

# Bethesda Downtown Design Advisory Panel (DAP)

## Submission Form (Revised March 2020)

### PROJECT INFORMATION

Project Name	4702 Chevy Chase Dr.
File Number(s)	No number yet assigned - Site Plan to be filed the week of December 2, 2022
Project Address	4702 Chevy Chase Dr., Bethesda, MD

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

### APPLICANT TEAM

	Name	Phone	Email
Primary Contact			
Architect	Lessard Design Inc. - Luz Del Mar Rosado - Design Director - 571-830-1841 - lrosado@lessarddesign.com		
Landscape Architect	MKSK Studios - Gaelle Gourmelon - 202.543.6550(office) 334.790.4508(cell) - ggourmelon@mkskstudios.com		

### PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF/FAR)	Requested BOZ Density (SF/FAR)	MPDU %
Project Data	CR-1.5,C-0.25,R-1.5,H-70	70' B.H.	82,000 sf	50,913 SF	15%
Proposed Land Uses	Residential				

### 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 Residential (Chevy Chase Dr. / Nottingham Dr.)

	Recommended	Provided	Alternative Compliance?
<b>Sidewalk Zone</b>			
Planting/Furnishing Zone	6'-0" - 8'-0"	6'-0"	
Pedestrian Thorough Zone	6'-0" - 10'-0"	6'-0"	
Frontage Zone	5'-0" - 8'-0" min.	8'-0"	
<b>Building Placement</b>			
Build-to Line (from street curb)	Chevy Chase Dr. = 20'-0" min Nottingham Dr. = 20'-0" min	Chevy Chase Dr. = 20'-0" min and +/- 26.31 average) Nottingham Dr. = 20'-0" min	
<b>Building Form</b>			
Base Height	Chevy Chase Dr. = 2-3 sto / 25'-35') Nottingham Dr. = (ref to note*)	Chevy Chase Dr. = 3 sto / +/- '28-0" measured from top of curb at Nottingham Dr. Nottingham Dr. = (ref to note**)	
Step-Back	Chevy Chase Dr. = 15'-0" min Nottingham Dr. = (ref to note*)	Chevy Chase Dr. = 1'-6" min. (varies) Nottingham Dr. = (ref to note**)	Yes, 1'-6" setback min. ( varies)

### 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?
<b>Tower</b>			
Separation Distance	45-60'	building under 120' - limited property size	Yes, design will mitigate visual impact by adding visual interest
Step-Back	Chevy Chase Dr. = 15'-0" min Nottingham Dr. = (ref to note*)	Chevy Chase Dr. = 1'-6" min. (varies) Nottingham Dr. = (ref to note**)	Yes, 1'-6" setback min. ( varies)
Bulk Reduction Methods	limited footprint, Variation in heights, limit apparent face, modulate and articulate facades		

Note\* - Nottingham Dr. = confronting a residential detached zone Montgomery Co. Code Ch.59 Sec. 4.1.8 Compatibility Requirements

Note\*\* - Nottingham Dr.  
Setback at property line = 0'-0", height allowed in confronting zone = 35'-0"  
45 degree angle starts at 35'-0"

### IS THE PROJECT LOCATED IN A DISTRICT 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): 25 points

- 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





**4702 Chevy Chase Drive  
DAP Submission  
Site Plan  
Project Description**

**I. Introduction**

Winthrop Investment Group, Inc. (the “Applicant”) is submitting this application to receive input from the Design Advisory Panel (“DAP”) on the Site Plan for the property located at 4702 Chevy Chase Drive (the “Property”).

The DAP reviewed the proposed development of the Property on July 22, 2020 in connection with Sketch Plan Application No. 320210010. The Applicant now is seeking Site Plan approval for the project.

**II. Project Narrative**

**A. General Information**

The Property is a through lot that fronts on Chevy Chase Drive and extends southward to Nottingham Drive. It is located at the very southern end of the Bethesda Downtown Sector Plan Area (the "Downtown Area") – Nottingham Drive is the southern boundary of the Downtown Area. The Property is located just 100 feet west of the intersection of Bradley Boulevard and Wisconsin Avenue, within the South Bethesda District as identified by the *2017 Approved and Adopted Bethesda Downtown Plan* (the “Sector Plan”). The Property is identified as “Part of Lots 3 and 4, Bradley Hills Section 1” subdivision, and contains a gross tract area of 20,725 square feet and a net lot area of 17,270 square feet. The Property is currently improved with a single family house used for a medical office.

The Applicant is proposing to redevelop the Property with an 82,000 square foot building containing 49 residential units, with an overall height of 70 feet (the “Project”). The Project will include a minimum of 15% Moderately Priced Dwelling Units ("MPDUs"). The Site Plan represents a reduction in the overall square footage and the number of units; the Sketch Plan proposed 85,000 square feet and up to 70 units.

The Property is zoned CR-1.5, C-0.25, R-1.5, H-70.

**B. Design Overview**

In terms of the building architecture, the focus is to provide a high-quality design by creating an elegant and sophisticated composition that is complementary to its residential use and context. The design will implement a series of massing step backs, changes in elevation planes and variation of elements in the façades that will create visual interest and rhythm, and the composition will provide an appropriate human scale. By implementing these techniques and

combining a level of transparency on the ground floor, the pedestrian environment will be enhanced.

The Neighborhood Residential Street façade on the north elevation has the formal three-story entrance in cast stone with setback at the fourth floor. The upper four floors have varied depths of setbacks as noted in Section III narrative below. Façade treatment is masonry with a four story “greenhouse” corner unit living space in metal panel with extensive glazing as well as balconies at each floor.

The north elevation is the front façade on Chevy Chase Drive and has high transparency into the formal lobby and main entry to the building. A green “living” wall will be located in the lobby and aligned to be visible from outside. The main entry will have a canopy over the front steps that leads to a covered outdoor landing. Accessible access will be provided at the east elevation of the lobby entrance directly from the north south connector walkway from Chevy Chase Drive to Nottingham Drive.

The east façade is composed of a series of horizontal steps that provide a transition from the full seven story height at Chevy Chase Drive on the north to the façade facing Nottingham Drive, the residential street at the south. Masonry details and color is used to articulate the facades at the third, fourth sixth and seventh floors. The use of balcony recesses and metal panel wall treatments at the three stepped upper floors starting at the setback terraces creates transition for the masonry steps. The first floor will have walk-out patios along the north-south connector walkway as well as landscape areas for trees and planting beds.

The south façade setback terraces move the upper masonry wall massing away from the street and is framed with the metal panel at the east and west corner. The grade terraces are set below the street level with one access stair centered on the façade and flanked by landscaped and railing screening which reduces the visual height of the Nottingham Drive street-front facade. Privacy fencing encloses the west elevation side yard and planting is located at both corners of the building to increase the depth of the public streetscape greenspace.

The west elevation has masonry wrapping from the front façade and articulated with metal panels to recall windows at the party wall portion of the building. A setback wall area with windows for units occurs at the three-story massing. The southern portion of the west elevation has the four-story masonry massing, then changes to metal panel reflecting the east façade. Greenspace at grade is enclosed for privacy for residents in units and amenity areas by a masonry pier and metal screen fence.

Selected materials are a rich palate of light color cast stone façade and trim details, a blended brick featuring a warm range of grays, dark warm color metal used for panels, mullions, balconies, canopies and rails, concrete pavers and masonry at the unit terraces and amenity spaces. Rooftop terraces will have landscaped dividers surrounding outdoor ‘living rooms’ with natural material screens and trellises.

Chevy Chase Drive is designated a Neighborhood Residential Street in the Design Guidelines and the Project will provide streetscape improvements consistent with the Design

Guidelines. Specifically, the proposed streetscape includes a six (6) foot planting/furnishing zone and a nine (9) foot pedestrian through zone.

### **C. Responses to DAP Sketch Plan Comments**

Since the Sketch Plan DAP meeting in July 2020, the Applicant has made some significant changes in response to the comments from the DAP Committee and the nearby residents, including:

- Number of units has decreased from 70 to 49.
- As a result of the decrease in the number of units, there is no longer a need for a loading bay. Previously, the loading was located off of Nottingham Drive, which was of concern to the Nottingham Drive residents.
- The trash pick-up has been relocated to Chevy Chase Drive.
- There are no “back of house” operations off of Nottingham Drive.
- The sidewalk along the Nottingham Drive frontage has been extended to the west to provide a connection to the park from Chevy Chase Drive, via the north-south connection on the eastern side of the Property.
- Green open space has been added to the southwest corner of the Property.
- Articulation along the western façade has been added.
- The façade along Chevy Chase Drive was revised to enhance the formal three-story base with cast stone detailing that turns the corner onto the east elevation.

These revisions directly address the DAP Panel’s four recommendations that included provide options for massing along Chevy Chase Drive; develop options for loading; explore the treatment of the Nottingham Drive facade in terms of the pedestrian unit entries; and explore a potential park connection from Chevy Chase Drive.

### **III. Bethesda Downtown Plan and Bethesda Downtown Plan Design Guidelines**

The Project furthers many of the goals of the Design Guidelines, including:

#### **A. Neighborhood Residential Street**

Both Chevy Chase Drive and Nottingham Drive are designated Neighborhood Residential Streets. The Project complies with the building placement recommendations by setting back a minimum of 24.5 feet from the Chevy Chase Drive curb and 20 feet from the Nottingham Drive curb. Along Nottingham Drive, the building design complies with both the recommendations of the Design Guidelines and the height compatibility requirements of the Zoning Ordinance by providing a series of step-backs from approximately 8 feet to 11 feet in depth (varies) beginning



at a height of 35 feet. The result is a cascading of the southern façade, with that portion of the building with the maximum height of 70 feet being set back approximately 50 feet from the curb.

Along the Chevy Chase Drive frontage, the building complies with the recommended building base height up to the third story. The building employs an upper-story step back across the entire frontage, beginning at the fourth floor. A step-back of 10 to 15'-8" feet is provided in the northwest corner of the building for approximately 20 feet, while an 8 foot step-back is provided in the northeast corner of the building. Along the remaining center portion of the front façade, the upper story step-back ranges from 6 feet to 4.5 feet. The step-backs, in concert with the varying façade depths and massing strategy, address the goals of the Design Guidelines by providing vertical breaks that limit and articulate the upper story face of the building and reinforce the base.

#### **B. Base: Building Placement, Street Activation, Variation and Articulation,**

The building is located 20 feet from the back of curb along Nottingham Drive. Along Chevy Chase Drive, the building is located a minimum of 24.5 feet from the back of curb. The frontages will include a high-level of transparency and balconies or terraces that will be oriented along both frontages. The building's street frontage presence along Nottingham Drive will be highlighted by an entrance leading directly to the two ground-floor units and includes accompanying patio space. The Chevy Chase Drive façade provides a three-story base and employs a series of vertical and horizontal breaks as well as undulations in the façade to add visual interest to the façade and break up the mass.

#### **C. Tower Separation, Stepback**

While the building is only 68'-8" feet in height, it nonetheless incorporates a base/tower design concept. Along the Chevy Chase Drive façade, a base of three stories is provided with a varied stepback between 4.5 feet and 15'-8" feet provided at the fourth floor. The base is highlighted by the consistent use of the façade material on floors one through three and a change of materials for the upper stories and the use of a cornice line above the third floor.

#### **D. Green Cover**

In terms of green cover, the Design Guidelines recommend that a minimum of 35 percent green cover be provided. The Property meets this requirement by providing an intensive green roof which is eight inches deep, covering 35 percent of the roof, and providing perimeter landscaping.

#### **E. Environmental Site Design**

The Project utilizes environmental site design measures to address stormwater management, including the integration of one of the ESD toolbox items from the Bethesda Downtown Plan Design guidelines: green roof. The proposed green roof thickness is 8 inches to maximize ESD treatment on an otherwise small rooftop that will also have a rooftop amenity areas and mechanical equipment.

#### **IV. Exceptional Design Narrative**

The Project seeks 25 Public Benefit Points for Exceptional Design. The Project's design is in compliance with the intents and prescriptions of the Bethesda Downtown Plan Design Guidelines. The Project meets all of the criteria established by the Zoning Ordinance and the Commercial/Residential and Employment Incentive Density Implementation Guidelines for Exceptional Design. Each are addressed below:

##### **1. Providing innovative solutions in response to the immediate context.**

The Property is relatively small and has the additional challenge of being situated at the edge of the Downtown Plan area as a through lot with frontage on two very different streets. The Project responds creatively to having its "back door" adjacent to the single-family residential neighborhood by including the series of tiered step-downs along the southern façade that bring down the scale of the Project and providing two entrances directly onto Nottingham Drive to enhance the small-scale residential feel of the building. In contrast, the front façade of the Project is appropriately designed and scaled to respond to the building's location within the Downtown Plan area.

The eastern side yard, resulting in part from the location of the utility easement, will be heavily landscaped and the ground floor units in this area will have direct access to the eastern side yard and will be enhanced with private patios. A north-south path open to the public will provide a desired-midblock connection in this area.

The Project has been designed to provide residents as much outdoor space as possible with balconies and/or terraces on all four facades and ground floor patios along the eastern and southern facades. For those units that do not benefit from either a balcony or a terrace, the Project includes seven privately screened rooftop terraces. These private roof top terraces are in addition to the public roof top terrace located outside of the rooftop amenity room that will be provided for the benefit of all residents.

##### **2. Creating a sense of place and serves as a landmark.**

The Project will be the first new building constructed in this area of Bethesda (the area south of Bradley Boulevard and west of Wisconsin Avenue) in decades. This fact in and of itself will cast a spotlight on the building. The building is designed with a classic, sophisticated style that responds to the very different neighborhoods along its southern and northern facades. The provision of the mid-block connection that was requested by many of the area residents will help the building create a sense of place and serve as a landmark.

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

The building will be setback approximately 24 feet from the curb along Chevy Chase Drive and this entire space will be designed to read as public space and welcome the public. This area, which strictly complies with the Design Guidelines, will set the precedent for any future development in the area. The mid-block connection through the Property creates an additional public realm and responds to the requests of the nearby residents for a pedestrian path

to facilitate movement from the Nottingham Drive and Nottingham Park area to downtown Bethesda.

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

The design of the building includes high quality materials that are durable, unobtrusive and recognizable by the community to complement the residential uses within the Bethesda Downtown Area neighborhood. These high-quality materials are light multi-toned brick, architectural stone, dark metal panel, large format windows and glass or ornamental metal railings. Although recognizable materials are being proposed, the simplicity of the color palette, contrasted with the material colors and textures, and their detailed application, such as cornices, plane recesses, banding and edges, results in a unique and elegant composition of the façade design that includes a visual rhythm and sophisticated look.

In terms of forms, the stepped and cascading massing of the building provides significant shape variation and articulation as well as opportunities for individual private terraces along Nottingham Drive. Along Chevy Chase Drive the building proposes a step back at the third floor which is consistent with the Design Guidelines recommendations and reinforces a base and top design approach. The ground floor of the building facing Chevy Chase Drive provides a variety of plane changes and its highly transparent which adds interest, depth and enhances the pedestrian experience. Varying changes in plane will also be provided in other portions of the building as a strategy to break the mass and provide a better human scale. These varying planes, forms and articulation techniques will result in a building where each floor plate is unique which will add to the building's form and promote uniqueness.

5. Designing compact, infill development.

The single-family house on the Property is *the only* single-family house within this entire area of Bethesda – from Wisconsin Avenue on the east to the Capital Crescent Trail on the west and Chevy Chase Drive on the south and Bradley Boulevard on the north. The area, but for the Property is replete with multifamily buildings and townhouses. The Property, at only 17,270 square feet, is a classic infill site. The building has been designed in a compact manner, taking into account the Zoning Ordinance development standards, the Design Guidelines and the easement that runs north-south along the eastern portion of the Property.

6. Integrating low-impact development methods into the overall design of the site and building.

The Project converts a single-family structure devoted to medical office use to 49 residences that will utilize the existing infrastructure of the Bethesda Downtown Area. The development will include stormwater management by utilizing a green roof to minimize the impact of development. In addition, the Applicant will work with an energy efficiency consultant to ensure the Project's compliance with the Green Construction Code. In addition, the Project will include:

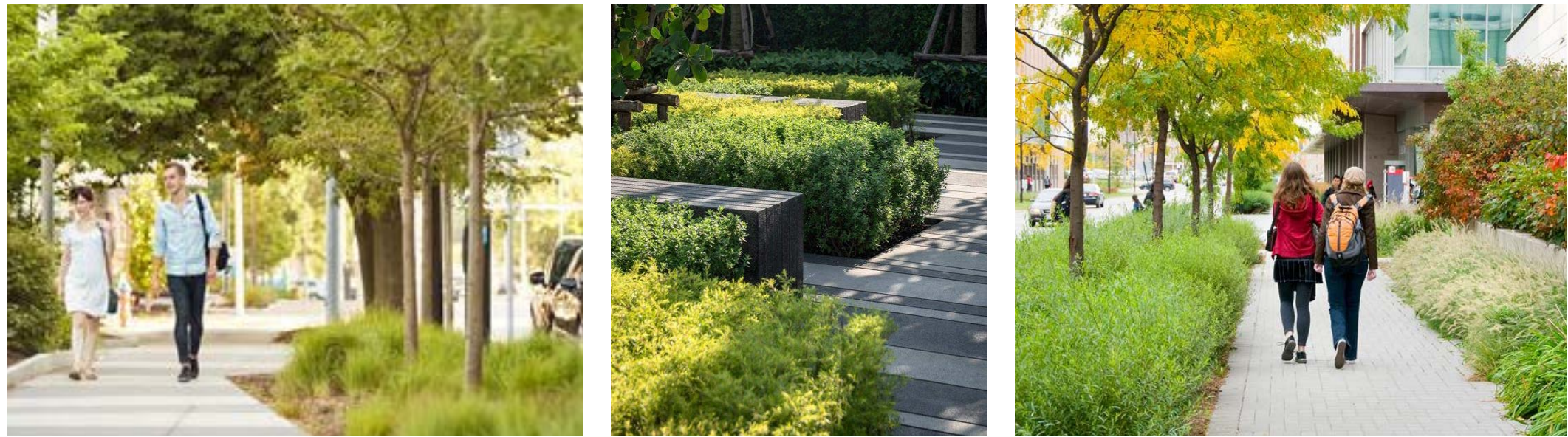


- (a) Structured Parking – All of the parking will be provided in a below grade, two-level structured parking facility.
- (b) Recycling Facility Plan – In addition to the required recycling measures, the Applicant plans to work with the Department of Environmental Protection to provide additional recycling measures.
- (c) Vegetated Roof – The building proposes an intensive green roof with a depth of eight inches that will cover 35 percent of the roof.

