

Bethesda Downtown Design Advisory Panel

Submission Form

PROJECT INFORMATION

Project Name	
File Number(s)	
Project Address	

Plan Type

Concept Plan ☐

Sketch Plan ☐

Site Plan ☐

APPLICANT TEAM

	Name	Phone	Email
Primary Contact			
Architect			
Landscape Architect			

PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF and FAR)
Project Data			
Proposed Land Uses			
Brief Project Description and Design Concept <i>(If the project was previously presented to the Design Advisory Panel, describe how the latest design incorporates the Panel's comments)</i>	Check if requesting additional density through the Bethesda Overlay Zone (BOZ) If yes, indicate the amount of density (SF and FAR):		



<p>Exceptional Design Public Benefit Points Requested and Brief Justification</p>	
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DESIGN ADVISORY PANEL SUBMISSION PROCESS

1. Schedule a Design Advisory Panel review date with the Design Advisory Panel Liaison.
Laura Shipman, Design Advisory Panel Liaison, laura.shipman@montgomeryplanning.org, 301-495-4558
2. A minimum of two weeks prior to the scheduled Design Advisory Panel meeting, provide the completed Submission Form and supplemental drawings for review in PDF format to the Design Advisory Panel Liaison via email.
3. Supplemental drawings should include the following at Site Plan and as many as available at Concept and Sketch Plan: physical model or 3D massing model that can be viewed from different perspectives in real time at the panel meeting, property location (aerial photo or line drawing), illustrative site plan, typical floor plans, sections, elevations, perspective views, precedent images and drawings that show the proposal in relationship to context buildings and any planning board approved abutting buildings in as much detail as possible. **Provide a 3-D diagram or series of 3-D diagrams that illustrate side-by-side strict conformance with the design guidelines massing and the proposed project massing. The diagrams should note where the proposal does not conform with the guidelines and how the alternative treatments are meeting the intent of the guidelines.**



Bethesda Downtown Design Advisory Panel

Submission Form – Attachment

Owner / Developer

Brown Development, LLC.

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Bethesda, Maryland 20814
301.656.5998
Attn: Anthony Falcone

Legal:

Shulman Rogers

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Attn: Nancy Regelin

Land Planning / Landscape Architect / Civil Engineering:

Rodgers Consulting, Inc.

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301.948.4700
Attn: Robert Graham

4857 and 4998 Battery Lane Architect:

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301.840.1100
Attn: Jef Fuller

4858 and 4900 Battery Lane Architect:

Cooper Carry

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703.519.6152
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4949 Battery Lane Architect:

KGD Architecture

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PROJECT DESCRIPTION
Battery Lane District
Brown Development LLC
Sketch Plan No. 320190080

The Battery Lane District Project encompasses six new buildings on 11.3 acres along both the north and south sides of Battery Lane between Woodmont Avenue and Keystone Avenue. The Project is a comprehensive redevelopment plan for the long-time owners/operator to replace six of its 50+ year-old garden-style rental apartment buildings with a mix of modern housing in a rolling, phased approach over 10-15 years. The Applicant recognizes that its control of six building sites encompassing significant frontage along Battery Lane places it in a unique position to positively impact the future of a whole neighborhood. The Project has been comprehensively designed to implement the Sector Plan goals and Design Guidelines to fashion the Battery Lane District neighborhood into one of the most beautiful and livable urban-edge residential neighborhoods in Bethesda.

The Project site design envisions building upon existing neighborhood assets to create a strong Battery Lane District neighborhood identity, enhancing access and connectivity, and contributing to the overall quality of life of a vibrant, safe and healthy community. The Project proposes to deliver in accordance with the Bethesda Downtown Sector Plan:

- i) a major enhancement to the width, use, and features of the North Bethesda Trail through-block connection that connects Battery Lane Urban Park to the Bethesda Trolley Trail on NIH;
- ii) two new pedestrian/bicycle through-block connections between Battery Lane and the Woodmont Triangle;
- iii) extends the pedestrian/bicycle connection behind 4857/Site A along the common boundary of NIH/Battery Lane District between Woodmont Avenue and the convergence of the North Bethesda Trail with the Bethesda Trolley Trail;
- iv) introduces new streetscape to begin the transformation of Battery Lane to a “Canopy Corridor”;
- v) improves the pedestrian experience with buffered sidewalks setback with landscaped panels away from the curb-edge;
- vi) adds new public open spaces to activate social interaction in the neighborhood, buffer adjacent single family homes, and enhance the natural features of the neighborhood;
- vii) replaces acres of asphalt surface parking with on-site structured parking and loading; and
- viii) upgrades stormwater management and replaces asphalt with additional tree canopy and landscaping;

The Project building design is a thoughtful plan to address not only compatibility of building form and massing to fit within the neighborhood, but more importantly, to encourage social inclusivity with a wide range of mid-rise and high-rise building types that supports the broadest range of housing choices, unit types, and construction types to continue serving a mixed-income, multi-generational

resident population. Battery Lane District is noted in the Sector Plan as a housing resource area recommended for redevelopment with higher density residential development with an emphasis on retaining affordable market rate housing choices in replacement units as the highest priority.

As distinguished from the largely luxury housing built in the downtown core, the emphasis of the Project on mid-rise construction on its larger building sites supports future affordability for its mid-rise market rate units. None of the existing 477 dwelling units being replaced are regulated Moderately Priced Dwelling Units. After redevelopment, more than one-half of the existing 477 unregulated units will be replaced with regulated MPDUs. Further, not all of the Applicant's rental buildings in this neighborhood are proposed for redevelopment under this Sketch Plan. The Applicant has excluded from the Sketch Plan two of its rental buildings - one on the easternmost and one on the westernmost edge of Battery Lane, retaining 329 existing market rate dwelling units.

