

# Bethesda Downtown Design Advisory Panel (DAP)

## Submission Form (Revised March 2020)

### PROJECT INFORMATION

Project Name	4861 Battery Lane
File Number(s)	
Project Address	4861 Battery Lane

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

### APPLICANT TEAM

	Name	Phone	Email
Primary Contact	Christopher M. Ruhlen, Lerch, Early & Brewer	301-841-3834	cmruhlen@lercheearly.com
Architect	Architects Collaborative Inc. (Faik Tugberk), 301-897-9000 - acico@aci-co.com		
Landscape Architect	Vika (Ian Duke), 301-916-4100 Ext. 219		

### PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF/FAR)	Requested BOZ Density (SF/FAR)	MPDU %
Project Data	CR-1.5, C-0.5, R-1.5, H-120'	120	480,000 sf/5.18 FAR	340,931 sf / 3.68	15%
Proposed Land Uses	Multi-family 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 Connector

	Recommended	Provided	Alternative Compliance?
Sidewalk Zone			
Planting/Furnishing Zone	6 - 8 feet	6 feet	
Pedestrian Though Zone	6 - 10 feet	7 feet	
Frontage Zone	5 - 8 feet min.	12 feet	
Building Placement			
Build-to Line (from street curb)	20 - 25 feet	25 feet	
Building Form			
Base Height	3-5 stories (35 - 60 feet)	6 stories (60 feet)	
Step-Back	15-20 feet	6 ft, 8ft, and 10ft	

### DOES THE PROJECT INCLUDE A THROUGH-BLOCK CONNECTION OR TRAIL?

☒ Yes ☐ No

- If yes, please provide sectional diagrams demonstrating conformance with Section 2.1.9 of the Guidelines

### DOES THE PROJECT INCLUDE A SECTOR-PLAN RECOMMENDED PARK OR OPEN SPACE?

☐ Yes ☒ No

- If yes, please provide diagrams demonstrating conformance with Section 2.2 of the Guidelines

## BUILDING FORM

	Recommended	Provided	Alternative Compliance?
Tower			
Separation Distance	45-60'	59' to the East, 59' to the west	
Step-Back	Per Street Type	8'	
Bulk Reduction Methods	step-backs, modulation and articulated facades, varying heights.		

### 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): 15

- 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



DAP SUBMISSION #2 SUMMARY  
4861 Battery Lane  
Oct. 11, 2023

On June 28<sup>th</sup> of 2023, the applicants for 4861 Battery Lane presented to the DAP committee. Based on the feedback and comments received from this presentation, the attached updated submission has been prepared to address the concerns of the Advisory Panel. Below is a summary list of key revisions that highlight the changes made.

- Massing, Setbacks, and Step-backs
  - Battery Lane Façade
    - Step backs have been revised to eliminate extra bump out on floors 8-11 of the previous proposal.
    - New step-backs introduced. Major step back of 6'-0" at 60' height, 8'-0" step-back of tower, and top-level step-back of additional 2'-0" from the tower for a total of 10'-0" step-back.
    - Additional balconies added.
  - Western Façade
    - Major material and design language change at 1/3 : 2/3 proportion of the façade.
    - Step-back and articulation added for human scale.
    - Balconies introduced in strategic locations to help break up massing
    - Ground units engage with 4901 Battery Lane's through block connection with terraces and balconies above.
  - North Façade
    - Additional space given to the through block connection at the North side.
    - Building now aligns with 4901 Battery Lane at the base and the façade staggers to allow for additional pathway width and add visual interest for the southbound vehicular traffic on Woodmont Avenue as it veers off the exit from Wisconsin Avenue.
    - Alternating and playful balconies added to the north façade for additional play in the geometry and to benefit from the vast open space of NIH campus directly to the north.
- Canopy/Drop-off Concerns
  - Originally, the canopy was designed as a monolithic element that visually carried the building above. Upon feedback, the canopy has been refined in proportion and "thinned" down. The canopy has also been better integrated into the façade.
    - Canopy soffit modified to achieve a lighter, thinner feel.
  - Drop-off area size reduced and landscape redesigned.
  - Materials and design of hardscape and landscape elements have been re-envisioned.
  - 4 Parallel parking spaces on the driveway have been eliminated in response to DAP comments.

- The secondary north-south through-block connection has been eliminated in response to comments. There is now one through block pedestrian connection on the North side of the property instead of the proposed two.

With these revisions made to address Advisory Panel's concerns, the applicant seeks concurrence from the Advisory Panel that the updated project will achieve 15 exceptional design points (originally 20 points requested). The spreadsheet on the following 3 sheets provides a more detailed comment/response summary, based on the Advisory Panel's meeting minutes.



June 28, 2023 DAP MEETING RESPONSE

320230070 - 4861 BATTERY LANE  
October 11th, 2023

<u>DAP COMMENT</u>	<u>ORIGINAL APPLICANT RESPONSE</u>	<u>UPDATED APPLICANT RESPONSE</u>
• I appreciate the C shape of the building to allow for a larger green space and I understand why you’ve oriented it this way given the site’s topography and loading.		No Comment
• I also appreciate the reduction of curb cuts from 3 to 1 and the trail connections, the second trail connection is a little questionable as it crosses over the driveway but I like the landscaping and can see how it may benefit the residents.	<i>Applicant Response:</i> Great point, we think the project will create bicycle traffic coming out of the lobby so it will likely be used mostly by tenants of the building. We hope to enhance the proposed trail edge to the west of our site.	No Comment
• Seems like the parking spaces are rather high at 1 space per unit, we’ve been seeing more like .75 spaces per unit in Bethesda.	<i>Applicant Response :</i> We can look into that.	Applicant reduced parking to 1:1 and applicant will like to keep this ration as we feel it is in line with the market demand for this area.
o Staff: 4901 Battery Lane to the west provided approximately .8 spaces per unit.		No Comment
Are you planning any renewable sources such as solar in your project?	<i>Applicant Response :</i> None so far, we are going to be forced to use the ERF mechanical systems because there is very little roof space left after the green roof and amenity space.	There is no additional area to install solar panels on this project.
The massing that shows the first setback is actually less than 6 feet given the extra pull out. I understand that it is difficult to achieve the full stepback in residential buildings but all developments in Bethesda have been expected to meet these setback guidelines. I was wondering if the balconies are within that 4-6 foot setback or project over.	<i>Applicant Response:</i> We will have some balconies but our intent is to show the balconies in the bold area so it is not overbearing and speaks to the street. I didn’t contemplate more than the vertical balconies as shown because those are stitching the massing.	First setback has been updated to be 6' minimum at the main face, 8' at the tower. "Extra Pull Out" on floors 7-10th floors have been eliminated. The top floor (12th floor) has been revised to have additional 2 feet stepback for a total of 10'-0". (See Updated Drawings)
So the balconies do not project over the massing? OK I am glad to see that. Since the pandemic, people want more outdoor space and it is becoming more important in our design and development. Where are you in calculating the amount of outdoor space for the units you propose?	<i>Applicant Response:</i> I am not sure percentage wise, but you are right we need more balconies, we went through a time where people saw balconies as a nuisance, and they shrunk in size, but they are coming back. On the west and east side, we intend to provide more balconies. We have developed unit types that provide multi-use areas that can be study areas or play areas for children, that was in response to the pandemic. We also intend to provide additional public space on the property	Building massing and elevations have been modified. Additional balconies have been introduced to the design.
What is the dimension of the depth at the back of the building to the property line? It seems very narrow. This trail along the northern property line is a significant amenity for this greater neighborhood and should be celebrated as such.	<i>Applicant Response :</i> The pinch point is 25 feet	Correction, Building pinch point dimension was drawn at 21'-9" from property line/fence
And then the elevation goes up 120 feet from there? The trail is very important to the Sector Plan and the mass of this building going straight up from there is really jarring.	<i>Applicant Response:</i> I agree but the NIH campus is very green and large on the other side. And remember the Bethesda Trolly Trail that runs east west is a bicycle highway and the buildings that are further to the east and what seems to be forest and slope, I am not sure a path will ever be able to connect through.	Massing is now staggered to provide additional space. Width of pathway is now 23'-8" +/- at the narrowest and 31'-0" +/- at the widest
Staff: There has been a significant amount of time spent developing that trail to the west. We suggest looking at how that was designed and match that rather than looking to the east.	<i>Applicant Response:</i> Understood.	Massing is now staggered to provide additional space. Width of pathway is now 23'-8" +/- at the narrowest and 31'-0" +/- at the widest
You say the stepbacks on the front are difficult to accomplish, almost all projects in Bethesda say that and our previous Planning Board did not think that argument was sufficient. While we’ve had some projects that have not done the full stepback, they have provided reasonable explanations and designs that go beyond the Design Guidelines. I think aesthetically it is not meeting the Design Guidelines and you will need to have a very cohesive and strong argument beyond that it is difficult to build.		First setback has been updated to be 6' minimum and 8' at the tower. "Extra Pull Out" on floors 7-10th floors have been eliminated. Top floor (12th floor) has been revised to have additional 2 feet stepback. These stepbacks are consistent with the stepbacks proposed on the approved buildings to the West and East.
We require a diagram showing the massing that would result from truly prescribing to the Design Guidelines and how the proposed massing differs. In addition to coming up with a verbal description that will be necessary, please provide that in the subsequent submission.	<i>Applicant Response:</i> Understood, thank you.	New diagram provided to illustrate consistency with neighboring proposals.
The bigger issue for me is the western side, how long is it, are the units accessible? I understand there is a grade differential	<i>Applicant Response:</i> The grade tapers as you go to the north side, the building drawings show patios with retaining walls that diminish and become ground level patio	Due to grading, it will be difficult to be accessible from the pathway.

June 28, 2023 DAP MEETING RESPONSE

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October 11th, 2023

I think the issue when you get to the next stage is, what is the articulation of that façade? It is very long and has not been given focus so far.		Western Façade has been further developed. A major vertical break in massing has been established at the 1/3 - 2/3 proportion. The break is further accentuated with a change in material and design language. Step backs are also present on this façade as the design language continues and wraps around to this facade from the front.
Staff: The length of the western property line is approximately 380 feet.		No Comment
One thing I saw that was peculiar with the submission was the canopy design, but with the rendering shown I begin to understand it.		No Comment
I’m looking at the size of the circular drop off and it is rather large given the neighboring property’s much smaller drop off footprint. Also having parallel parking seems completely unnecessary.	<i>Applicant Response:</i> They aren’t really parking spaces but more so delivery spaces. We’ve been working on these kind of buildings for quite some time. I understand the need for delivery spaces, but in the turnaround I do not understand. So, you are saying it is a benefit to having them park here as opposed to on Battery Lane?	Parallel Parking has been removed.
	<i>Applicant Response:</i> Yes, we are getting them off the street and away from the bicycle lanes.	
Can you make the loading and garage access area more cohesive with the drop off area? This layout looks like two distinct components rather than one design.		The service area and garage access points at the rear of the project are disjointed from the drop off area. The drop off area up in the front of the project has been redesigned to be a more artfully planned zone that is tree-lined and integrated with the lobby and a planned public art piece. It's an arrival point that is functional and attractive, both for pedestrians and for quick, limited vehicular use. Furnished with attractive materials and lush landscaping to serve as the project's private front interface & entrance.
Yes, the imbalance of pavement and non-pavement on the east side is the main issue.		The materials and integrated design of hardscape and landscape at this private entry point have been re-envisioned to provide an attractive arrival point for residents and visitors. The parallel spaces along the drive have been eliminated in response to comment and have provided for a more attractive, tree-lined lane to the rear of the project, where the service and garage access is located.
Is the breezeway/understory plaza an issue with anyone else? Rather than enclosed lobby facing the street it seems problematic over most of the year to be a tall, single story breezeway through the building.		Canopy/Drop-off and open area leading to the front plaza has been redesigned. Applicant finds the covered public plaza to be a welcoming asset to the community as it provides visibility into a lush landscaped plaza, activates the street with outdoor courtyard activities, provides opportunity for public art, and active building function related activities like delivery drop-offs.
I find it intriguing the way it is opened up to Battery Lane, but the asphalt seems heavy and perhaps unnecessary. In general it could be lightened up with less asphalt or concrete, more porous materials.		The materials and integrated design of hardscape and landscape at this private entry point have been re-envisioned to provide an attractive arrival point for residents and visitors. The parallel spaces along the drive have been eliminated in response to comment and have provided for a more attractive, tree-lined lane to the rear of the project, where the service and garage access is located.
Also take a look at the soffit treatment, it may help lighten the area.	<i>Applicant Response:</i> Those are details we will focus on during the site plan review.	Canopy has been redesigned. Canopy has been "thinned down"

June 28, 2023 DAP MEETING RESPONSE

320230070 - 4861 BATTERY LANE  
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Could you have spoken with the project to the west to share their driveway? Is it even possible? If you could have flipped the building this would have seriously benefited the designs on both sides, Battery Lane’s urban design, and maybe resulted in more floor area potential. Both buildings would then share a single-entry drive/service alley rather than each building having their own entry drive like a suburban sub-division of every detached house having its own driveway.	<i>Applicant Response:</i> Yes we have a good relationship but there are many logistical issues.	The logistics involved in this plan would make this arrangement unfeasible.
The Panel requested the Applicant to return with further refinement of the massing and understory plaza and drop off area.		

SKETCH PLAN APPLICATION  
4861 Battery Lane DAP Narrative and Project Description  
ORIGINALLY SUBMITTED ON June 28, 2023

## **I. Introduction**

Investors Battery Lane “I” LLC and Battery Lane Enterprises “II” Limited Partnership (“Applicant”) submits this application for Sketch Plan approval for the proposed redevelopment of Lots 23 and 24, Block 2, North-West Park Subdivision, Plat Book 1, Plat No. 83 (also referred to as Plat No. 134) in land records from Montgomery County. The subject property is on the north side of Battery Lane, just west of Woodmont Avenue with an address of 4861 Battery Lane. The current building is named “Battery Lane Apartments”.

The Sketch Plan proposes demolition of the existing multifamily building and construction of a new multifamily building on the Property. The building is approximately 480,000 gross square feet with 12 stories and 453 units. Approximately 1:1 parking ratio in an underground parking garage will be provided. The Project will provide resident amenities on both inside and outside of the building.

## **II. Property and Neighborhood**

### **A. Property Identification**

The Property is identified as Lots 23 and 24, Block 2, North-West Park Subdivision (also sometimes referred to as Lot 24 NW. Park). The subject Property has a Net Lot Area of 87,121 sq. ft. having previously dedicated 5,592 sq. ft., resulting in a Gross Tract Area of 92,713 sq. ft. or 2.12840 acres. The Property is zoned Commercial/Residential (CR 1.5, C0.5, R1.5, H-120 within the Bethesda Overlay Zone. The Property is located on Battery Lane within the "Battery Lane District" Planning Sub-Area of

the Bethesda Downtown Sector Plan. It adjoins the NIH campus and the Bethesda Trolley Trail. The site is fairly level, gently sloping from Battery Lane down to the northern boundary with NIH. It has three existing curb cuts along Battery Lane and is mostly impervious with no stormwater management facilities.

## **B. Property Identification**

The Property is within walking distance of transit, located between two Metro stops on the Red Line – Medical Center and Bethesda. The Bethesda Circulator passes in front of the Property with a nearby stop on Battery Lane. Bus stops for Ride-On and Metro buses are located on Battery Lane in front of the Property and along nearby Wisconsin Avenue. The Bethesda Trolley Trail lies just to the north and provides continuous bicycle access from Wisconsin Avenue, along the southern boundary of NIH and then northward along Old Georgetown Road.

The Bethesda Downtown Sector Plan identifies the property within Area No. 6 on the Map in Figure 3.11 – Battery Lane District Recommended Zoning. The Plan recommended rezoning the property to the current CR zone. It is recommended for 120 feet in height per Figure 2.19 – Recommended Maximum Building Heights of the Sector Plan, subject to additional height for provisions of additional MPDUs.

## **C. Surrounding Zoning and Land Uses**

To the north, the Property adjoins the Federal NIH campus. To the east is the CR-3.5, CO.5, R-3.5, H-120 multi-family property of the Housing Opportunity Commission and a condominium building in the CR-2.25, CO.5, R-2.25, H-120 zone. To the west is another CR-1.5, C-0.5, R-1.5, H-120 multi-family property for which approval was recently granted for a 372 unit multi-family building (4901 Battery Lane, Site Plan 820220160). Across Battery Lane, the CR3.5, CO.5, R-3.5, H-120 zoned Aldon site

improved with a garden-style apartment building is slated for redevelopment for high-rise multi-family development known as Brown Development Site C under Site Plan No. 820220230, and for other planned multi-family redevelopment.

#### **D. Neighborhood**

The Battery Lane District sub-planning area, which runs along Battery Lane from Woodmont Avenue to Old Georgetown Road is a residential neighborhood of multi-family garden and high-rise rental apartments, high-rise condominium communities, a senior living facility, and the B-CC Rescue Squad. As an urban edge community, the Battery Lane District lies between the major employment centers of NIH and Downtown Bethesda, and the retail and services of the Woodmont Triangle and Wisconsin Avenue North Corridor. The Property is surrounded in the greater area by a mix of land uses along the length of Battery Lane, Rugby Avenue, Old Georgetown Road, and Woodmont Avenue, from institutional, religious, public safety, high-rise multi family, detached single family homes, senior residential complexes, and commercial offices and retail.

Bethesda Urban Park is located west of the Property and provides neighborhood recreational opportunities with tennis courts, basketball courts, tot lots and open space, newly reconstructed in 2019. A bike-share station sits along Battery Lane at the entrance to the Park. The Bethesda Urban Park provides pedestrian and bicycle connections between the Battery Lane District and the Woodmont Triangle and the Bethesda Core to the south. The Bethesda Trolley Trail connects through the Park across Battery Lane through an easement along the property line of the Sunrise Senior Living site to connect to a broader trail system heading north. A new north-south connection is planned directly adjacent to the subject site as part of the approved 4901 Battery Lane project.

Battery Lane through the neighborhood is two lanes with painted separated single bike lanes on the north and south side of Battery Lane. A combined cycle-track on the south side of Battery Lane has been approved as part of a new street section for Battery Lane under the Preliminary Plan #120190240 for the Brown Development sites. The existing sidewalk on both sides of Battery Lane is generally four feet wide and set at the curb. Tree canopy is limited to front yard trees and landscaping on individual sites.

Because the Brown Development project has six sites along Battery Lane, the approved Sketch Plan and Preliminary Plan set some guidelines for the street section and the streetscape throughout the Battery Lane District to provide a cohesive plan for implementation of the public realm goals of the Bethesda Downtown Sector Plan for this area.

### **III. The Project**

#### **A. Description**

The project is seeking a contemporary massing that has been articulated and designed in context with the future developments of the Aldon's proposed development and the proposed development to the west of the property (4901 Battery lane). The building will offer additional housing in various types ranging from studios to two-bedroom units and contribute to the future vision of Battery Lane District; a lively, walkable neighborhood connection. The proposed project consists of 453 dwelling units at approximately 480,000 square feet that includes 15% MPDU's, interior and exterior resident amenities, an underground parking facility, and providing 2 new public pedestrian connections. The height will be 120 feet and it will also include a rooftop recreation area and a clubroom. This project will also contribute to the walkability on Battery Lane with the reduction of curb cuts from three cuts down to one curb cut.

Vehicular circulation throughout the Project is designed to facilitate the required functions of a multi-family hi-rise building. An internal drop-off/pick-up area is proposed for short-term visitors and residents. This will remove temporarily stationary vehicles like delivery vehicles, taxi/ride service vehicles, and short-term guests off the main circulation path and also away from Battery Lane. An enclosed on-site loading and service area will hide these functions from the public view and is located far away from Battery lane and the main lobby. The entrance to the underground parking garage will also be located near the loading space and also disguised within the building footprint.

Pedestrian Circulation throughout the Project is designed to elevate the walking experience. The portion that fronts Battery Lane will be activated with lobby and building amenity spaces that will activate the street. A front open plaza with functional artistic elements is provided to bring visual interest to pedestrians and offer a view into the large active courtyard. Plenty of trees and vegetation will line the pathways to soften and elevate the walking experience and also offer shade on hot days. Further, the Project proposes to reduce the curb cuts from three down to one. This will help provide an uninterrupted walking experience with activity on display from the 2-story lobby and amenity. The building also steps back at the 7th floor approximately 60' above grade and relates the massing to the future development of the neighbors and to break down the scale of the building. The combination of these elements will help create both a vibrant public realm and relate to the human scale for pedestrians on Battery Lane as prioritized in the Sector Plan and the Bethesda Downtown Plan Design Guidelines.

## **B. Sector Plan and Design Guideline Compliance**

The Project is consistent with the Sector Plan recommendation for this site *to promote enhanced redevelopment opportunities to foster a quality mix of housing options*. The Project proposes redevelopment of a low density



aging apartment complex with no amenities and no income-regulated units to modern housing, into a mix of units, recreational and service amenities, with 15.0% of the dwelling units subject to the 99- year Moderately Priced Dwelling Unit regulations.

The Project is also designed to be in compliance with the Design Guidelines and aims to provide the neighborhood with public benefits and a pleasant environment for all. The Project fulfills many of the Sector Plan and Design Guideline goals as outlined in more detail below.

1) 2.1.9 Public Through Block Connection

Two through block connection is provided per the recommendations of the sector plan. A new through block connection has been planned to start at the Bethesda Trolley Trail and end at Woodmont Avenue. This trail is located at the rear of the Property adjacent to the NIH complex. The Project will continue the path from 4901 Battery Lane and connect to the future path on 4857 Battery Lane. The neighboring project, 4901 Battery Lane, will provide the north/south through block connection to the new east/west connector trail. Although a north/south connection will already be provided by the neighboring site, this Project will also provide a secondary connection along the proposed driveway and courtyard. A meandering path is also proposed to connect to the neighboring north/south connection to visually and symbolically integrate into this path.