## **V. Conclusion**

The Applicant is extremely excited to be able to move forward with this Project, in this most southern district of Downtown Bethesda. The Applicant and its development team believe that the revisions to the design made since the last presentation to the DAP are responsive to the comments from the DAP committee, M-NCCPPC Staff and the Planning Board, and substantially respond to the goals and recommendations of the Bethesda Sector Plan and Design Guidelines. We look forward to appearing before the DAP in connection with the Site Plan application.

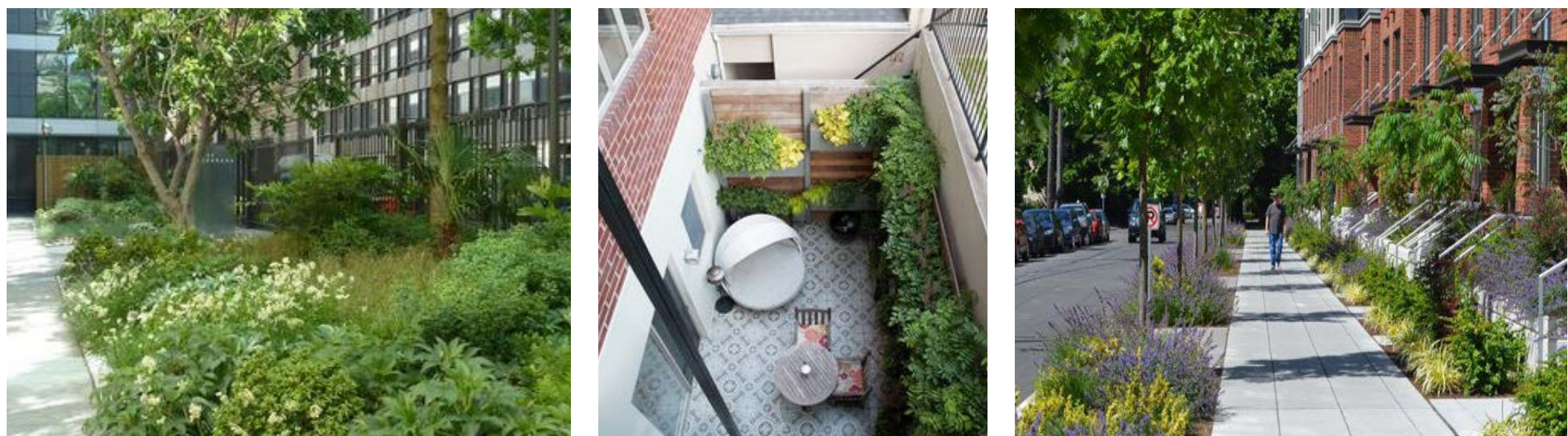




5 CHARACTER IMAGES - CHEVY CHASE DRIVE



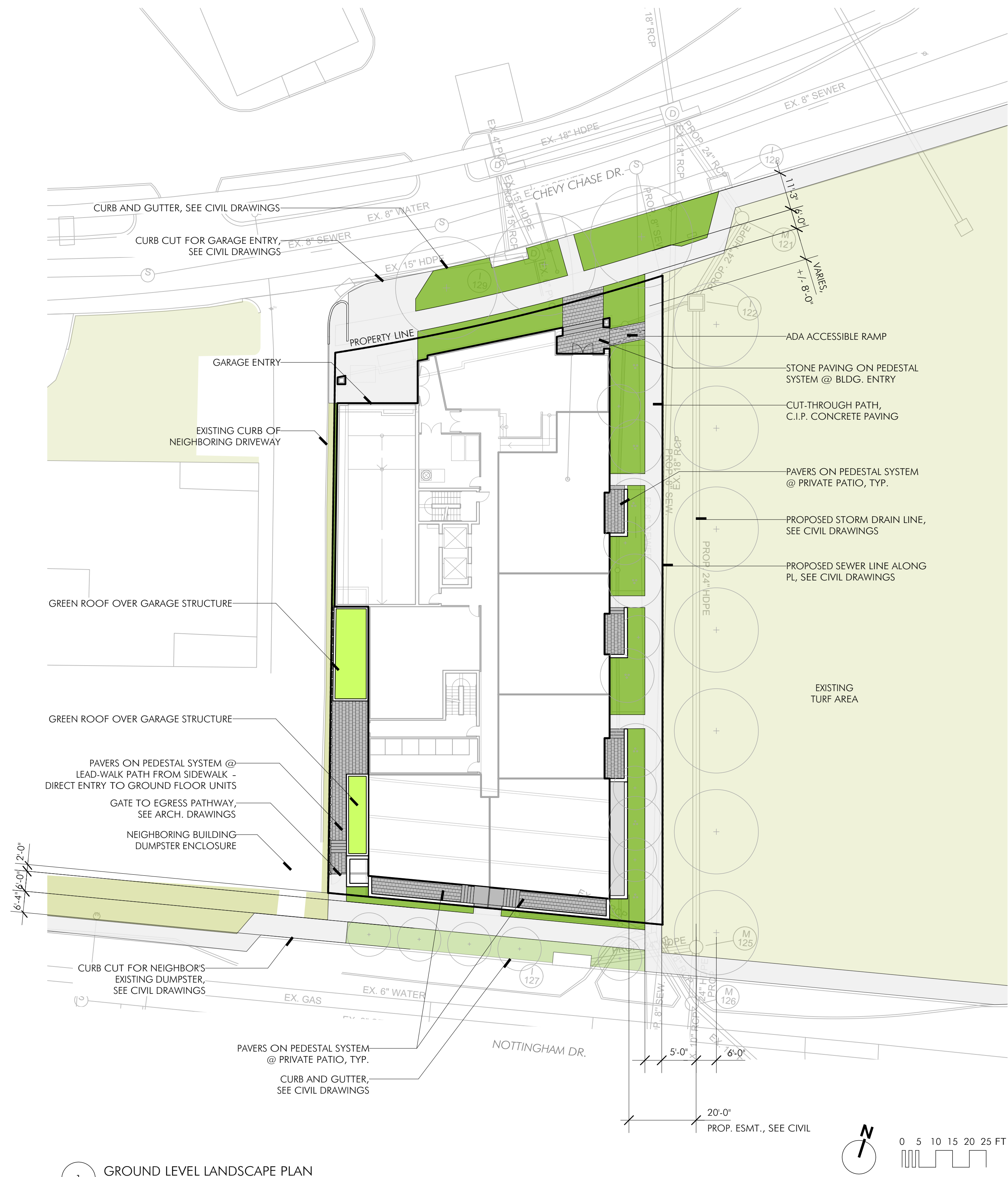
4 CHARACTER IMAGES - EASTERN EDGE



3 CHARACTER IMAGES - NOTTINGHAM DRIVE



2 CHARACTER IMAGES - WESTERN EDGE



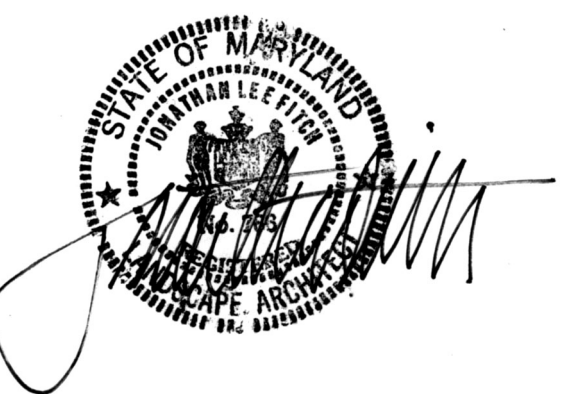
1 GROUND LEVEL LANDSCAPE PLAN  
Scale: 1" = 20'-0"

**LAB**  
LANDSCAPE ARCHITECTURE  
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202.543.6550

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WINTHROP INVESTMENT GROUP  
1320 OLD CHAIN BRIDGE ROAD  
MCLEAN, VA  
CONTACT: HANS SCHMIDT  
TEL: 703-356-7975

REVISIONS:		
No	Date	Note
	08/12/20	SKETCH PLAN
	10/08/20	REVISED SKETCH PLAN
	8/31/2022	DESIGN ADVISORY PANEL PLAN

SEAL / SIGNATURE



## 4702 CHEVY CHASE DRIVE SKETCH PLAN

4702 CHEVY CHASE DRIVE  
BETHESDA MD

PROJECT No. 1107  
DRAWN BY: GG  
CHECKED BY: JF

## OVERALL LANDSCAPE PLAN

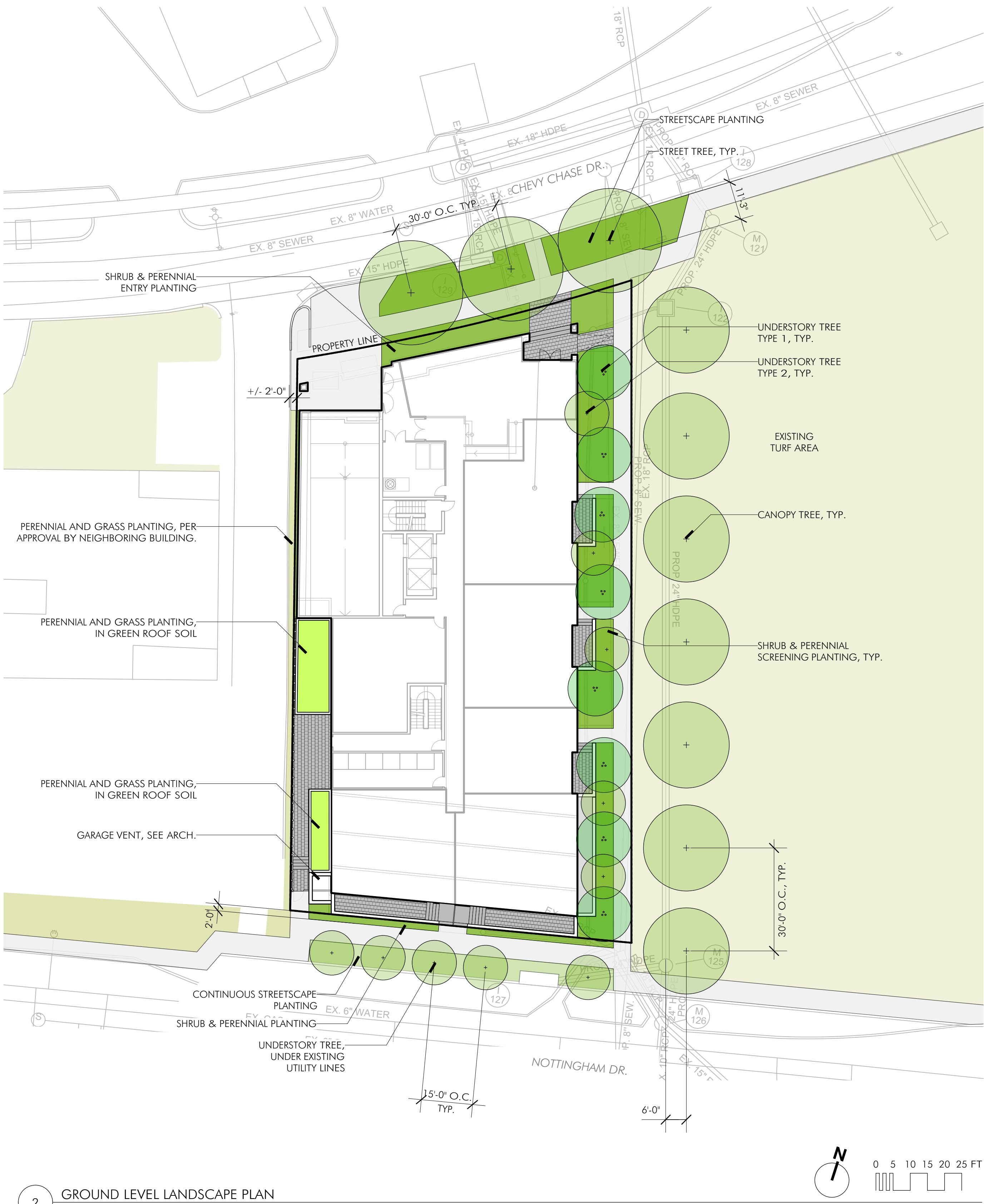
SCALE: 1" = 20'-0"

SHEET NO.

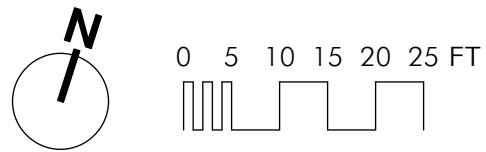
L.01



Plant Options		
Latin Name	Common Name	Mature Spread
STREET TREES		
<i>Tilia americana</i>	Basswood	30' to 50'
<i>Quercus phellos</i>	Willow Oak	40' to 60'
<i>Cladrastis kentuckea</i>	Yellowwood	25' to 35'
CANOPY TREES		
<i>Acer rubrum</i>	Red Maple	30' to 50'
<i>Nyssa sylvatica</i>	Blackgum	20' to 30'
<i>Sassafras albidum</i>	Sassafras	25' to 40'
UNDERSTORY TREES		
<i>Cercis canadensis</i>	Eastern Redbud	25' to 35'
<i>Magnolia virginiana</i>	Sweetbay Magnolia	10' to 35'
<i>Chionanthus virginicus</i>	Fringe-tree	12' to 20'
SHRUBS		
<i>Ceanothus americanus</i>	New-Jersey Tea	3' to 5'
<i>Aronia arbutifolia</i>	Red Chokeberry	3' to 4'
<i>Myrica cerifera</i>	Bayberry	8' to 10'
<i>Hydrangea quercifolia</i>	Oak-leaf Hydrangea	6' to 8'
NOTES: 1. FINAL STREET TREE, CANOPY & UNDERSTORY TREE, SHRUB & PERENNIAL SPECIES TO BE DETERMINED AT SITE PLAN REVIEW.		



2 GROUND LEVEL LANDSCAPE PLAN  
Scale: 1" = 20'-0"



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	10/08/20	REVISED SKETCH PLAN
	8/31/2022	DESIGN ADVISORY PANEL PLAN

SEAL / SIGNATURE

4702 CHEVY CHASE DRIVE  
SKETCH PLAN

4702 CHEVY CHASE DRIVE  
BETHESDA MD

PROJECT No. 1107  
DRAWN BY: GG  
CHECKED BY: JF

PLANTING PLAN

SCALE: 1" = 20'-0"

SHEET NO.

L.02





New midblock path increases connectivity between residential neighborhood and commercial strip along Wisconsin Ave.

ADA accessible access to front and back doors

Extension of sidewalks along Nottingham Drive and Chevy Chase Dr. improves connectivity along public streetscape



Intensive green roof slows stormwater and reduces runoff

Permeable planted areas on ground level increases infiltration of stormwater

Increased tree cover reduces runoff, stabilizes ground and improves infiltration



Green roof cools building and reduces energy consumption

Trees around perimeter of building increase shade and reduce energy consumption

Landscape lighting features energy efficient lighting



New street trees mirror existing street trees along Nottingham Drive

Lush planting along North and East sides frame architecture and tie it into the neighborhood scale

Streetscape and sidewalk dimensions are in line with Bethesda Downtown Plan Design Guidelines for a Neighborhood Residential Street



New midblock path to connect neighborhood to downtown



Trees increase shelter and food for birds and insects; planting palette favors native species to support biodiversity

Views and contact with nature reduce stress

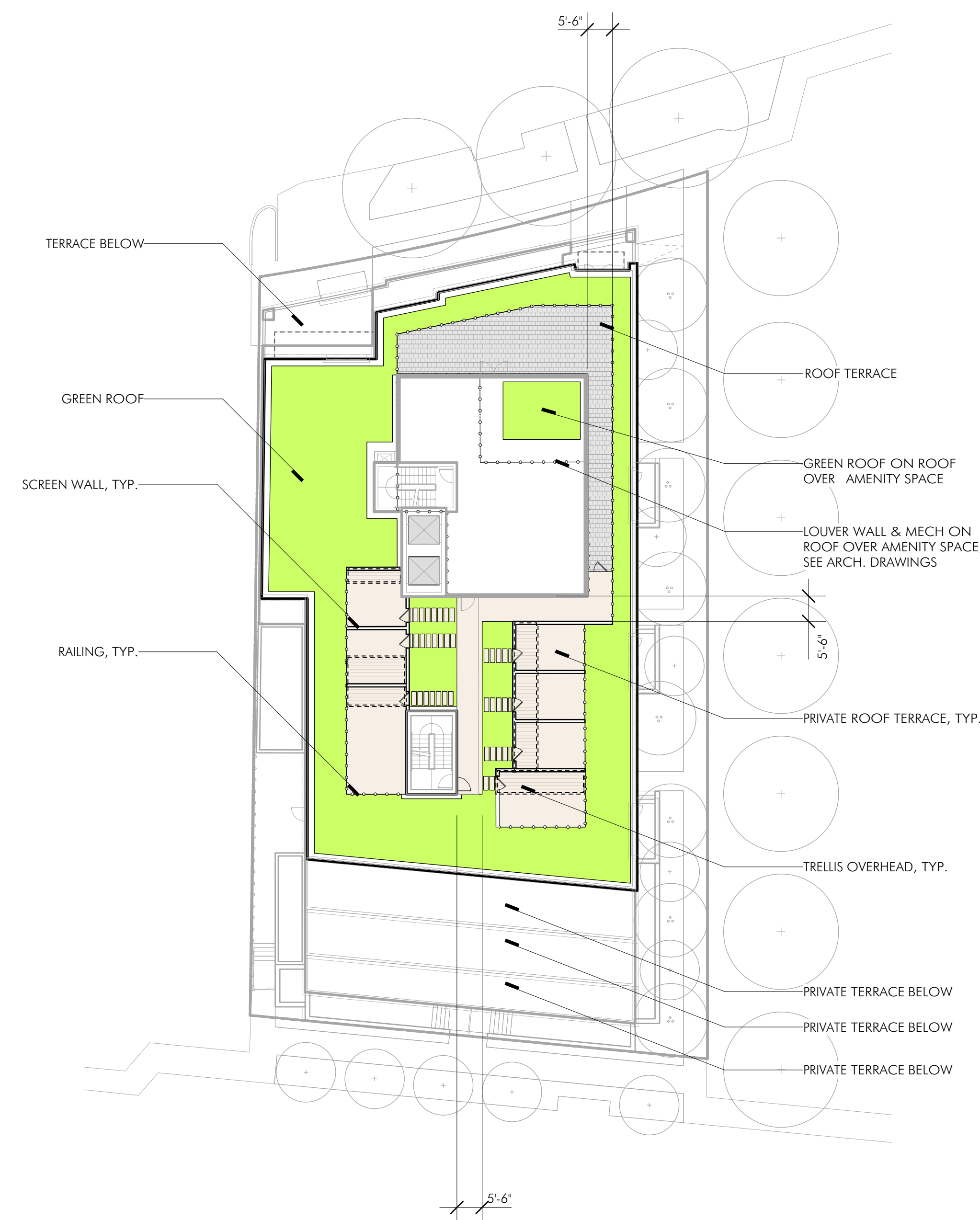
Screened private outdoor spaces create sense of refuge (stress reduction) while communal outdoor spaces create sense of connection