With the retention of certain existing buildings and the redevelopment of six of its buildings using three different architectural firms, the Applicant's intent is to weave a complex urban fabric, melding old and new, and adding critical, usable connecting spaces for an authentic, desirable residential neighborhood built over time. Even within one single street, the relationships to outside contexts differ based on a site's location along Battery Lane. This creates exciting opportunities to express individuality in the new buildings but which still comfortably relate to each other as part of a cohesive neighborhood.

The Applicant engaged three different architectural firms and assigned each two buildings, but had all three meet weekly to help the Applicant and each other collaborate on internal relationships and a cohesive urban design plan for the neighborhood. The architects were challenged to deliver exceptional design and innovative solutions to support the overall goal of delivering livability, affordability, and community identity for the Battery Lane District. The architects have expressed, in their own voice and from distinctly different perspectives, building massing, siting, and site improvements to address existing context and compatibility, and to promote the potential of the features, challenges, and opportunities of each individual site. How each creatively addressed the Sector Plan goals and recommendations, the Design Guidelines, and the factors supporting Exceptional Design – innovative solutions to immediate context, creating a sense of place, designing infill environments for quality living, and enhancing the public realm - is detailed in the DAP package for each set of sites.

The Project is seeking 30 Public Benefit Points for exceptional design for its comprehensive neighborhood plan and its context responsive individual building site designs. The Project earns these points by:

1. Providing innovative solutions in response to the immediate context. The Project responds to context on both an overall neighborhood scale and an individual building site scale. The Project addresses the broad variety of adjoining and confronting uses which range along the length of Battery Lane from a massive federal employment center, an urban park, a major bike and pedestrian trail, residential condominiums, rental apartments, senior housing, single-family

homes, and the urban edge of the downtown core. Then it creates inter-relationships between sites to form a cohesive enhancement to the neighborhood.

2. Creating a sense of place and serves as a landmark. The Project intent is to enhance the community identity of the Battery Lane District neighborhood, to create a beautiful walkable street, and activate new gathering places where social interactions can foster a tight sense of community amongst a mixed-income, multi-generational resident population. The enhancements to the North Bethesda Trail with the creation of an inviting open space where bikers and walkers can stop and recreate will serve as a destination. This amenity, along with the transformation of Battery Lane into a Canopy Corridor, and interesting new residential housing options, will fashion Battery Lane District into one of the most livable urban edge neighborhoods in the County.
3. Enhancing the public realm in a distinct and original manner. The Project has a major impact on the quality and comfort of the public realm along Battery Lane and the North Bethesda Trail. The proposed gathering space along the North Bethesda Trail introduces a distinct and original place which will have heavy daily use and can be programmed for special functions. Battery Lane will transform into a Canopy Corridor street. The Project intent is to move Battery Lane from its “car focus” by replacing paved car drop off loops in each front yard with expanded streetscape emphasizing pedestrians, street trees and connections to the new buildings.
4. Introducing materials, forms, or building methods unique to the immediate vicinity or applied in a unique way. The Project replaces cookie-cutter garden apartments with a variety of modern interpretations and updates to the familiar “Brown/Aldon vernacular”.
5. Designing compact infill development so living, working, and shopping environments are more pleasurable and desirable on a site. The Project proposes six new buildings on infill sites that each invite the public to enjoy the enhanced site improvements, new public open spaces, and most importantly, major new through block connections north and south to make accessing the work and shopping options in downtown Bethesda more pleasurable and convenient. The Project overall design will fashion Battery Lane into one of the most beautiful and livable residential urban-edge neighborhoods in Bethesda.

Site A, 4857 BATTERY LANE

- Create a prominent and welcoming façade that introduces passersby to the Battery Lane District.
- Emphasize the building's base with texture, transparency, and layering to engage pedestrians.
- Invite the public in to open space along a future through-block connection at the North end of the site.
- Provide residents with a private raised garden over the parking deck.
- Take advantage of the solar orientation and views which are a given, to design a building that works with its context.
- Minimize service areas and curb cuts to enhance the pedestrian experience
- Integrate adjacent and shared site features to optimize a tight site

4857 Battery Lane is a small site, yet it is one of the most prominent of all the properties on Battery Lane. The adjacent Stonehall building is oriented to Woodmont Avenue. Therefore, Site A is the introduction to the new Battery Lane District. The entire South façade is designed to serve this purpose. These factors contribute to the goals for the design of 4857 Battery Lane: a prominent yet welcoming introduction to the Battery Lane District.

To achieve the welcoming feel, the building's base is critical. The recommended setback for our site in the design guidelines is 20-25' from the curb. We propose to create a three story base which is pulled forward to the 20' line in order to counteract the blank wall of the Stonehall building's loading area next door. The base will be tactile masonry with deep detailing at the Battery Lane façade, creating a layered effect that welcomes passersby to touch the building and interact with it at the ground level. The ground level at the front of the building will house resident amenity space to help activate the street. Plantings and window details enhance the streetscape for a comfortable first floor pedestrian scale.

The building will be less than 90 feet tall. The length of the Battery Lane façade is short enough that it will not feel massive without vertical breaks in the façade. However, in order to let the base reach out with an inviting depth, we propose a different building articulation for the upper five stories. We will emphasize the center of the building with a material that reaches down behind the masonry at the lower levels, accenting and layering the main entrance to the lobby.