2) 2.1.10: Canopy Corridor

The Battery Lane streetscape has been planned with the larger Aldon development. This Project will contribute to realize those plans with the improvement to the streetscape fronting this Project. The plans will follow the recommendations of the Aldon sketch plan street sections and provide a 6 foot street tree buffer with an 8-foot wide sidewalk and 11 feet landscape area

3) 2.3.2: Green Cover

The Project is designed to meet the 35% Green Cover requirements. The combination of intensive green roofs, on grade and over structure trees, and various stormwater management strategies will be utilized to meet this requirement.

4) 2.3.3: Servicing Access and Parking

The Project places the loading dock and parking access towards the rear of the site and far away from Battery Lane. These elements are within the building envelope and thus integrated into the building design. The proposed design consists of one driveway that leads towards the loading and parking access, effectively reducing the current three curb cuts down to one. A drop-off circle with a plaza is near the lobby to remove idling vehicles off the main circulation. The combining effect of these elements provide for an enhanced pedestrian experience.

5) 2.4.1: Compatibility

The proposed Project seeks to be modern and contemporary in design and concept yet be sympathetic to the surrounding buildings in massing, articulations, textures and materials. This will be realized by breaking down the mass with step-backs at the 7th floor and facade articulation to respect horizontal datum lines from the adjacent developments. Materials and textures will be complementary to the future developments in the area. Further, by aligning with the proposed streetscape (i.e. setbacks and streetscape design), the project will fit seamlessly into the future neighborhood.

6) 2.4.2: Base: Building Placement

The building is setback 25 feet from the curb per the Design Guideline's recommendation of 20-25 feet and also the proposed

developments on the block. This will ensure a compatible and pleasant walking experience.

7) 2.4.3: Base: Street Activation

The street will be activated with a transparent 2-story lobby that fronts Battery Lane. A portion of the streetfront will also include a 2-story amenity space that is yet to be determined. However, the amenity programming will be one that helps activate the street such as fitness areas or party rooms. Further, a hardscape plaza is designed near to the entrance. This area will have functional yet artistic elements to enhance the public realm in front of the building and offer views into the large courtyard.

8) 2.4.6: Tower: Separation Distance

The Project meets the tower separation recommendations from the neighboring towers (45-60 feet). The building is also setback over 20 feet from the property lines to get the fenestration we desire. No part of the building, aside from the underground parking garage, will be abutting the property lines.

9) 2.4.7: Tower: Step-back

The building steps back along Battery Lane at the 7th floor or roughly 60 feet from the grade. This step-back along with utilizing bulk reducing methods from the Design Guidelines, provides a well articulated building that responds contextually to the neighborhood.

10) 2.4.8 Tower: "Menu" of Methods to Reduce Bulk

Amongst the "menu" of Methods to Reduce Bulk, the Project utilizes the following methods:

- a) "Modulate and Articulate Facades"

- i) Each elevation is modulated and articulated to reduce bulk and provide a cohesive architectural concept that translates into all sides of the building.
- b) “Limit Apparent Face”
  - i) The apparent face fronting Battery Lane has been limited with the stepping back of upper floors that have been strategically placed for a pleasant proportion and scale at the pedestrian level.

11) 2.4.9: Tower: Top

The tower top has been designed as the feature of the design. The top terminates into a row of trellis beams that cast different shadows on the building throughout the day. It also offers some relief from the sun for the residents that will be enjoying this rooftop terrace area.

Mechanical areas on the rooftop will be utilized to help reinforce the concept by being concealed behind tall parapets that are an integrated part of the mass.

### **C. Public Benefit Points - Exceptional Design**

The architectural concept for this Project responds contextually to the surrounding with the methods outlined above and exceptionally enhances the visual and functional character. Therefore, the Project is seeking a minimum of 20 Public Benefit Points for exceptional design and it will earn these points with the following:

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

- a. The Project response to the context of existing buildings and future developments on Battery Lane. The proposed developments that are directly adjacent or within the Battery Lane District have been carefully studied in massing, elevation, and design to seamlessly integrate into the

neighborhood while providing a dynamic and modern architecture. The project uses datum lines of adjoining sites, connects to the proposed streetscape network, and massing articulations as an innovative way to respond to the context.

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

- a. With all the new developments that are taking place on Battery Lane, the Project seeks to contribute in the transformation of Battery Lane as the benchmark to high quality design. With plentiful outdoor active spaces, tree-lined trail connections through the site, and functional art installations at the drop-off plaza, this project will create a sense of place.

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

- a. The project will enhance the public realm by contributing to the creation of the Canopy Corridor on Battery Lane. Further, this project connects trails to realize the network of trails and pedestrian pathways outlined in the Sector Plan. The architecture of the building will be distinct yet complementary to the surrounding and provide visual artistic interest at the ground floor.

4. *Introducing Materials, Forms, or building methods unique to the immediate vicinity or applied in a unique way*

- a. The massing and architectural elements on the building work together to present a cohesive architectural concept. The form is uniquely massed from the surrounding developments yet apply complementary articulations to respect datum lines. The facade articulation on the building responds to these lines. Traditional materials like brick will be utilized to visually compliment the surrounding but detailed in unique ways to enhance the public realm.

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

- a. The project is a compact infill development that redevelops an underutilized apartment complex into a more pleasurable and desirable, high class building with employment opportunities, resident amenities, and contribute to neighborhood walkability.

#### **IV. Conclusion**

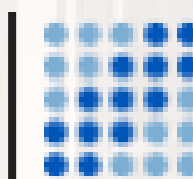
This Project is designed to comply with the Bethesda Downtown Sector Plan and a minimum of four of the Design Guidelines. By responding to the site context through the eyes of the past, present, and the future of Battery Lane, this project seeks to receive 20 public benefit points for Exceptional Design. The applicant encourages the DAP committees to consider recommending additional points for the design strategies implemented and for the careful consideration of all the developments and trail connections that this project will implement. The project will produce quality homes for the Battery Lane District and transform the streetscape into a walkable community filled with high quality architecture.



# DAP SUBMISSION



KOSSOW MANAGEMENT CORPORATION



LerchEarlyBrewer



ARCHITECTS  
COLLABORATIVE  
INCORPORATED







**SITE LOCATION**

4887 Battery Lane,  
Bethesda, MD

**APPLICANT**



**LAND USE COUNSEL**



**ARCHITECT**



**CIVIL ENGINEER & LANDSCAPE**



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**SITE INFORMATION**

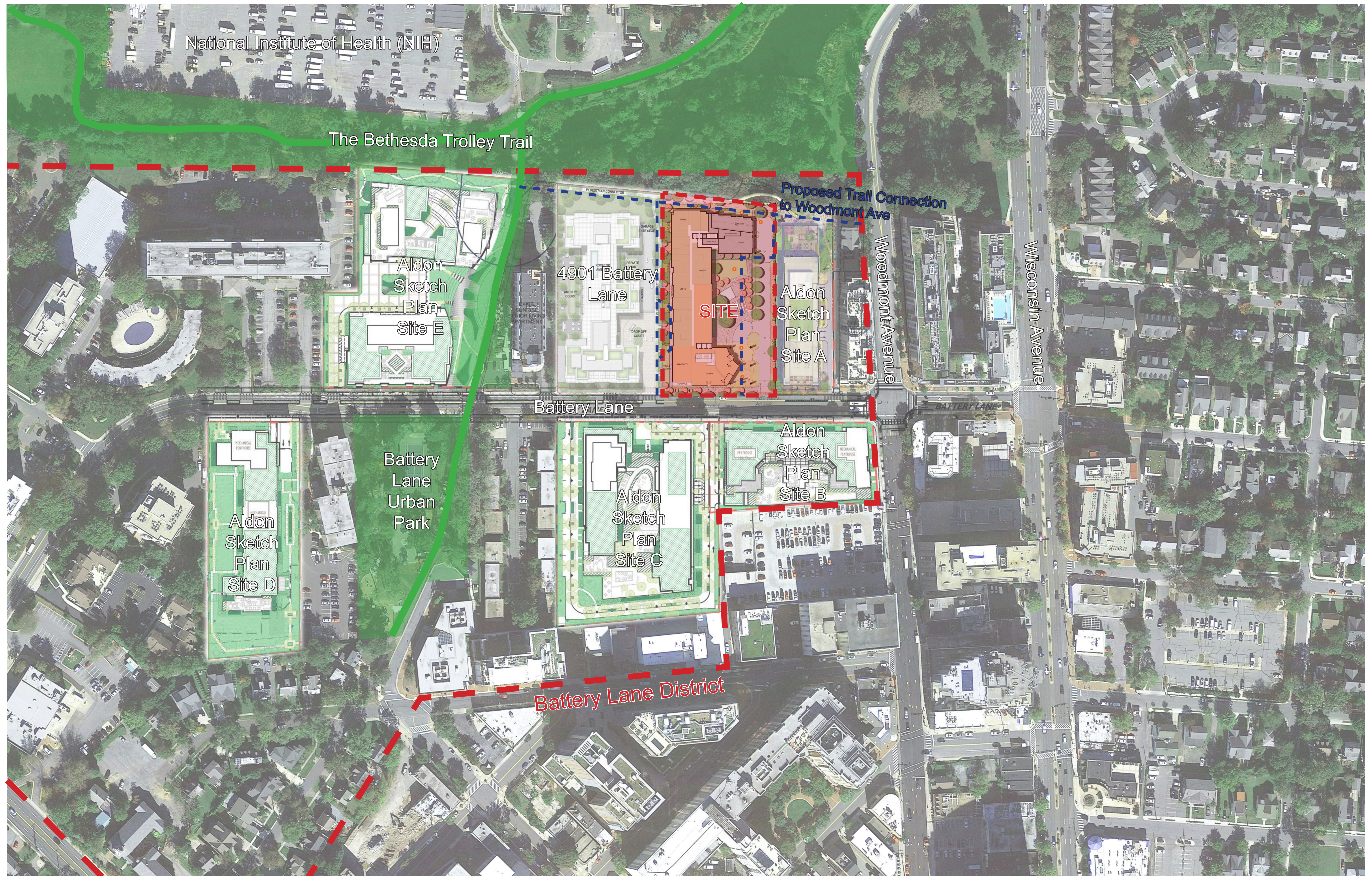
**BATTERY LANE**  
BETHESDA, MD





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## FUTURE DEVELOPMENT OVERVIEW

