT

SCALE: 1' = 40'-0"

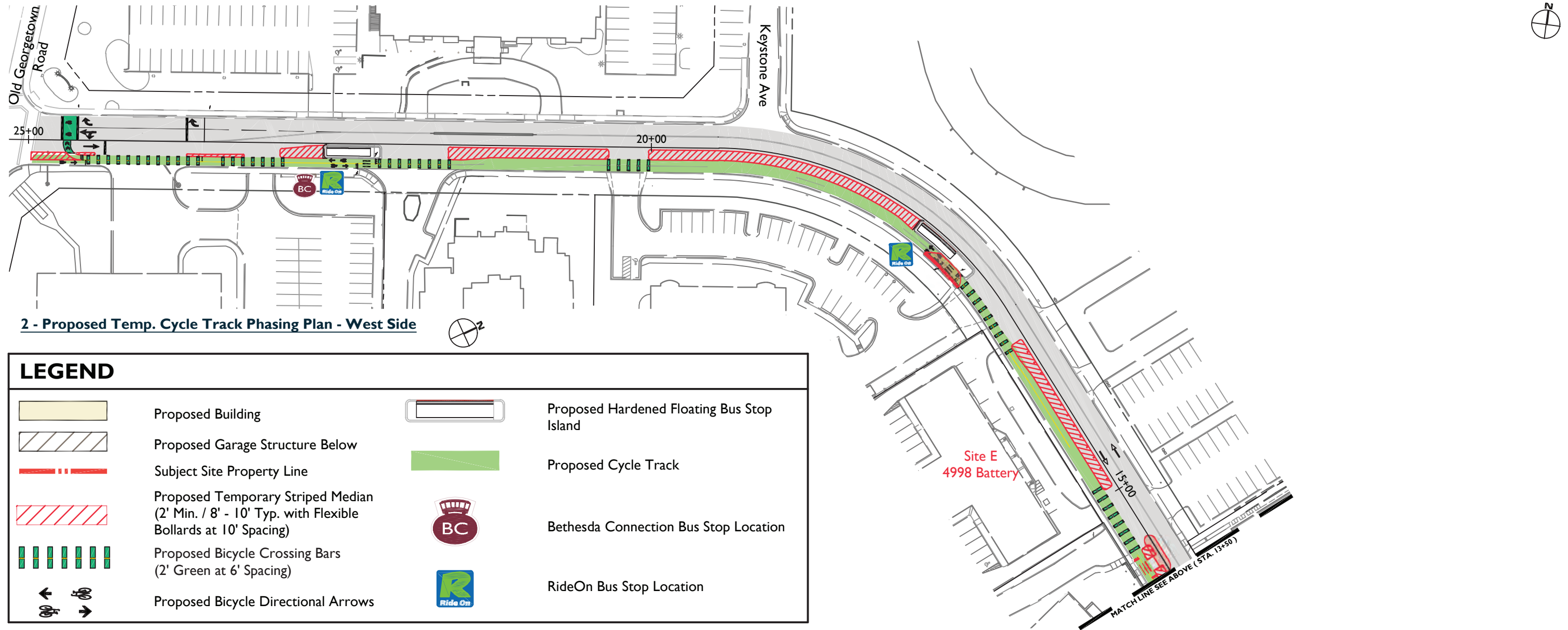
**BUILDING SECTION**

07/11/2022 | PAGE 55





**1 - Proposed Temp. Cycle Track Phasing Plan - East Side**

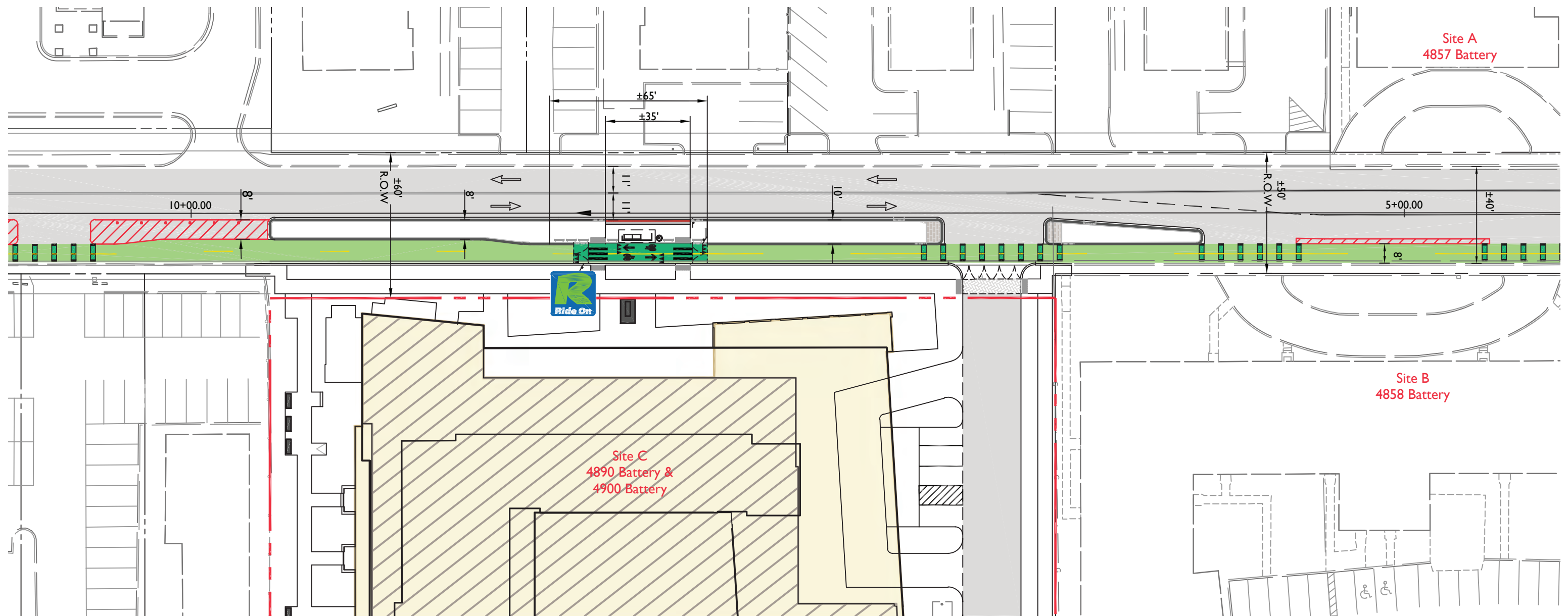


**2 - Proposed Temp. Cycle Track Phasing Plan - West Side**

## LEGEND

	Proposed Building		Proposed Hardened Floating Bus Stop Island
	Proposed Garage Structure Below		Proposed Cycle Track
	Subject Site Property Line		Bethesda Connection Bus Stop Location
	Proposed Temporary Striped Median (2' Min. / 8' - 10' Typ. with Flexible Bollards at 10' Spacing)		RideOn Bus Stop Location