Public open space will be accommodated on the North end of the site. A 5' easement exists on the adjacent property to allow future access alongside the NIH property from Woodmont Ave. The space will occupy the ground level where a future through-block connection is master planned. The public space can also be accessed by residents from the raised green roof over parking garage at the rear of the building. This raised garden will be a private oasis for the residents of the building, and the North façade will also be given attention to the materials and have large windows to take advantage of the views. The North facing façade at the green spaces and NIH will be visible from Woodmont Ave. The public open space and resident space will have views to the green area and pond between the building and the Bethesda Trolley Trail. The East and West façades, which are close to neighboring buildings, will have articulated finishes with punched windows.

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SITE B: 4858 Battery Lane

Design Goals:

- Strong eastern entrance to the Battery Lane District
- Tower that holds corner of Battery Lane and Woodmont Avenue
- 25% MPDUs improves affordability of the community, with additional height.
- Improve pedestrian scale and walkability along Battery Lane and Woodmont Ave.

Site B is the southeast corner of Woodmont Avenue, Battery Lane intersection. The building needs to relate to Woodmont Ave, the urban core, as well as Battery Lane. This prime corner location proposes one of the tallest new structures in the Battery Lane District. The building goes above the 120' height limit in order to add additional density and affordable units to the neighborhood. Additional MPDUs allow us to achieve an approximate 160' tall building. This allows us to create an elegant tower that will hold the corner. The building entrance is proposed to be centralized to coordinate with the Site A across the street. The units along the street fronts will have balconies and other building façade step-backs.

The parking entrance and loading dock will be accessed from a new private driveway built on the Site C property, eliminating the curb cuts on Battery Lane and Woodmont Avenues for Site B. The coordination of a single drop off for both Site B and Site C, creates an uninterrupted streetscape along Site B. This shifts the focus from cars to the pedestrian. Site access is coordinated with Site C off the new loop drive. The parking will be located on one level below grade and three above grade levels wrapped by residential units on the three public facing sides. The above grade garage abuts the County Public Garage #35. A reduced parking rate is proposed due to proximity to two metro stations, the Bethesda Circulator on Battery Lane, future BRT and major employment center. Site B is proposed at 15 stories with a three story podium at its base. The building will utilize natural materials in a base, middle, and top configuration with different planes between the elements to minimize the mass of the tower. While the architectural elevations have not been developed, the precedent images illustrate the direction the design and ownership team intend to proceed as the project moves forward.

Site C: 4890 & 4900 Battery Lane

Design Goals:

- Add master planned north/south connectivity and permeability through the block
- Create a shared drop off for sites B and C
- Step heights down towards existing buildings to the west
- Improve pedestrian scale and walkability along Battery Lane

Site C is a transitional building within the Battery Lane District. The project adds private drives and north/south through-block pedestrian connections on both the east and west sides of the building per the Sector Plan. The east driveway facilitates pedestrian neighborhood connectivity in coordination with the new police station. The western through block allows future connectivity to Woodmont Triangle. The private drive locates parking entrances and loading off of Battery Lane. Curb cuts on Battery Lane are reduced from four to three. The open space is provided along the through block connections and the building front setback.

The proposed building includes two towers with a shared podium. The height steps down from Site B and steps down from east to west on Site C. The shared podium is a two-story expression on Battery Lane, and it includes walk-up units on the new drive proposed on the western edge of the property. The building entrance is anticipated to be on the east side of the property towards Site B and near a shared drop off. This central location creates a community drop off, adding amenities for the taller Site B in addition to this site. The buildings will have balconies and other building façade articulation per the Design Guidelines. The parking entrance and loading dock will be accessed from a new private driveway. The parking will be located on two above grade levels wrapped by residential units on the north and west sides. A private resident courtyard is located on top of the podium between the two building forms. Site C will also have a reduced parking rate. The building is proposed to be 8 and 9 stories tall respectively, over a two story podium at its base. The building will utilize natural materials in a base, middle, and top configuration with different planes between the elements to minimize the mass of the tower. While the architectural elevations have not been developed, the precedent images illustrate the direction the design and ownership team intend to proceed as the project moves forward.

Site D 4949 Battery Lane Project Description

The 4949 Battery Lane design proposes a three volume composition to include a street scale base and midrise building and two towers of varying heights resulting in a distinct profile that responds to the surroundings. The project will contain up to 520 units in two buildings with a total area of 572,300 square feet.

One of the distinctive characteristics of the 4949 project is the enhancement of the connection to Battery Lane Urban Park and NIH via the North Bethesda Trail/Bethesda Trolley Trail. The combination of the expansion of the open space along the trail onsite together with the creation of a central multipurpose space for the residents and the community between the two buildings activates a new social, comfortable, and interactive place for the community. The design will incorporate ground floor transparency, active ground floor uses, lighting, paving and landscaping elements to create an inviting connection.

The proposed development will greatly improve the pedestrian environment and promote the character of Battery Lane and the Battery Lane District with proposed two story townhouse-type units located directly along Battery Lane streetscape to actively engage the street. This introduces another housing type into the fabric of new and old housing choices along Battery Lane as well as being reminiscent of the Whitehall townhome condominiums further west on Battery Lane.

The materials and color palette for the project represent a modern interpretation of the current Brown Family building vernacular and will reinforce the character of Battery Lane as a residential neighborhood built over time.