### BATTERY LANE BETHESDA, MD





Global Luxury Suites



Stonehall Bethesda



Battery Lane Apartments



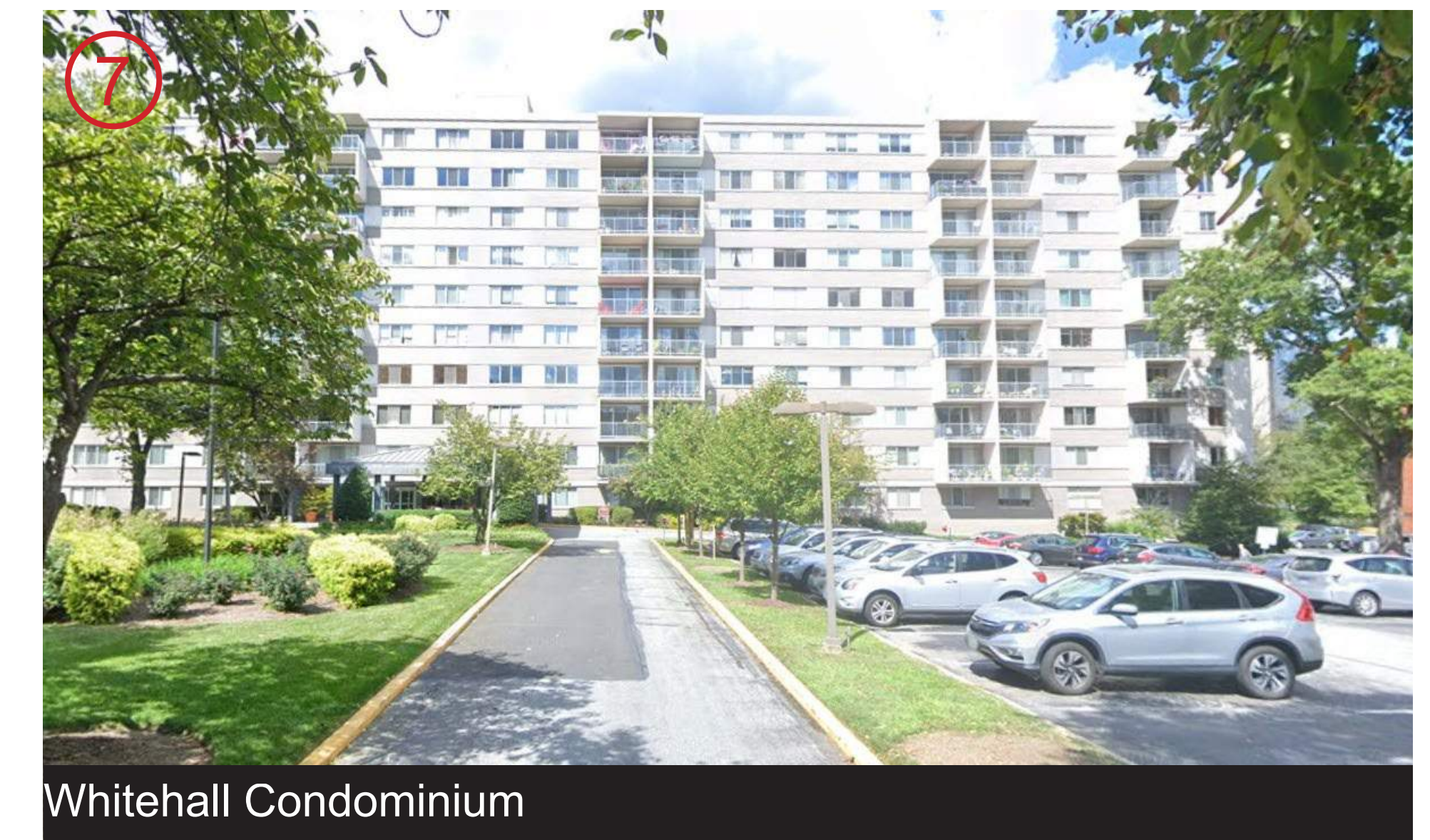
Cambridge Square



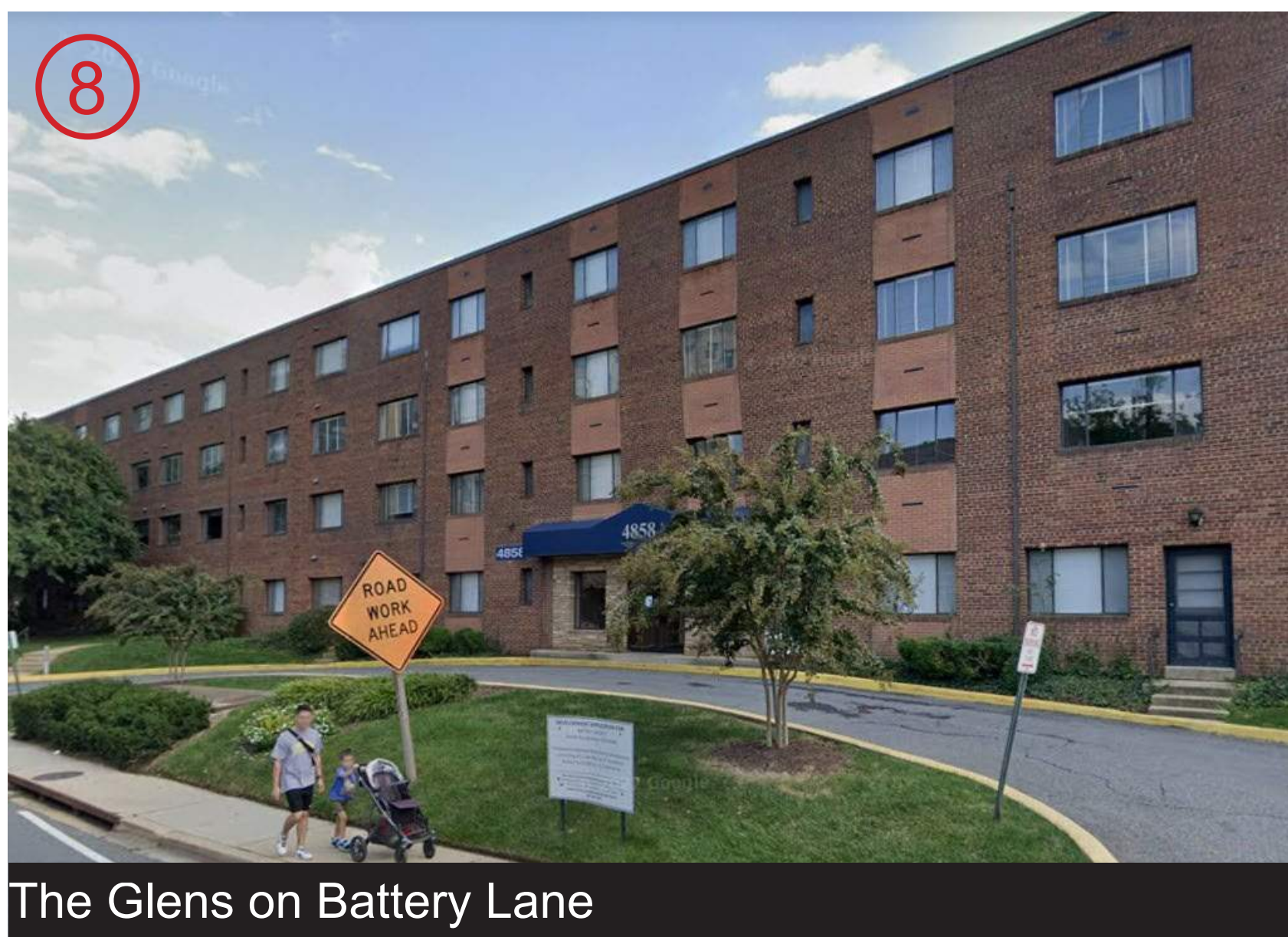
Surise of Bethesda



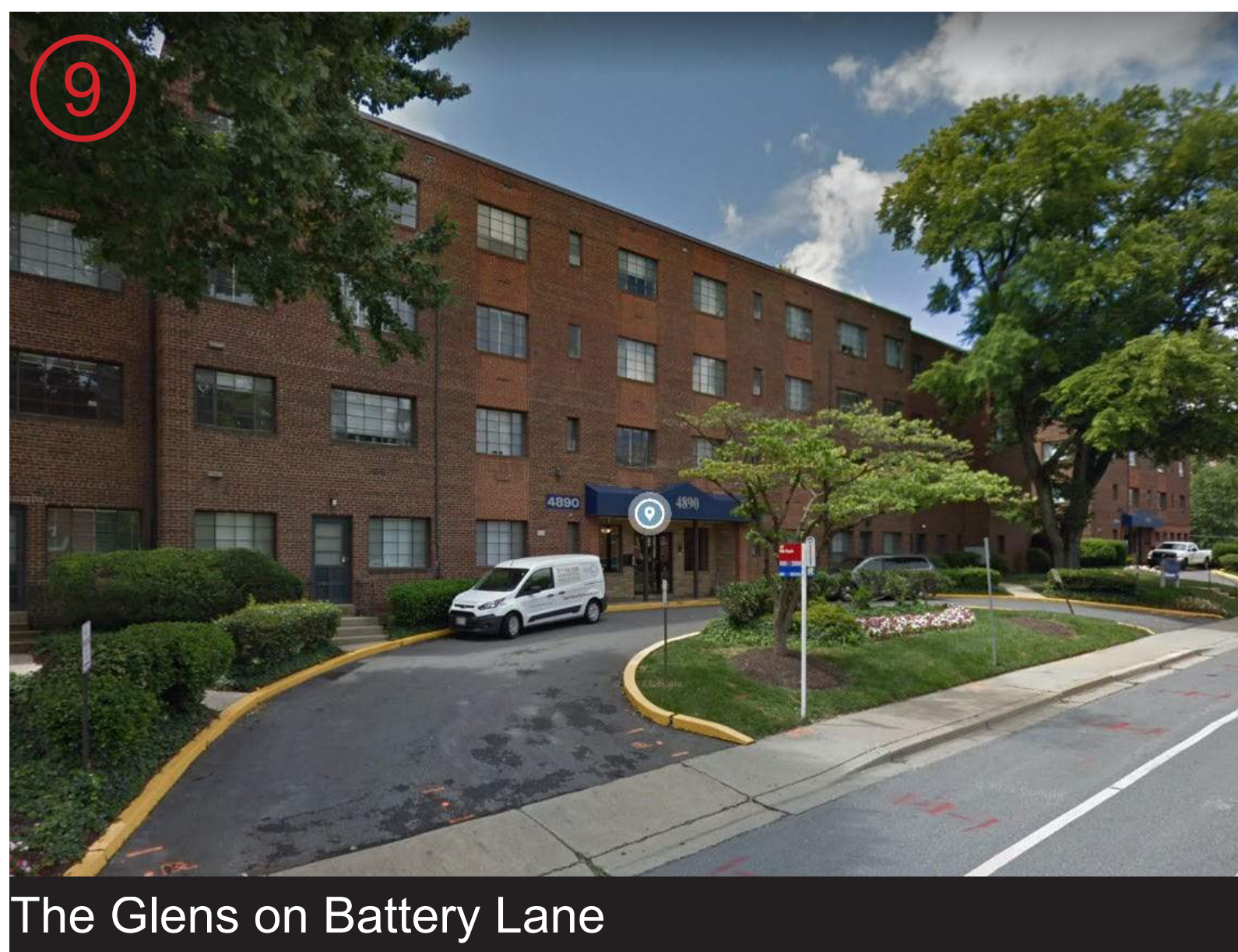
The Glens on Battery Lane



Whitehall Condominium



The Glens on Battery Lane



The Glens on Battery Lane



The Glens on Battery Lane

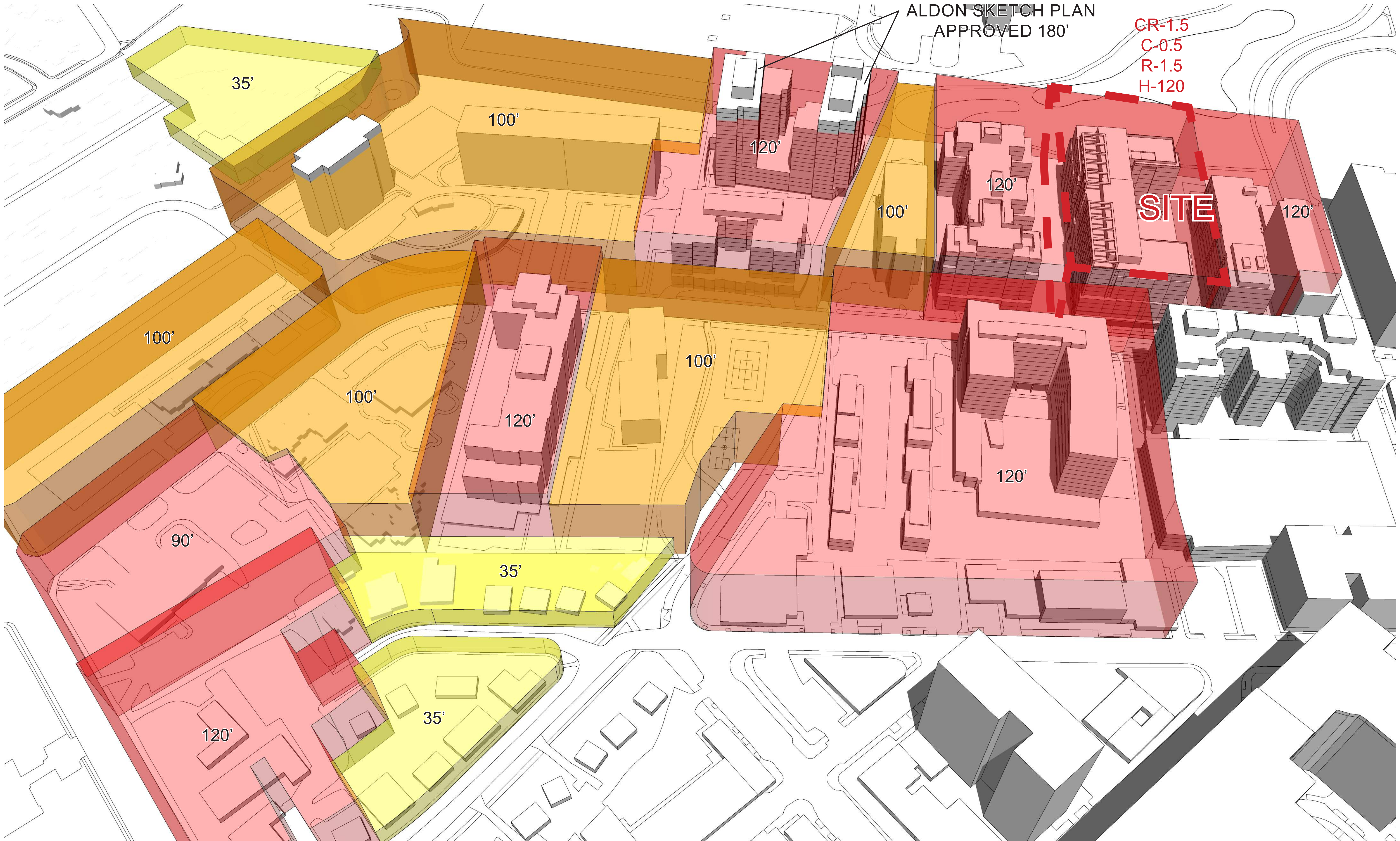


Battery Lane Urban Park

## EXISTING CONDITIONS

### BATTERY LANE BETHESDA, MD





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**DESIGN GOAL:**

To design a building that is unique to Bethesda and the Battery lane district yet be compatible to its surrounding neighbors. The design will use the Bethesda Design Guidelines as a guide to ensure a great pedestrian experience and provide exciting architecture that will support and fulfill the master plan goals.





# (Neighborhood Connector)

## 2.1.6 Neighborhood Connector

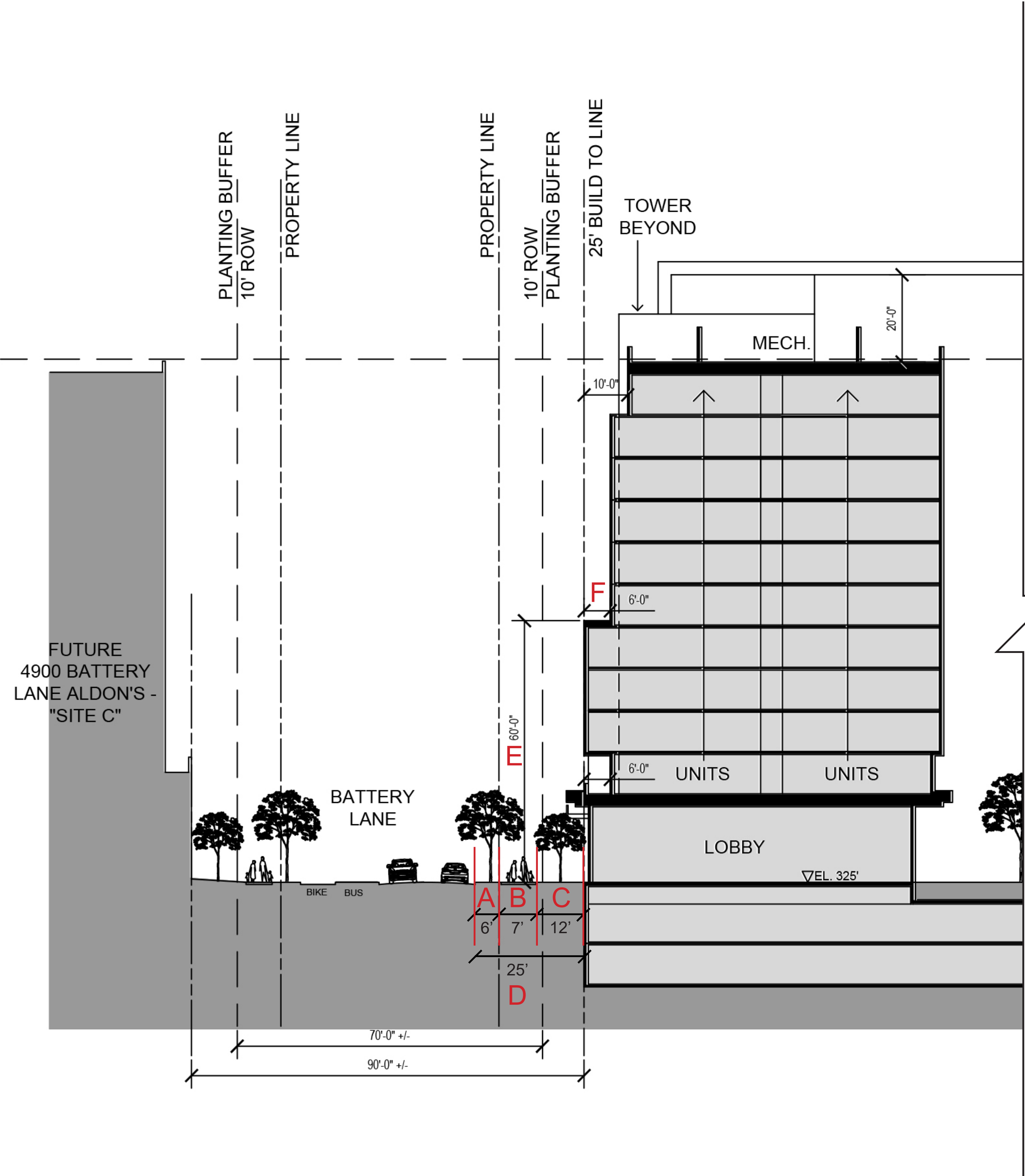
Neighborhood Connectors typically accommodate vehicular through traffic for area residents and are often combined with bike facilities and less pedestrian volume than Downtown Mixed-Use and Main Streets. These streets are predominantly lined by multi-unit residential buildings with a range of building 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

<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: 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.



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### 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:

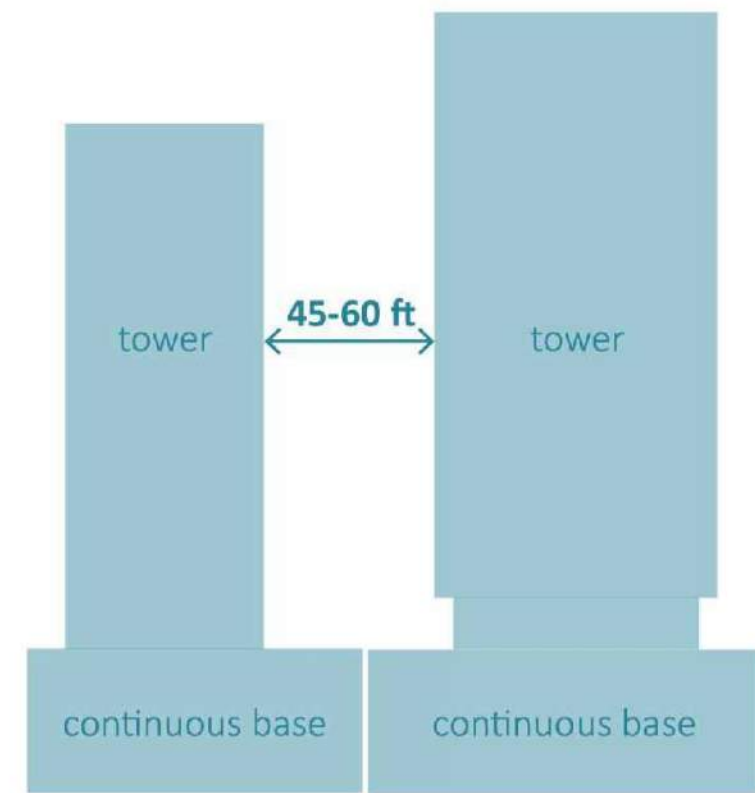
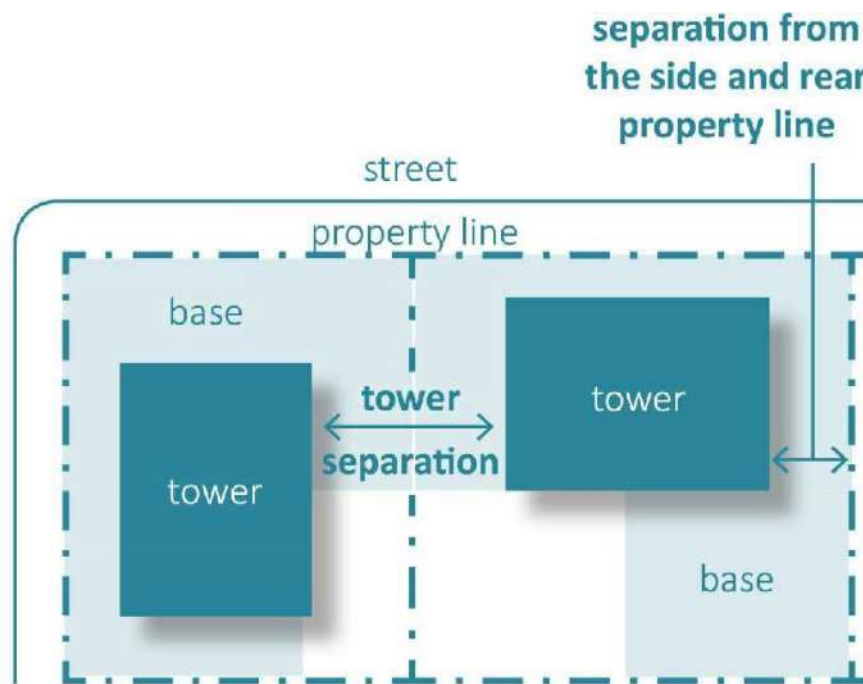
- Separate tower floors at least 45 to 60 feet (22.5 to 30 feet from the side and rear property lines).
- Provide a continuous building base along the lower floors.
- Avoid building towers to the property line creating expansive blank party walls that are imposing on the pedestrian environment.

#### 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.



### 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:

- Place the facade of the building base along the recommended build-to-line to create a continuous street edge.
- 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.
- 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.
- Exceptions to the building placement guidelines include through-block connections and open spaces recommended in the sector plan, entrances and articulation for architectural interest.

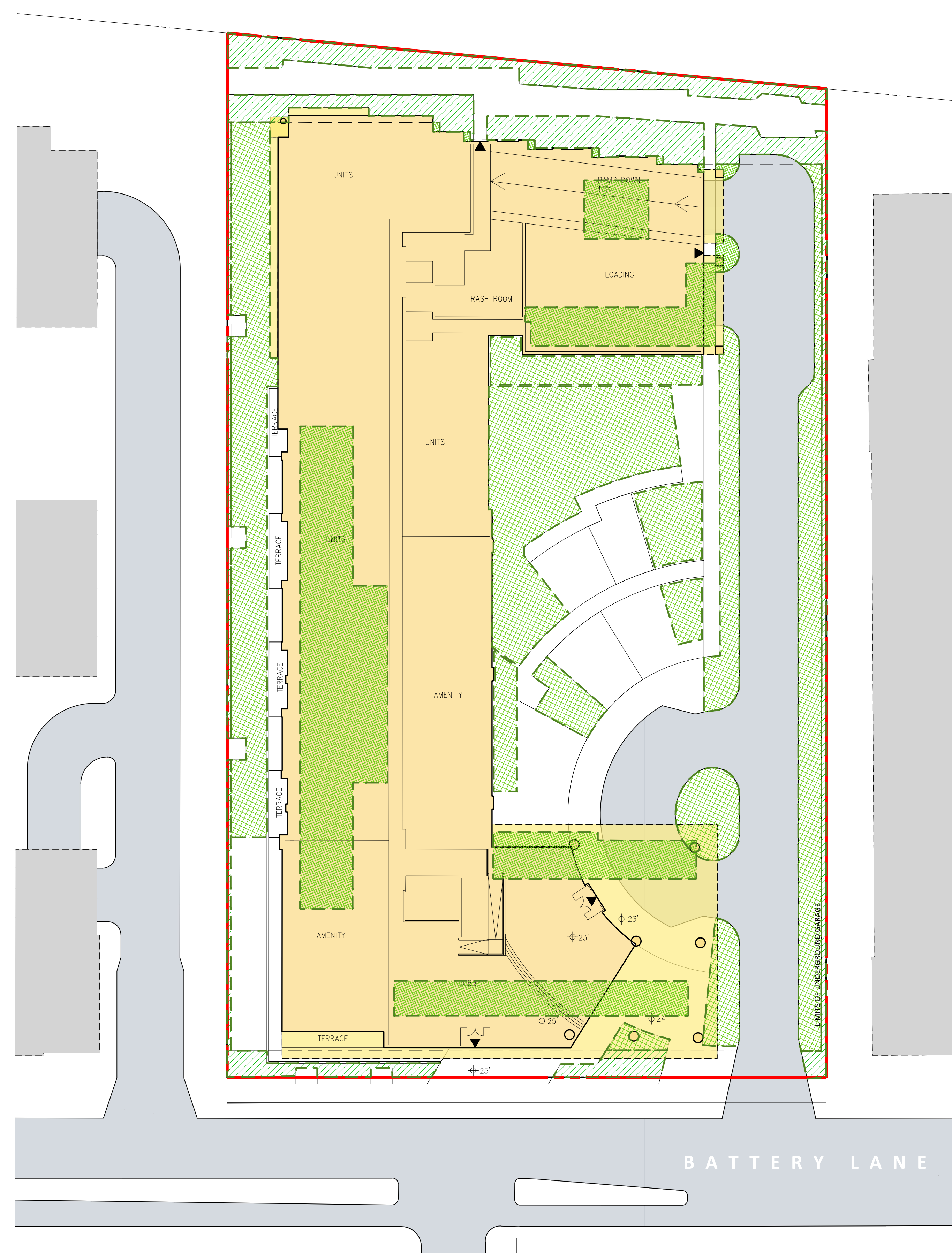


The building base of Eleven 55 Ripley in Silver Spring creates a continuous edge along the sidewalk at a low-rise scale.  
Source: Shalom Baranes Associates Architects



BETHESDA DOWNTOWN PLAN DESIGN GUIDELINES | JULY 2017





### 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.

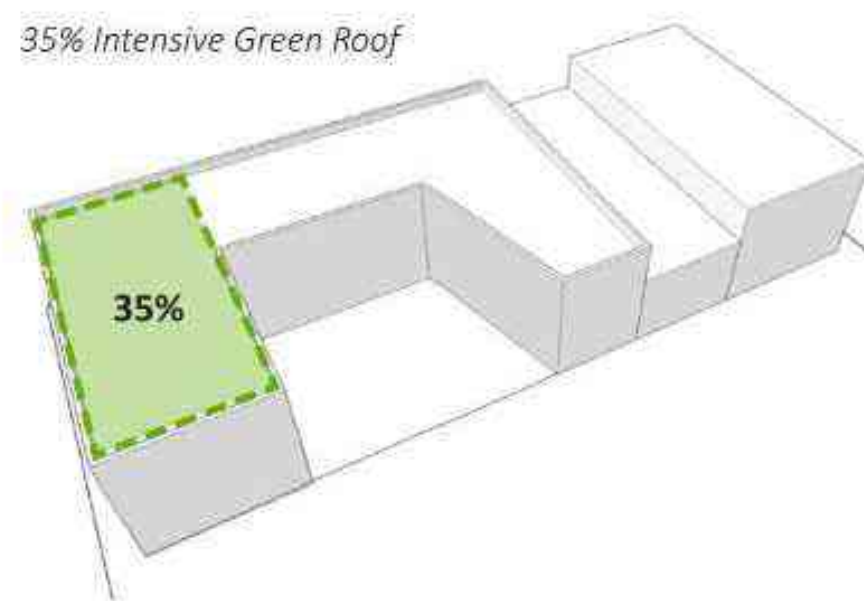
**Guidelines:**

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.

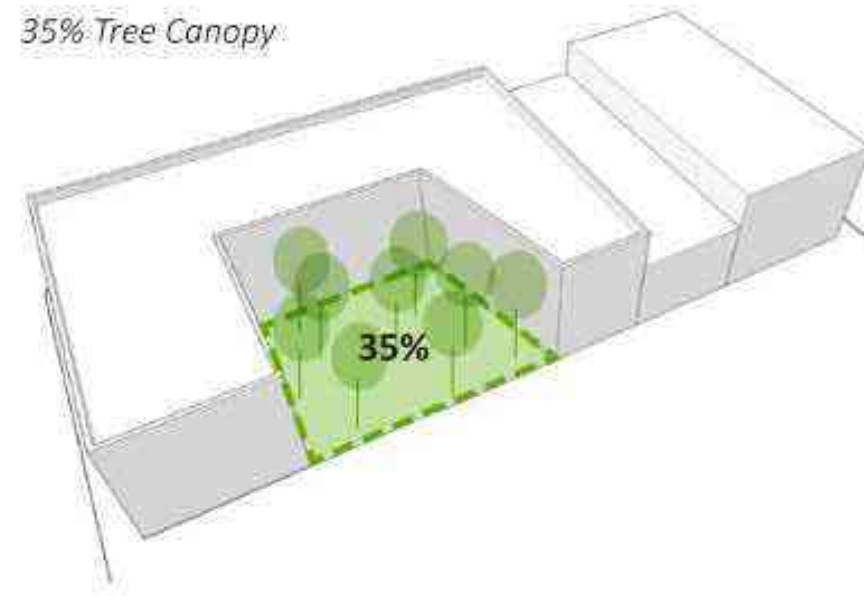
*\* If on-site energy generation requires the use of the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.*

35% Intensive Green Roof



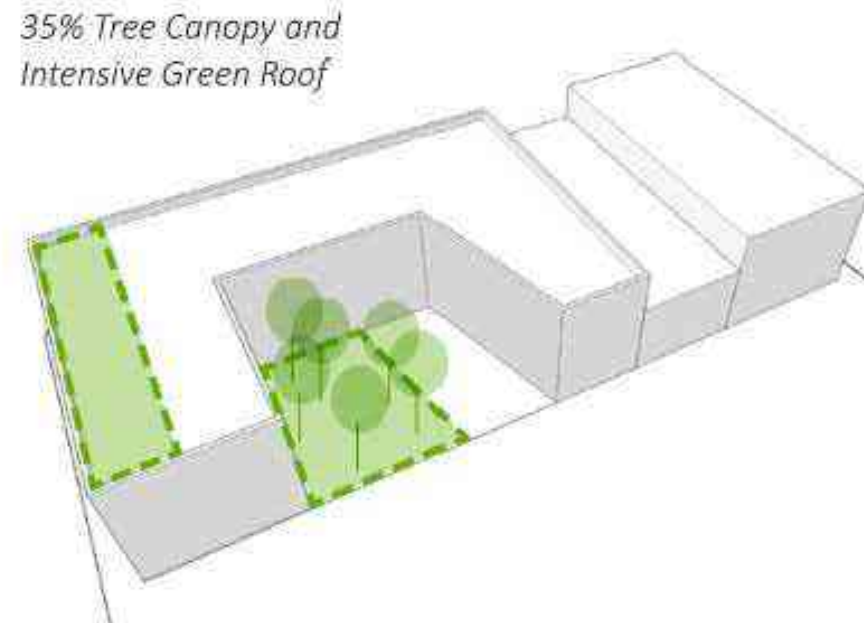
OR

35% Tree Canopy



OR

35% Tree Canopy and Intensive Green Roof



Green Cover (%)	Required SF	Required %	Proposed SF	Provided %
Net Lot Area (SF)	84,884			
Green Cover Area	29,710	35.0%		
Ground Level Planting	-	-	6,300	
Green Roof / Planting Over Structure	-	-	23,410	
<b>Total</b>	-	-	<b>29,710</b>	<b>35.0%</b>