Raised outdoor spaces give feelings of prospect (linked with feelings of safety and control)

Intensive green roof provides plant biodiversity

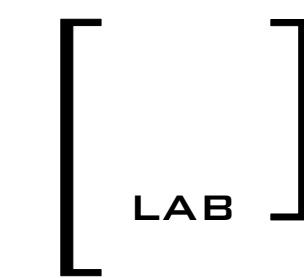
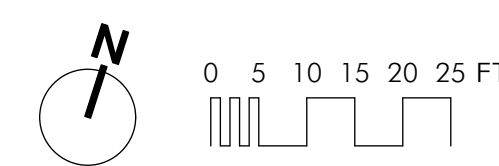
Natural and natural analog materials add familiarity and promote biophilic connection to space

## BETHESDA DOWNTOWN STANDARDS PRIORITIES



## ROOF LANDSCAPE PLAN

Scale: 1" = 20'-0"



LANDSCAPE ARCHITECTURE  
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714 7TH ST SE  
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202.543.6550

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## REVISIONS:

No	Date	Note
08/12/20	08/12/20	SKETCH PLAN
10/08/20	10/08/20	REVISED SKETCH PLAN
8/31/2022	8/31/2022	DESIGN ADVISORY PANEL PLAN
10/12/2022	10/12/2022	DESIGN ADVISORY PANEL REVISED

SEAL / SIGNATURE



## 4702 CHEVY CHASE DRIVE SKETCH PLAN

4702 CHEVY CHASE DRIVE  
BETHESDA MD

PROJECT No. 1107  
DRAWN BY: GG  
CHECKED BY: JF

## ROOF LANDSCAPE PLAN & PROJECT PRIORITIES

SCALE: 1" = 20'-0"

SHEET NO.

L.03

DESIGN ADVISORY PANEL SUBMISSION

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01



02



03



04



KEY PLAN





05



06



07



08



KEY PLAN

## EXISTING CONTEXT

DESIGN ADVISORY PANEL STAFF SUBMISSION

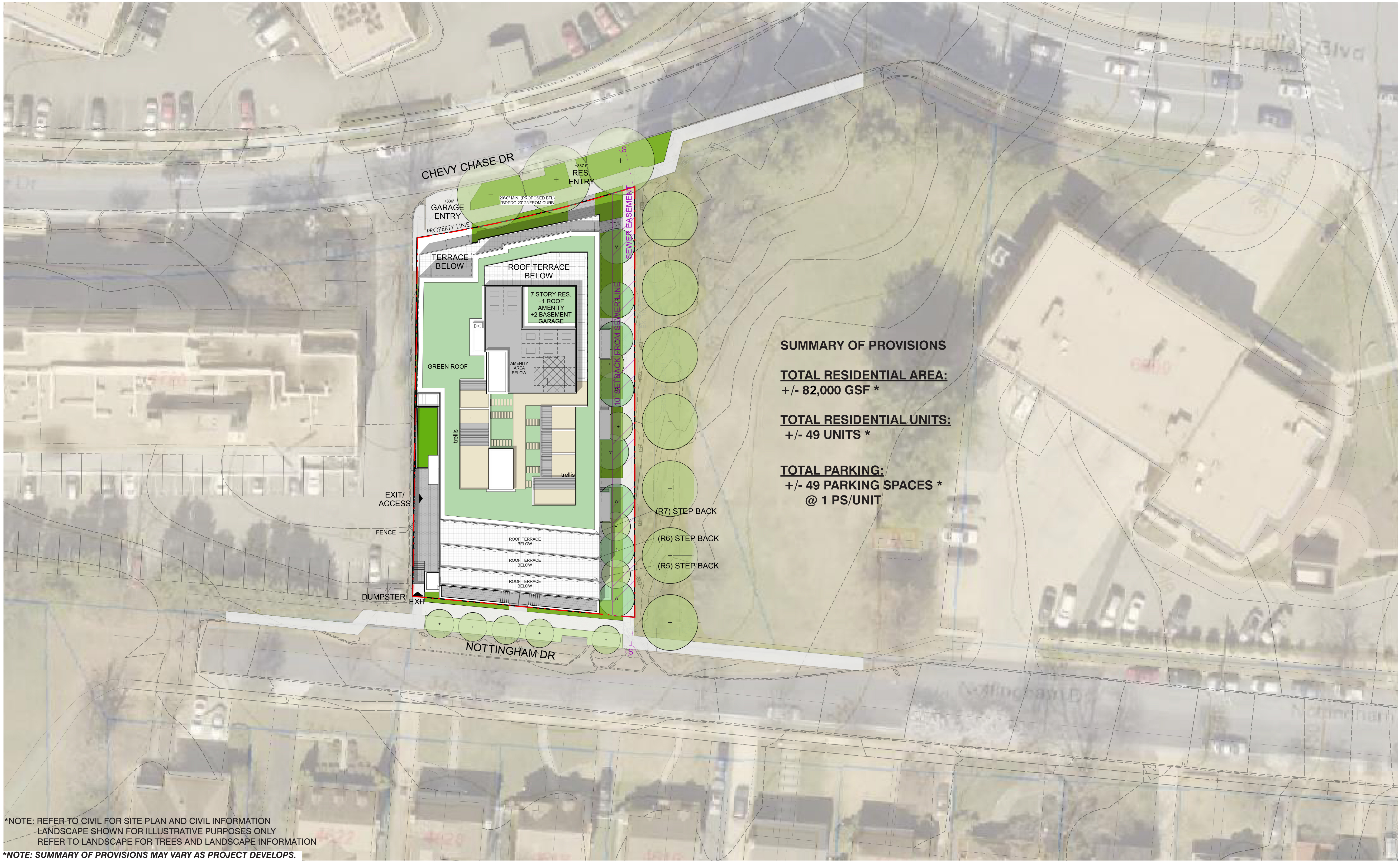
4702 CHEVY CHASE DR.  
The "GreCo"  
BETHESDA, MD

WINTHROP INVESTMENT GROUP

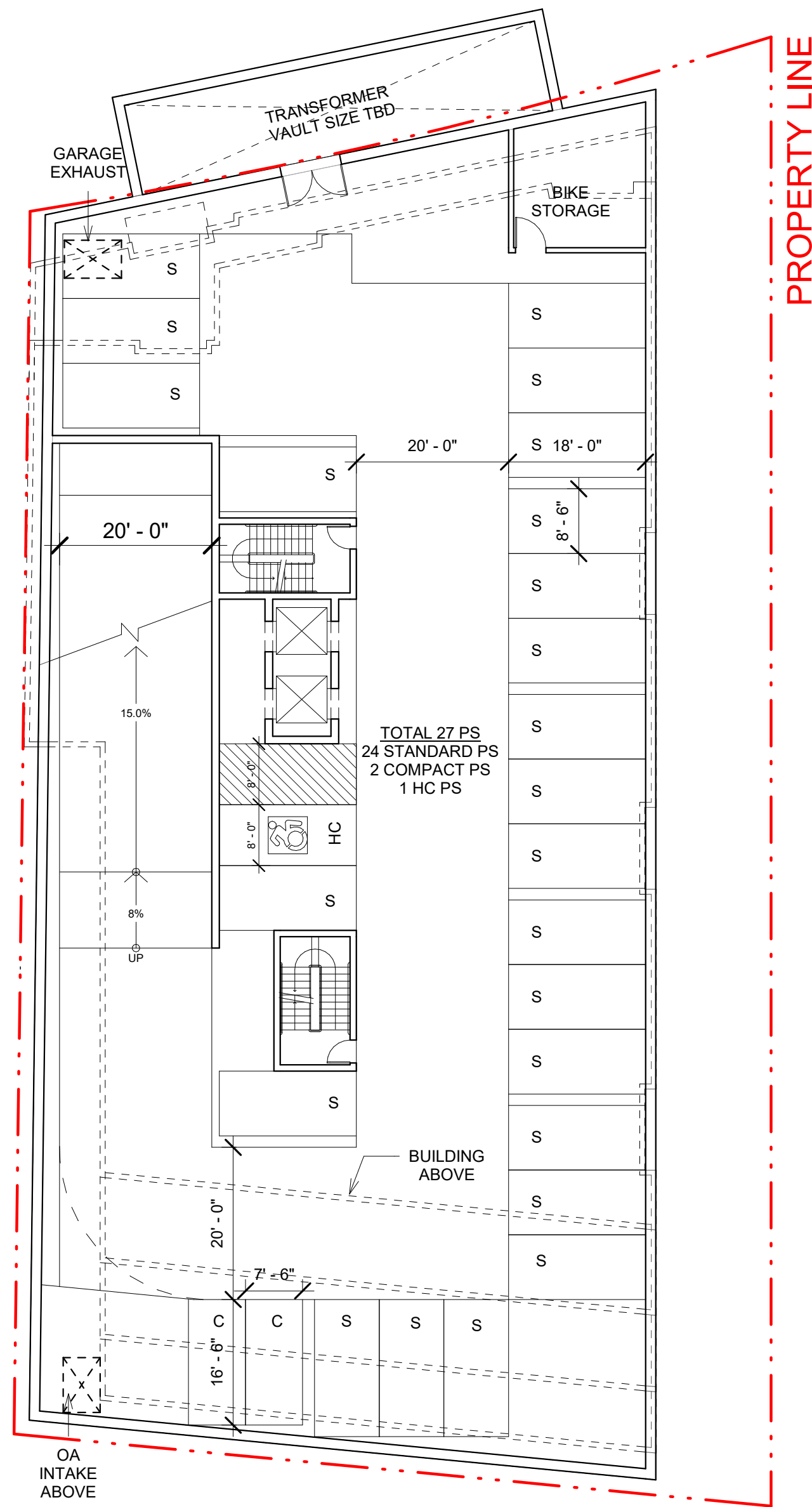
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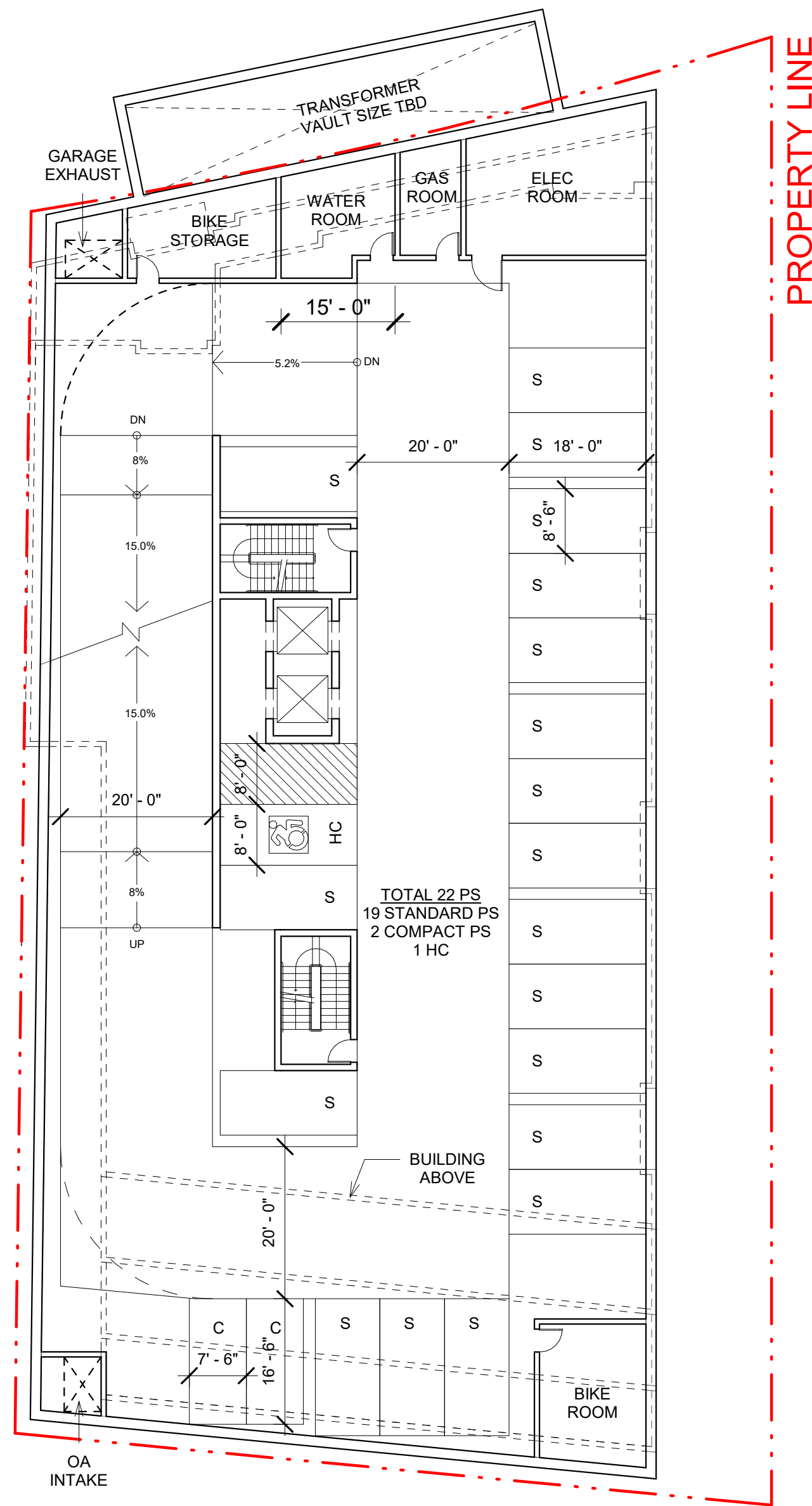




