

To: Maryland-National Capital Park and Planning Commission
 Bethesda Downtown Advisory Panel
 2425 Reedie Drive, 14th Floor
 Wheaton, MD 20902

Date: July 13th, 2022
Project: Battery District – Site C
RCI No: 0466N2

Battery District DAP #2 Revisions Changes:

Sheet No.	Change Mark Description
2	Updated Sheet Index & added sheets
4	Activation of South Side of Site
9	Activation of South Side of Site
10	Activation of South Side of Site
11	Activation of South Side of Site
15	Revised Architecture Tower Element
16	Revised Architecture Tower Element
17	Activation of South Side of Site and Dog Run Relocation
18	Activation of South Side of Site and Dog Run Relocation
19	Landscape & Architecture Material update
20	Revised Architecture Tower Element, Activation of South Side of Site & Dog Run Relocation
21	Revised Architecture Tower Element, Activation of South Side of Site & Dog Run Relocation
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23	Revised Architecture Tower Element, Activation of South Side of Site & Dog Run Relocation
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31	Background illustrative Site Layout & East-Side Section 2
32	Background illustrative Site Layout & SWM facility layout
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40	Background illustrative Rendering – Tower Element Update & Dog Run Relocation
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59	(New Sheet) Fire Department Access - Building Placement
60	(New Sheet) Contextual Pedestrian-Building Relationship
61	(New Sheet) Contextual Pedestrian-Building Relationship
62	(New Sheet) Contextual Pedestrian-Building Relationship
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64	(New Sheet) Contextual Pedestrian-Building Relationship

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Narrative/Responses to DAP Panel Comments

Applicant, Brown Development, Inc., provides this overview, which together with the updated presentation materials for the July 27th meeting, demonstrate how the Applicant is addressing the DAP Panel Comments of their meeting of June 22, 2022:

Comment #1: *Concerns how to activate the rear yard for safety of the connecting path in the rear yard between the two through block connectors.*

Response: As depicted on the updated Landscape Plan, Applicant has **added tables and chairs and outdoor grill stations to the Open Lawn – Urban space** located at the intersection of the West Through-Block Connector and the connecting path in the rear yard providing additional active space with eyes at grade on the rear yard path.

Applicant has **relocated the Dog Run to the rear yard** between the garage façade and the connecting path in the rear yard with the point of entry proposed from the connecting rear path. Residents can access the rear yard to get their pets to the Dog Run from either a stair on the southwest corner of the building next to the Open Lawn or from the east from the Lobby entrance at the Arrival Plaza or through the garage. This will provide activity from residents and their dogs moving through the east, west, and rear yards for extended hours of each day.

The **former Dog Run space** on the east has been delineated as a flexible use space that the Project can program for uses and games that meet the needs of the resident population and provides additional activity in the southeast corner of the site where the East Through-Block Connector and the connecting path in the rear yard transition to the existing sidewalk along the Police Station on Rugby Avenue.

Comments #2: *In the southwest green area, could there be more programming elements for those working from home?*

Response: The **Open Lawn – Urban space** in the southwest side of the site now includes outdoor seating areas as well as outdoor grill stations. This provides seating area for a myriad of users, including parents of children playing in the open lawn, dog-owners and dog-watchers lounging next to the dog-run, residents enjoying an outdoor meal, or a resident enjoying an additional outdoor workspace. As discussed at the June DAP meeting, the Project provides many outdoor spaces for those working from home to use, including the interior open-air courtyard, the second-level amenity plaza, the roof-top terrace, the resident terrace on the second level of the front façade trellis, and the expansive “front porch” area in the front yard.

Comment #3: *Northwest corner, can there be continuous green panel in this area?*

Response: The main utility connections and transformers are located at this corner of the building as show more clearly on the Landscape Plan.