**LEGEND**

- Proposed Building
- Existing Building
- Subject Property Limits
- Intensive Green Roof
- Green on Structure (garage)
- Green NOT over structure

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## DESIGN GUIDELINES - GREEN COVER



2.4.7 Tower: Step-Back

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

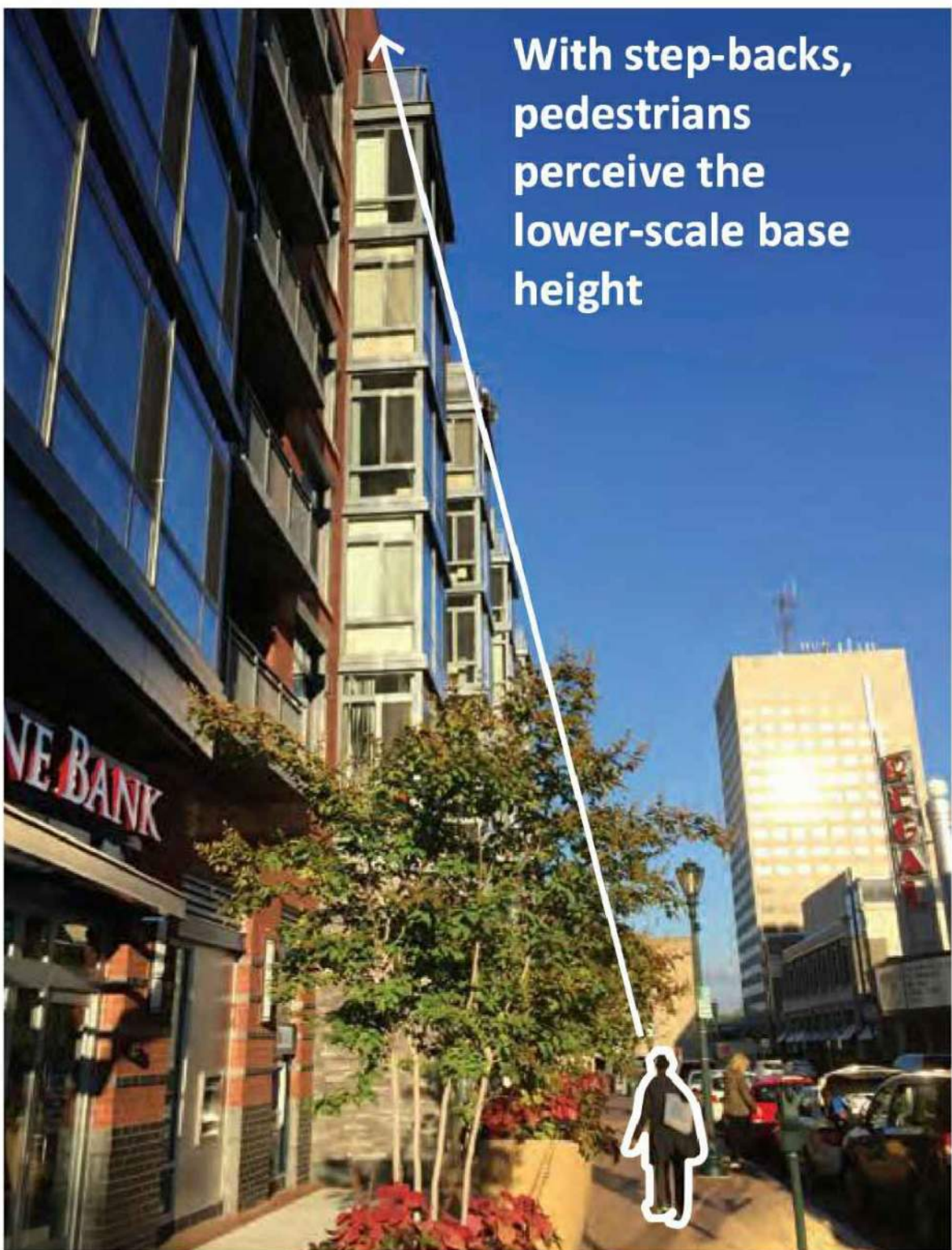
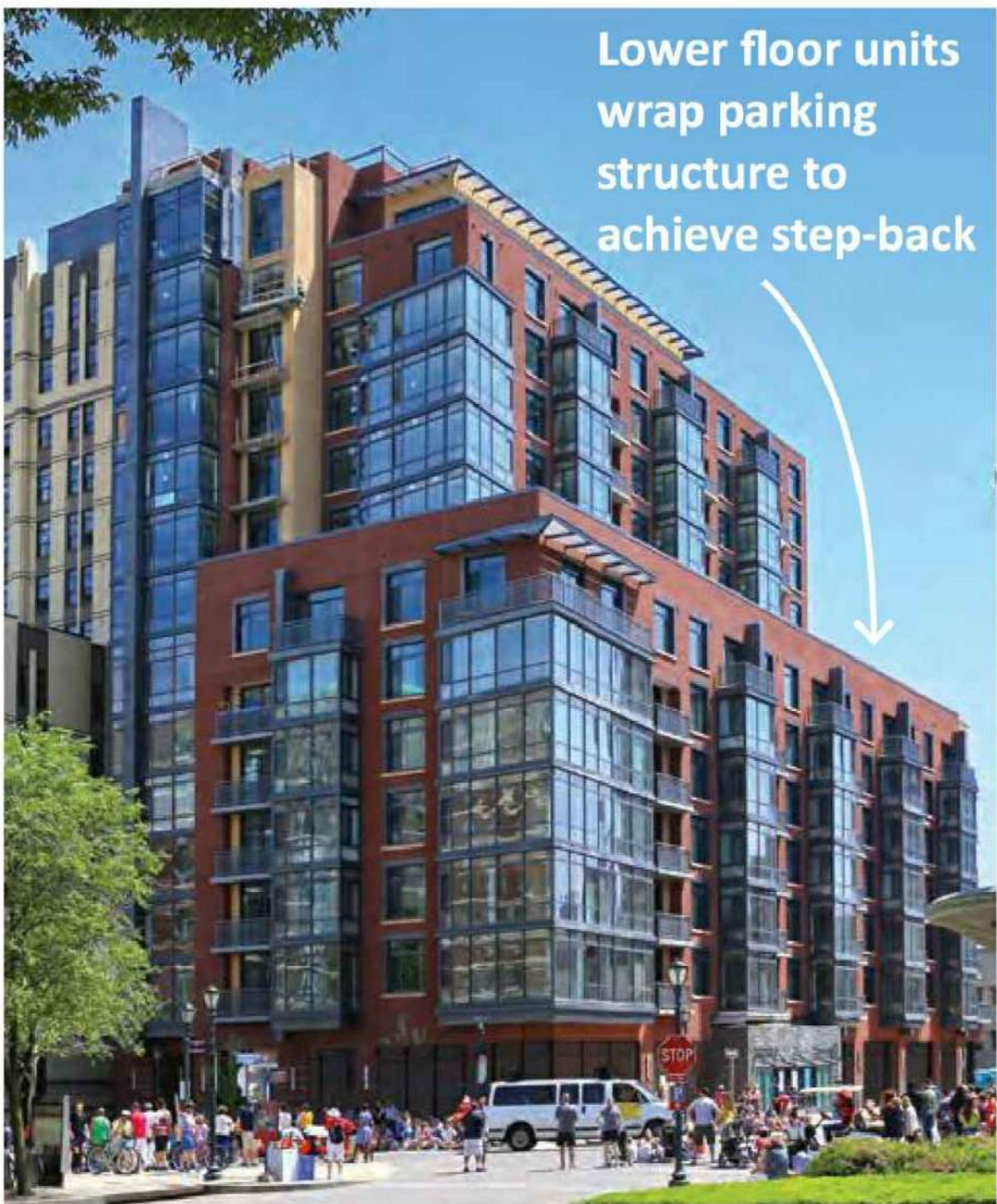
Guidelines:

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

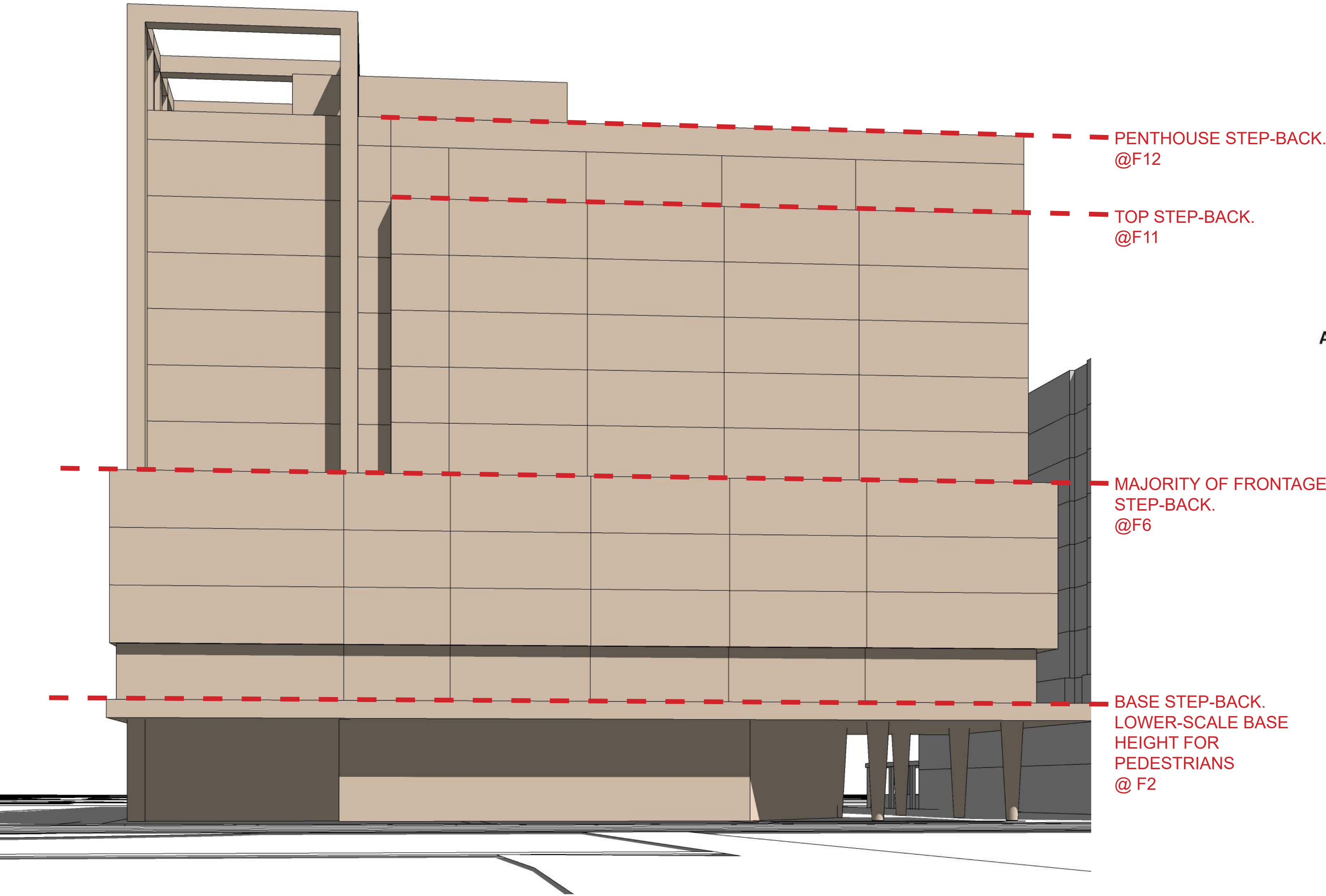
Alternative Treatments:

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

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



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

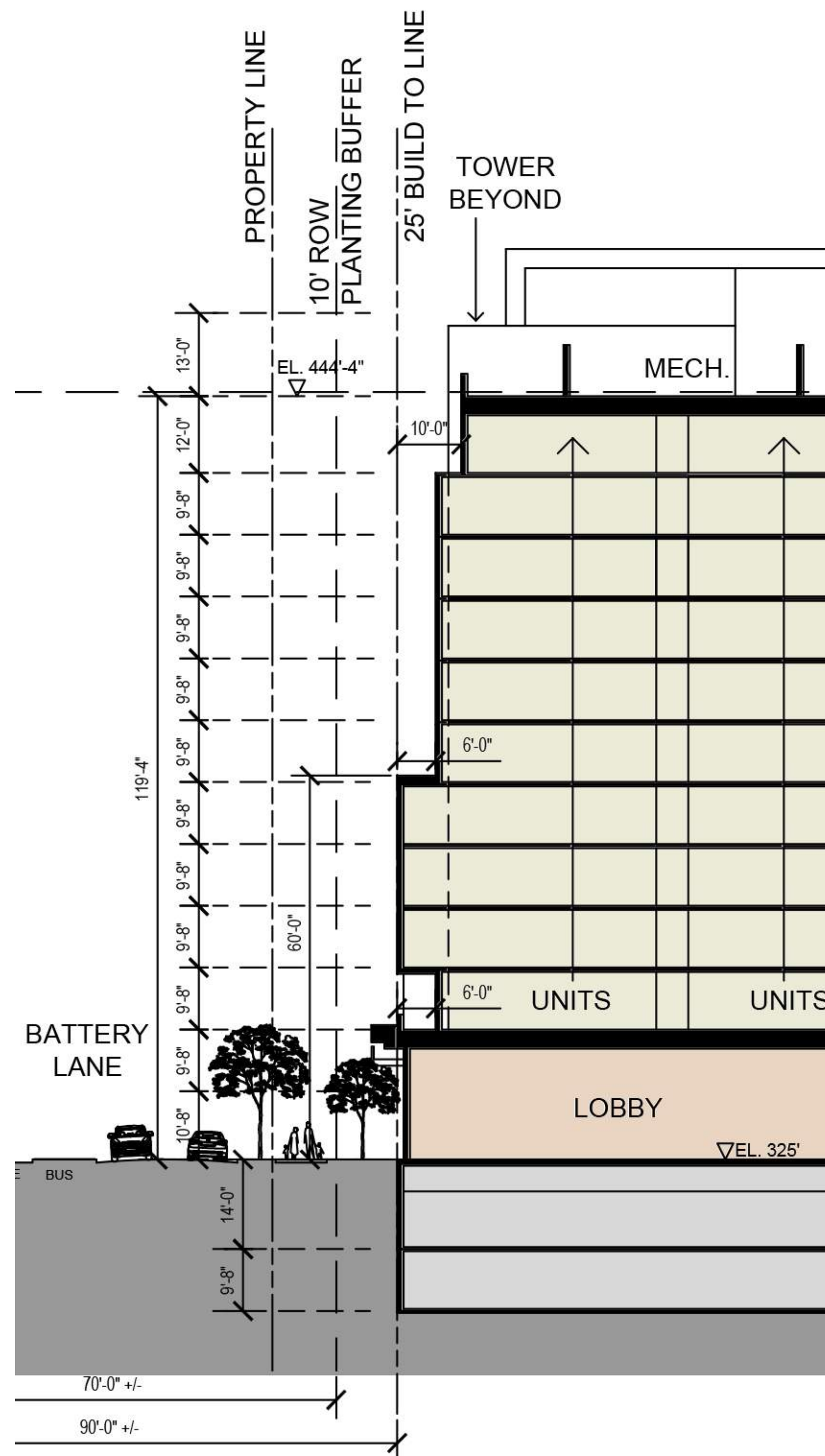


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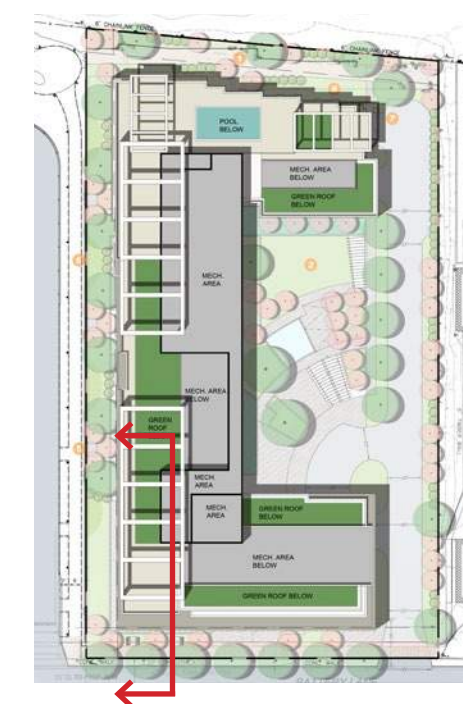
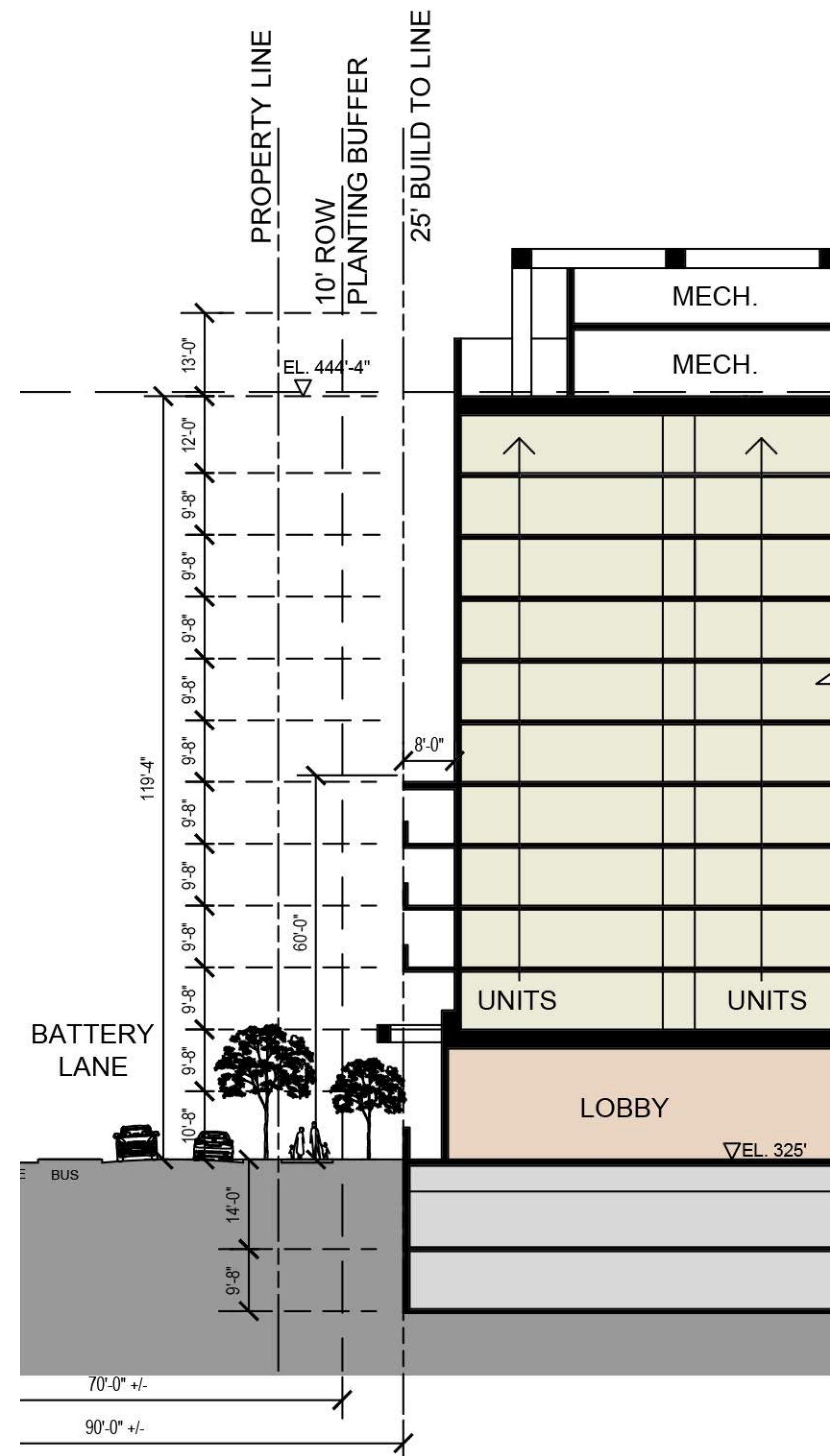