	Proposed Bicycle Crossing Bars (2' Green at 6' Spacing)		
	Proposed Bicycle Directional Arrows		



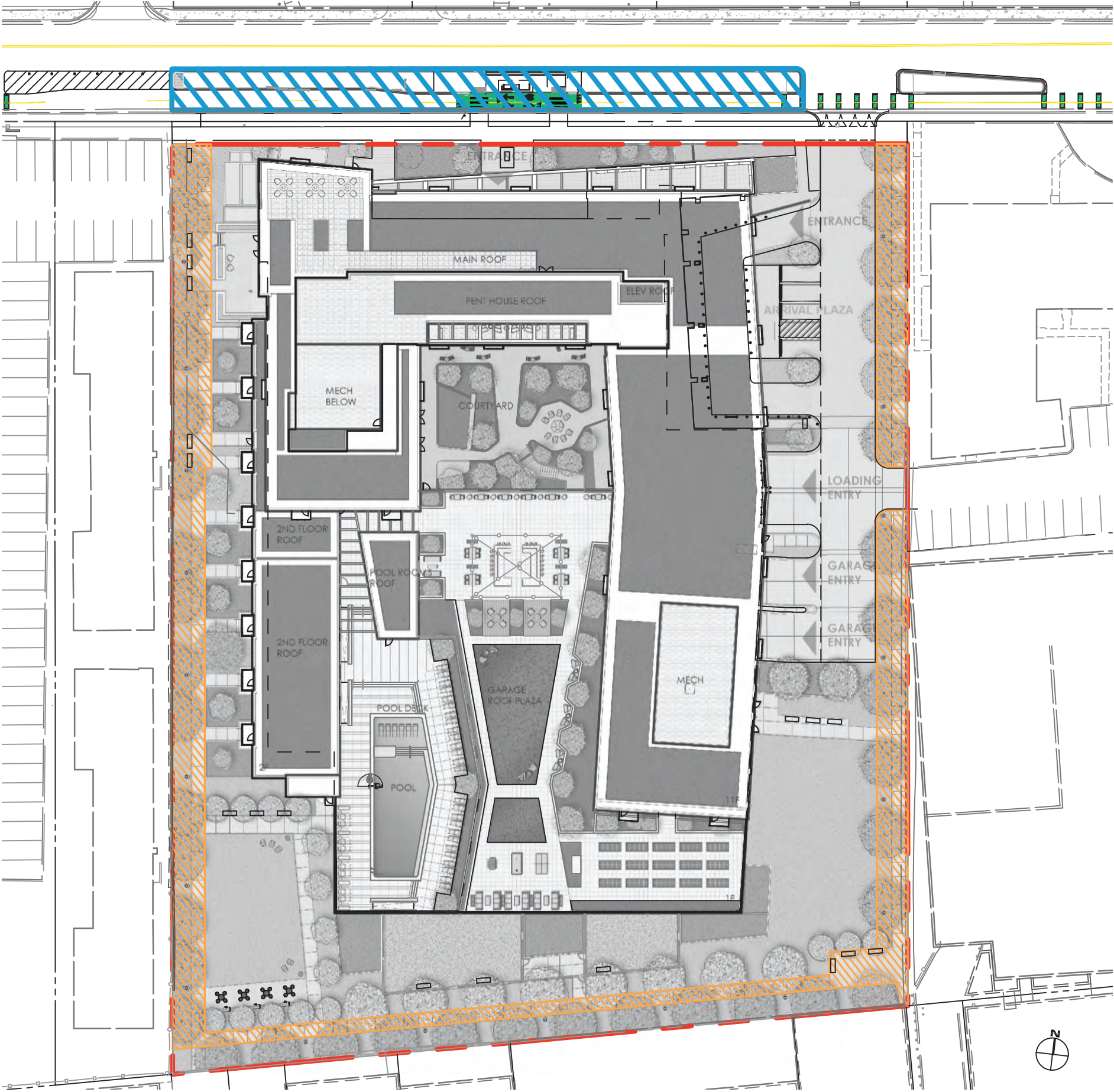


**I - Proposed Temporary Cycle Track Plan**

### LEGEND

	Proposed Building		Proposed Hardened Floating Bus Stop Island
	Proposed Garage Structure Below		Proposed Cycle Track
	Subject Site Property Line		Bethesda Connection Bus Stop Location
	Proposed Hardened Cycle Track Median		RideOn Bus Stop Location
	Proposed Bicycle Crossing Bars (2' Green at 6' Spacing)		
	Proposed Bicycle Directional Arrows		