The project will enhance the public realm through the placement of well-designed building volumes, active ground floor uses, central plaza and residential building entries while updating the streetscape along Battery Lane.

Exceptional Design Narrative

The design on 4949 Battery Lane provides a unique response to the site and surroundings while encompassing the planning goals outlined in the Bethesda Downtown Plan and Design Guidelines. The project will enhance the Battery Lane District and provide an outdoor multi-functional central space that faces and connects to the Bethesda Trolley Trail and creates a neighborhood amenity for the community.

The Project encompasses many of the goals of the Downtown Plan and Design Guidelines, including:

1. **MPDUs.** The 4949 project will provide expanded affordability for housing through the inclusion of a minimum of 25% Moderately Priced Dwelling Units. This permits additional height in the north building(s) adjacent to NIH.
2. **Diverse Housing.** The midrise and high rise buildings provide a diversity of housing types and opportunities. A variety of unit sizes and layouts for both market rate and moderately priced dwelling units is provided. The site is within close proximity of the Bethesda Metro and

Medical Center Metro, across the street from the Bethesda Circulator stop, and on a major pedestrian and bicycle connection.

3. **Street Activation:** Battery Lane is classified as a neighborhood connector, the 4949 project will enhance the pedestrian scale character along Battery Lane with setbacks of two story townhome type units and amenity spaces directly along the Battery Lane streetscape. Individual entrances to the units will further enhance the pedestrian scale.
4. **Canopy Corridor:** The project will provide streetscape improvements and an attractive tree canopy corridor on Battery Lane that will provide shade and comfort and encourage people to walk and bike through the neighborhood.
5. **Enhanced Bethesda Trolley Trail:** Site D slopes toward the existing trail and to the north edge along NIH. This natural topography introduces the opportunity for an amphitheater to link the trail with the site. This provides an area that is useable and safe for bikers and pedestrians. To accommodate the enhanced trail program, the amphitheater, and useable public open space the existing storm drain pipe is proposed to be extended and enclosed to NIH. The ten foot bike path and 8' shared/pedestrian path will be coordinated with NIH and the eastern neighbor to accomplish this goal. A dynamic multifunctional central space will connect to the Bethesda Trolley Trail and create a destination in the neighborhood. Building setbacks and active uses along the trail will further enhance the user experience. An organic shape along the edge provides an inviting connection. The opportunity to introduce an amphitheater, bike path, shared used path, and other complementary uses such as a snack spot, and bike repair station helps to establish the signature gateway to the major trail system.
6. **Access:** The proposed design separates vehicular and pedestrian access to the site and buildings and creates a shared street plaza within the site. A single curb cut services both buildings.
7. **Reduce bulk:** The building volumes of varying heights incorporate a series of setbacks along all facades to respond to the surroundings and provide a transition to the street, neighboring buildings and the trail. This also reduces the perceived massing of the buildings.
8. **Building Placement:** The façade of the base building along Battery Lane will be located along the property build-to-line to create a continuous street edge creating an active pedestrian environment. The building massing on the site is broken up into two buildings the high-rise building is broken up into two towers. This refinement of the massing allows for light and air between the proposed buildings as well as to existing structures.
9. **Parking:** The grade level parking structure on Battery Lane is lined with town homes, lobby and amenity spaces to maintain an active and finished building edge. Loading and service entrances for both buildings will be located within the site.

Site E, 4998 BATTERY LANE

Design Goals:

- Create a welcoming façade at the street level that encourages interaction at the base.
- Define the base, middle, and top through subtle variation in material and articulation.
- Create an open courtyard that gives residents a private oasis within the greater urban context.
- Respect the single-family homes to the rear of the site with a landscaped buffer and building setback and step-back.
- The linear green along the Eastern edge of the site leads to the public open space at the southern edge of the site. This new gathering space provides an open lawn for informal recreation in addition to a landscape buffer. There is an opportunity for a future connection to the Battery Lane Urban Park.
- Minimize curb cuts along the street wall, in order to maximize green space and pedestrian site approachability.

4998 Battery Lane is one property away from the Battery Lane Urban Park, located between the Sussex House Condominiums to the east and the Madison Park Condominiums to the west.

Because it is located at the west of the Park, further from the Bethesda urban core, it is intended to have a true neighborhood feel with an approachable and comfortable facade.

Loading and parking is located on site, accessed by a single curb cut. Pedestrian access is located on the east, separated from the vehicular access on the west. Parking is in a podium garage with limited views from the street.

At 6 stories tall and less than 90 feet high, the design guidelines allow an alternative to a step-back above the base of the building. The street façade is broken up vertically instead, to create varied massing along the ground plane. Although the building is approximately 130' along Battery Lane, the maximum 'apparent face' is reduced by breaking the façade into three sections along the ground plane. The intent is to vary the façade to create 'moments' that occur along the base, which are articulated along the façade and reinforced through the landscaping design. The design is intended to have a layered feel, with large windows and floating brick planes. The West façade will be primarily punched windows with variation created through material selection and detailing. The design of the building as a whole is

intended to be a 21st century interpretation of the existing Brown family buildings that are located on Battery Lane. Traditional materials will be used, but incorporated in a modern way.