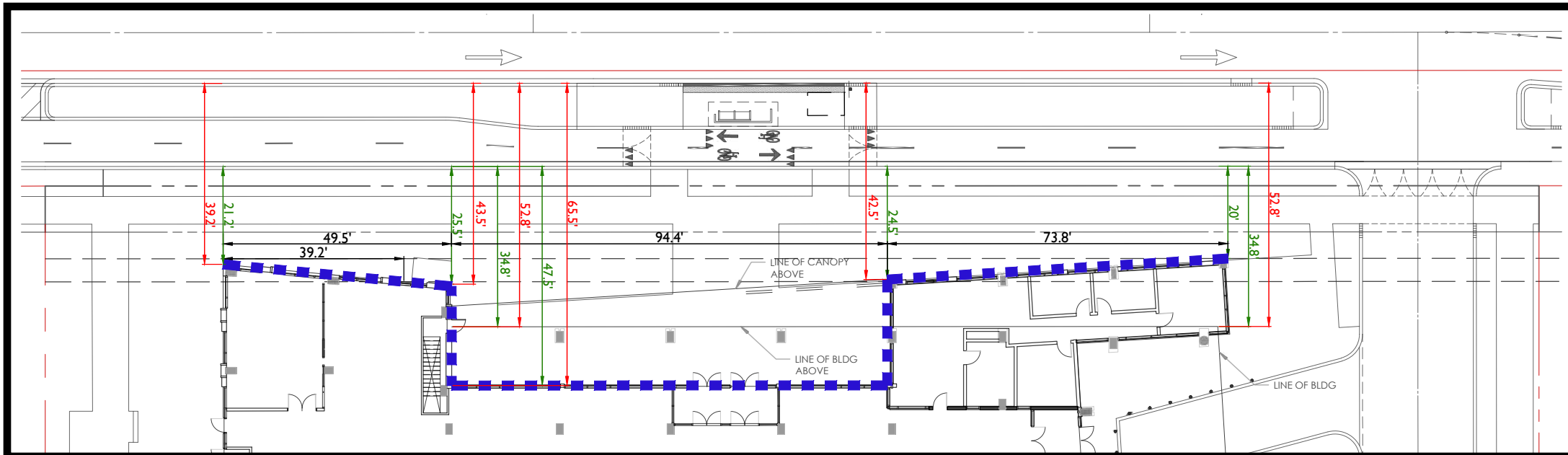
Comment #4: *Corner Tower element in the northwest corner - is there a way to differentiate the corner elevation and the tower top treatment, and the grounding, and the transition to the two-level units on the west and the two story building façade along the west and rear?*

Response: The corner tower element has been enhanced with design elements that are a composition of the vocabulary, color and materiality of the building base and the two-level unit on the west elevation. We have lightened the parapet band and capped the top with glass railing as well. To emphasize the tower element at the corner, we reduced the parapet height of the panel composition of the building façade flanking the tower. This articulation enhances and differentiates the tower from the rest of the building massing. Functionally, the transparency created at the corner with the glass railing is in-sync with the outdoor terrace area programmed to be on the roof of the tower element. The two-level units on the west and the two level façade on the rear now have a strong connection in color and materiality to the building base and corner element.

Comment #5: *Provide additional exhibits and information from a contextual basis regarding the setback along Battery Lane, the pedestrian experience along the building front façade elements, perhaps a street section and a diagram showing the fire code restrictions to setback.*

Response: Additional exhibits are provided to support the front building setback that varies in depth, height, and plane, to enrich the pedestrian experience along the front façade and to assist in understanding neighborhood context, including:

1. Battery Lane street sections reflecting the setbacks and the proposed buildings on the north and south side of Battery Lane as well as the wider sidewalk buffered by new street trees and a second row of trees and landscaping along the building face, the median separated cycle track, and travel lanes of Battery Lane. These sections include photos of existing conditions and dimensioned sections.
2. Perspectives along the Battery Lane sidewalk depicting the pedestrian experience and building activity and landscape areas along the front façade, including more detail on the “Front Porch” which is a seating area where the two story glass lobby entrance is recessed under the building to provide a wide active open space on the street.
3. Dimensioned Plan showing Fire Code restrictions resulting from the installation of the median separated cycle track on the south side of Battery which pushed the travel lane of Battery Lane further from the building and which travel lane curb certain Fire Code access dimensions are calculated.



Ground Level

Minimum Offset from Curb 20' East - 21.2' West

52% of Front Facade is within the 20'-25' Bethesda Downtown Guideline for Neighborhood Connector Street