LEGEND

On-Site Public Open Space

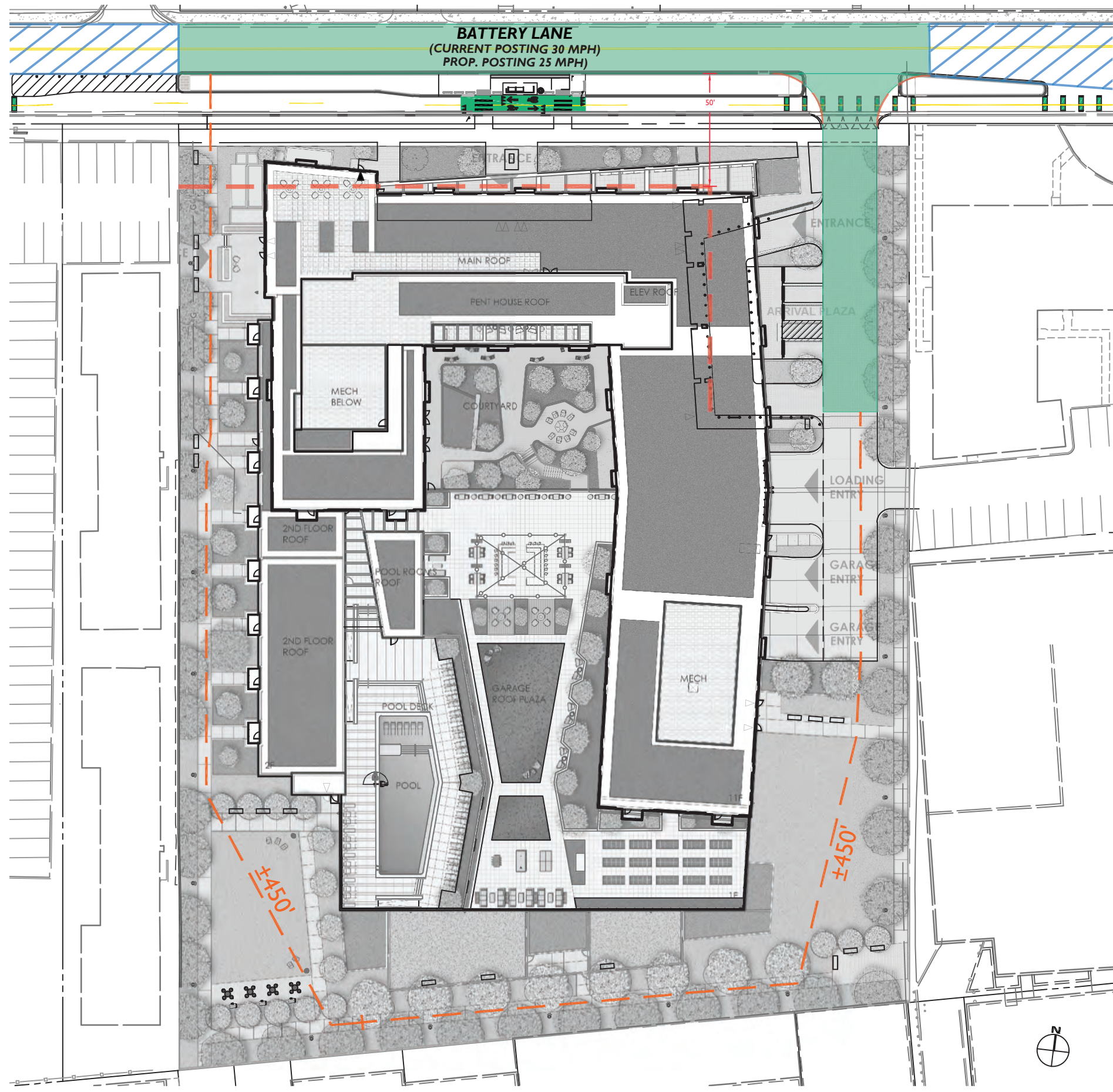
Off-Site Public Open Space

PUBLIC OPEN SPACE DATA TABLE		
4900 Battery Lane - Site C		
Required Open Space Area		
	Area Description	Sq. Ft.
	Net Tract Area	127,772 sf
	Required 0% Net Lot [1]	0 sf
Proposed Open Space Area		
	Area Description	Sq. Ft.
	On-Site Public	12,871 sf
	Off-Site Public	5,003 sf
	TotalPublic Open Space =	17,874 sf
	Percent Public Open Space of Site	14%
[1] 59-4.5.4.B.1.a Properties with a Net Lot area of 1.01 to 3.00 ac and 1 Frontage are required to prvovide 0% Open Space.		

**PROPOSED NARRATIVE**

The Downtown Bethesda Plan calls for through-block connections on both the east and west sides of the property; the Project proposes to provide a 6' pedestrian way and landscaping along both property lines allowing each to be expanded when the adjacent properties redevelop. Additionally, a 6' pedestrian way is proposed along the sites southern property line connecting the two through-blocks; as well as, connecting to the existing sidewalk adjacent to the Police Station.