The Eastern setback from the property line varies from 17' to 20', allowing plenty of space to create an interesting pathway and varied landscaping. A private resident courtyard will provide a strong green 'edge' to the public open space. The linear green along the Eastern edge of the site leads to the public open space at the southern edge of the site. This new gathering space provides an open lawn for informal recreation in addition to a landscape buffer. There is an opportunity for a future connection to the Battery Lane Urban Park

At the rear of the site, the building is set back over 100', although the minimum required setback is only 30'. In addition, floors 4 to 6 are set back another +/- 30'. This provides a gradual transition and a green buffer between the building and the single-family homes. The existing site has surface parking in this location. The addition of the green space is an improvement for the existing single-family residents and residents at the Sussex House and Madison Park. The public open space, landscaped courtyard, and setback at the rear of the property provide a unique opportunity for 4998 to feel like an urban oasis within the greater context of Bethesda.



BATTERY LANE DISTRICT

BETHESDA, MD

D.A.P. SUBMISSION

March 27, 2019

PREPARED BY:

OWNER/DEVELOPER:
BROWN DEVELOPMENT L.L.C.

LEGAL:
SHULMAN RODGERS

LAND PLANNING/ LANDSCAPE ARCHITECT/
CIVIL ENGINEERING :
RODGERS CONSULTING, INC.

TRAFFIC:
WELLS ASSOCIATES

4858 & 4900 BATTERY LANE ARCHITECT:
COOPER CARRY

4857 & 4998 BATTERY LANE ARCHITECT:
DNC ARCHITECTS, INC.

4900 BATTERY LANE ARCHITECT:
KDG ARCHITECTURE

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BATTERY LANE DISTRICT
BROWN DEVELOPMENT LLC
SKETCH PLAN NO. 320190080

THE BATTERY LANE DISTRICT PROJECT ENCOMPASSES SIX NEW BUILDINGS ON 11.3 ACRES ALONG BOTH THE NORTH AND SOUTH SIDES OF BATTERY LANE BETWEEN WOODMONT AVENUE AND KEYSTONE AVENUE. THE PROJECT IS A COMPREHENSIVE REDEVELOPMENT PLAN FOR THE LONG-TIME OWNERS/OPERATOR TO REPLACE SIX OF ITS 50+ YEAR- OLD GARDEN-STYLE RENTAL APARTMENT BUILDINGS WITH A MIX OF MODERN HOUSING IN A ROLLING, PHASED APPROACH OVER 10-15 YEARS. THE APPLICANT RECOGNIZES THAT ITS CONTROL OF SIX BUILDING SITES ENCOMPASSING SIGNIFICANT FRONTAGE ALONG BATTERY LANE PLACES IT IN A UNIQUE POSITION TO POSITIVELY IMPACT THE FUTURE OF A WHOLE NEIGHBORHOOD. THE PROJECT HAS BEEN COMPREHENSIVELY DESIGNED TO IMPLEMENT THE SECTOR PLAN GOALS AND DESIGN GUIDELINES TO FASHION THE BATTERY LANE DISTRICT NEIGHBORHOOD INTO ONE OF THE MOST BEAUTIFUL AND LIVABLE URBAN-EDGE RESIDENTIAL NEIGHBORHOODS IN BETHESDA.

THE PROJECT SITE DESIGN ENVISIONS BUILDING UPON EXISTING NEIGHBORHOOD ASSETS TO CREATE A STRONG BATTERY LANE DISTRICT NEIGHBORHOOD IDENTITY, ENHANCING ACCESS AND CONNECTIVITY, AND CONTRIBUTING TO THE OVERALL QUALITY OF LIFE OF A VIBRANT, SAFE AND HEALTHY COMMUNITY. THE PROJECT PROPOSES TO DELIVER IN ACCORDANCE WITH THE BETHESDA DOWNTOWN SECTOR PLAN:

- i) A MAJOR ENHANCEMENT TO THE WIDTH, USE, AND FEATURES OF THE NORTH BETHESDA TRAIL THROUGH-BLOCK CONNECTION THAT CONNECTS BATTERY LANE URBAN PARK TO THE BETHESDA TROLLEY TRAIL ON NIH;
- ii) TWO NEW PEDESTRIAN/BICYCLE THROUGH-BLOCK CONNECTIONS BETWEEN BATTERY LANE AND THE WOODMONT TRIANGLE;
- iii) EXTENDS THE PEDESTRIAN/BICYCLE CONNECTION BEHIND 4857/SITE A ALONG THE COMMON BOUNDARY OF NIH/BATTERY LANE DISTRICT BETWEEN WOODMONT AVENUE AND THE CONVERGENCE OF THE NORTH BETHESDA TRAIL WITH THE BETHESDA TROLLEY TRAIL;
- iv) INTRODUCES NEW STREETScape TO BEGIN THE TRANSFORMATION OF BATTERY LANE TO A “CANOPY CORRIDOR”;
- v) IMPROVES THE PEDESTRIAN EXPERIENCE WITH BUFFERED SIDEWALKS SETBACK WITH LANDSCAPED PANELS AWAY FROM THE CURB-EDGE;
- vi) ADDS NEW PUBLIC OPEN SPACES TO ACTIVATE SOCIAL INTERACTION IN THE NEIGHBORHOOD, BUFFER ADJACENT SINGLE FAMILY HOMES, AND ENHANCE THE NATURAL FEATURES OF THE NEIGHBORHOOD;
- vii)REPLACES ACRES OF ASPHALT SURFACE PARKING WITH ON-SITE STRUCTURED PARKING AND LOADING; AND
- viii) UPGRADES STORMWATER MANAGEMENT AND REPLACES ASPHALT WITH ADDITIONAL TREE CANOPY AND LANDSCAPING;