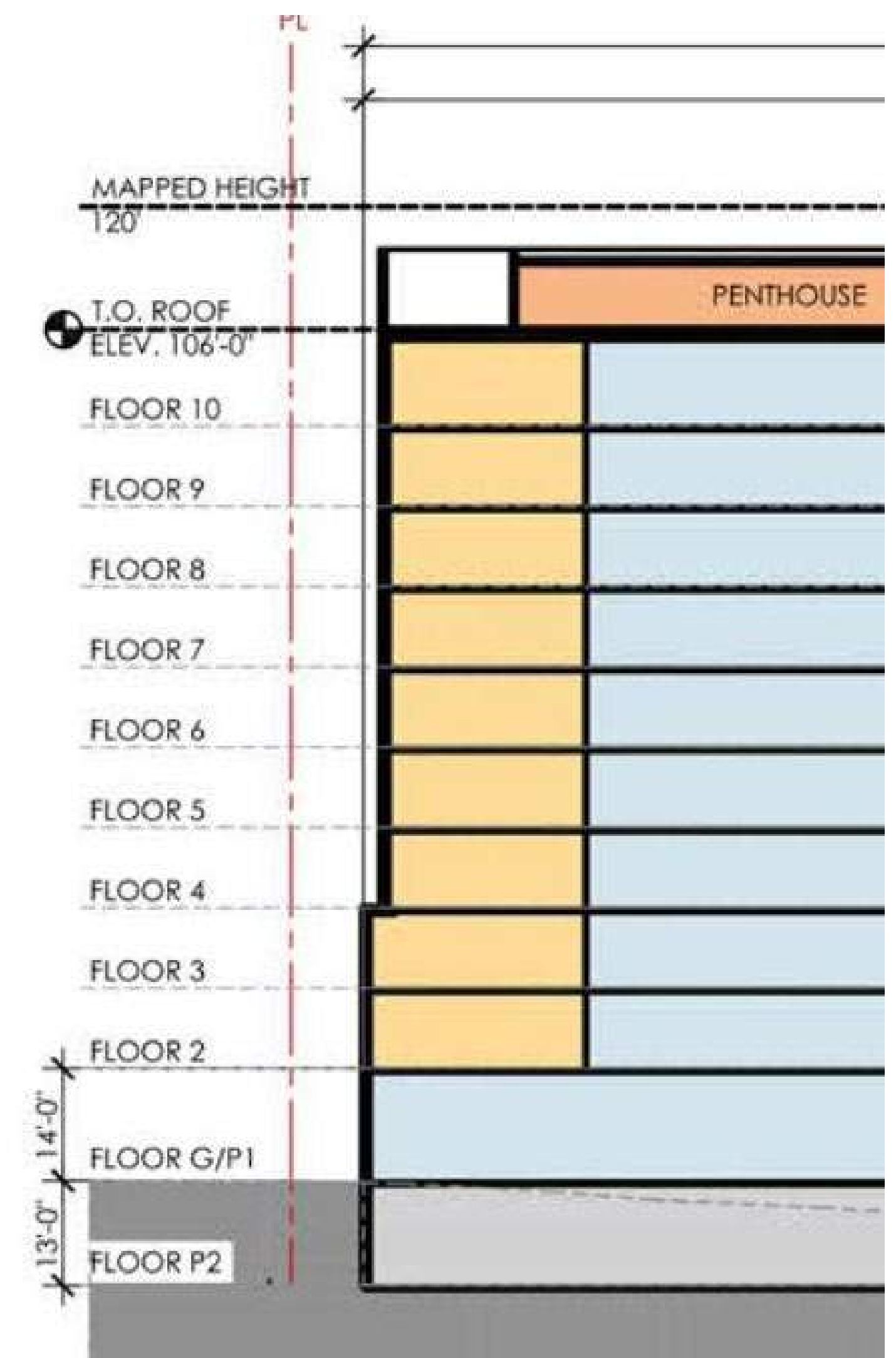
4901 BATTERY LANE



4887 BATTERY LANE

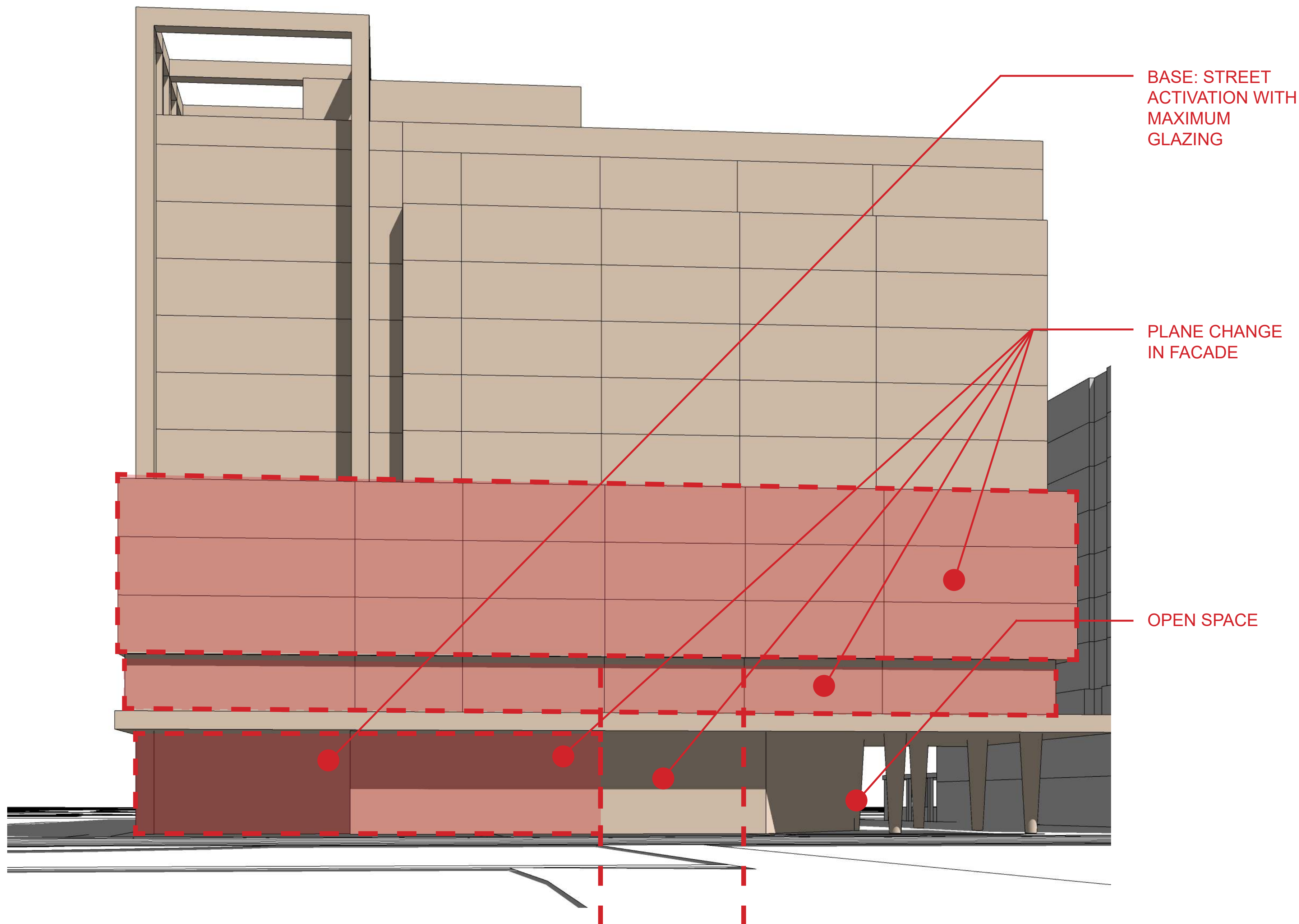


4857 BATTERY LANE



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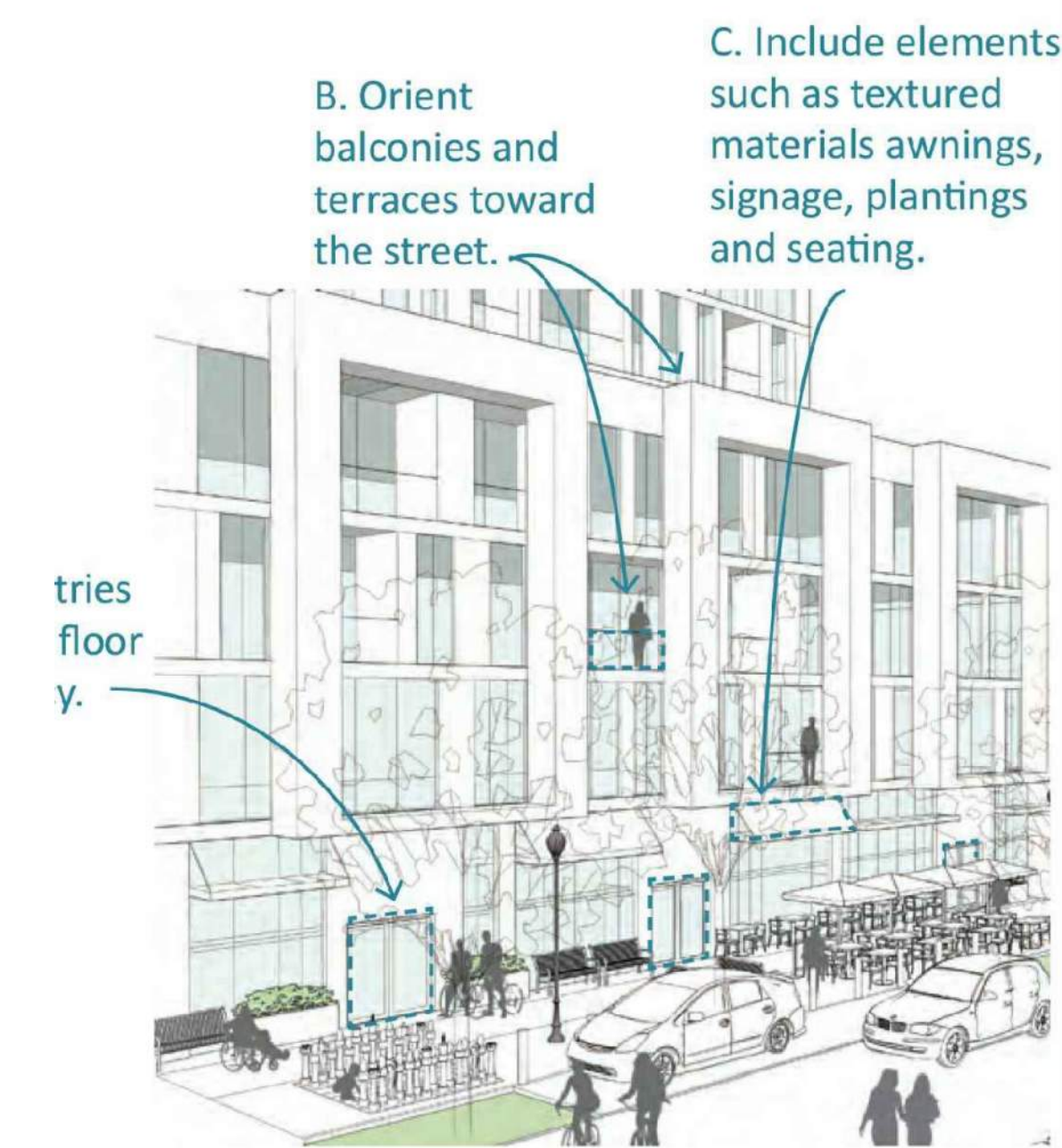


### 2.4.3 Base: Street Activation

**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*.

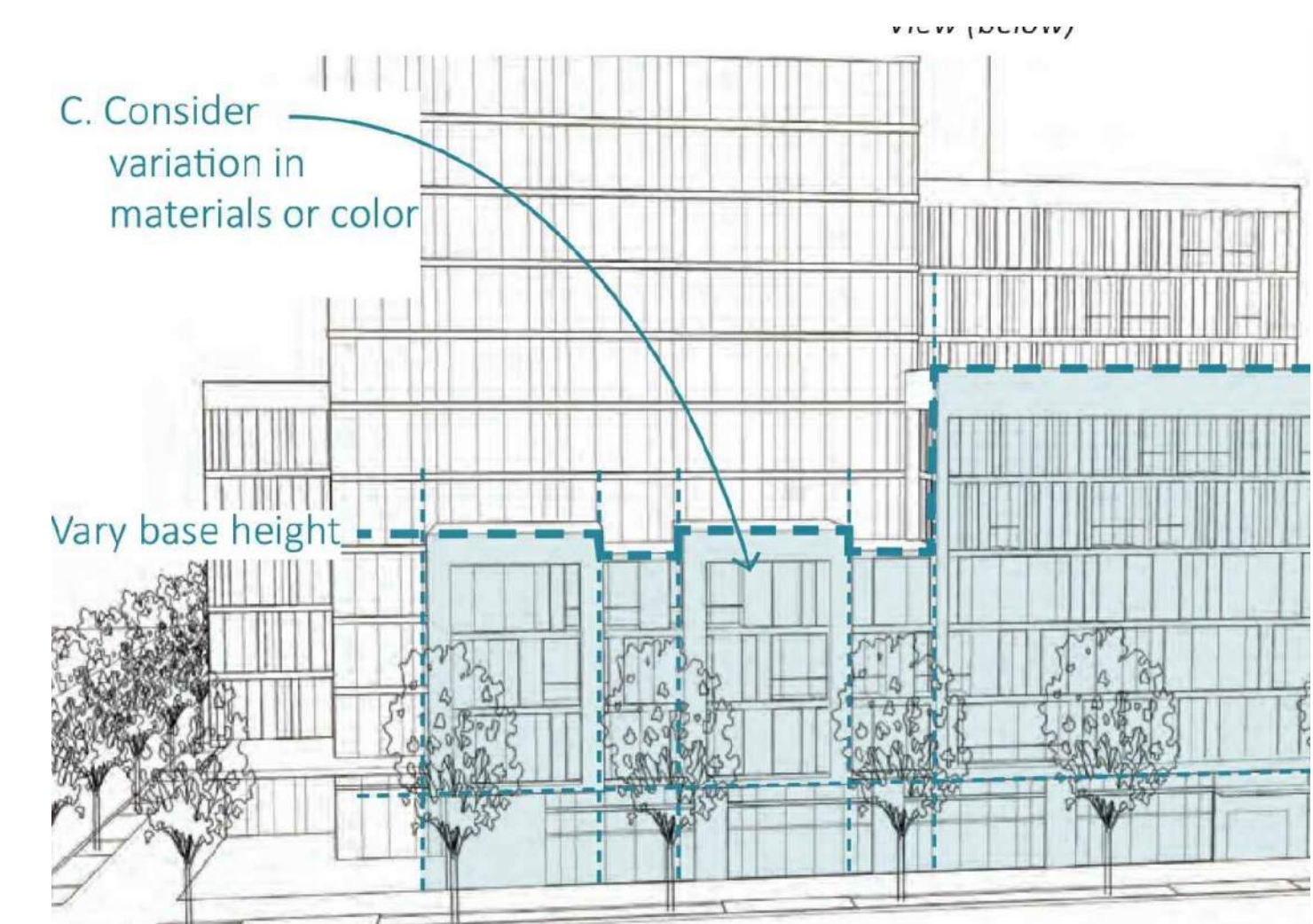


### 2.4.4 Base: Variation and Articulation

**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:

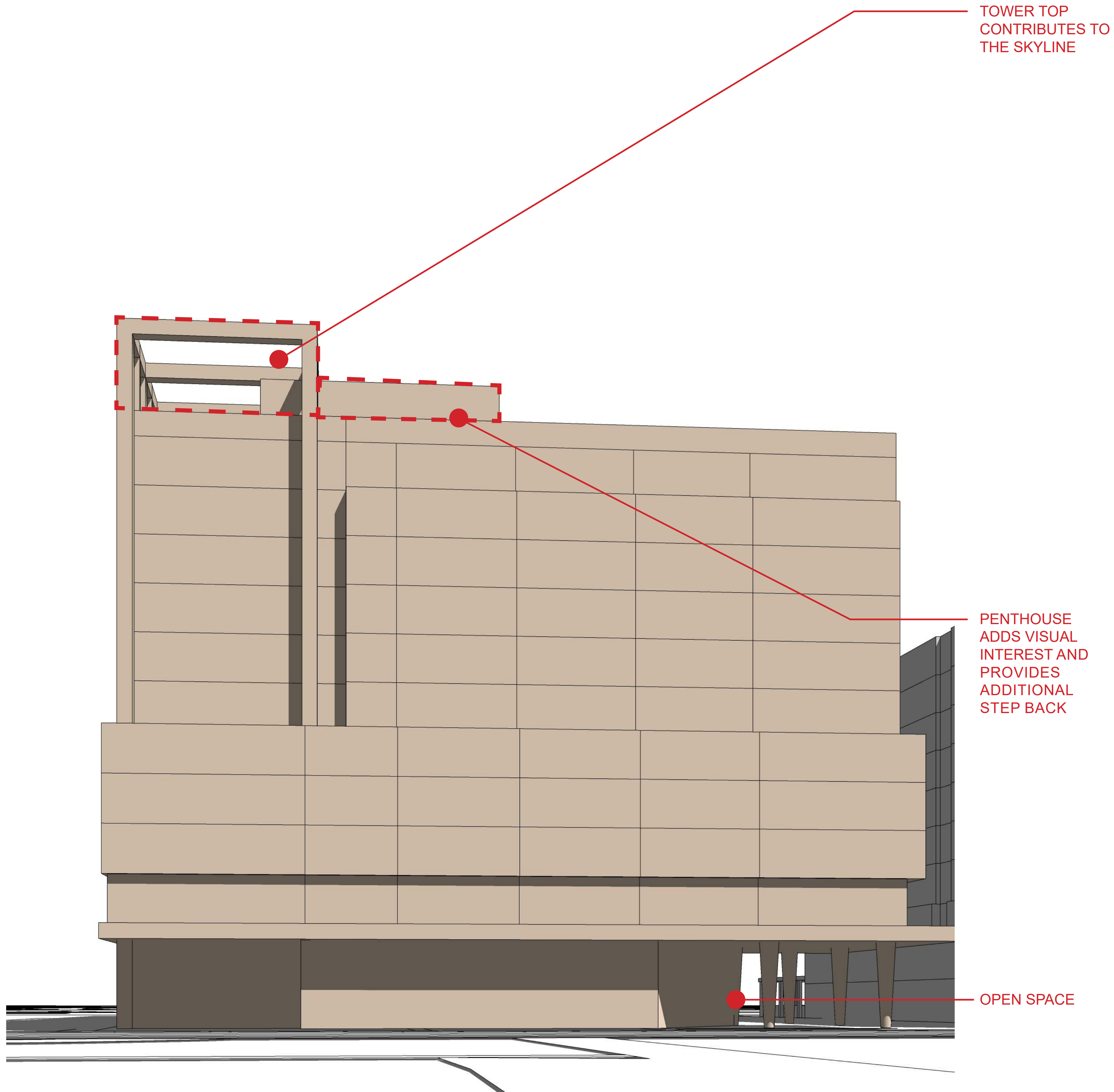
- Vary base height up to the maximum height designated by the street type. This variation should respond to the street character and typical widths, heights and modulation of existing buildings to create a contextually sensitive building wall along the street.
- Provide plane changes in the facade that 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.



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## DESIGN GUIDELINES - STREET ACTIVATION & VARIATION & ARTICULATION





## 2.4.9 Top: Tower Top

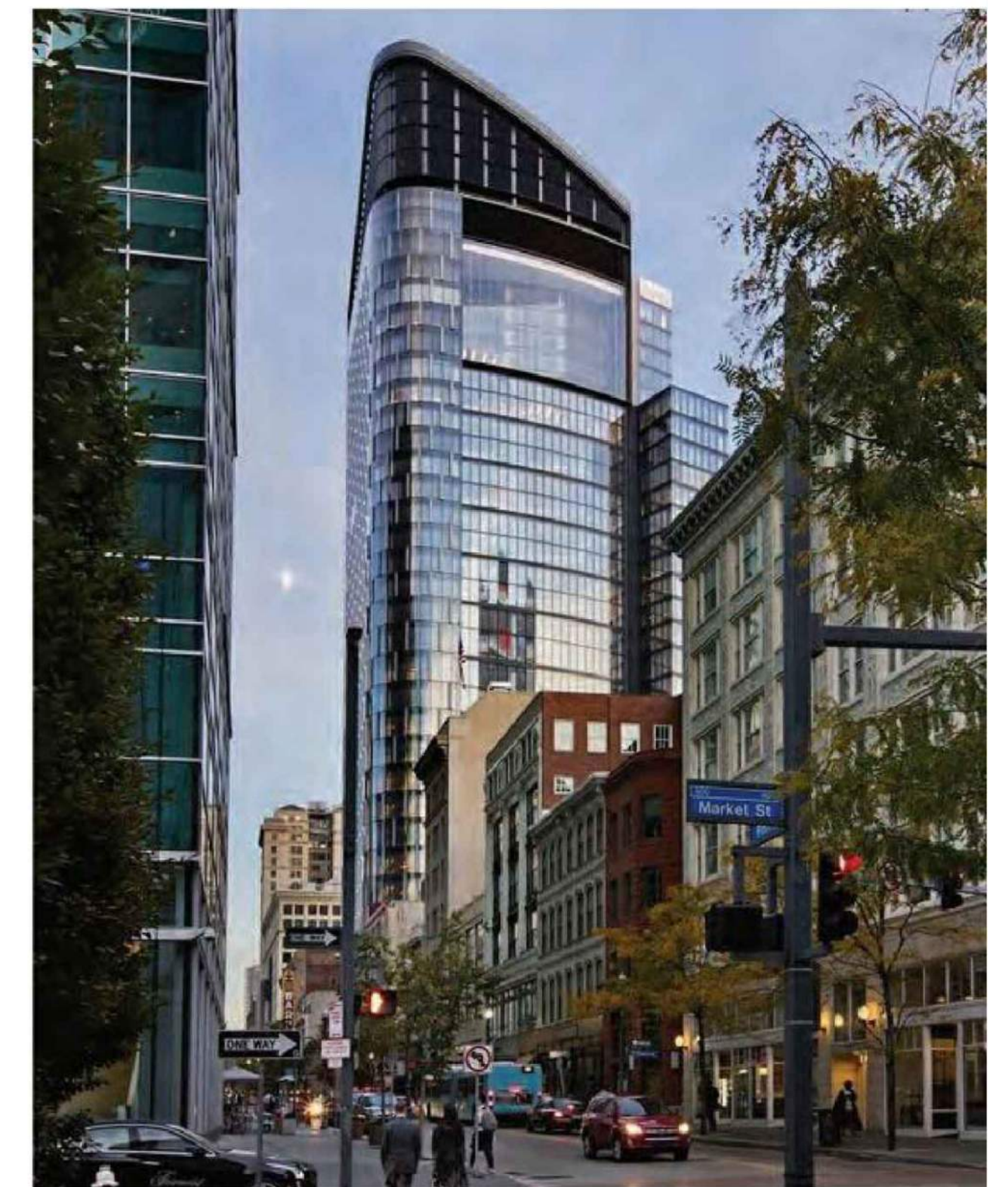
**Intent:** The building top or cap contributes to the skyline, adding visual interest and shaping the image of Bethesda from afar. Tower tops should be carefully considered on prominent sites, including those with the tallest building heights, locations adjacent to major public open spaces and those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