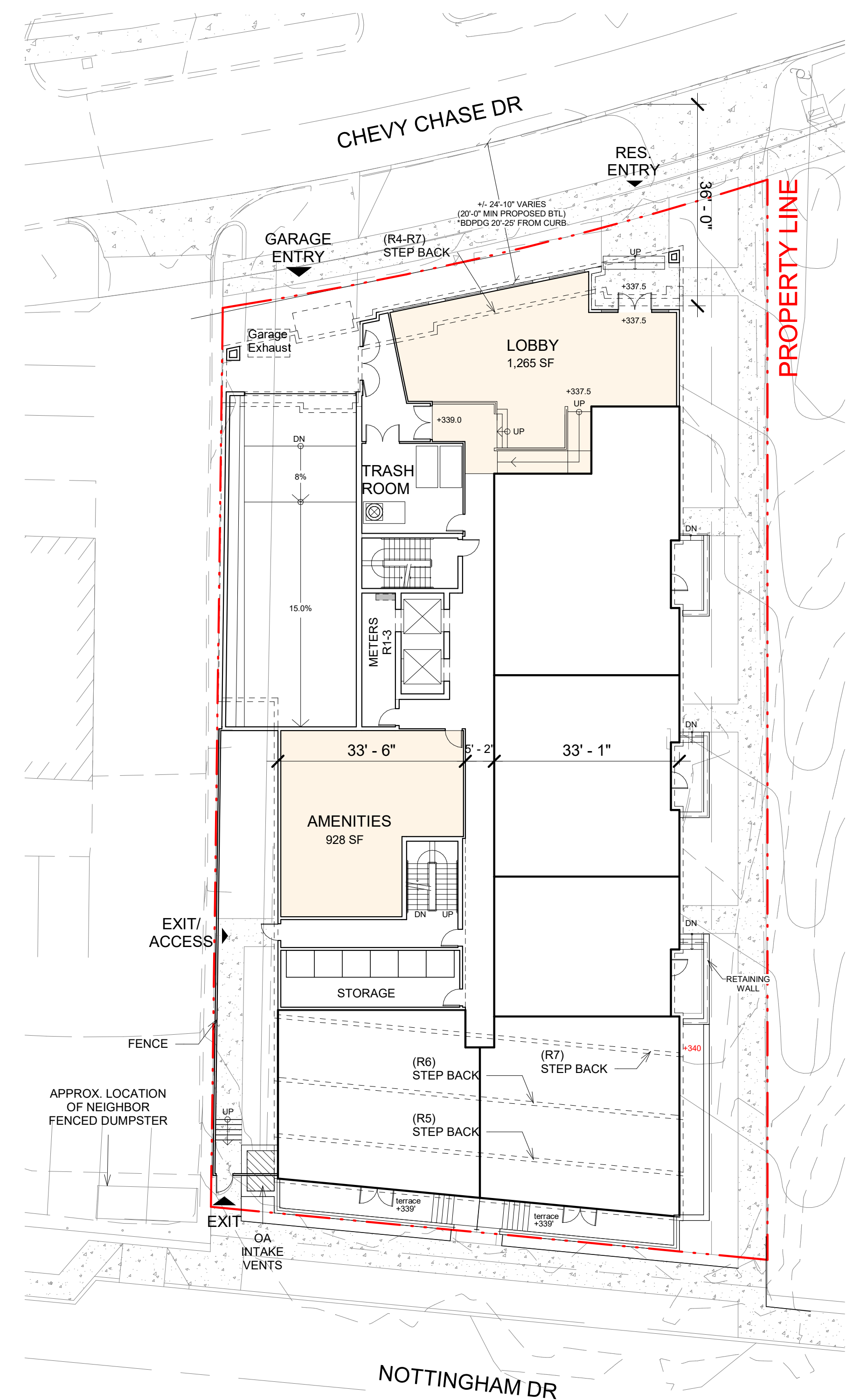




BASEMENT FLOOR PLAN B2

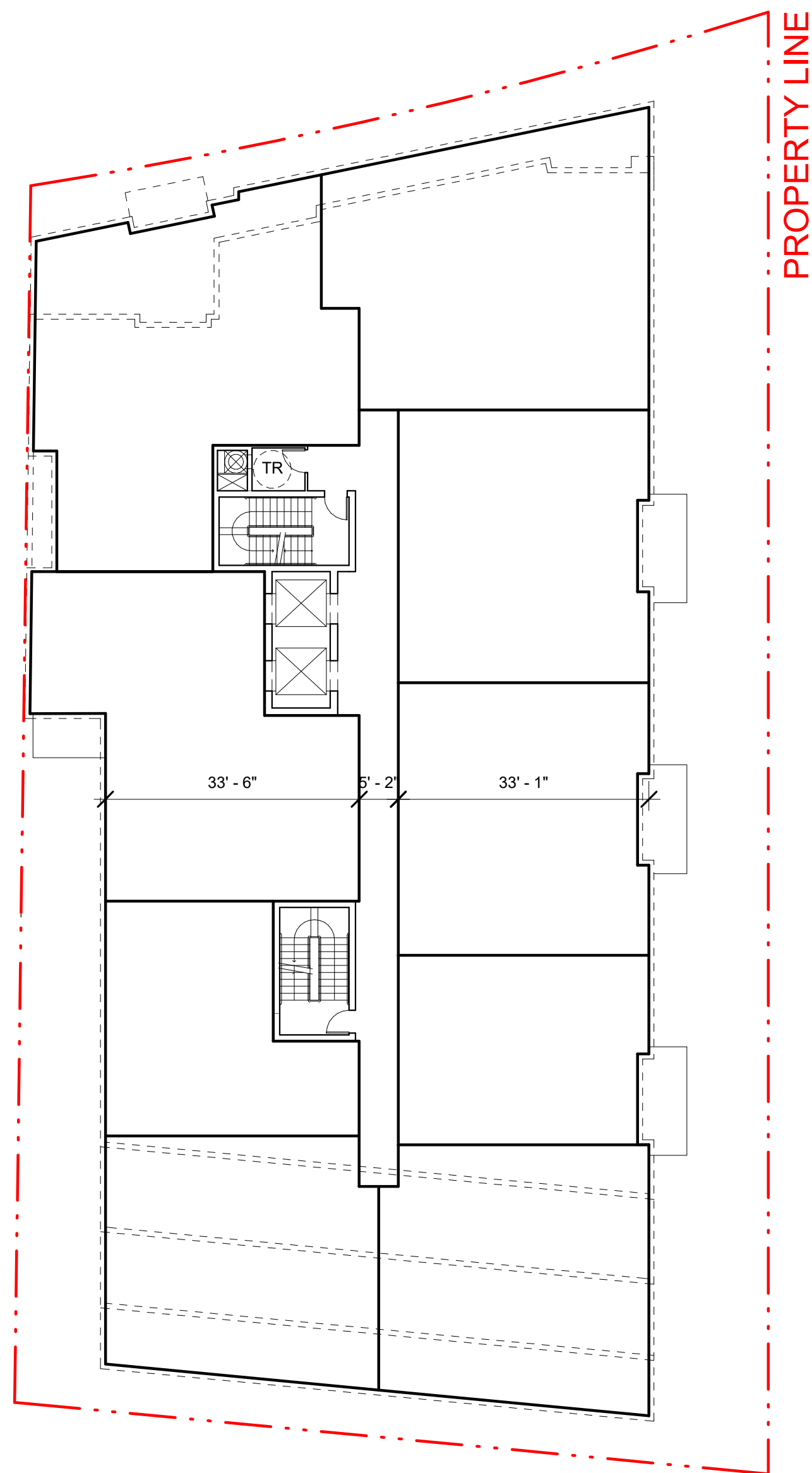


BASEMENT FLOOR PLAN B1

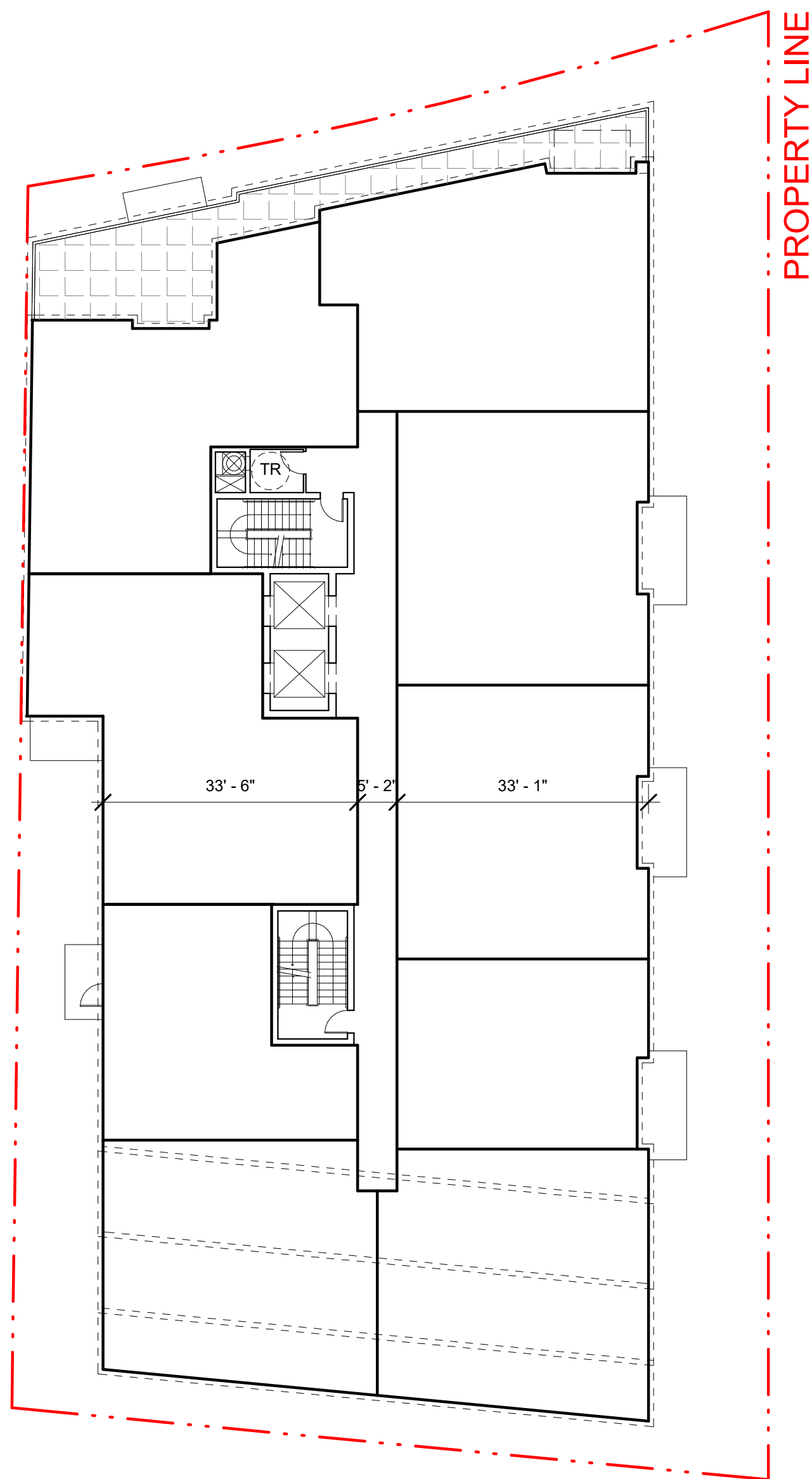


GROUND FLOOR PLAN (R1)

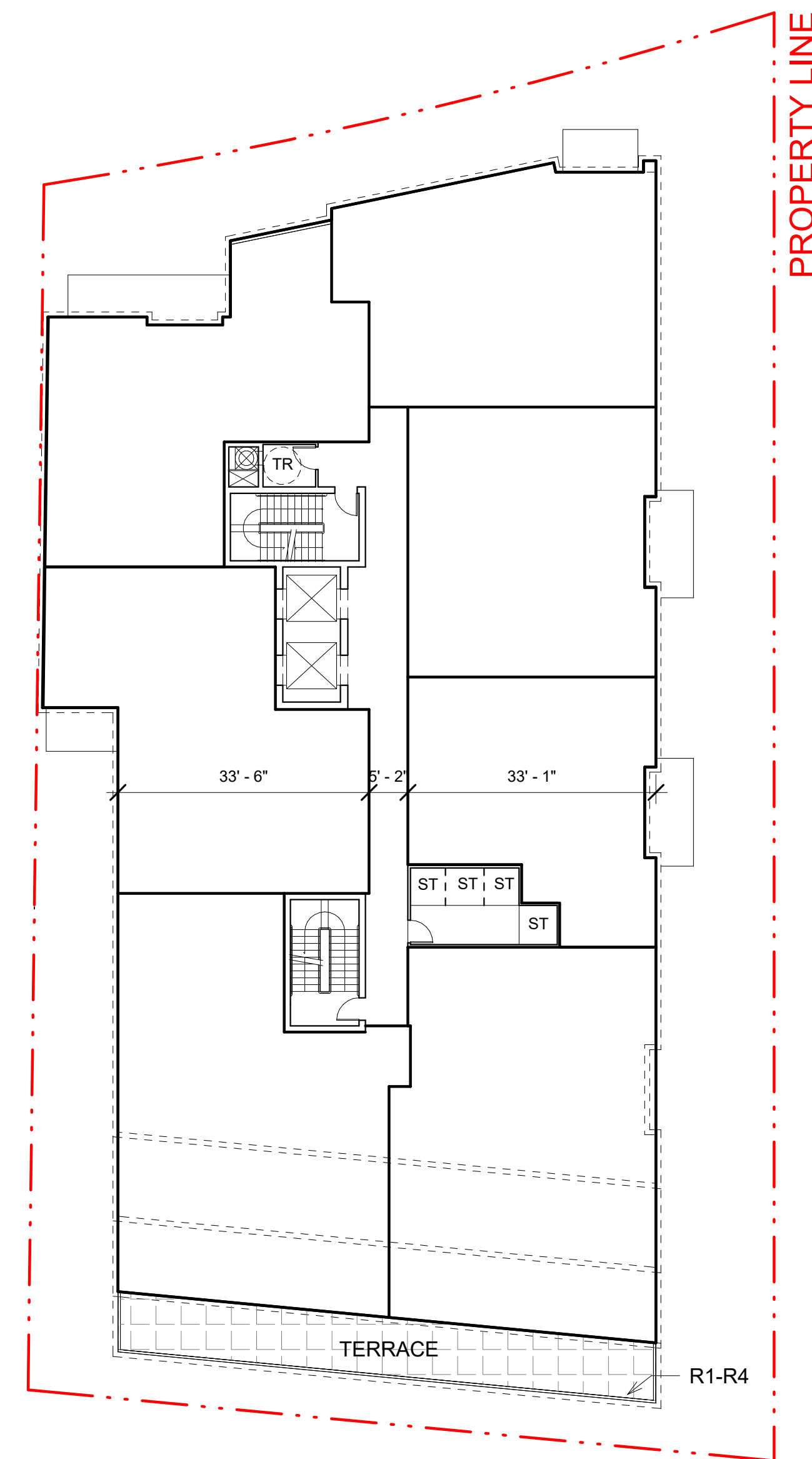
\*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION  
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RESIDENTIAL LEVEL R2-R3