THE PROJECT BUILDING DESIGN IS A THOUGHTFUL PLAN TO ADDRESS NOT ONLY COMPATIBILITY OF BUILDING FORM AND MASSING TO FIT WITHIN THE NEIGHBORHOOD, BUT MORE IMPORTANTLY, TO ENCOURAGE SOCIAL INCLUSIVITY WITH A WIDE RANGE OF MID-RISE AND HIGH-RISE BUILDING TYPES THAT SUPPORTS THE BROADEST RANGE OF HOUSING CHOICES, UNIT TYPES, AND CONSTRUCTION TYPES TO CONTINUE SERVING A MIXED-INCOME, MULTI-GENERATIONAL RESIDENT POPULATION. BATTERY LANE DISTRICT IS NOTED IN THE SECTOR PLAN AS A HOUSING RESOURCE AREA RECOMMENDED FOR REDEVELOPMENT WITH HIGHER DENSITY RESIDENTIAL DEVELOPMENT WITH AN EMPHASIS ON RETAINING AFFORDABLE MARKET RATE HOUSING CHOICES IN REPLACEMENT UNITS AS THE HIGHEST PRIORITY.

AS DISTINGUISHED FROM THE LARGELY LUXURY HOUSING BUILT IN THE DOWNTOWN CORE, THE EMPHASIS OF THE PROJECT ON MID-RISE CONSTRUCTION ON ITS LARGER BUILDING SITES SUPPORTS FUTURE AFFORDABILITY FOR ITS MID-RISE MARKET RATE UNITS. NONE OF THE EXISTING 477 DWELLING UNITS BEING REPLACED ARE REGULATED MODERATELY PRICED DWELLING UNITS. AFTER REDEVELOPMENT, MORE THAN ONE-HALF OF THE EXISTING 477 UNREGULATED UNITS WILL BE REPLACED WITH REGULATED MPDUS. FURTHER, NOT ALL OF THE APPLICANT'S RENTAL BUILDINGS IN THIS NEIGHBORHOOD ARE PROPOSED FOR REDEVELOPMENT UNDER THIS SKETCH PLAN. THE APPLICANT HAS EXCLUDED FROM THE SKETCH PLAN TWO OF ITS RENTAL BUILDINGS - ONE ON THE EASTERNMOST AND ONE ON THE WESTERNMOST EDGE OF BATTERY LANE, RETAINING 329 EXISTING MARKET RATE DWELLING UNITS.

WITH THE RETENTION OF CERTAIN EXISTING BUILDINGS AND THE REDEVELOPMENT OF SIX OF ITS BUILDINGS USING THREE DIFFERENT ARCHITECTURAL FIRMS, THE APPLICANT'S INTENT IS TO WEAVE A COMPLEX URBAN FABRIC, MELDING OLD AND NEW, AND ADDING CRITICAL, USABLE CONNECTING SPACES FOR AN AUTHENTIC, DESIRABLE RESIDENTIAL NEIGHBORHOOD BUILT OVER TIME. EVEN WITHIN ONE SINGLE STREET, THE RELATIONSHIPS TO OUTSIDE CONTEXTS DIFFER BASED ON A SITE'S LOCATION ALONG BATTERY LANE. THIS CREATES EXCITING OPPORTUNITIES TO EXPRESS INDIVIDUALITY IN THE NEW BUILDINGS BUT WHICH STILL COMFORTABLY RELATE TO EACH OTHER AS PART OF A COHESIVE NEIGHBORHOOD.

THE APPLICANT ENGAGED THREE DIFFERENT ARCHITECTURAL FIRMS AND ASSIGNED EACH TWO BUILDINGS, BUT HAD ALL THREE MEET WEEKLY TO HELP THE APPLICANT AND EACH OTHER COLLABORATE ON INTERNAL RELATIONSHIPS AND A COHESIVE URBAN DESIGN PLAN FOR THE NEIGHBORHOOD. THE ARCHITECTS WERE CHALLENGED TO DELIVER EXCEPTIONAL DESIGN AND INNOVATIVE SOLUTIONS TO SUPPORT THE OVERALL GOAL OF DELIVERING LIVABILITY, AFFORDABILITY, AND COMMUNITY IDENTITY FOR THE BATTERY LANE DISTRICT. THE ARCHITECTS HAVE EXPRESSED, IN THEIR OWN VOICE AND FROM DISTINCTLY DIFFERENT PERSPECTIVES, BUILDING MASSING, SITING, AND SITE IMPROVEMENTS TO ADDRESS EXISTING CONTEXT AND COMPATIBILITY, AND TO PROMOTE THE POTENTIAL OF THE FEATURES, CHALLENGES, AND OPPORTUNITIES OF EACH INDIVIDUAL SITE. HOW EACH CREATIVELY ADDRESSED THE SECTOR PLAN GOALS AND RECOMMENDATIONS, THE DESIGN GUIDELINES, AND THE FACTORS SUPPORTING EXCEPTIONAL DESIGN - INNOVATIVE SOLUTIONS TO IMMEDIATE CONTEXT, CREATING A SENSE OF PLACE, DESIGNING INFILL ENVIRONMENTS FOR QUALITY LIVING, AND ENHANCING THE PUBLIC REALM - IS DETAILED IN THE DAP PACKAGE FOR EACH SET OF SITES.