### Guidelines:

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



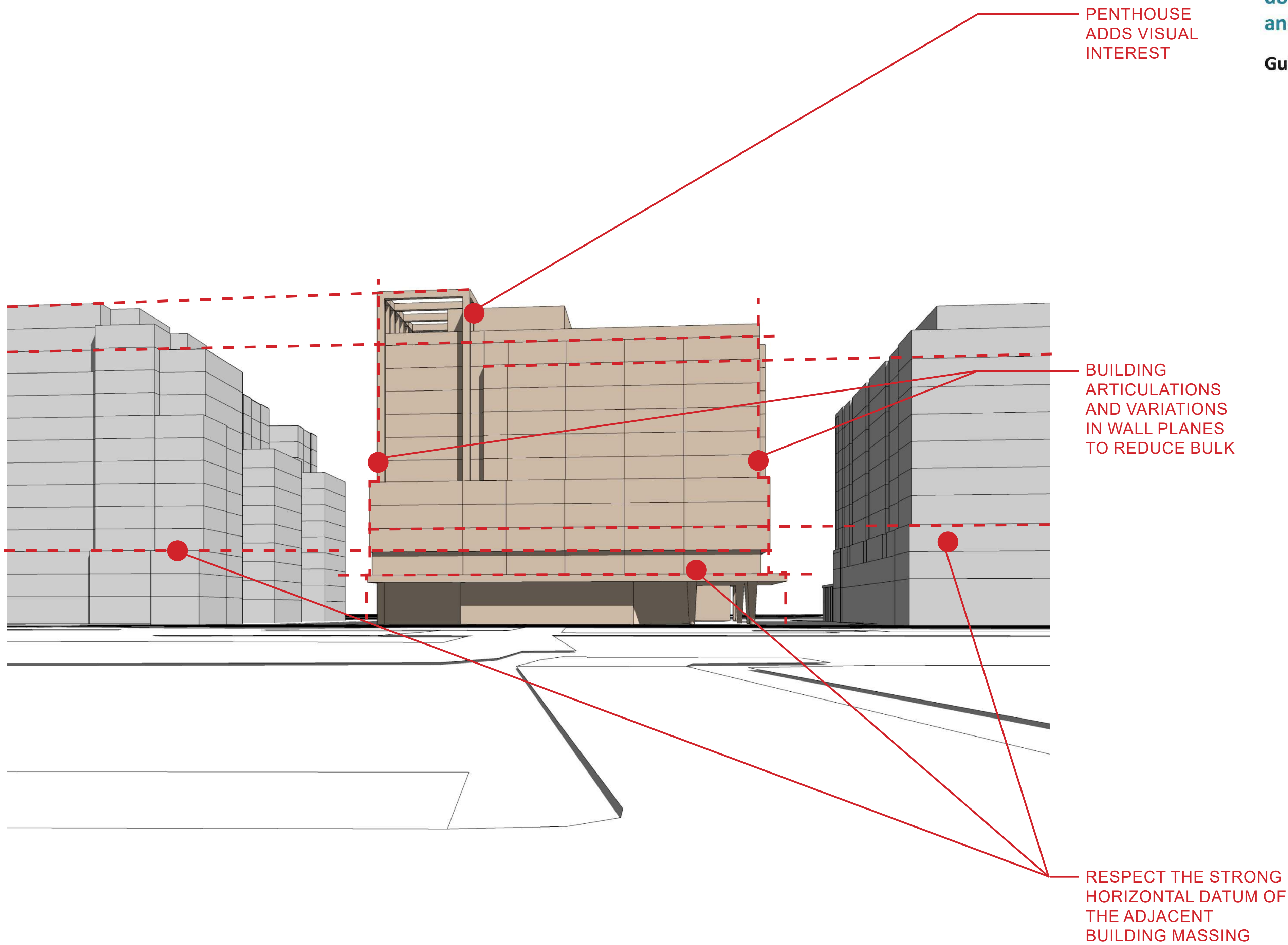
*This curved and tapered top adds a unique element to the skyline.*



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

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### 2.4.1 Compatibility

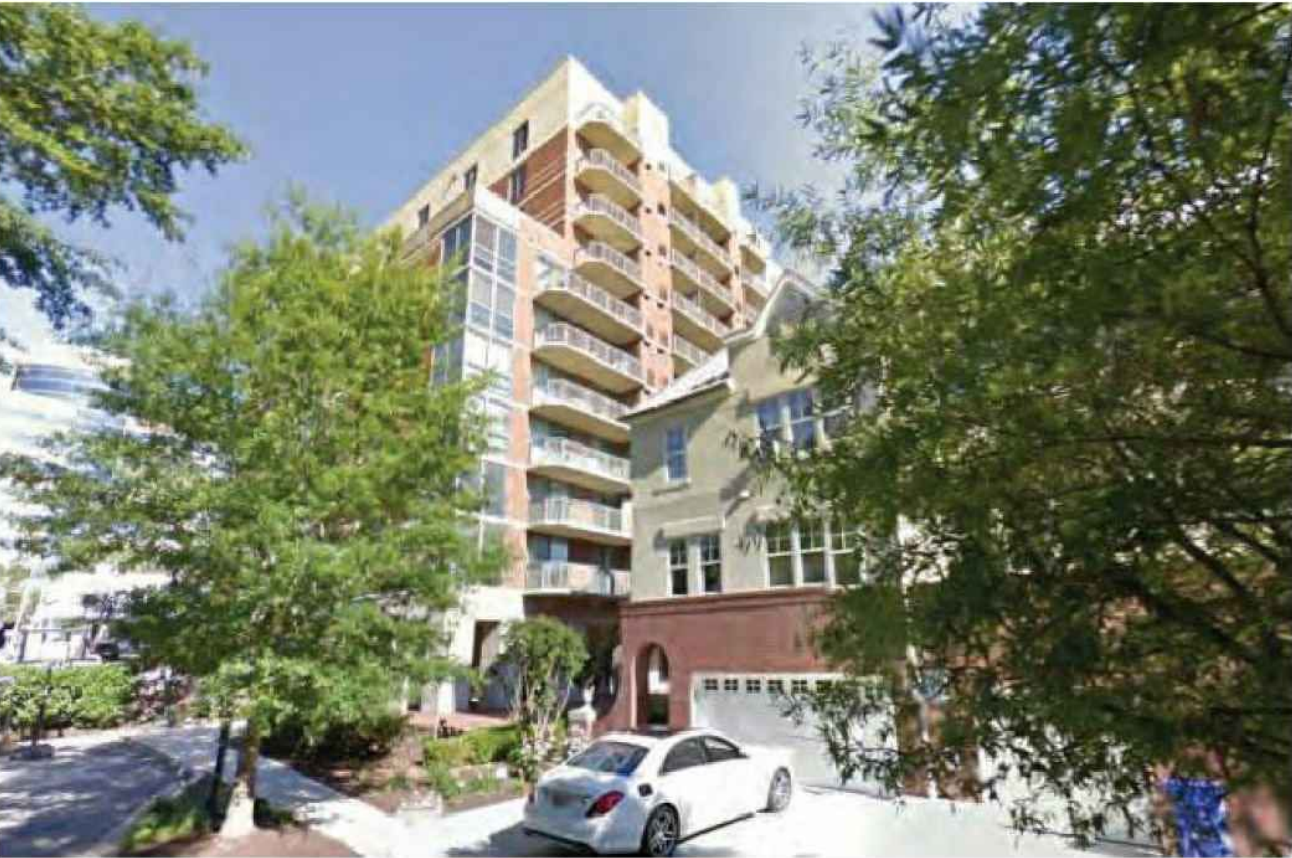
**Intent:** Most new projects in Bethesda will be infill development, therefore design should respect the existing character and scale of the downtown’s diverse districts, neighborhoods and public spaces.

**Guidelines:**

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



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



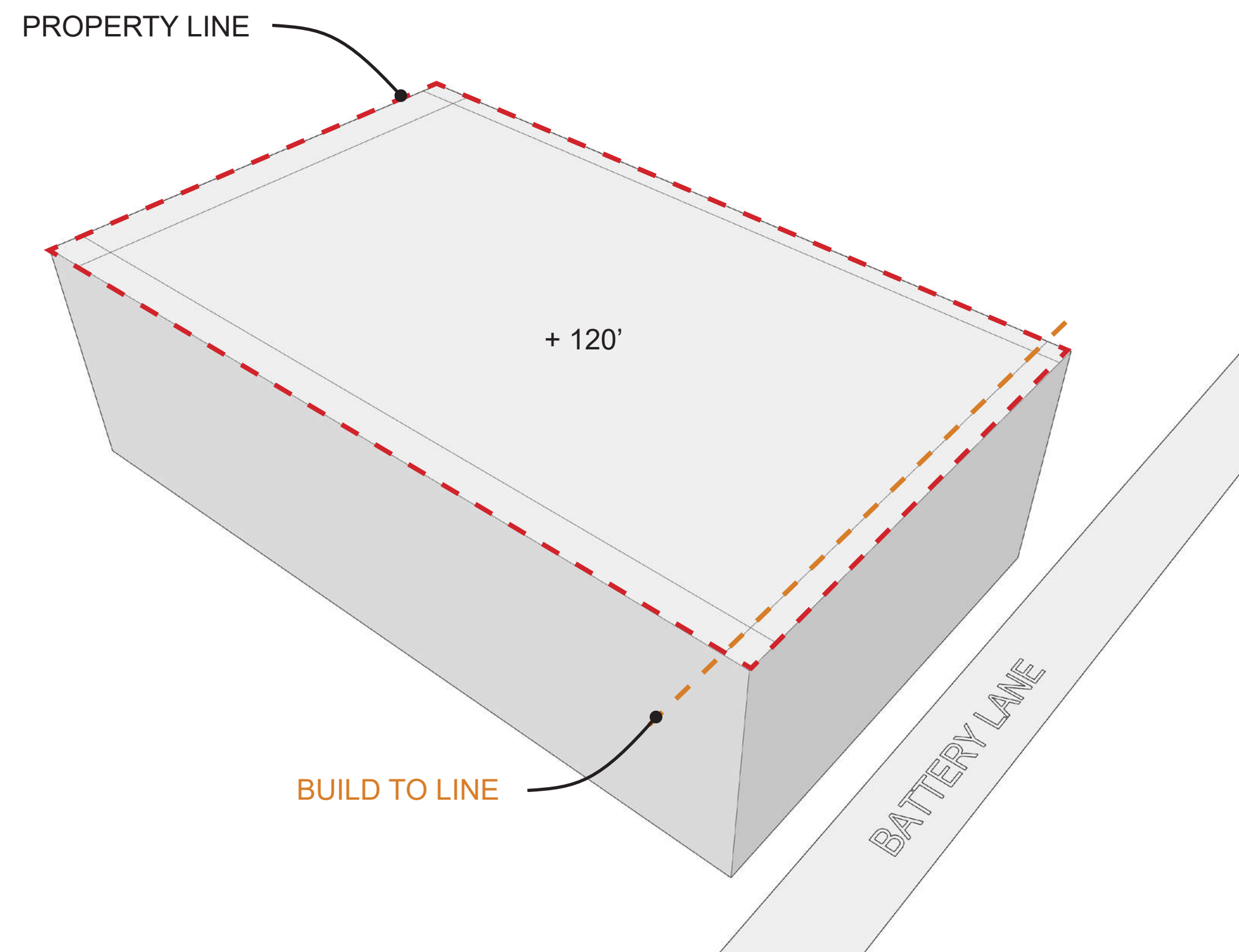
The Bethesda Theater redevelopment maintains the historic building character along Wisconsin Avenue and transitions to adjacent residential neighborhoods.  
Source: Google Street View



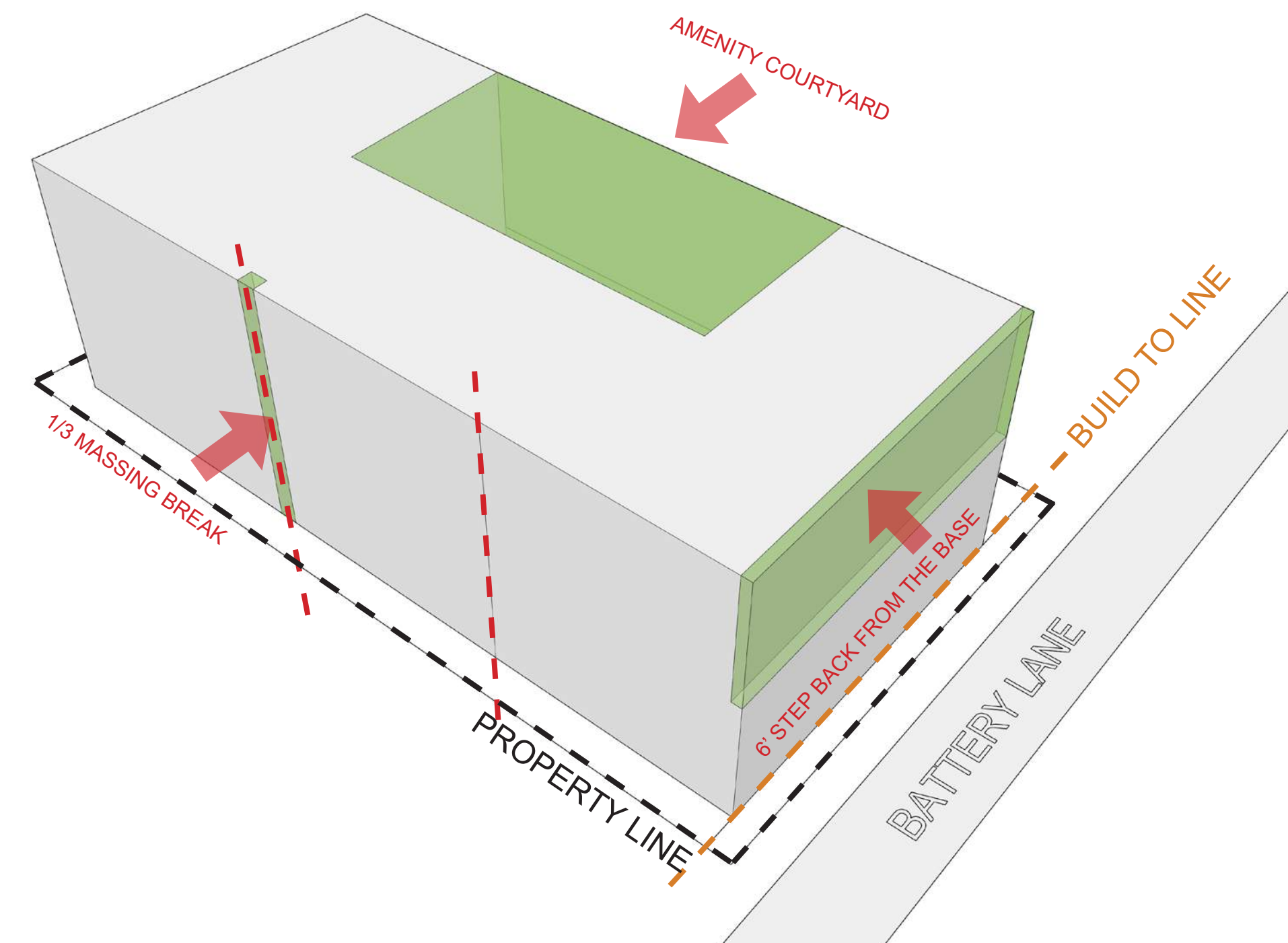
Transitions from Wisconsin Avenue to surrounding neighborhoods require stepping down of buildings to mediate between the high-rise and low-rise scales of the two areas.  
Source: The Vine Condos

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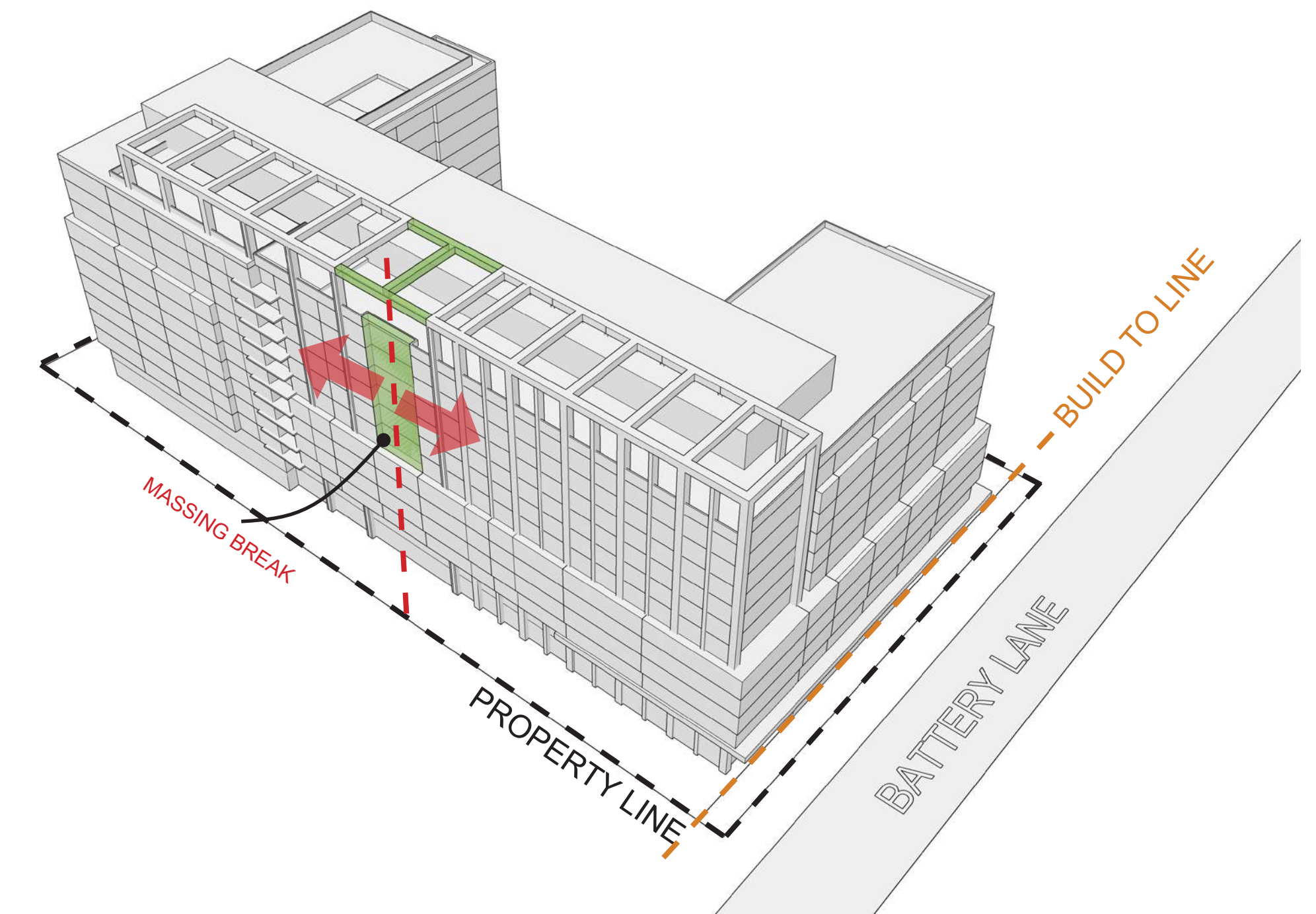