LEGEND

Fire Access Route

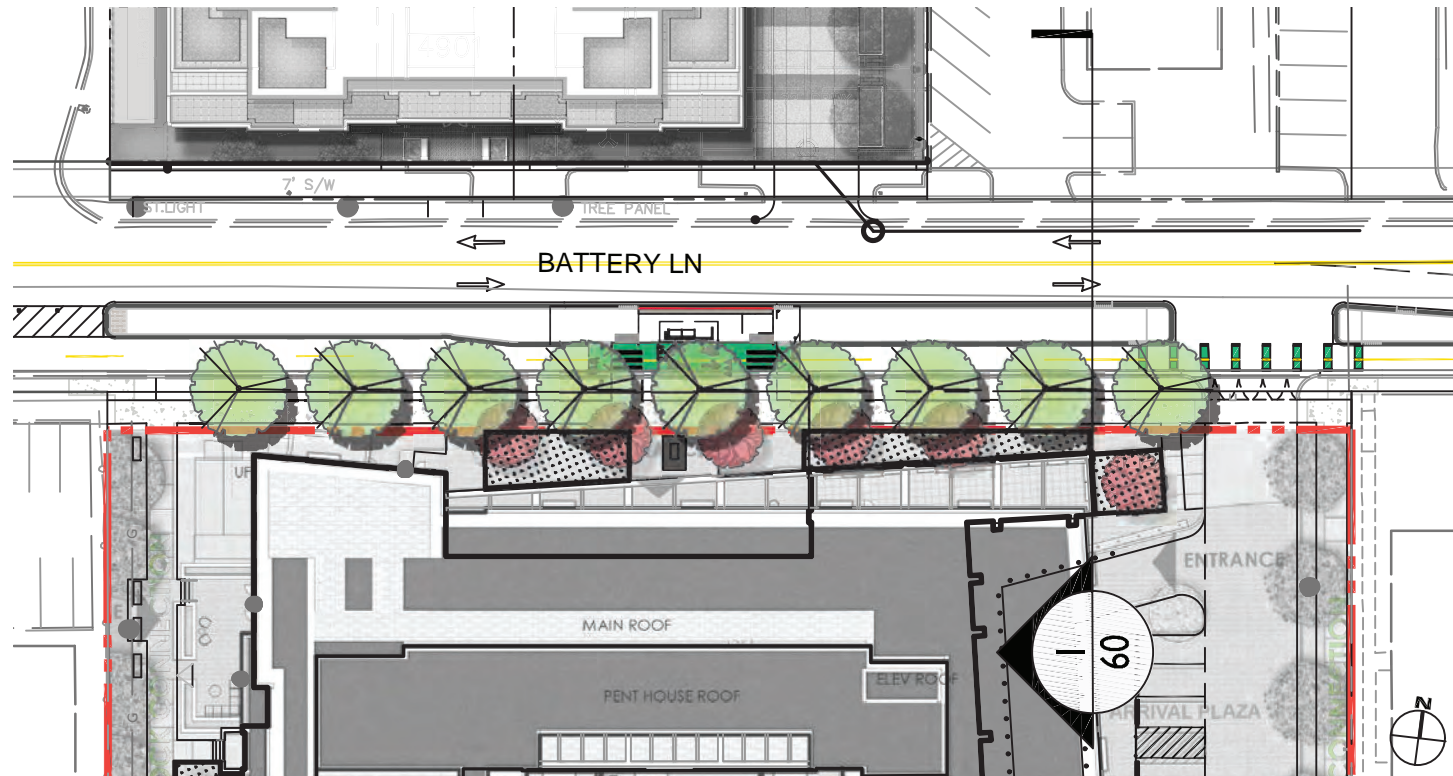
Fire Access Route Outside of Frontage

Hose Pull

Primary Egress

Secondary Egress