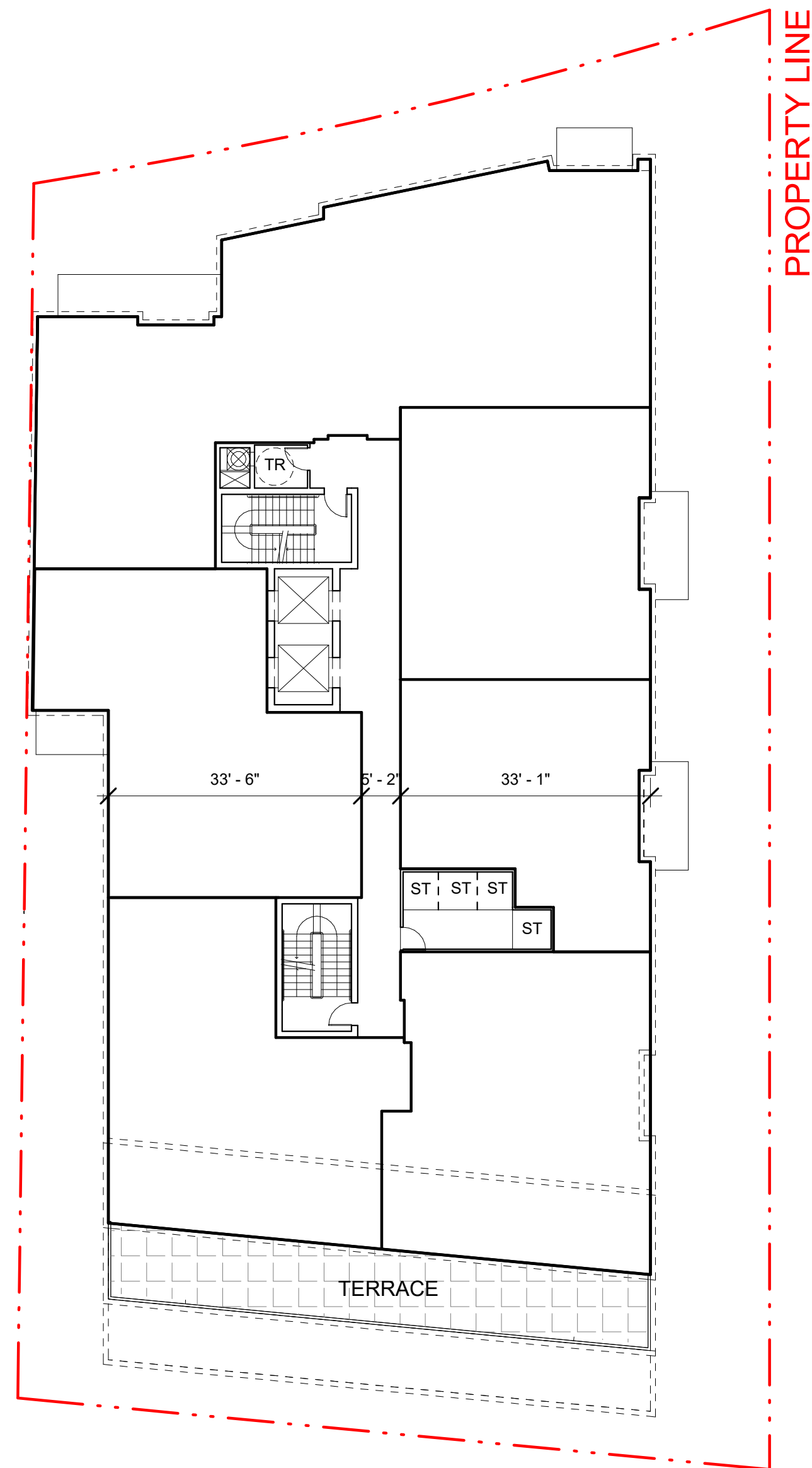


RESIDENTIAL LEVEL R4

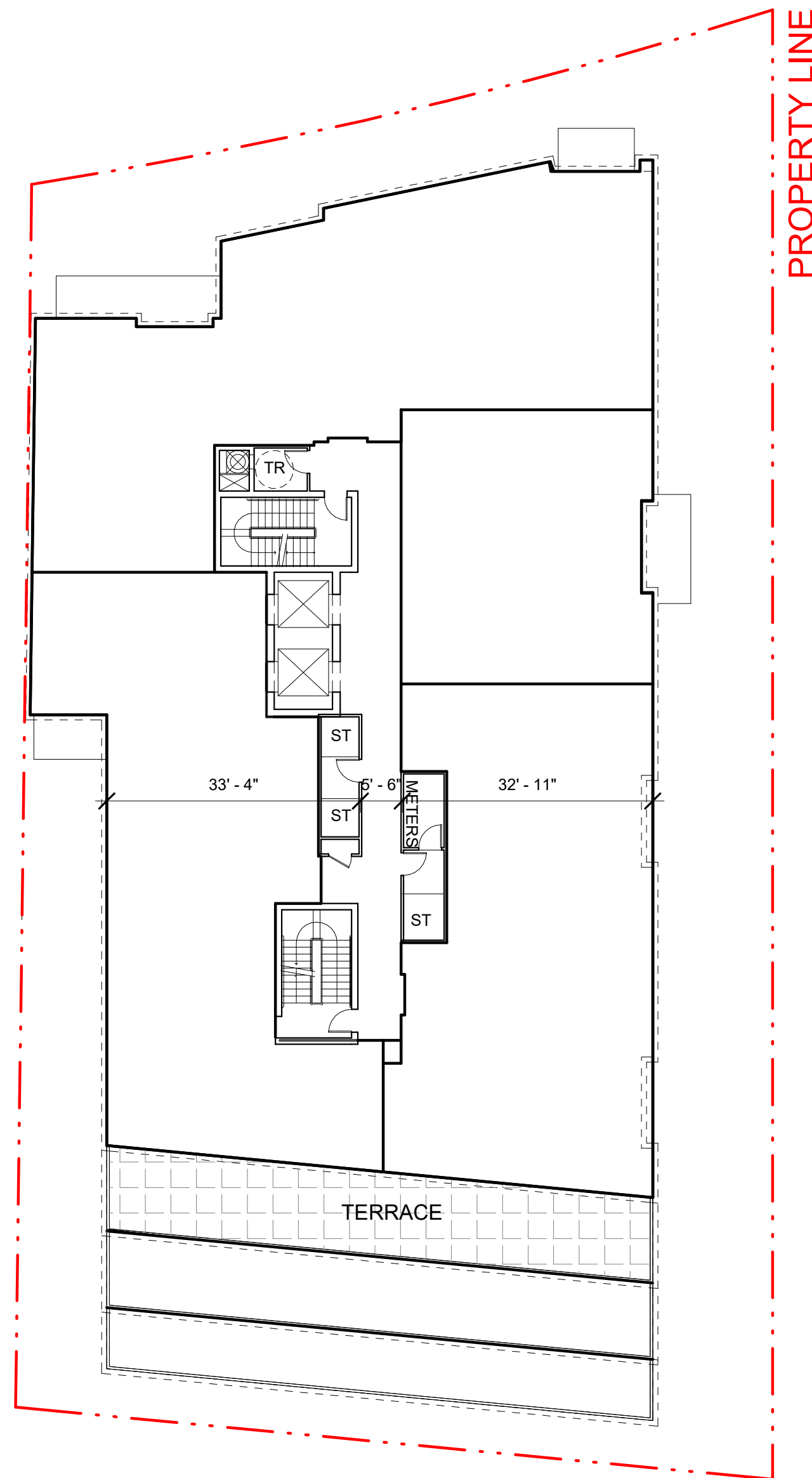


RESIDENTIAL LEVEL R5

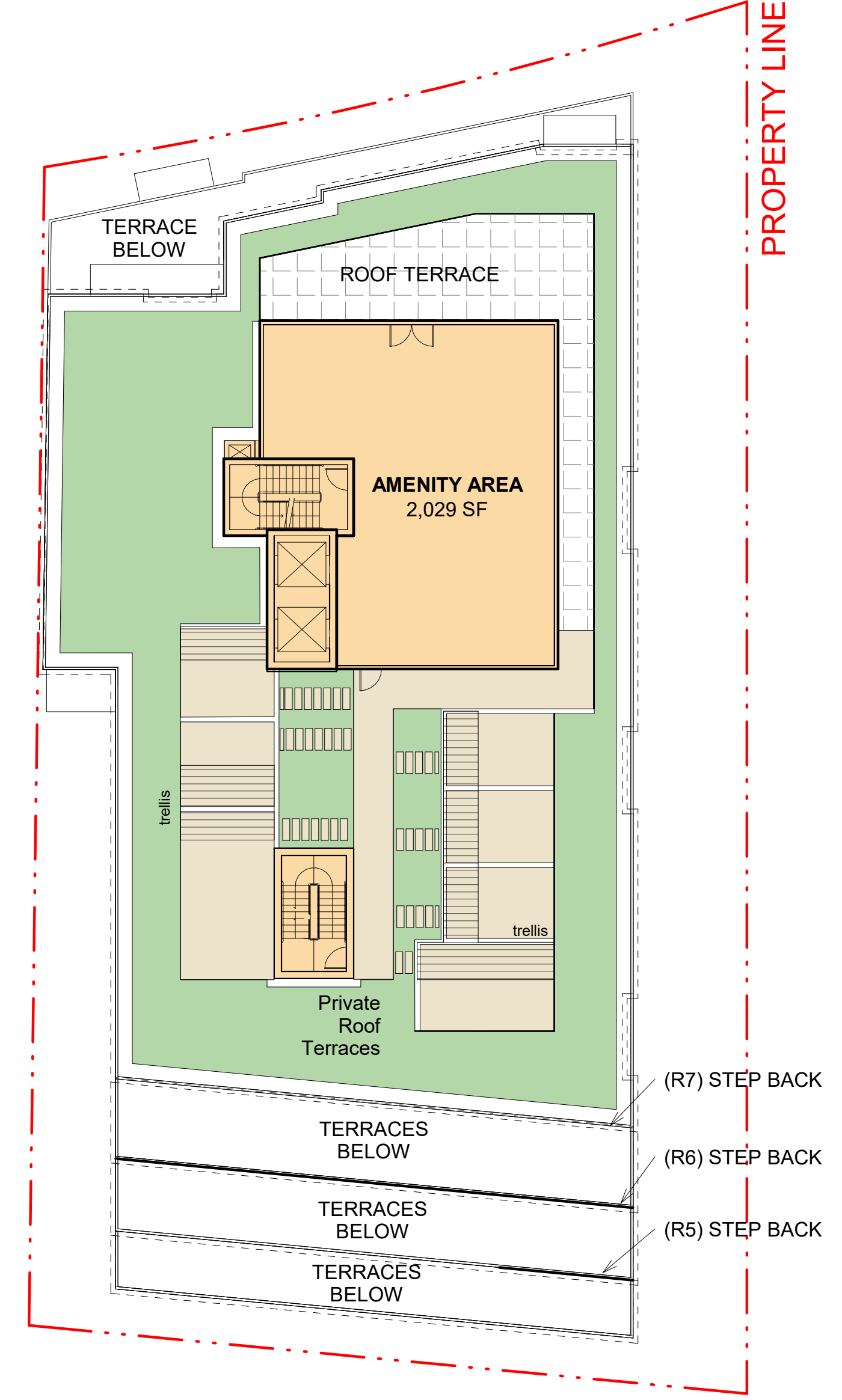
\*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION  
LANDSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY  
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RESIDENTIAL LEVEL R6



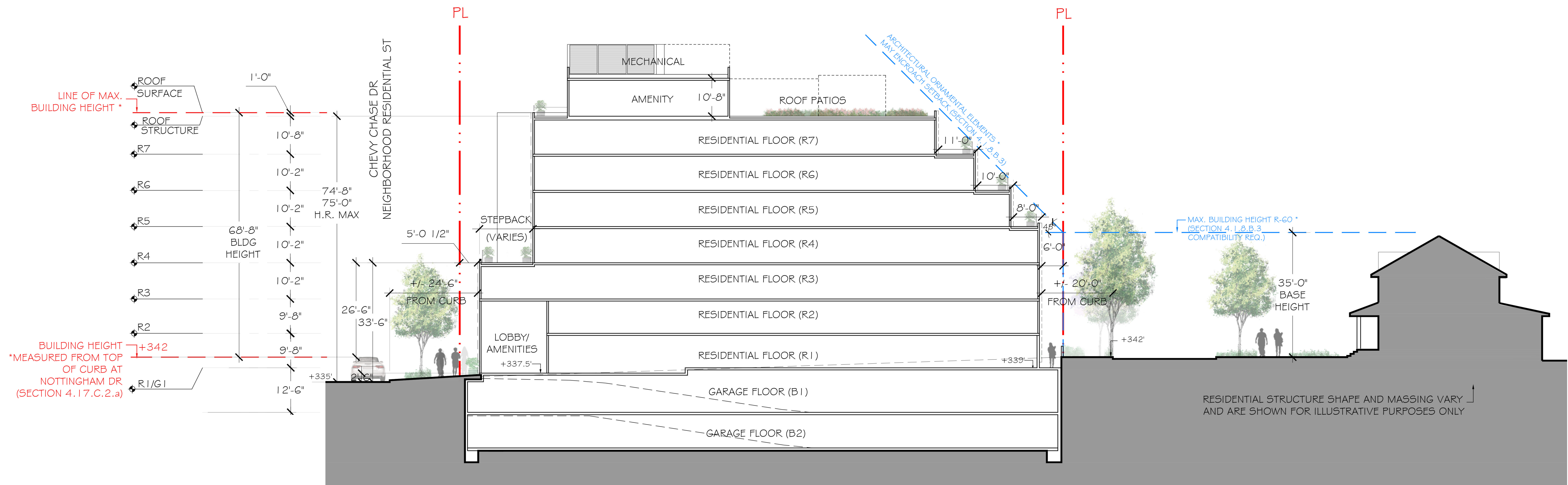
RESIDENTIAL LEVEL R7



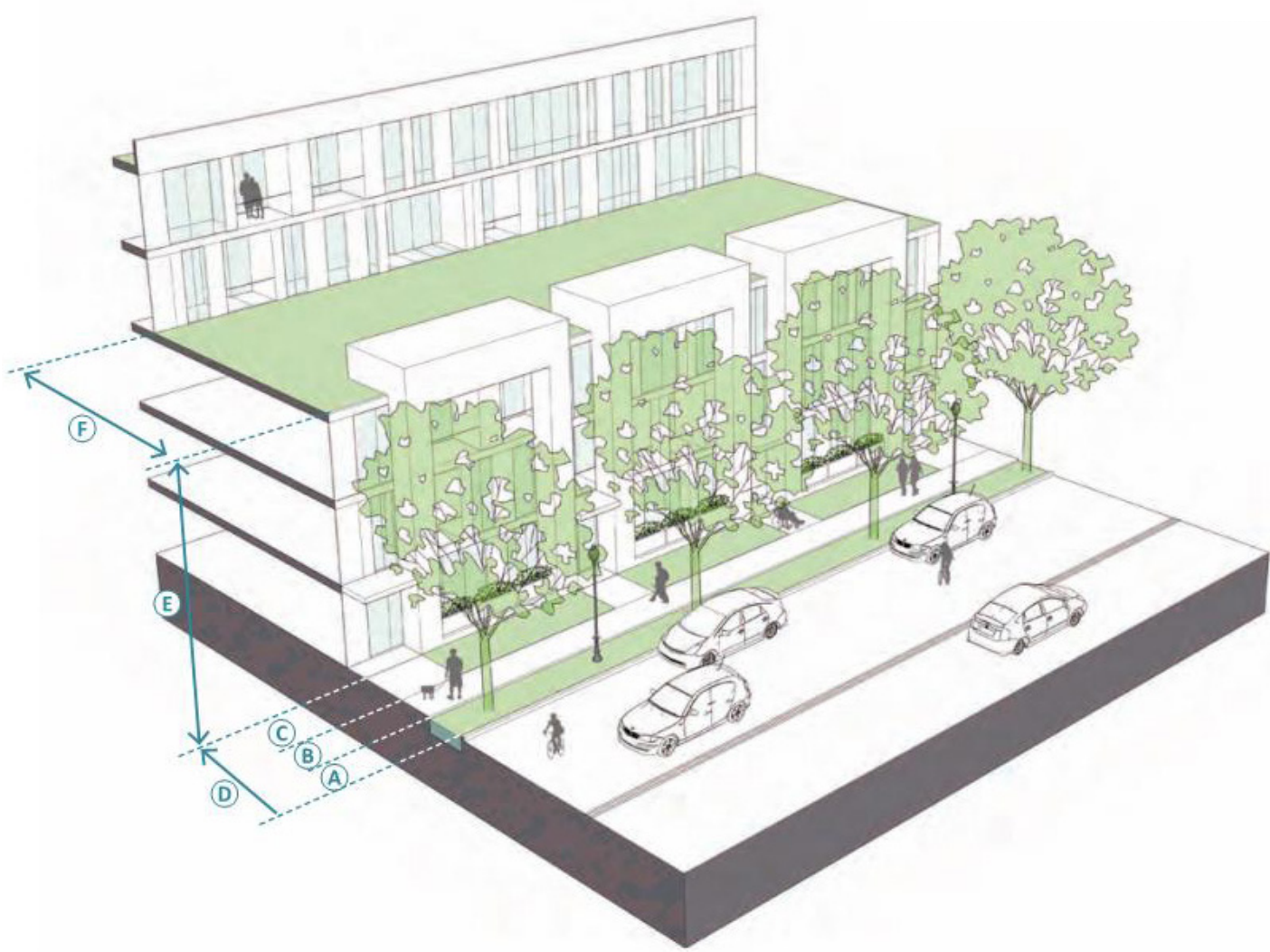
ROOF/AMENITY PLAN

\*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION  
LANDSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY  
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CONCEPTUAL SECTION

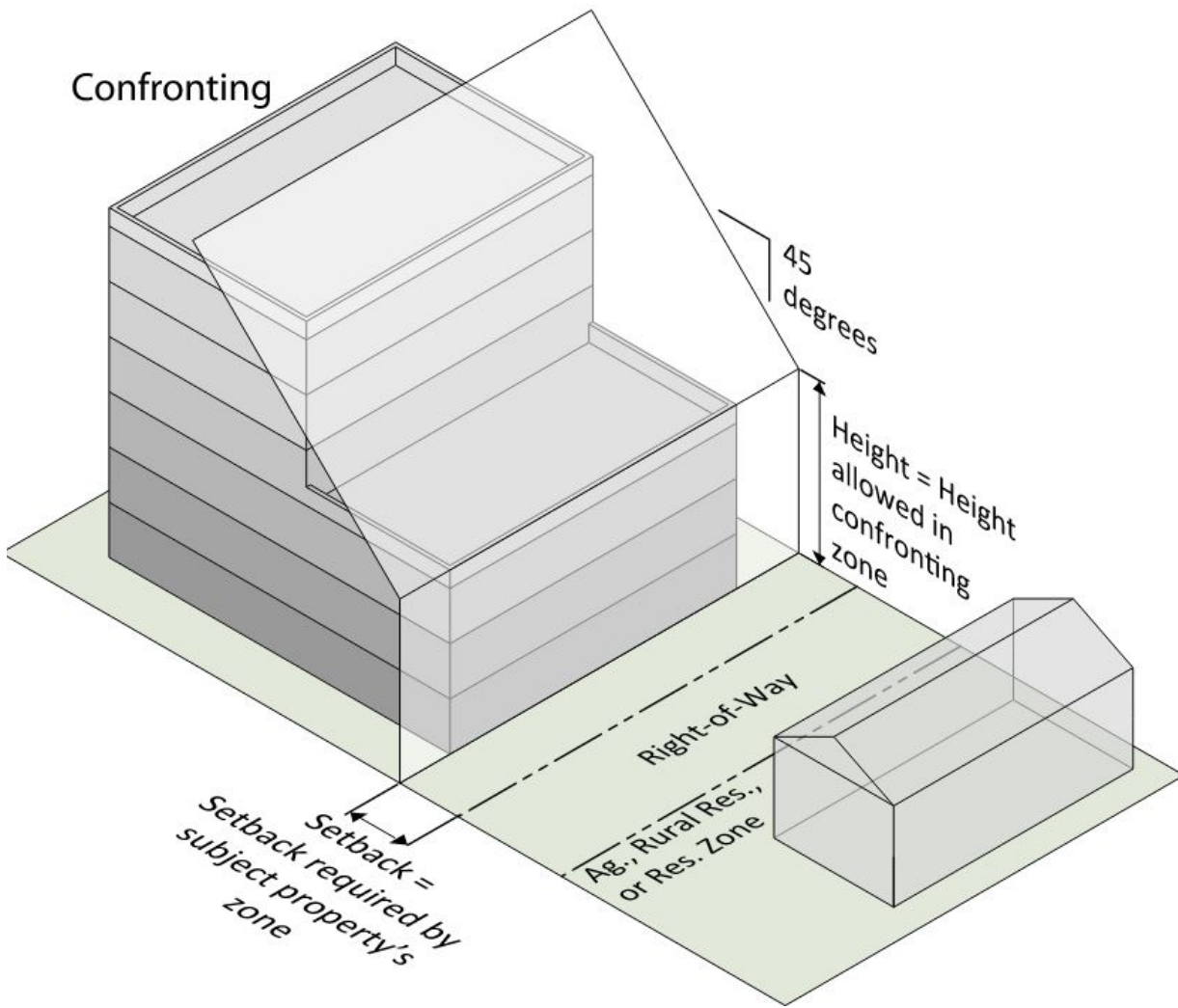


NEIGHBORHOOD RESIDENTIAL STREET

Table 2.07: Neighborhood Residential Street

<b>Sidewalk Zones</b>
A. Planting/Furnishing Zone: 6 - 8 ft.
B. Pedestrian Through Zone: 6 - 10 ft.
C. Frontage Zone: 5 - 8 ft. min.
<b>Building Placement</b>
D. Build-to Line: 20 - 25 ft. from street curb
<b>Building Form</b>
E. Base Height*: 2 - 3 stories (25 - 35 ft.)
F. Step-back*: 15 - 20 ft.

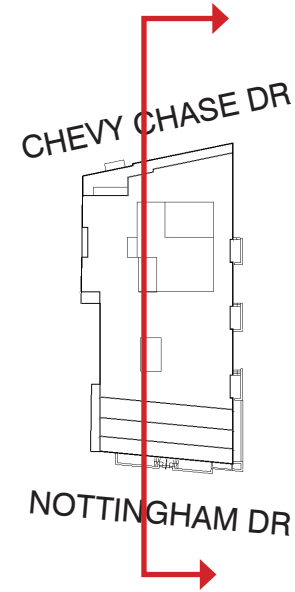
\* Properties on a Neighborhood Residential Street confronting a Residential Detached or Residential Townhouse zone should see the Montgomery County Code Chapter 59 Section 4.1.8 Compatibility Requirements for base height and upper floor step-backs.