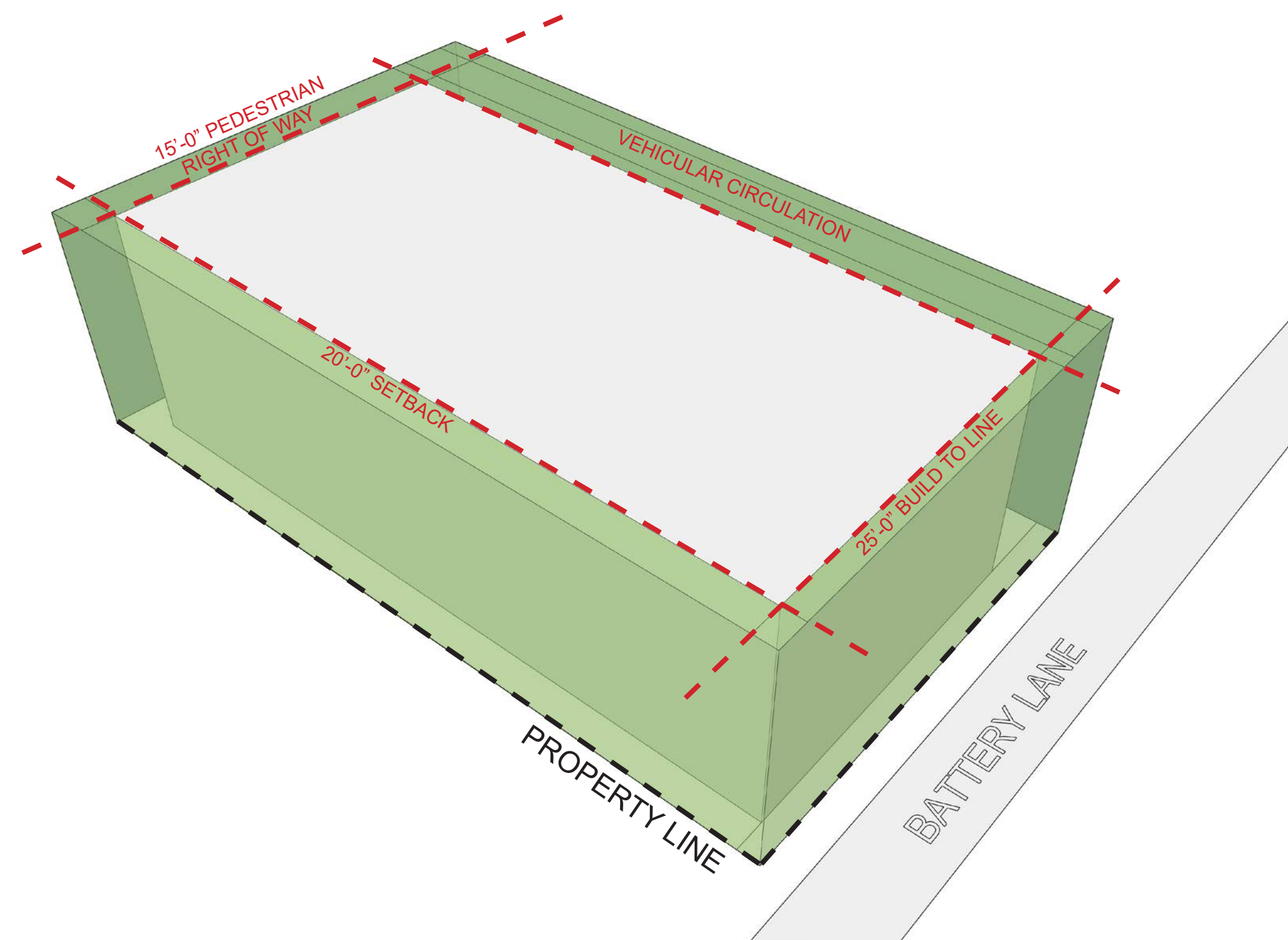
1. PROPERTY LINE AND ALLOWABLE HEIGHT



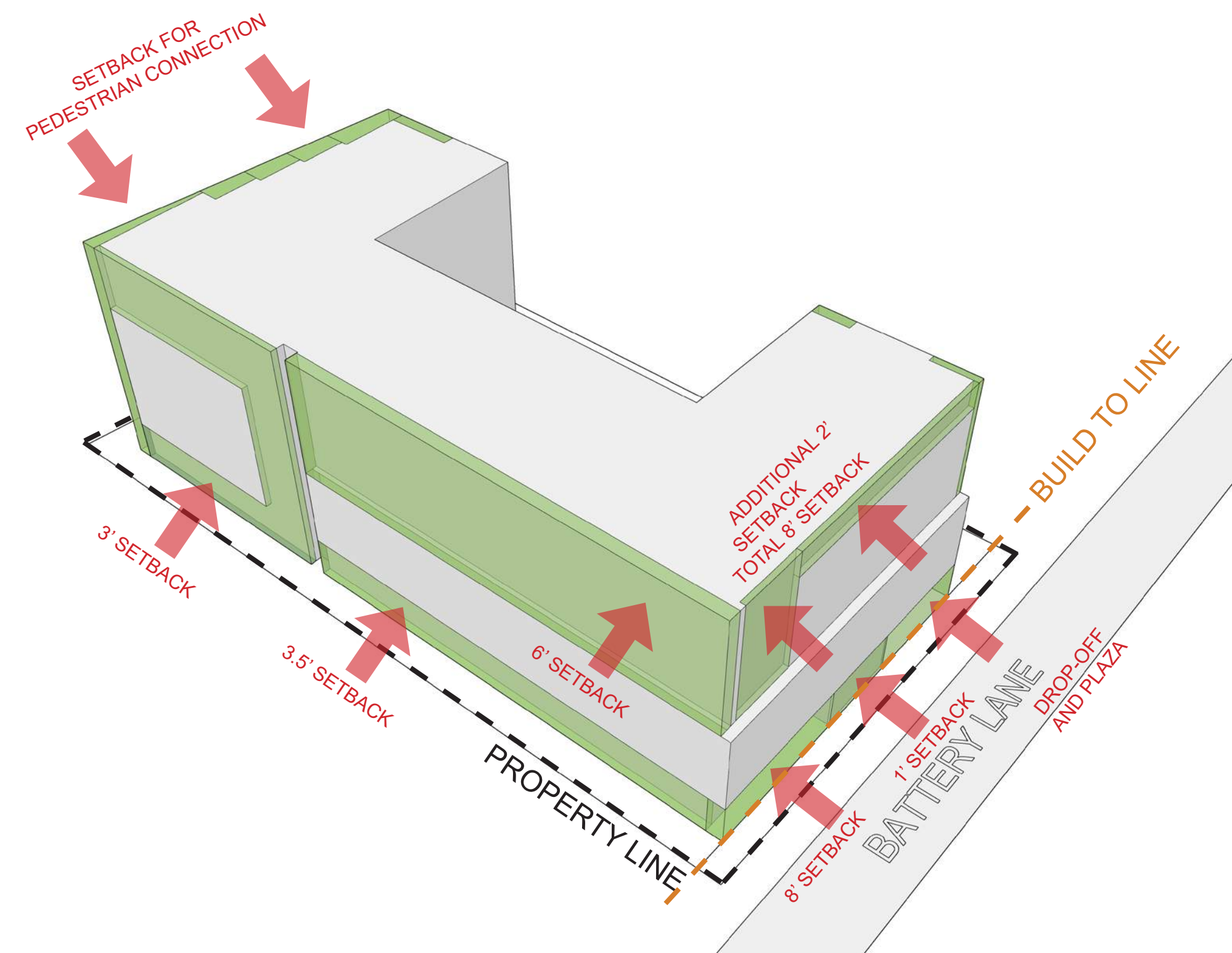
3. SHAPING THE MASS



5. MASSING ARTICULATION



2. BUILD-TO AND PEDESTRIAN CONNECTION



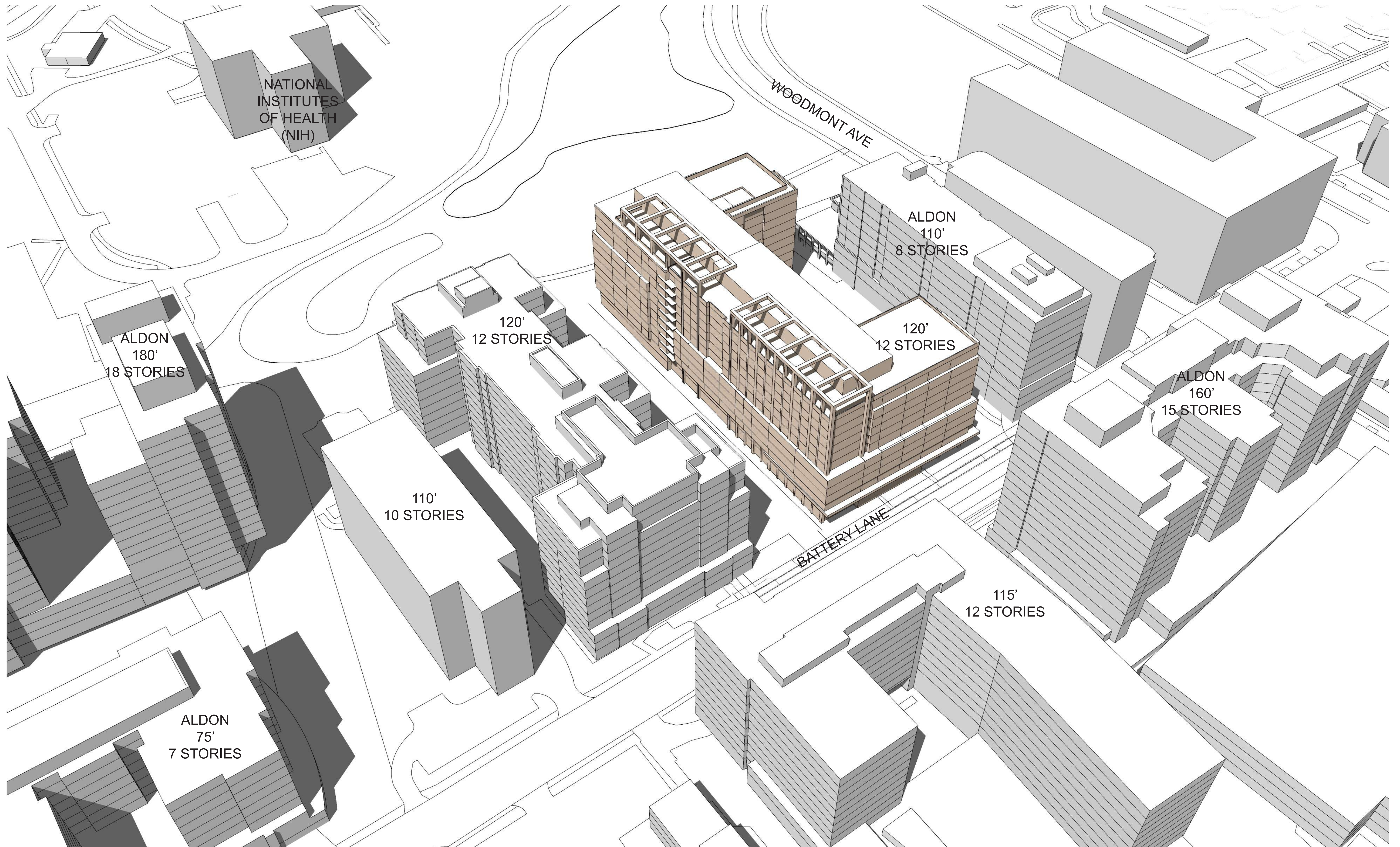
4. ADDITIONAL SETBACKS



6. FINAL MODEL

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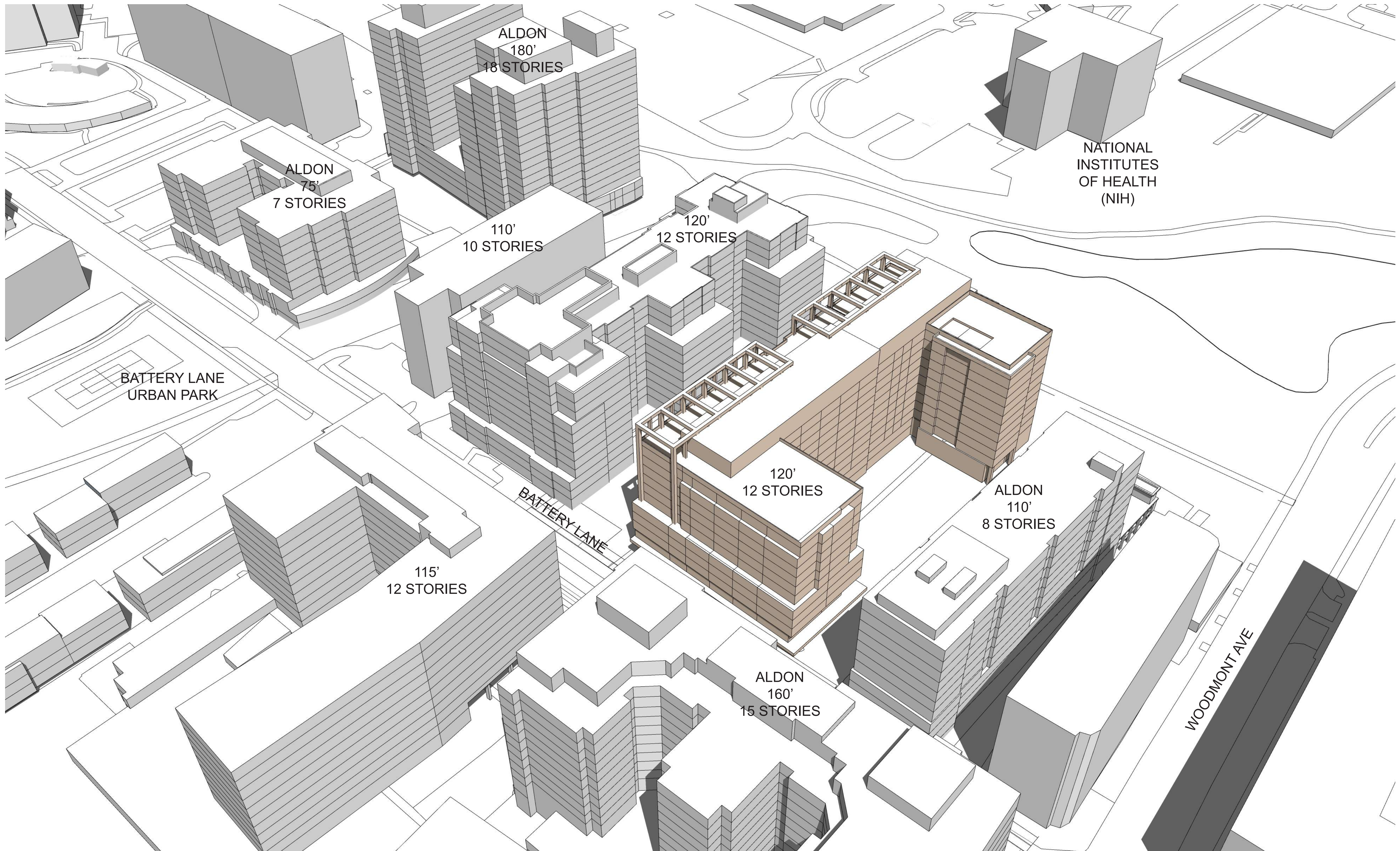


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## MASSING IN CONTEXT TO EXISTING BUILDINGS

### BATTERY LANE BETHESDA, MD

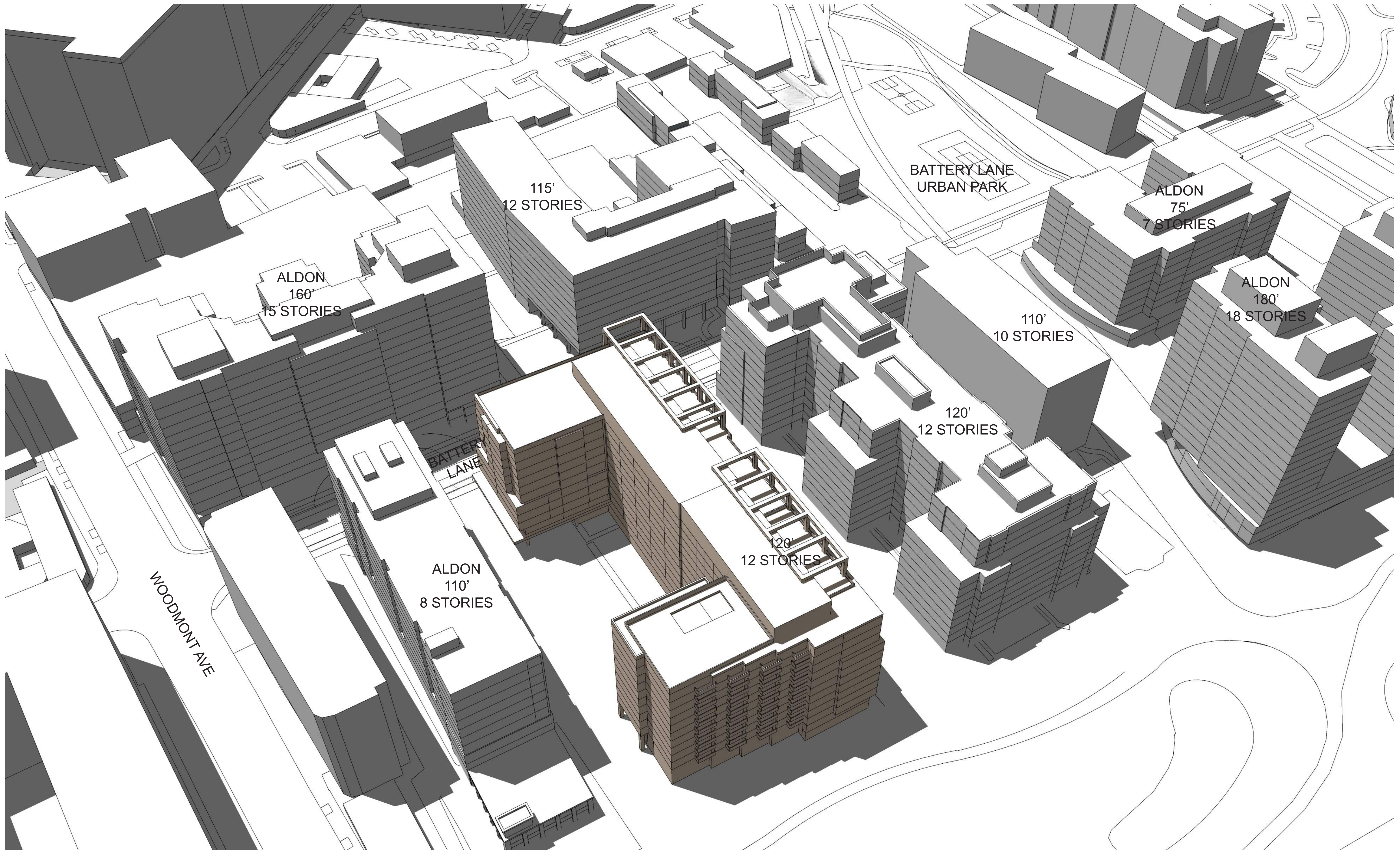




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# MASSING IN CONTEXT TO EXISTING BUILDINGS



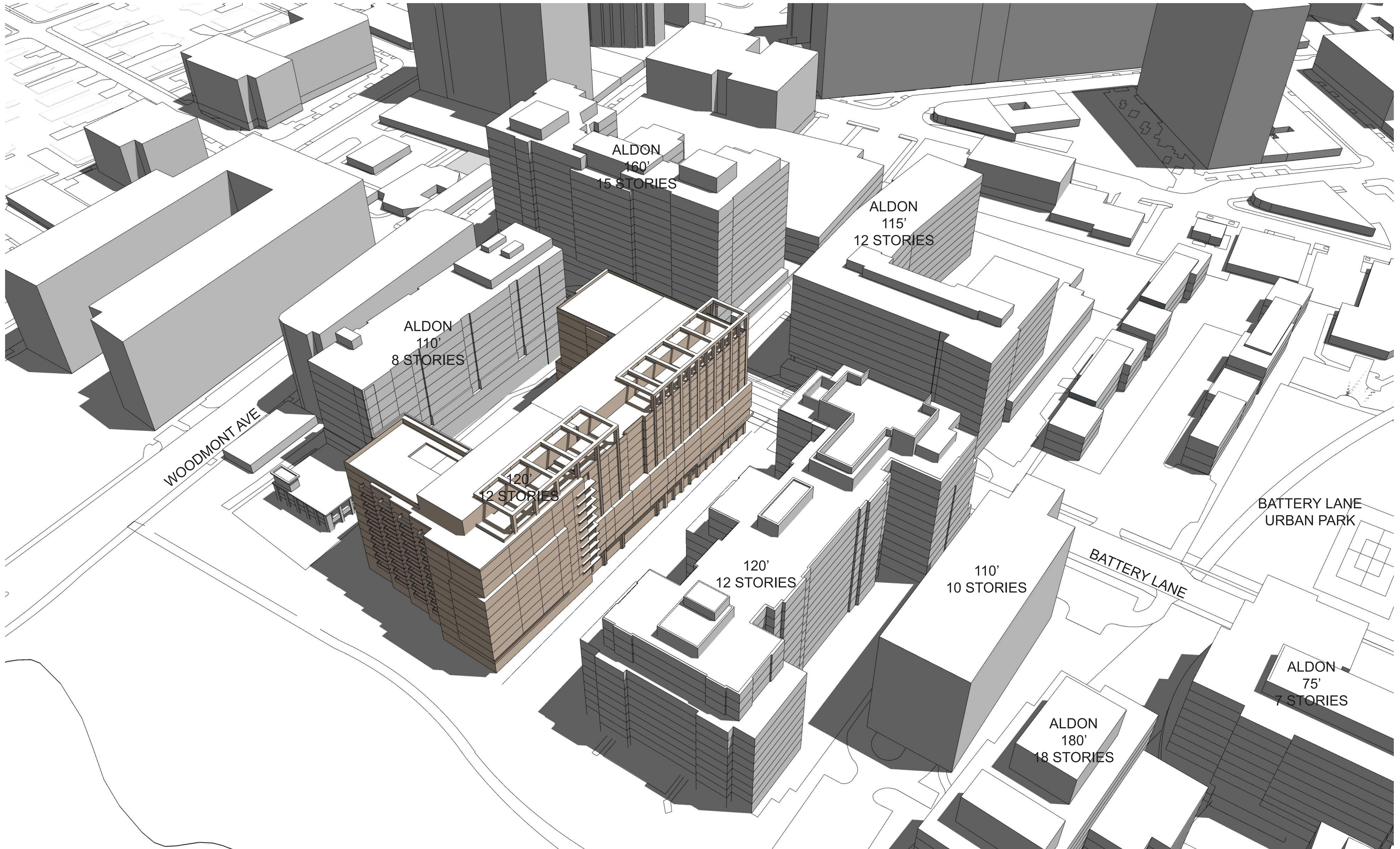


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MASSING IN CONTEXT TO EXISTING BUILDINGS

**BATTERY LANE**  
BETHESDA, MD





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## MASSING IN CONTEXT TO EXISTING BUILDINGS