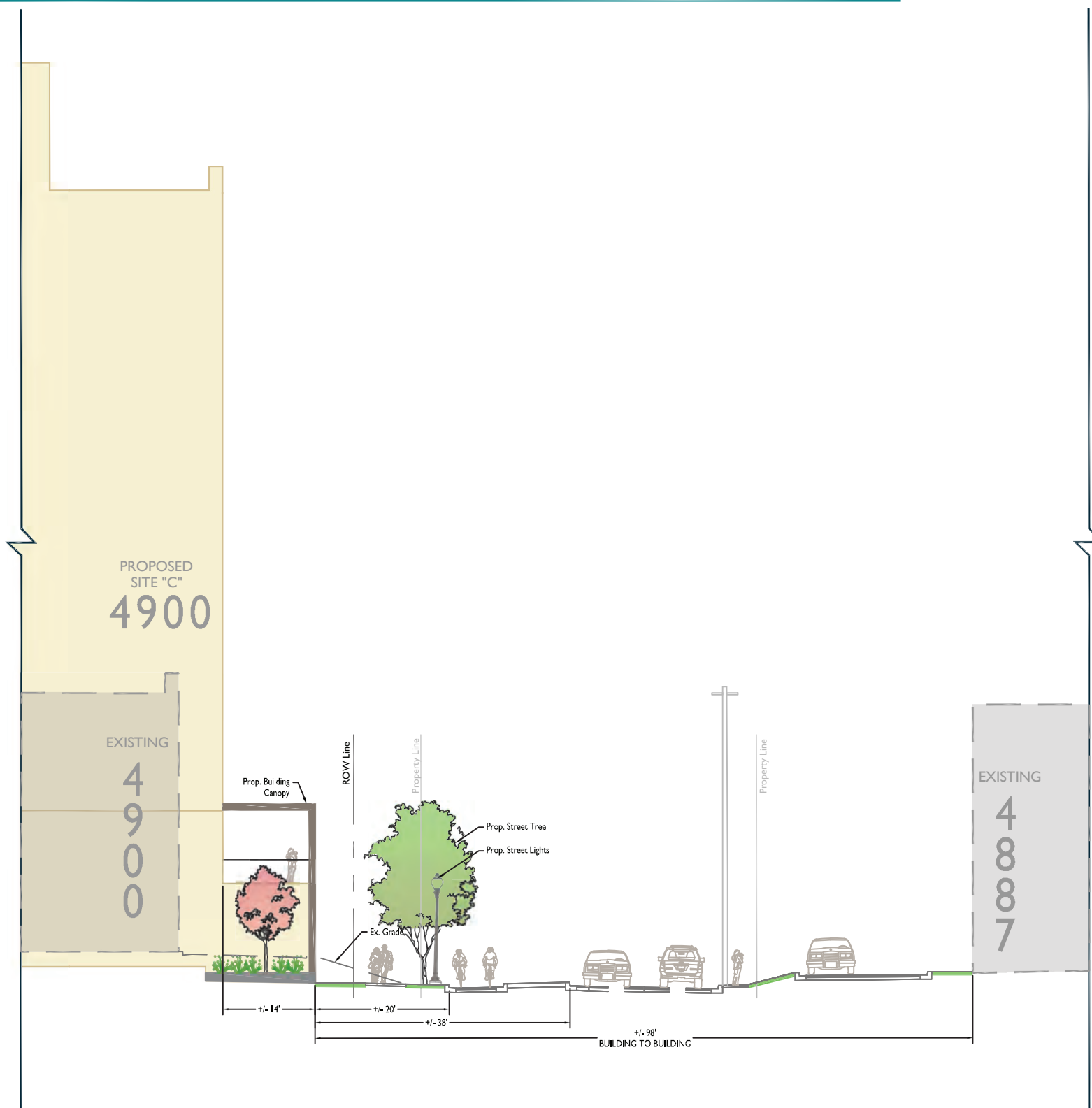




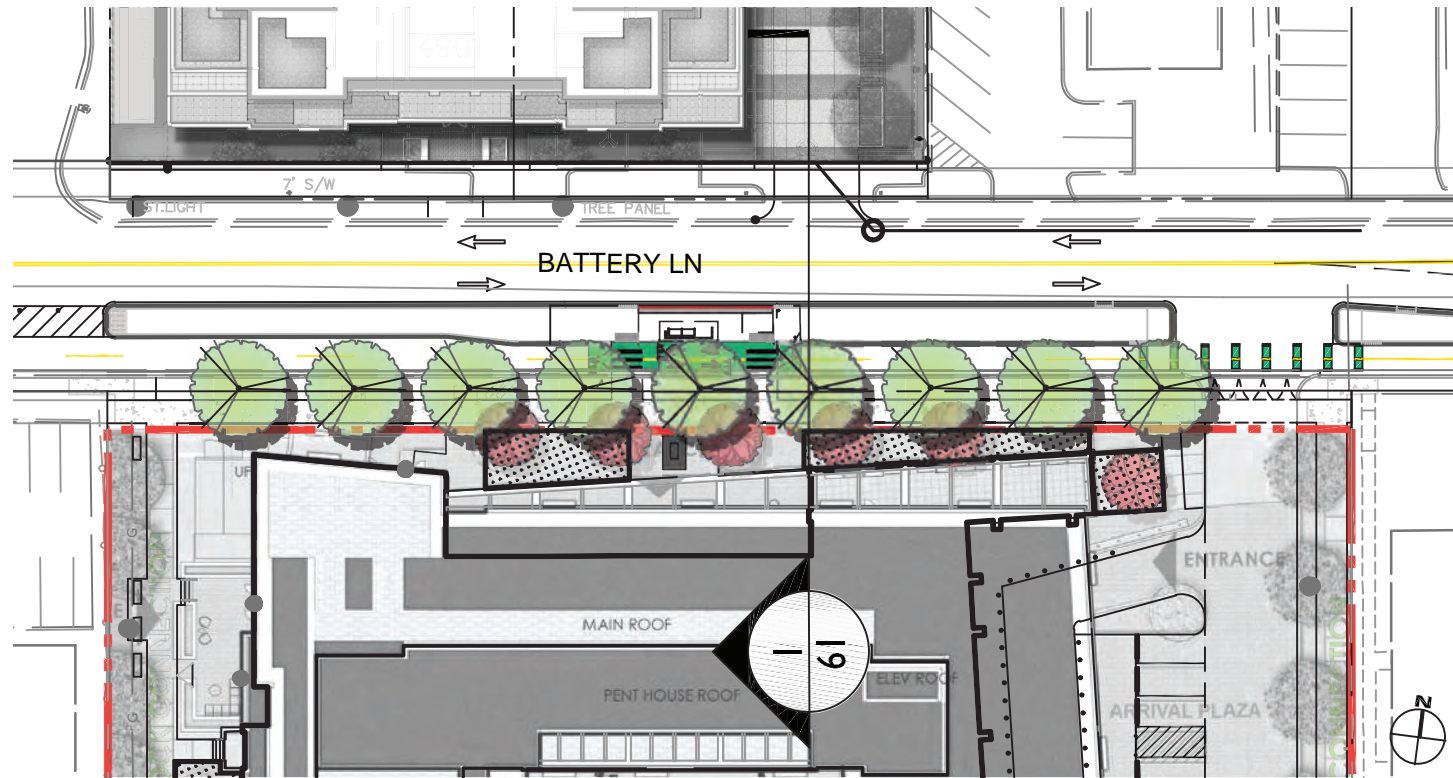
EXISTING CONDITIONS



I. PROPOSED BATTERY LANE ROAD