COMPATIBILITY REQUIREMENTS



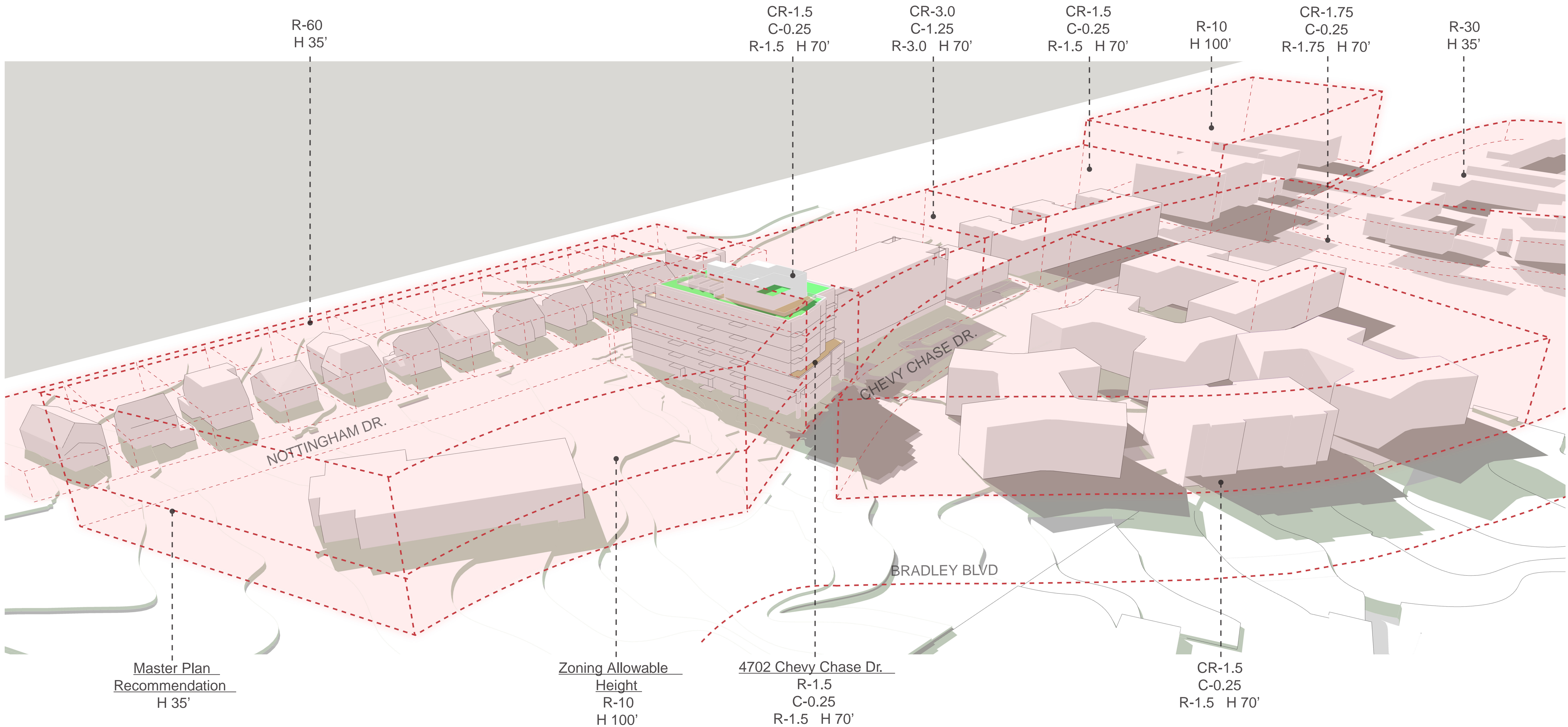
CONCEPTUAL STEP BACKS AND TERRACES



KEY PLAN

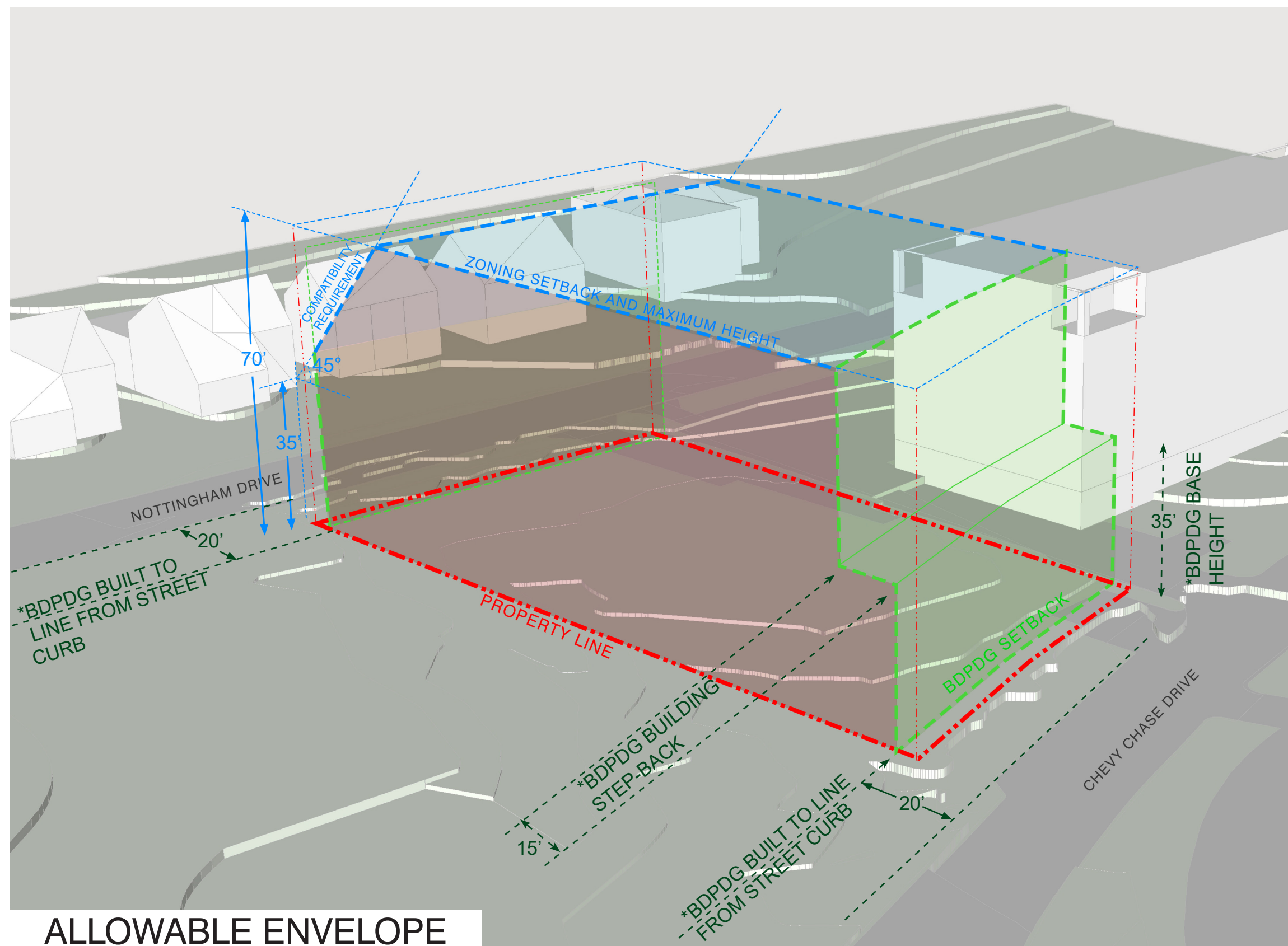
NOTE: LOCATION OF LANDSCAPE AND STREETScape ELEMENTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.



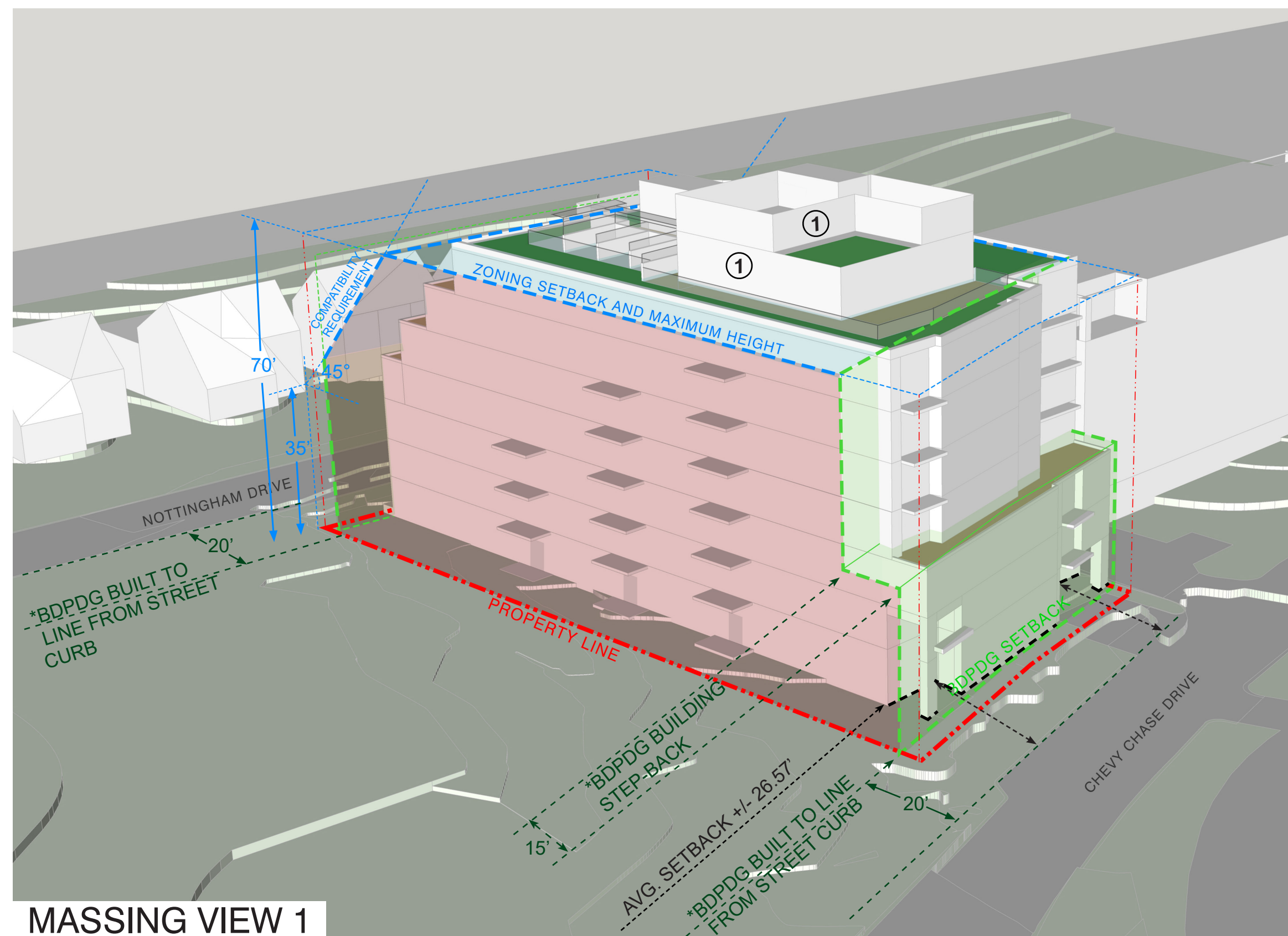


NOTES: MASSING OF CONTEXT AND EXISTING CONDITIONS IS APPROXIMATE AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY  
BUILDING MASSING, FOOTPRINT AND ARTICULATION MAY VARY AS PROJECT DEVELOPS

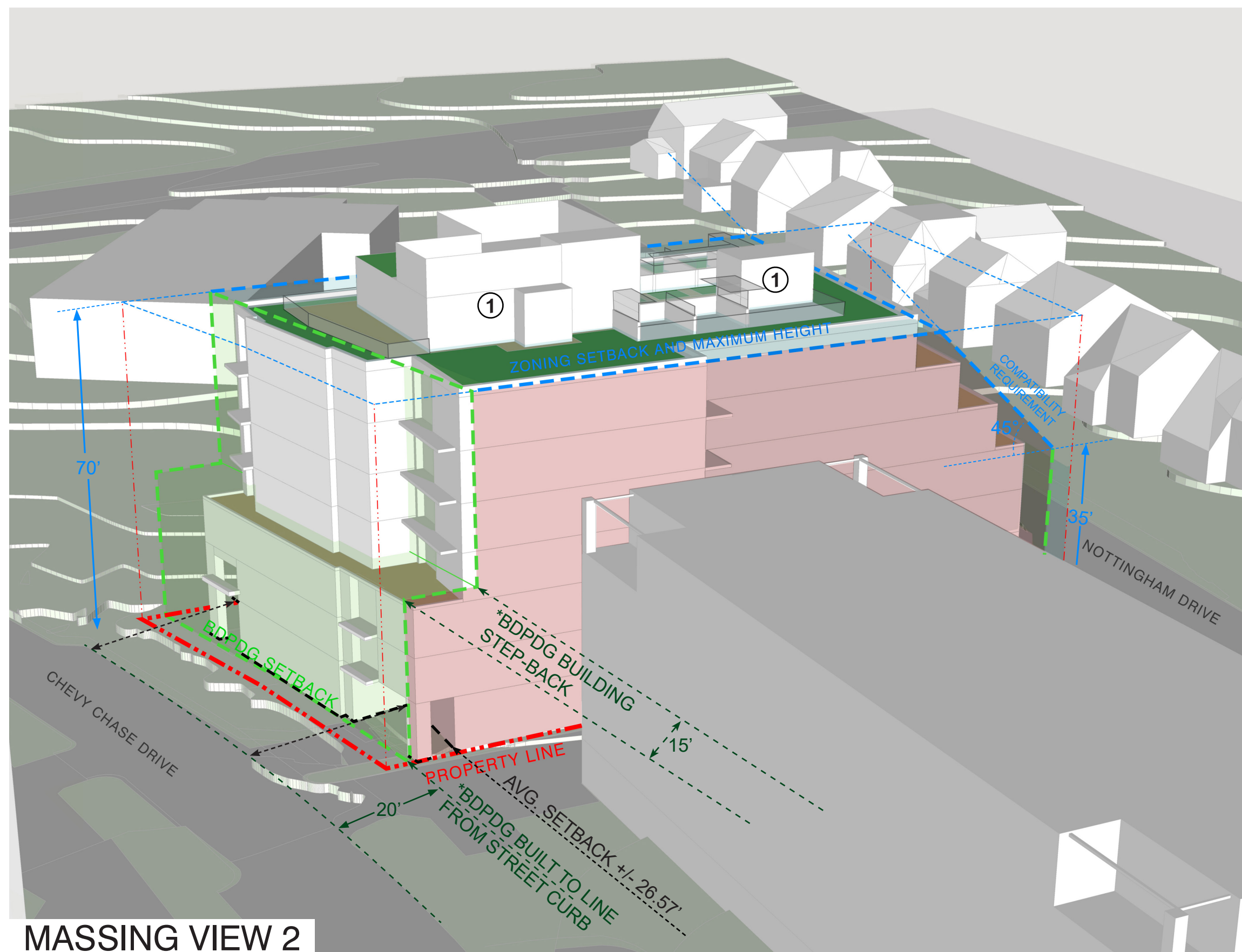




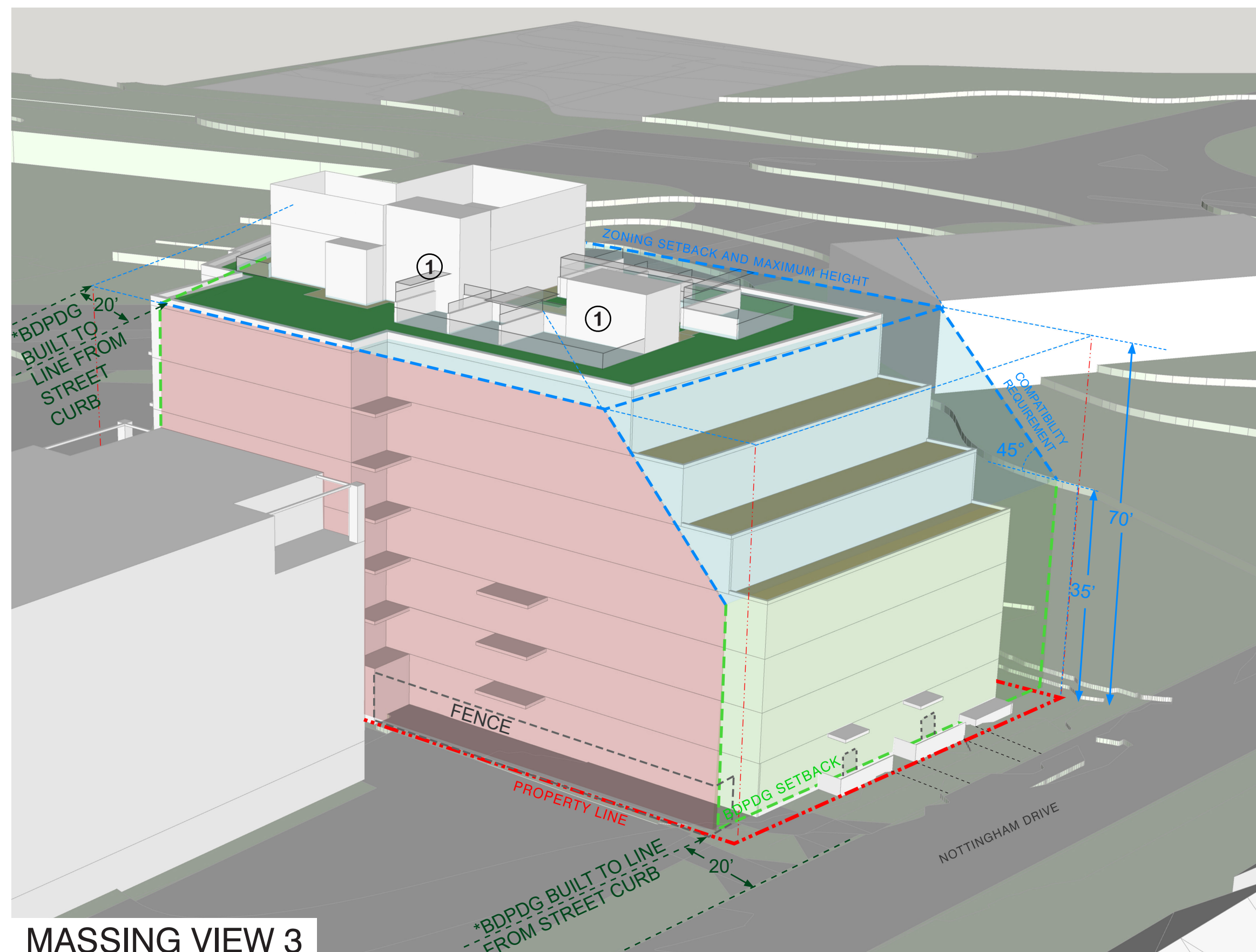
ALLOWABLE ENVELOPE



MASSING VIEW 1



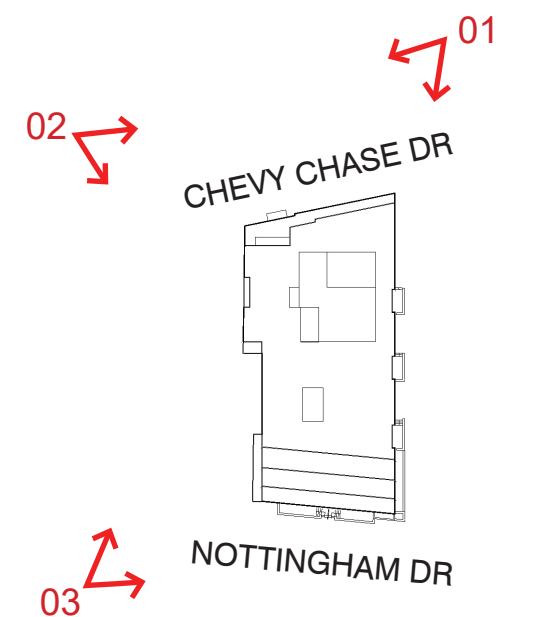
MASSING VIEW 2



MASSING VIEW 3

① INDOOR ROOF AMENITY SPACE, MECHANICAL AND EGRESS STAIRS ALLOWED ABOVE BUILDING HEIGHT.