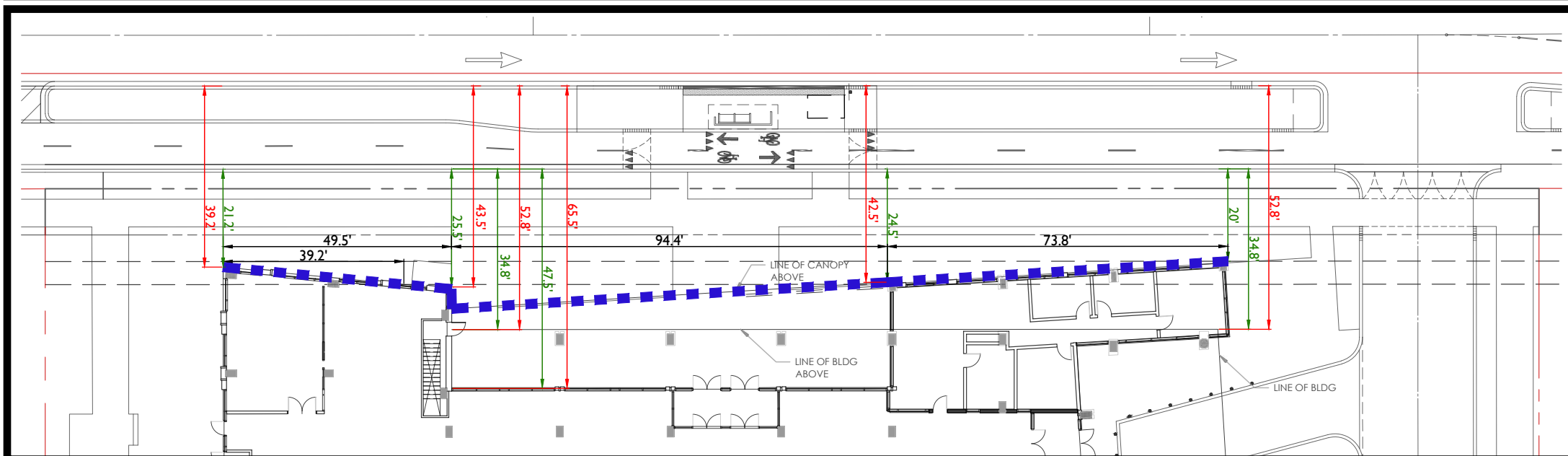
Westside Tower Base 21.2' - 25.5'

Front Porch 47.5'

Eastside Varena Base 20' - 24.5'

Weighted Average 33.5' setback from Cycle-Track curb

Weighted Average 51.5' setback from Roadway curb



Second Level Canopy

Minimum Offset from Curb 20' East - 21.2' West

52% of Front Facade is within the 20'-25' Bethesda Downtown Guideline for Neighborhood Connector Street

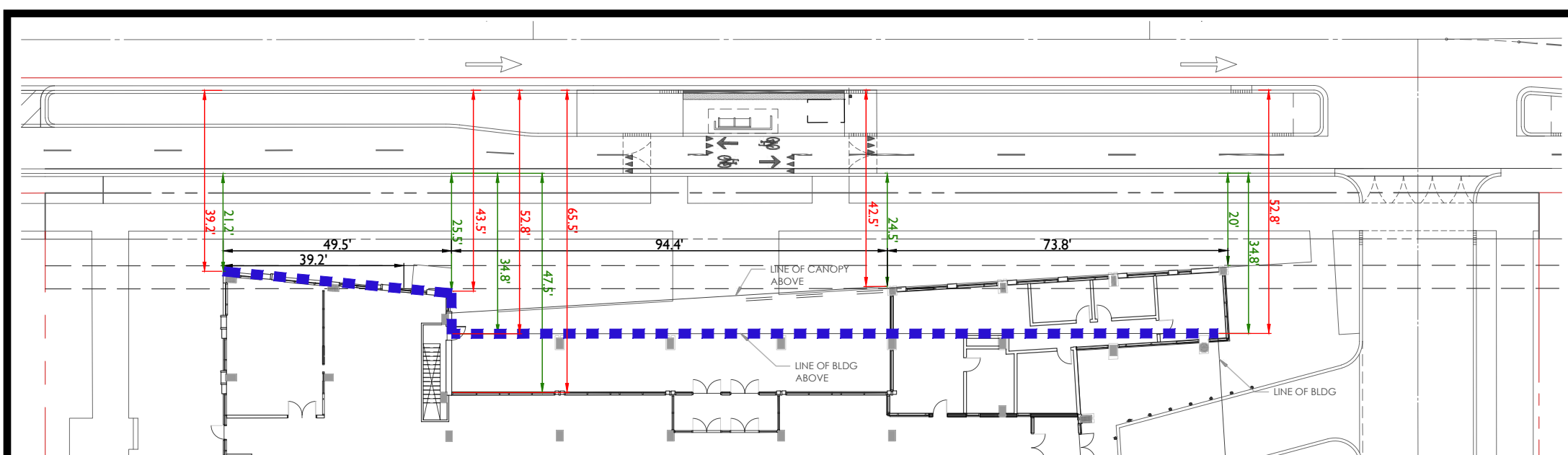
Westside Tower Base 21.2' - 25.5'

Front Porch 34.8' - 24.5'

Eastside Varena Base 20' - 24.5'

Weighted Average 25.7' setback from Cycle-Track curb

Weighted Average 43.7' setback from Roadway curb



Tower Level

Minimum Offset from Curb 34.75' East - 21.2' West

18% of Front Facade is within the 20'-25' Bethesda Downtown Guideline for Neighborhood Connector Street

Westside Tower Base 21.2' - 25.5'

Eastside Tower 34.75'

Weighted Average 32.1' setback from Cycle-Track curb

Weighted Average 50.1' setback from Roadway curb