SECTION - EAST CORNER SECTION



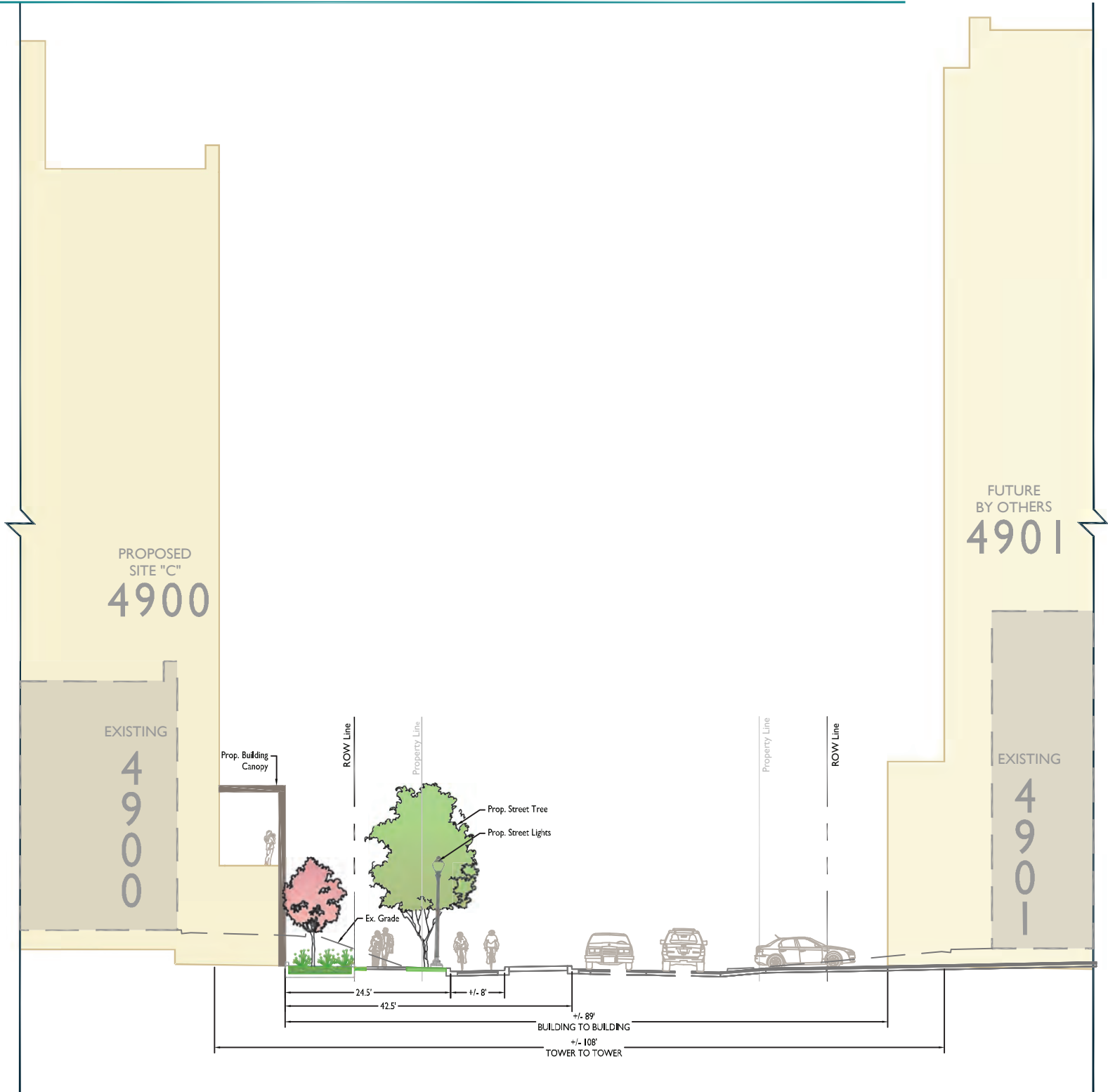




EXISTING CONDITIONS



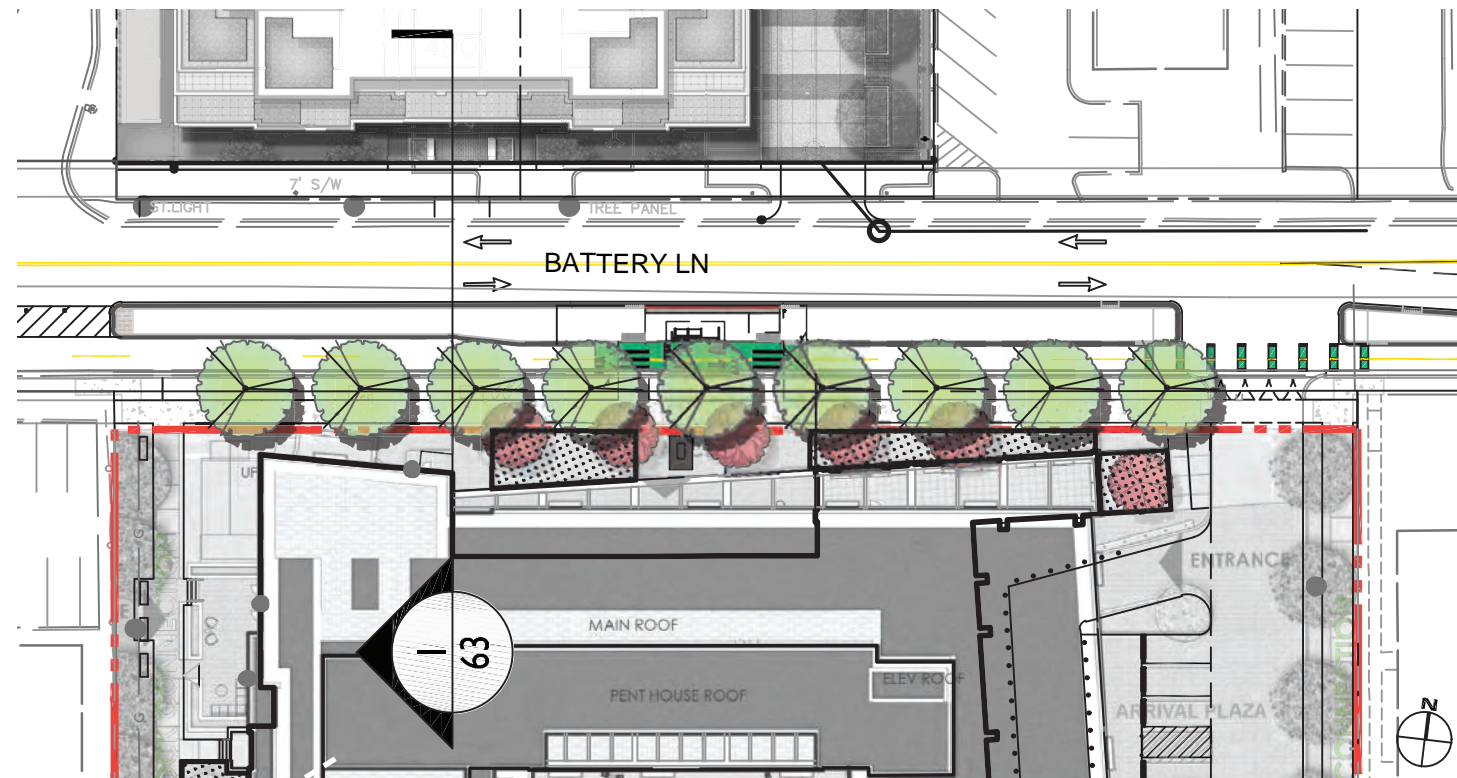