\* BDPDG = RECOMMENDED BETHESDA DOWNTOWN PLAN DESIGN GUIDELINES



KEY PLAN

NOTES: MASSING OF CONTEXT AND EXISTING CONDITIONS IS APPROXIMATE AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY  
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8521 LEESBURG PIKE, SEVENTH FLOOR, VIENNA, VA 22182  
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## BUILDING MASSING

DESIGN ADVISORY PANEL STAFF SUBMISSION

4702 CHEVY CHASE DR.  
The "GreCo"

BETHESDA, MD

WINTHROP INVESTMENT GROUP

OCT 12, 2022  
WIG.001

A.10

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1 Green Cover ✓

Intensive green roof areas will be on 35 % of rooftop

Irrigation system will be employed to insure sustainability

*\*Exact location to be defined as project develops*

2 Base: Building Placement ✓

Place the facade of the building base along the recommended Build-to-line to create a continuous street edge

3 Base: Street Activation ✓

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 canopy and signage to create a visually engaging and inviting building edge

4 Base: Variation and Articulation ✓

Provide plane changes in the facade that create significant vertical and horizontal breaks, shadow lines on the facade

Varied wall materials and colors to add texture to lower floors

No cantilever will be provided in order to not interfere with trees nor access to sunlight and sky views for pedestrians

5 Corner Treatments ✓

The entry canopy and entry arcade will provide a signature design elements on the prominent corner and will be a focal point

6 Compatibility ✓

Provide transitions to surrounding residential neighborhood by including individual entries to ground floor units

Provide stepped-down building heights

Provide building articulation such as variations in wall planes, colors, materials and textures

7 Methods to Reduce Bulk ✓

Modulate and Articulate Facades

Techniques to break up large facades and reduce perceived building bulk include shifts in massing to allow for upper floor terraces, green roofs and balconies; changes in facade planes; and varied frames and mullions to add depth to glass facades.

8 Methods to Reduce Bulk ✓

Limit Apparent Face

The apparent face is the length of the facade plane that is unbroken by vertical changes in depth

Limiting this length reduces the perceived bulk of a long building facade

9 Methods to Reduce Bulk ✓

Vary tower heights

Variation in building height can reduce the imposing massing of several large structures built adjacent to each other

Various steps will be implemented in the building to reduce massing

10 Methods to Reduce Bulk ✓

Limited footprint

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

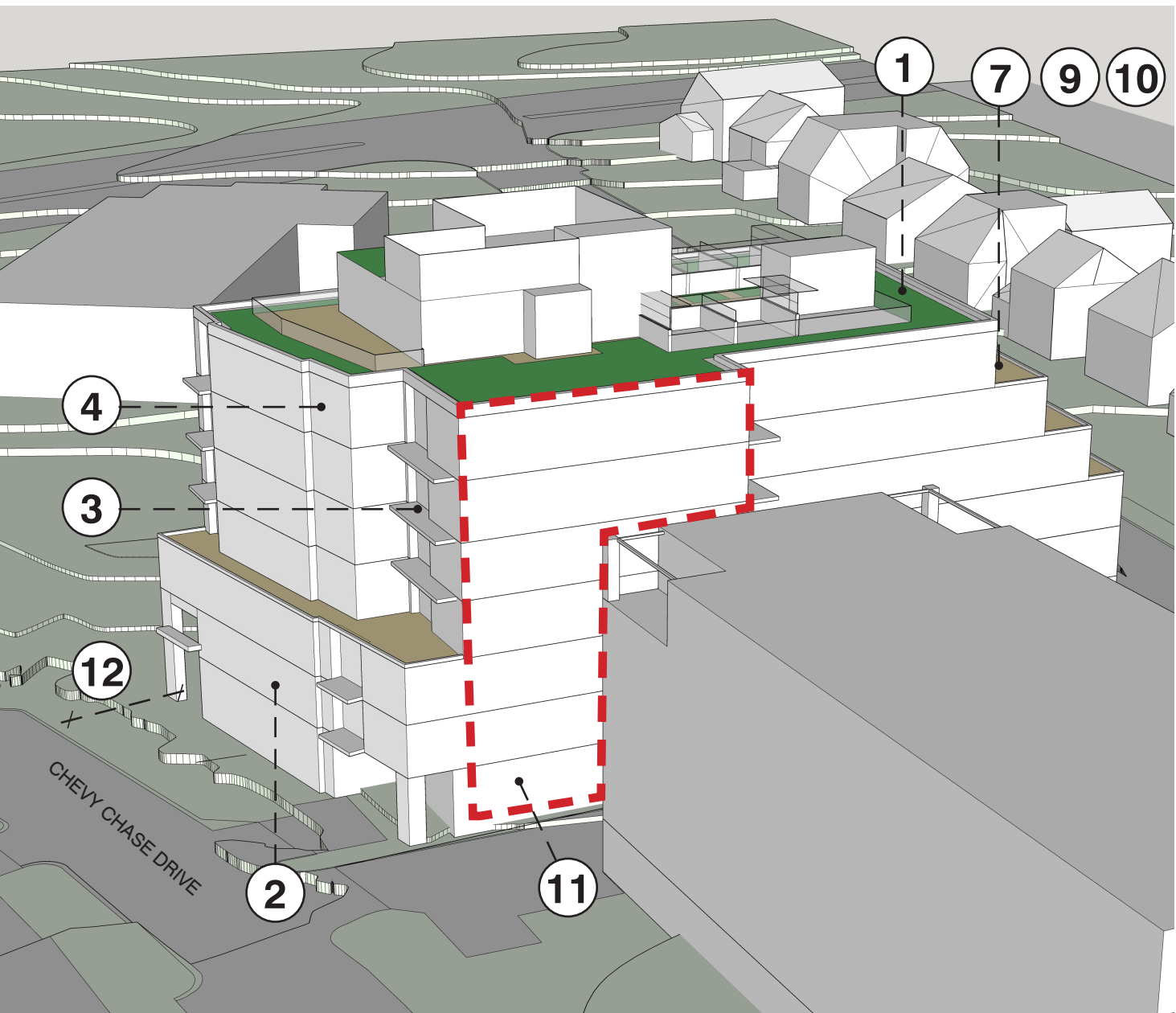
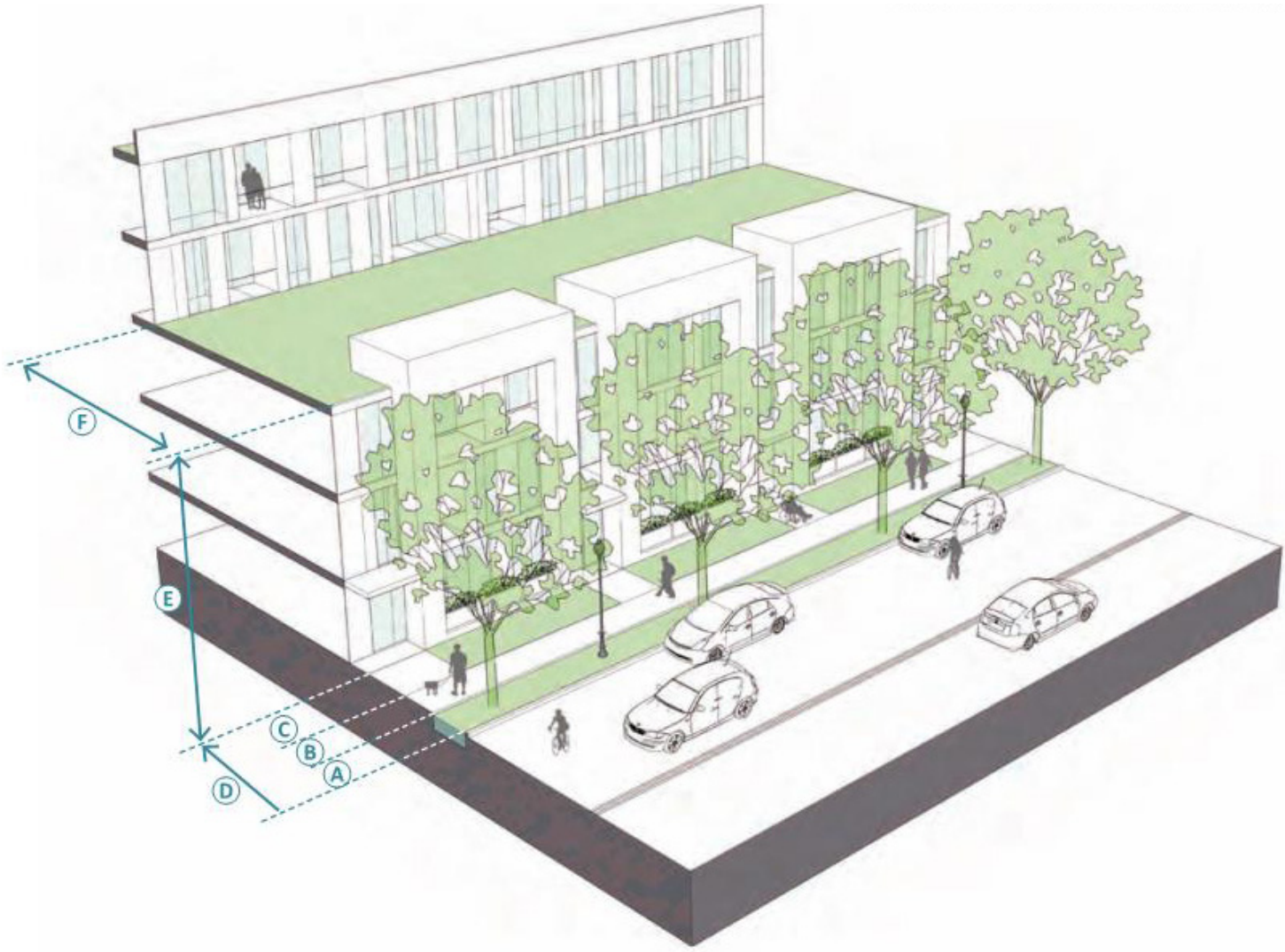
11 Separation Distance ✓

Alternative Treatments

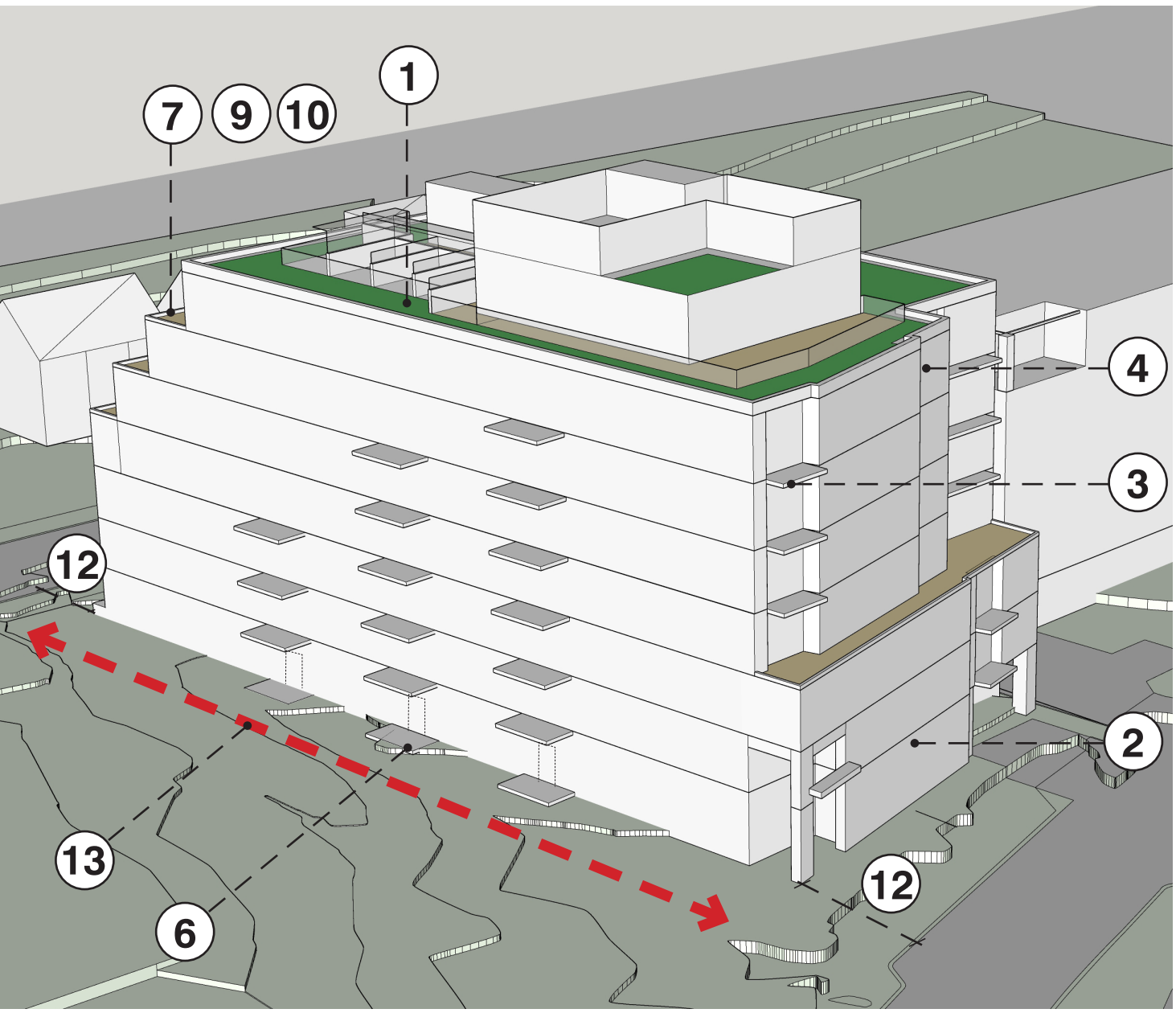
Buildings below 120 feet or with limited property size/width/depth may reduce tower separation of consider party walls

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

12 Neighborhood Residential Street ✓



MASSING VIEW 1



MASSING VIEW 2

13 Public Through-Block Connections and Trails ✓

Public Through-block Connections

To improve connectivity for people to walk throughout Downtown Bethesda and create additional outdoor public spaces for residents and visitor to enjoy

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CONCEPTUAL ELEVATION

**\*NOTE: RECOMMENDATION EXCERPTS OF DESIGN GUIDELINES SHOWN FOR REFERENCE PURPOSES. CONCEPTUAL DESIGN TO USE THESE AS GUIDE ONLY**





1



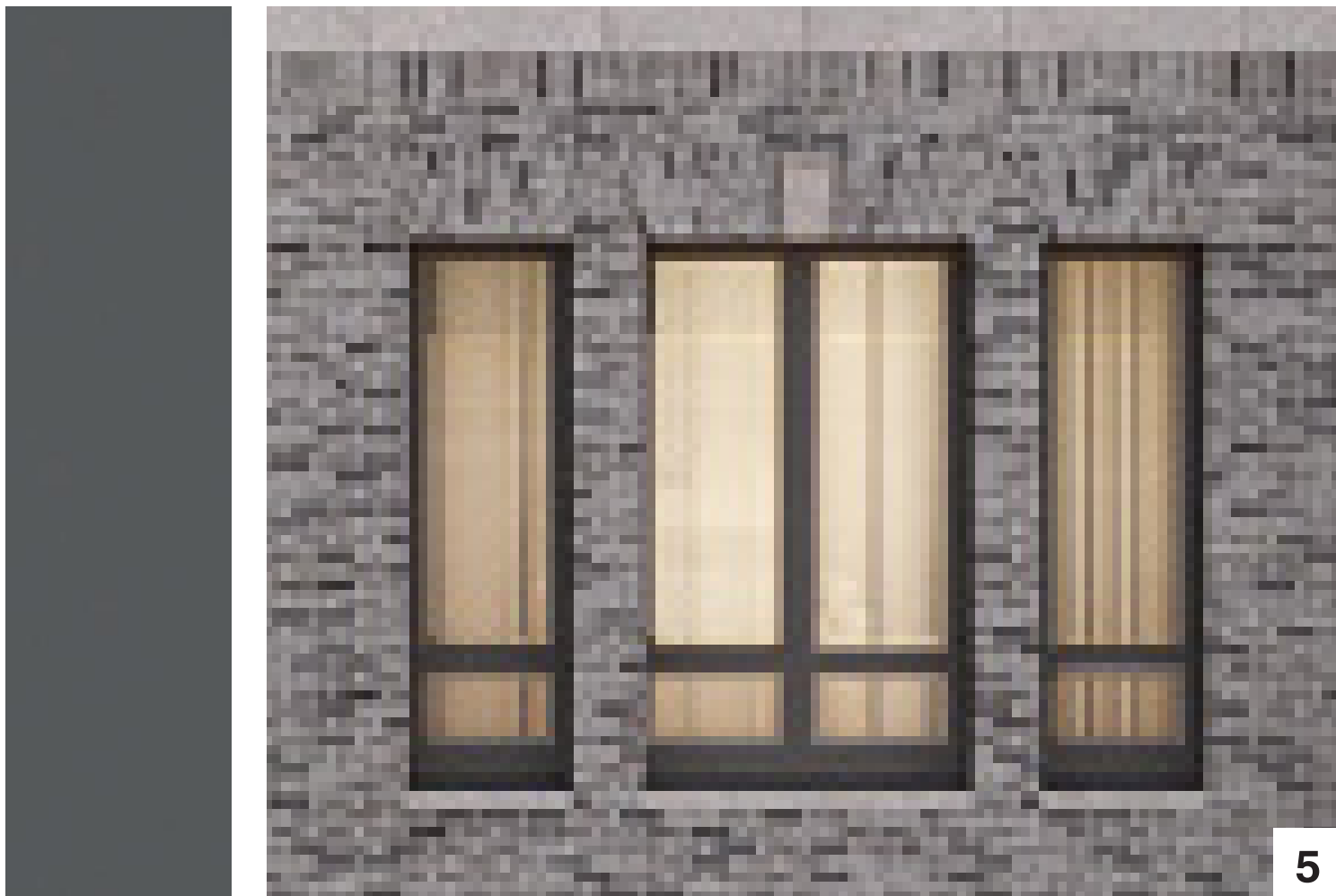
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2