GROUND FLOOR PLAN

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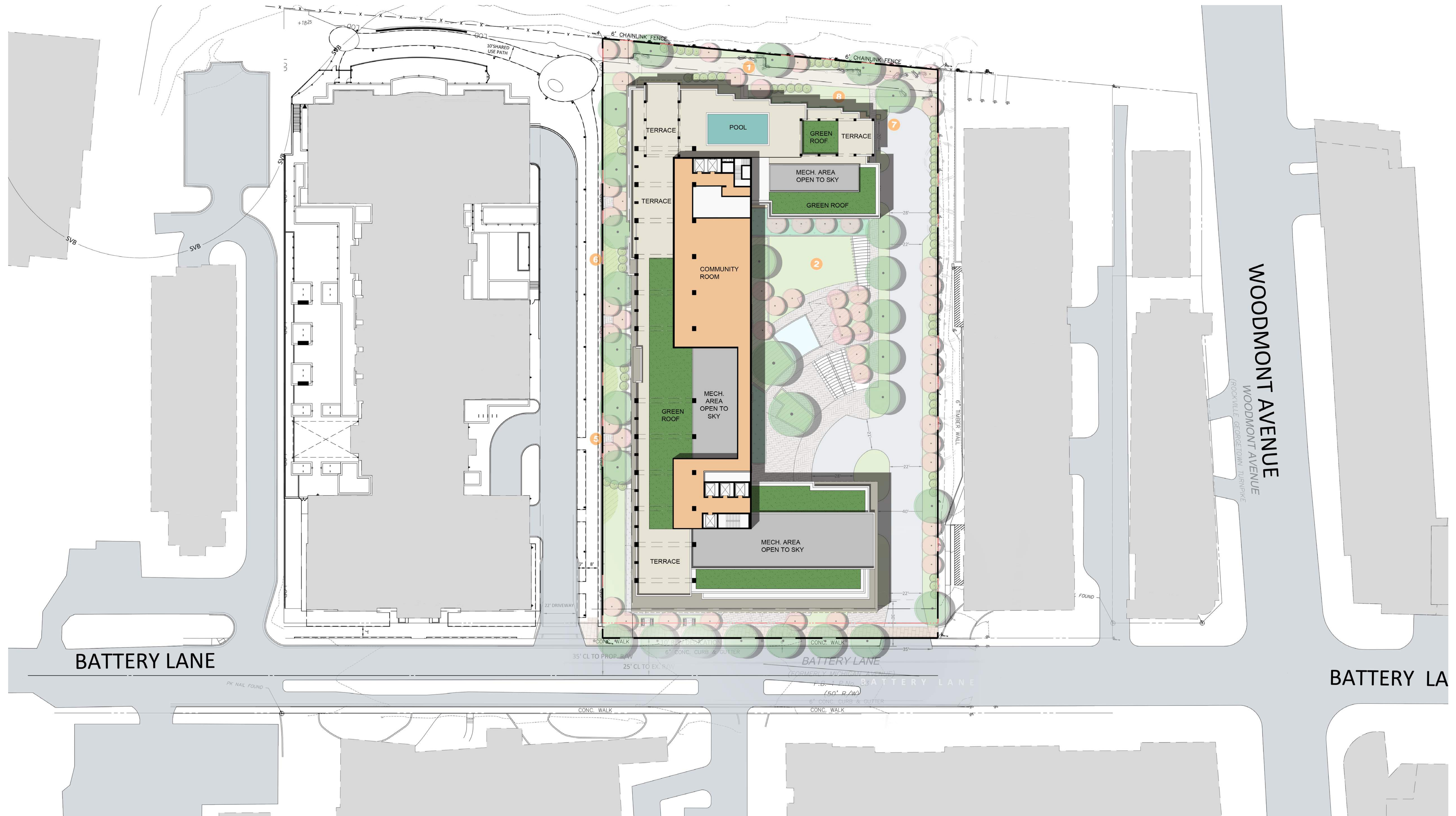


TYPICAL FLOOR PLAN

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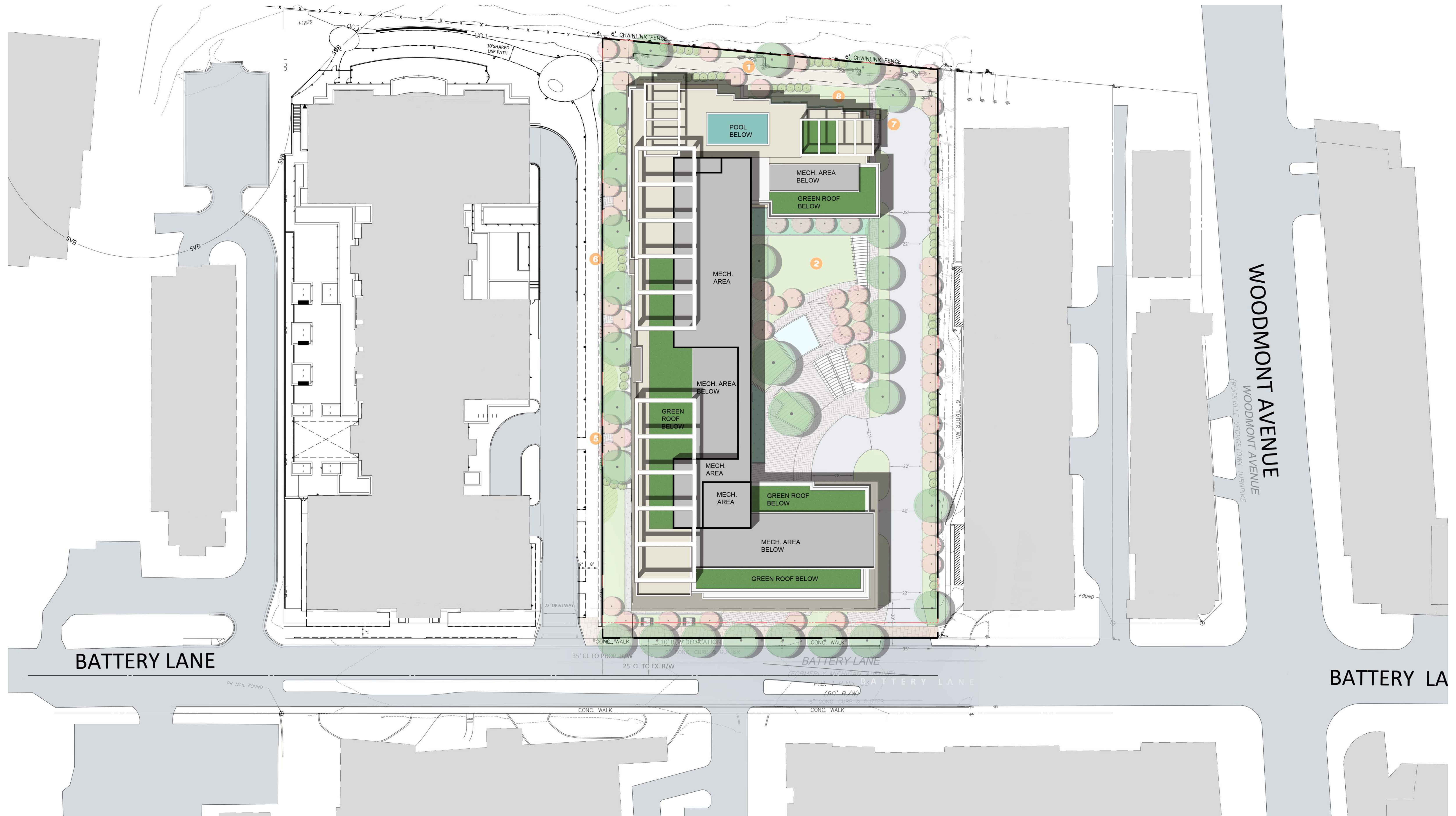


PENTHOUSE PLAN

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ROOF/SITE PLAN

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FLOOR PLAN

**BATTERY LANE**  
BETHESDA, MD

**ARCHITECTS**  
COLLABORATIVE  
INCORPORATED



**KOSSOW MANAGEMENT CORPORATION**

**LerchEarlyBrewer**



0' 15' 30' 60'  
SCALE: 1" = 30'-0"

**A-26**

OCT 11, 2023

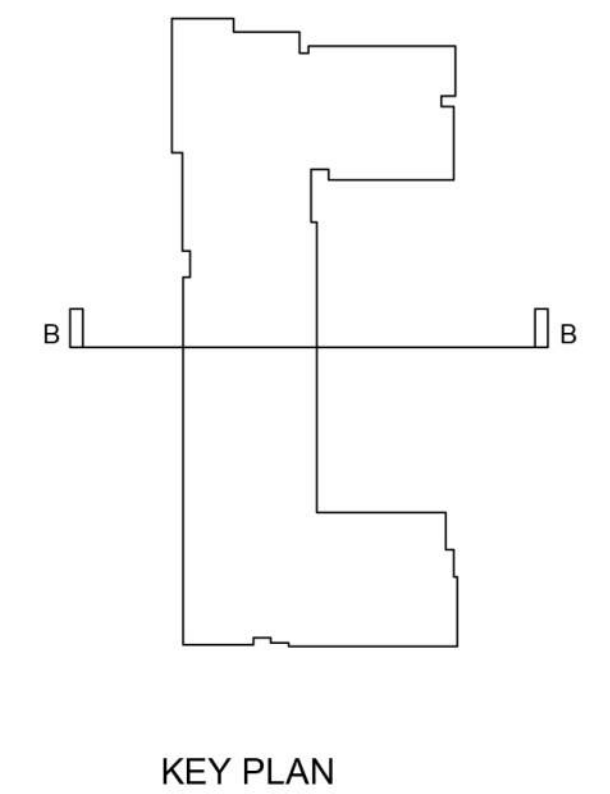
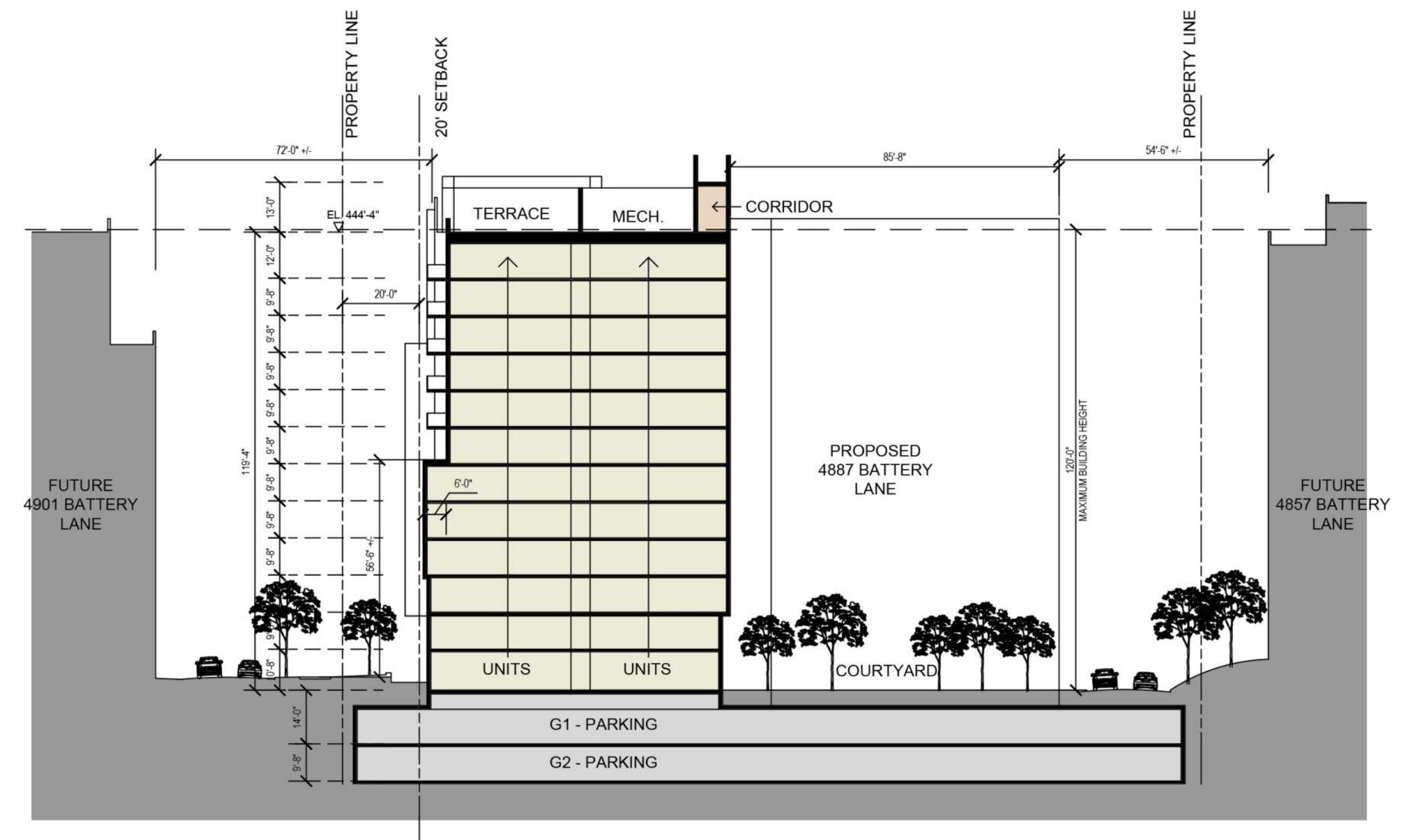
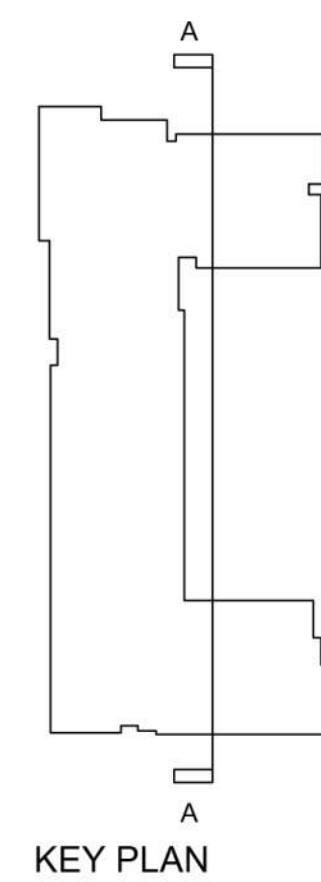
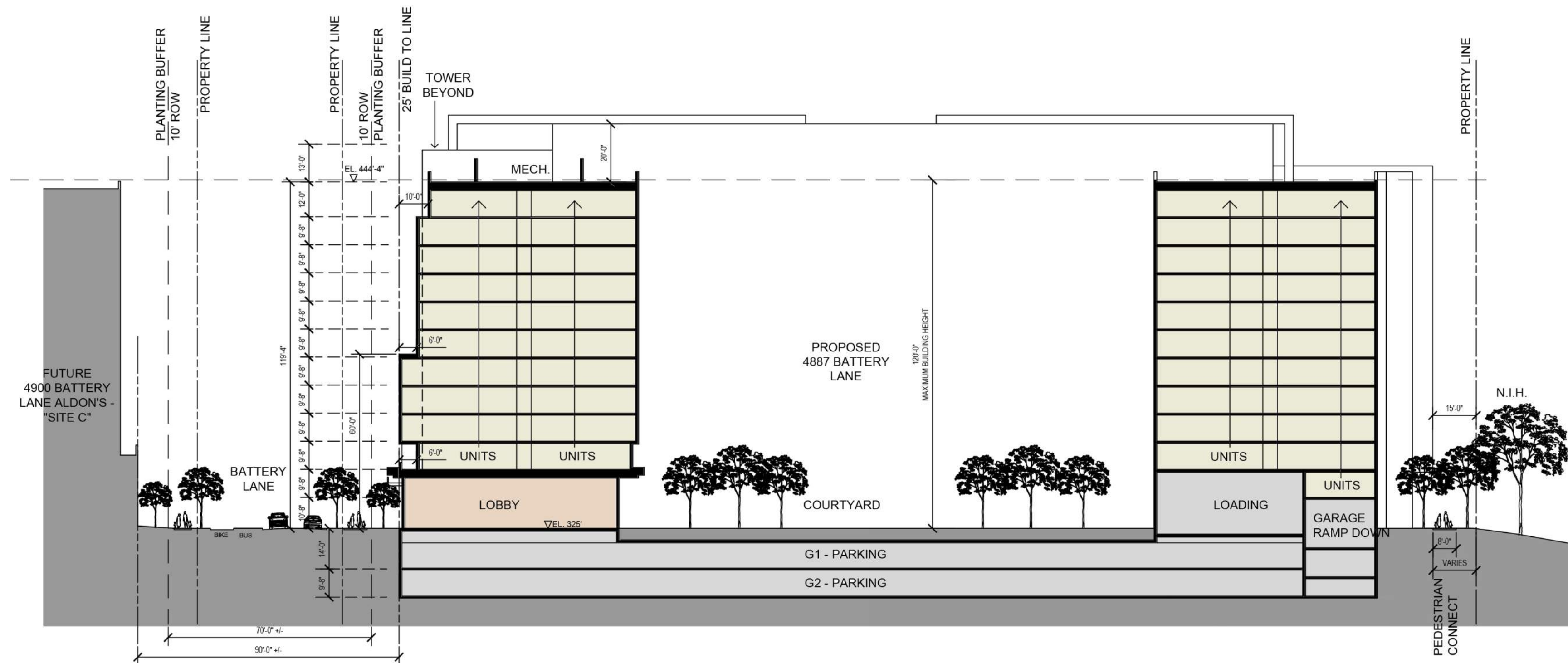




G1/G2 GARAGE PLAN

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RENDERING

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## RENDERING

### BATTERY LANE BETHESDA, MD





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RENDERING

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4901 BATTERY LANE

4861 BATTERY LANE

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## SECTION PERSPECTIVE RENDERING AT WESTERN FACADE

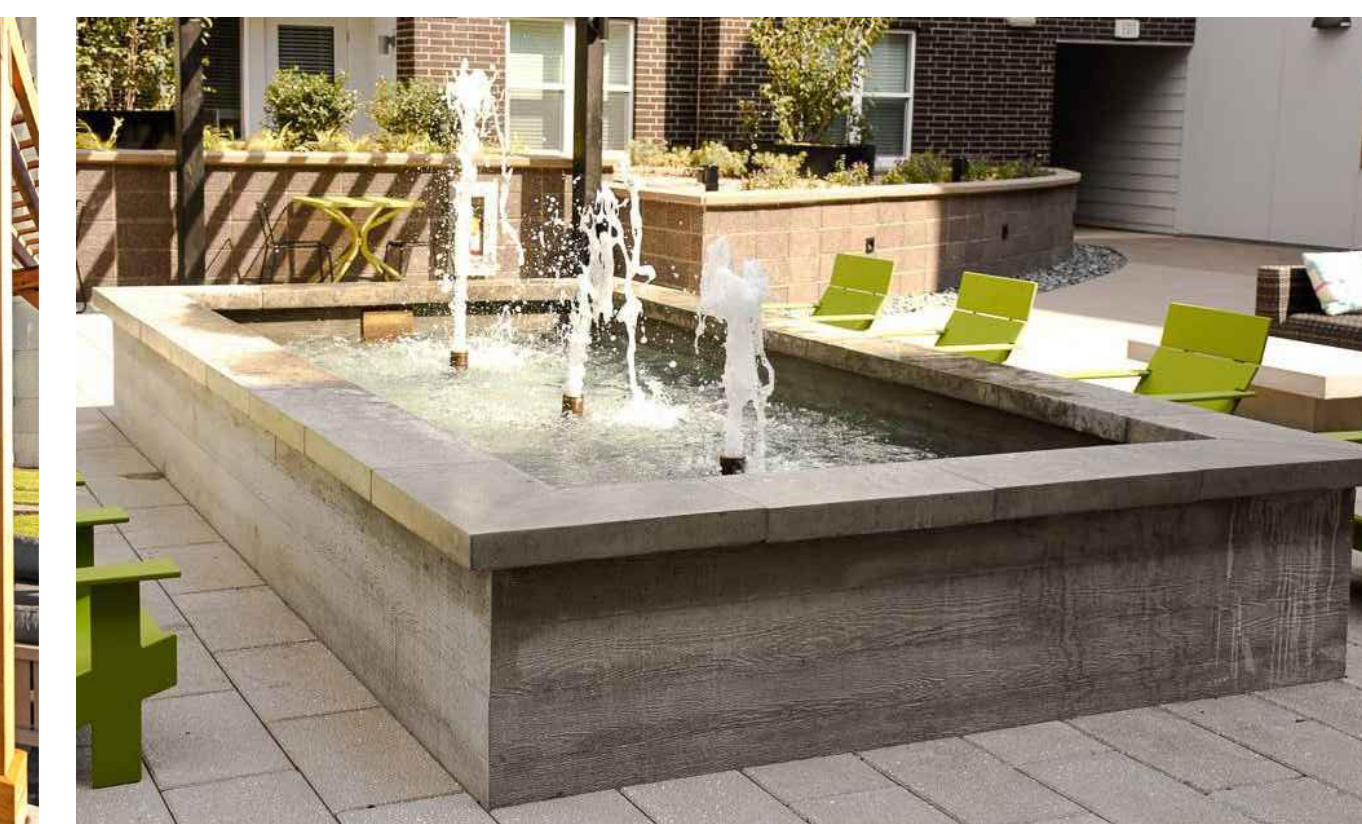
**BATTERY LANE**  
BETHESDA, MD





#### LEGEND

- |                         |                         |                    |
|-------------------------|-------------------------|--------------------|
| 1 PEDESTRIAN CONNECTION | 4 DROP-OFF AREA         | 7 PARKING ENTRANCE |
| 2 COURTYARD             | 5 PLANTING AREA W/SEATS | 8 VEGETATED WALL   |
| 3 ENTRANCE PLAZA        | 6 CANOPY CORRIDOR       |                    |



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## LANDSCAPE CONCEPT

### BATTERY LANE BETHESDA, MD