I. PROPOSED BATTERY LANE ROAD SECTION





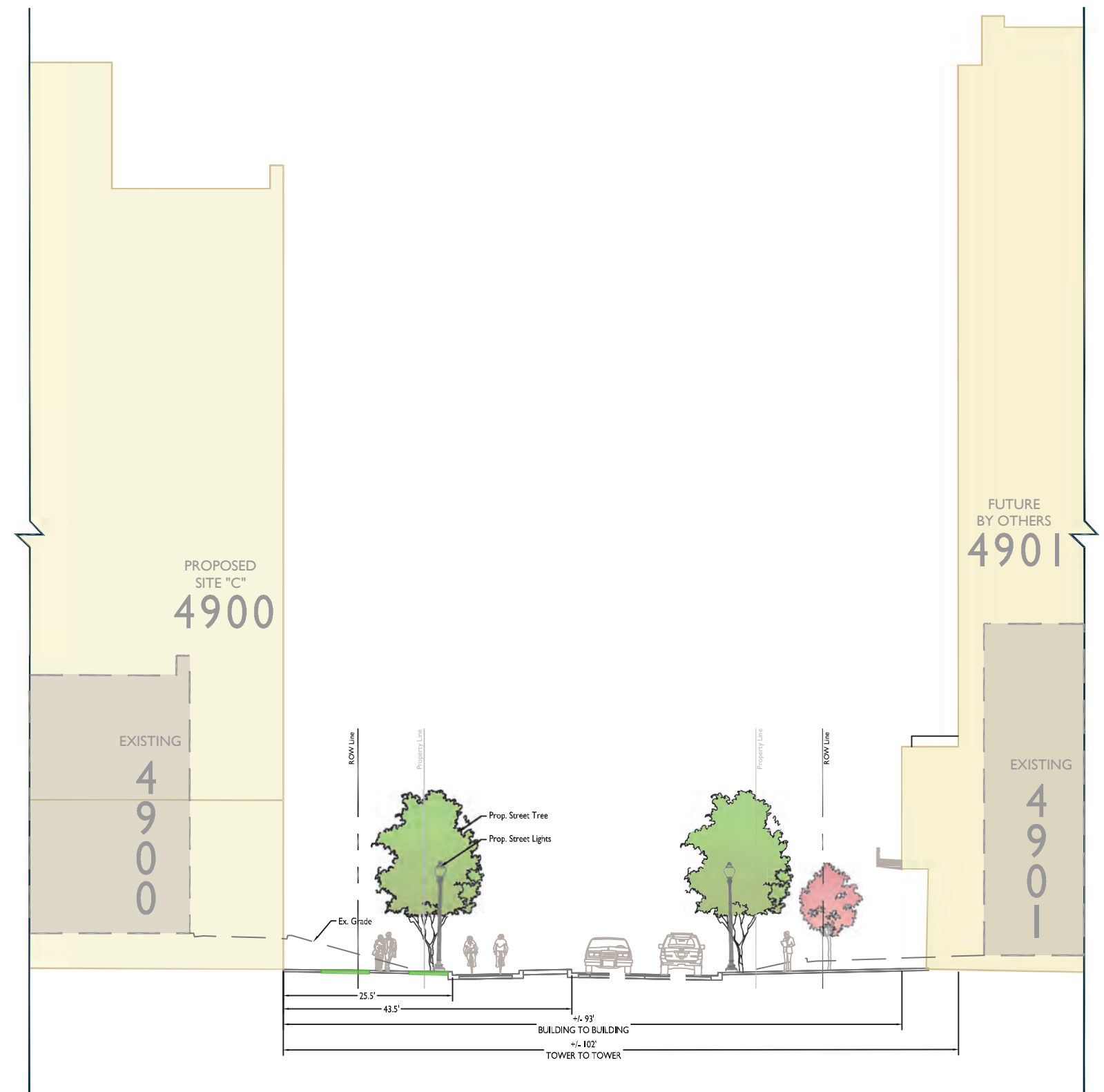




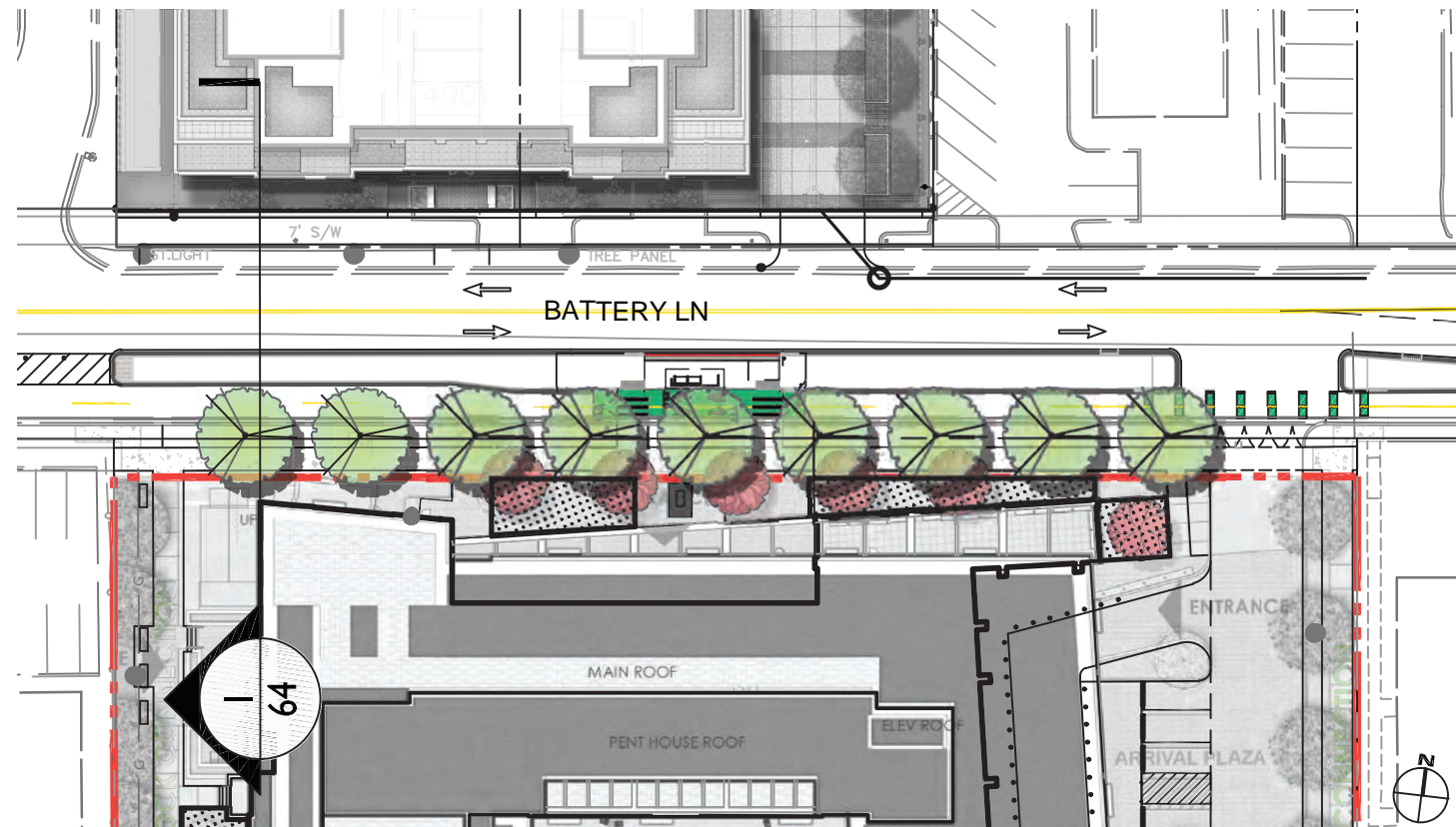


# I. PROPOSED BATTERY LANE ROAD SECTION

## EXISTING CONDITIONS







# I. PROPOSED BATTERY LANE ROAD SECTION - WEST CORNER SECTION

## EXISTING CONDITIONS