3



5



4

6



7



8



9



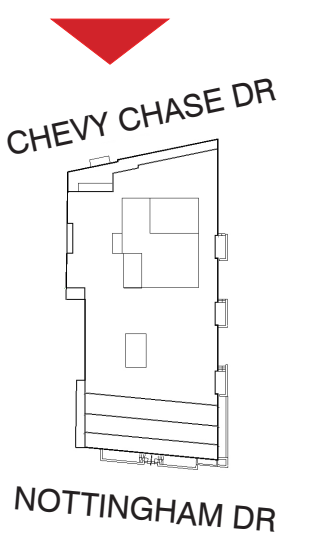
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11



CONCEPTUAL ELEVATION

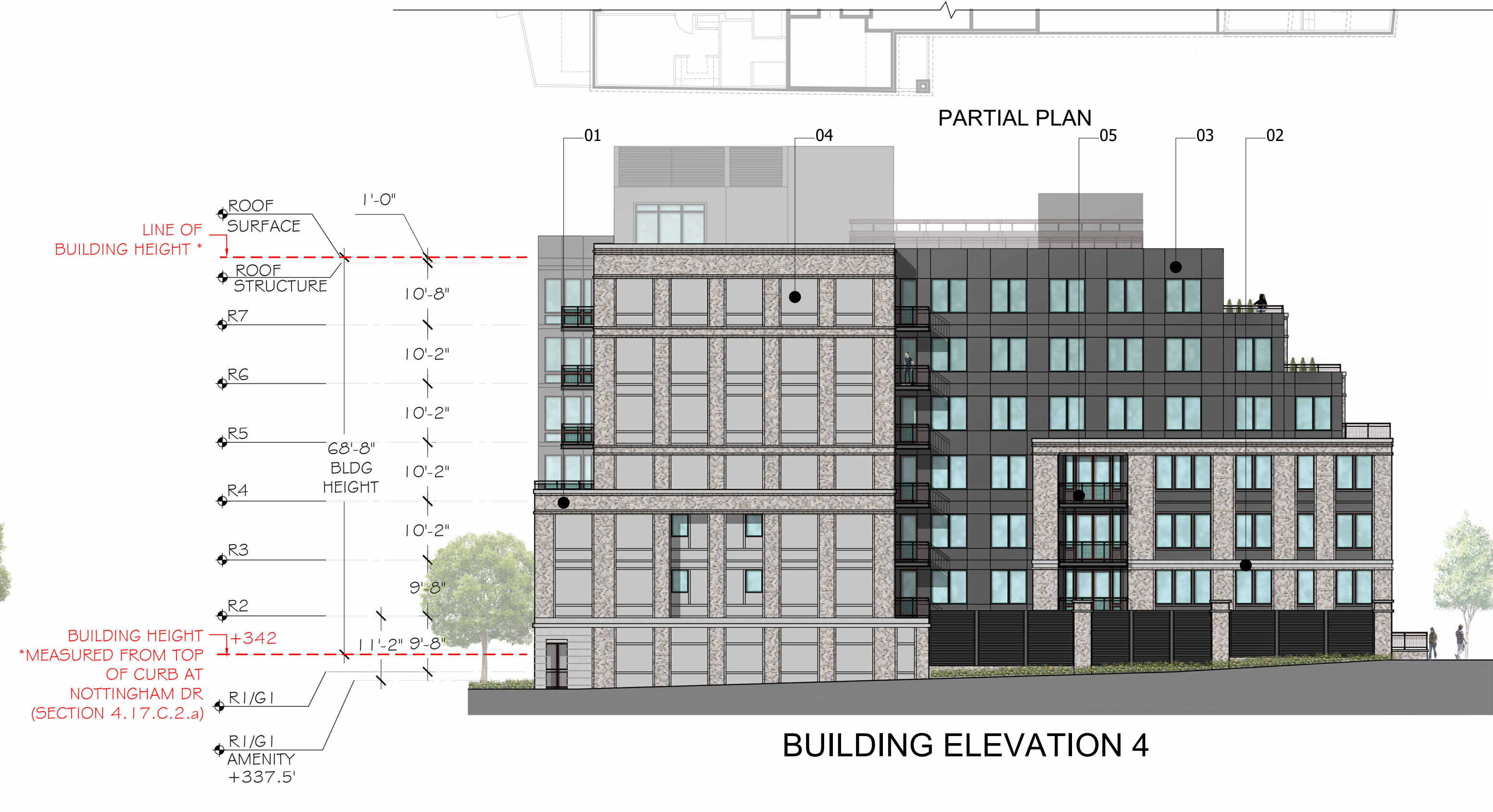
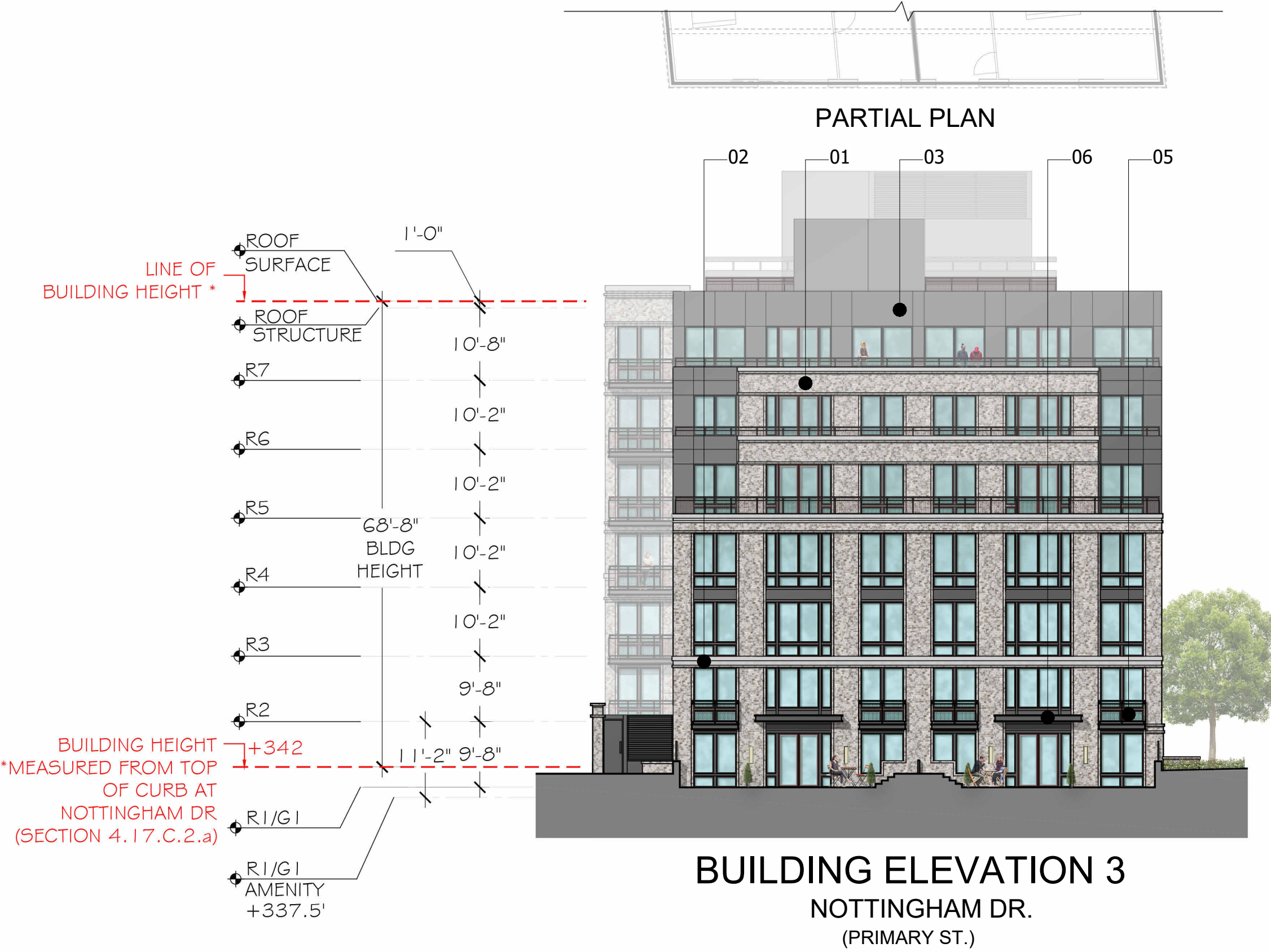
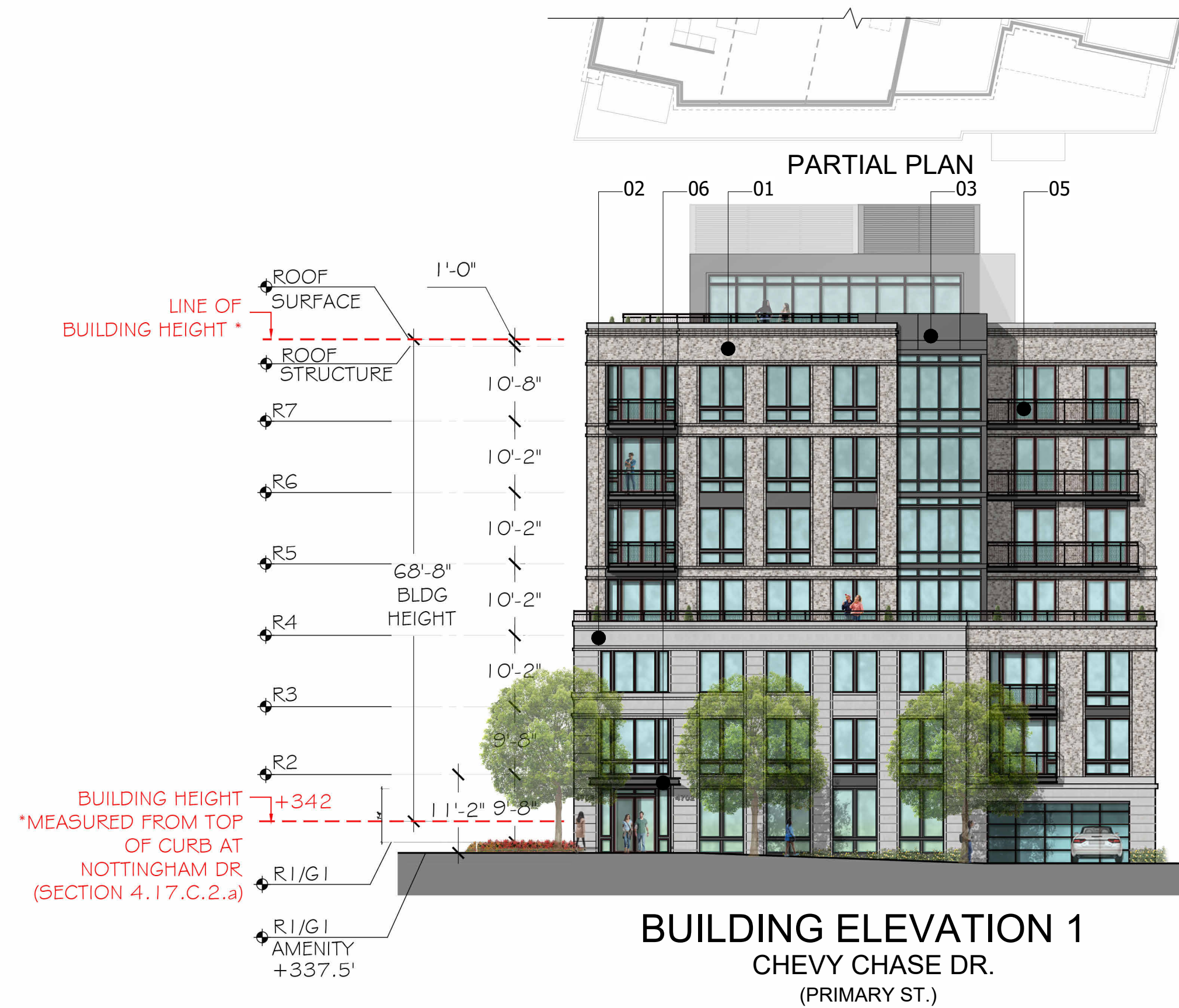


KEY PLAN

A.12

\*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS. ELEVATIONS ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY. ELEVATIONS MAY CHANGE OR VARY AS PROJECT DEVELOPS.





**BRICK**  
MEDIUM GREY



**ARCH. STONE**  
LIMESTONE



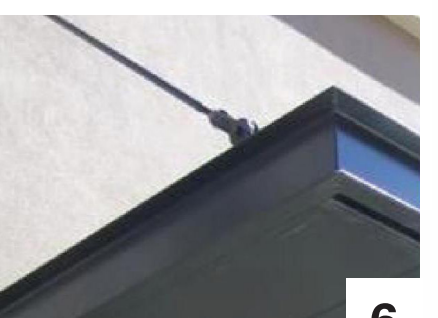
**METAL PANEL**  
DARK GREY



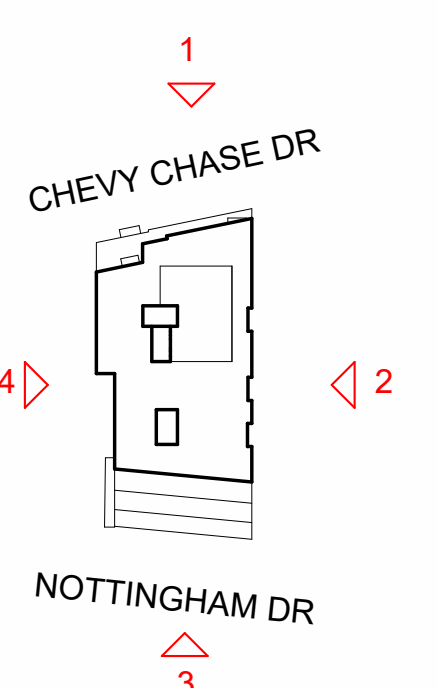
**METAL PANEL**  
LIGHT BEIGE



**DEC. RAILING**  
DARK GREY



**METAL CANOPY**  
DARK GREY



\*NOTE: ELEVATIONS ARE CONCEPTUAL AND DESIGN MAY VARY AS PROJECT DEVELOPS.  
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REFER TO CIVIL FOR SITE PLAN, GRADING, SETBACKS, FLOOD ZONES AND CIVIL INFORMATION.

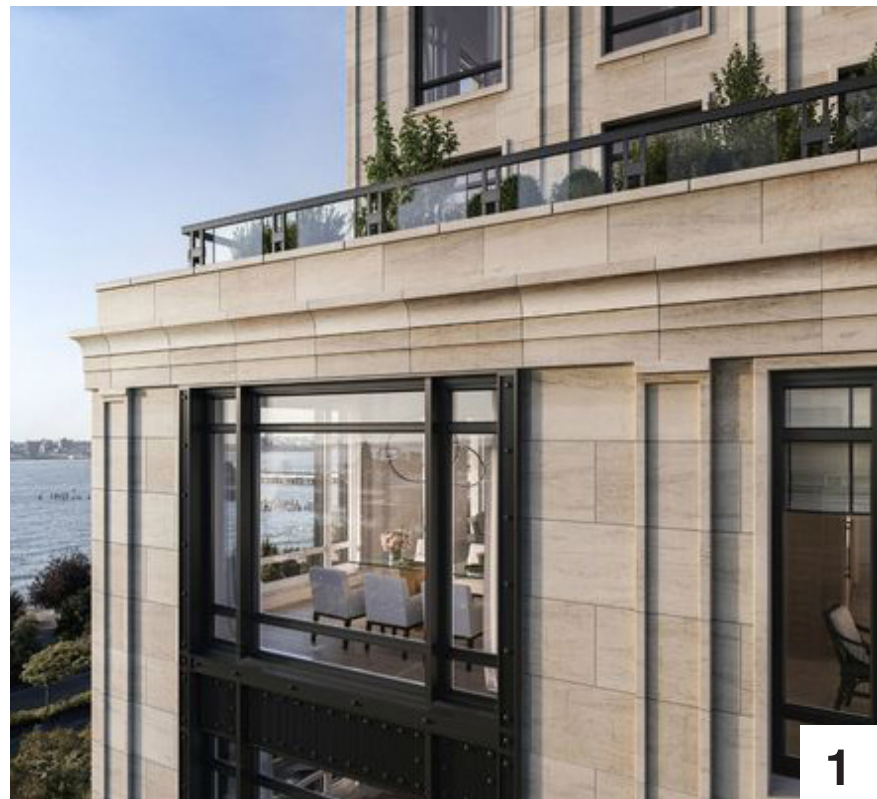




PARTIAL CONCEPTUAL BUILDING ELEVATION 1



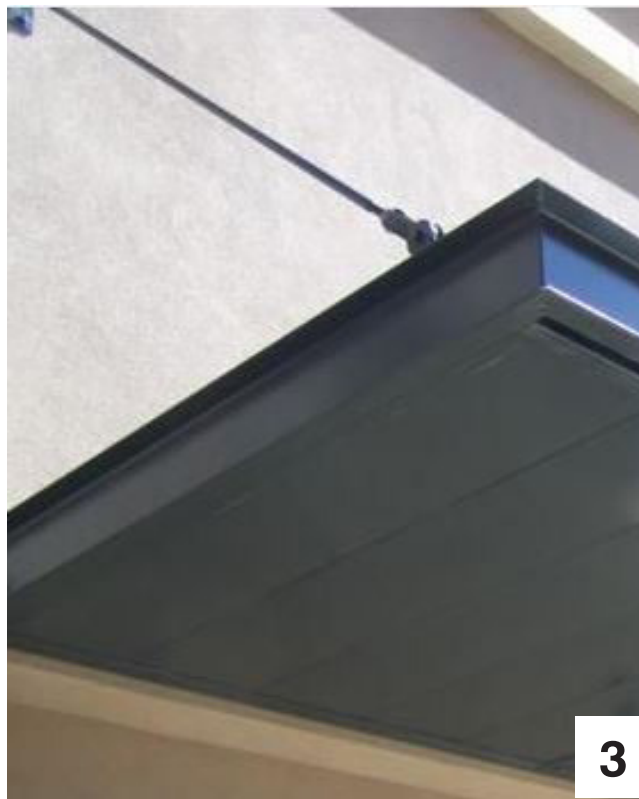
PARTIAL CONCEPTUAL BUILDING ELEVATION 2



1  
TOP CORNICE / STEP



2  
BRICK



3  
CANOPY



4  
ENTRY GATE



5  
LIGHTS



6  
DECORATIVE FENCE



7  
STEPPED TERRACES



8  
MTL. PANELS



9  
MTL. PANELS

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