THE PROJECT IS SEEKING 30 PUBLIC BENEFIT POINTS FOR EXCEPTIONAL DESIGN FOR ITS COMPREHENSIVE NEIGHBORHOOD PLAN AND ITS CONTEXT RESPONSIVE INDIVIDUAL BUILDING SITE DESIGNS. THE PROJECT EARNS THESE POINTS BY:

1. PROVIDING INNOVATIVE SOLUTIONS IN RESPONSE TO THE IMMEDIATE CONTEXT. THE PROJECT RESPONDS TO CONTEXT ON BOTH AN OVERALL NEIGHBORHOOD SCALE AND AN INDIVIDUAL BUILDING SITE SCALE. THE PROJECT ADDRESSES THE BROAD VARIETY OF ADJOINING AND CONFRONTING USES WHICH RANGE ALONG THE LENGTH OF BATTERY LANE FROM A MASSIVE FEDERAL EMPLOYMENT CENTER, AN URBAN PARK, A MAJOR BIKE AND PEDESTRIAN TRAIL, RESIDENTIAL CONDOMINIUMS, RENTAL APARTMENTS, SENIOR HOUSING, SINGLE-FAMILY HOMES, AND THE URBAN EDGE OF THE DOWNTOWN CORE. THEN IT CREATES INTER-RELATIONSHIPS BETWEEN SITES TO FORM A COHESIVE ENHANCEMENT TO THE NEIGHBORHOOD.
2. CREATING A SENSE OF PLACE AND SERVES AS A LANDMARK. THE PROJECT INTENT IS TO ENHANCE THE COMMUNITY IDENTITY OF THE BATTERY LANE DISTRICT NEIGHBORHOOD, TO CREATE A BEAUTIFUL WALKABLE STREET, AND ACTIVATE NEW GATHERING PLACES WHERE SOCIAL INTERACTIONS CAN FOSTER A TIGHT SENSE OF COMMUNITY AMONGST A MIXED-INCOME, MULTI-GENERATIONAL RESIDENT POPULATION. THE ENHANCEMENTS TO THE NORTH BETHESDA TRAIL WITH THE CREATION OF AN INVITING OPEN SPACE WHERE BIKERS AND WALKERS CAN STOP AND RECREATE WILL SERVE AS A DESTINATION. THIS AMENITY, ALONG WITH THE TRANSFORMATION OF BATTERY LANE INTO A CANOPY CORRIDOR, AND INTERESTING NEW RESIDENTIAL HOUSING OPTIONS, WILL FASHION BATTERY LANE DISTRICT INTO ONE OF THE MOST LIVABLE URBAN EDGE NEIGHBORHOODS IN THE COUNTY.
3. ENHANCING THE PUBLIC REALM IN A DISTINCT AND ORIGINAL MANNER. THE PROJECT HAS A MAJOR IMPACT ON THE QUALITY AND COMFORT OF THE PUBLIC REALM ALONG BATTERY LANE AND THE NORTH BETHESDA TRAIL. THE PROPOSED GATHERING SPACE ALONG THE NORTH BETHESDA TRAIL INTRODUCES A DISTINCT AND ORIGINAL PLACE WHICH WILL HAVE HEAVY DAILY USE AND CAN BE PROGRAMMED FOR SPECIAL FUNCTIONS. BATTERY LANE WILL TRANSFORM INTO A CANOPY CORRIDOR STREET. THE PROJECT INTENT IS TO MOVE BATTERY LANE FROM ITS “CAR FOCUS” BY REPLACING PAVED CAR DROP OFF LOOPS IN EACH FRONT YARD WITH EXPANDED STREETScape EMPHASIZING PEDESTRIANS, STREET TREES AND CONNECTIONS TO THE NEW BUILDINGS.
4. INTRODUCING MATERIALS, FORMS, OR BUILDING METHODS UNIQUE TO THE IMMEDIATE VICINITY OR APPLIED IN A UNIQUE WAY. THE PROJECT REPLACES COOKIE-CUTTER GARDEN APARTMENTS WITH A VARIETY OF MODERN INTERPRETATIONS AND UPDATES TO THE FAMILIAR “BROWN/ALDON VERNACULAR”.
5. DESIGNING COMPACT INFILL DEVELOPMENT SO LIVING, WORKING, AND SHOPPING ENVIRONMENTS ARE MORE PLEASURABLE AND DESIRABLE ON A SITE. THE PROJECT PROPOSES SIX NEW BUILDINGS ON INFILL SITES THAT EACH INVITE THE PUBLIC TO ENJOY THE ENHANCED SITE IMPROVEMENTS, NEW PUBLIC OPEN SPACES, AND MOST IMPORTANTLY, MAJOR NEW THROUGH BLOCK CONNECTIONS NORTH AND SOUTH TO MAKE ACCESSING THE WORK AND SHOPPING OPTIONS IN DOWNTOWN BETHESDA MORE PLEASURABLE AND CONVENIENT. THE PROJECT OVERALL DESIGN WILL FASHION BATTERY LANE INTO ONE OF THE MOST BEAUTIFUL AND LIVABLE RESIDENTIAL URBAN-EDGE NEIGHBORHOODS IN BETHESDA.

SITE A, 4857 BATTERY LANE

- CREATE A PROMINENT AND WELCOMING FAÇADE THAT INTRODUCES PASSERSBY TO THE BATTERY LANE DISTRICT.
- EMPHASIZE THE BUILDING'S BASE WITH TEXTURE, TRANSPARENCY, AND LAYERING TO ENGAGE PEDESTRIANS.
- INVITE THE PUBLIC IN TO OPEN SPACE ALONG A FUTURE THROUGH-BLOCK CONNECTION AT THE NORTH END OF THE SITE.
- PROVIDE RESIDENTS WITH A PRIVATE RAISED GARDEN OVER THE PARKING DECK.
- TAKE ADVANTAGE OF THE SOLAR ORIENTATION AND VIEWS WHICH ARE A GIVEN, TO DESIGN A BUILDING THAT WORKS WITH ITS CONTEXT.
- MINIMIZE SERVICE AREAS AND CURB CUTS TO ENHANCE THE PEDESTRIAN EXPERIENCE
- INTEGRATE ADJACENT AND SHARED SITE FEATURES TO OPTIMIZE A TIGHT SITE

4857 BATTERY LANE IS A SMALL SITE, YET IT IS ONE OF THE MOST PROMINENT OF ALL THE PROPERTIES ON BATTERY LANE. THE ADJACENT STONEHALL BUILDING IS ORIENTED TO WOODMONT AVENUE. THEREFORE, SITE A IS THE INTRODUCTION TO THE NEW BATTERY LANE DISTRICT. THE ENTIRE SOUTH FAÇADE IS DESIGNED TO SERVE THIS PURPOSE. THESE FACTORS CONTRIBUTE TO THE GOALS FOR THE DESIGN OF 4857 BATTERY LANE: A PROMINENT YET WELCOMING INTRODUCTION TO THE BATTERY LANE DISTRICT.

TO ACHIEVE THE WELCOMING FEEL, THE BUILDING'S BASE IS CRITICAL. THE RECOMMENDED SETBACK FOR OUR SITE IN THE DESIGN GUIDELINES IS 20-25' FROM THE CURB. WE PROPOSE TO CREATE A THREE STORY BASE WHICH IS PULLED FORWARD TO THE 20' LINE IN ORDER TO COUNTERACT THE BLANK WALL OF THE STONEHALL BUILDING'S LOADING AREA NEXT DOOR. THE BASE WILL BE TACTILE MASONRY WITH DEEP DETAILING AT THE BATTERY LANE FAÇADE, CREATING A LAYERED EFFECT THAT WELCOMES PASSERSBY TO TOUCH THE BUILDING AND INTERACT WITH IT AT THE GROUND LEVEL. THE GROUND LEVEL AT THE FRONT OF THE BUILDING WILL HOUSE RESIDENT AMENITY SPACE TO HELP ACTIVATE THE STREET. PLANTINGS AND WINDOW DETAILS ENHANCE THE STREETScape FOR A COMFORTABLE FIRST FLOOR PEDESTRIAN SCALE.

THE BUILDING WILL BE LESS THAN 90 FEET TALL. THE LENGTH OF THE BATTERY LANE FAÇADE IS SHORT ENOUGH THAT IT WILL NOT FEEL MASSIVE WITHOUT VERTICAL BREAKS IN THE FAÇADE. HOWEVER, IN ORDER TO LET THE BASE REACH OUT WITH AN INVITING DEPTH, WE PROPOSE A DIFFERENT BUILDING ARTICULATION FOR THE UPPER FIVE STORIES. WE WILL EMPHASIZE THE CENTER OF THE BUILDING WITH A MATERIAL THAT REACHES DOWN BEHIND THE MASONRY AT

THE LOWER LEVELS, ACCENTING AND LAYERING THE MAIN ENTRANCE TO THE LOBBY.

PUBLIC OPEN SPACE WILL BE ACCOMMODATED ON THE NORTH END OF THE SITE. A 5' EASEMENT EXISTS ON THE ADJACENT PROPERTY TO ALLOW FUTURE ACCESS ALONGSIDE THE NIH PROPERTY FROM WOODMONT AVE. THE SPACE WILL OCCUPY THE GROUND LEVEL WHERE A FUTURE THROUGH-BLOCK CONNECTION IS MASTER PLANNED. THE PUBLIC SPACE CAN ALSO BE ACCESSED BY RESIDENTS FROM THE RAISED GREEN ROOF OVER PARKING GARAGE AT THE REAR OF THE BUILDING. THIS RAISED GARDEN WILL BE A PRIVATE OASIS FOR THE RESIDENTS OF THE BUILDING, AND THE NORTH FAÇADE WILL ALSO BE GIVEN ATTENTION TO THE MATERIALS AND HAVE LARGE WINDOWS TO TAKE ADVANTAGE OF THE VIEWS. THE NORTH FACING FAÇADE AT THE GREEN SPACES AND NIH WILL BE VISIBLE FROM WOODMONT AVE. THE PUBLIC OPEN SPACE AND RESIDENT SPACE WILL HAVE VIEWS TO THE GREEN AREA AND POND BETWEEN THE BUILDING AND THE BETHESDA TROLLEY TRAIL. THE EAST AND WEST FAÇADES, WHICH ARE CLOSE TO NEIGHBORING BUILDINGS, WILL HAVE ARTICULATED FINISHES WITH PUNCHED WINDOWS.

SITE B: 4858 BATTERY LANE

DESIGN GOALS:

- STRONG EASTERN ENTRANCE TO THE BATTERY LANE DISTRICT
- TOWER THAT HOLDS CORNER OF BATTERY LANE AND WOODMONT AVENUE
- 25% MPDUS IMPROVES AFFORDABILITY OF THE COMMUNITY, WITH ADDITIONAL HEIGHT.
- IMPROVE PEDESTRIAN SCALE AND WALKABILITY ALONG BATTERY LANE AND WOODMONT AVE.

SITE B IS THE SOUTHEAST CORNER OF WOODMONT AVENUE, BATTERY LANE INTERSECTION. THE BUILDING NEEDS TO RELATE TO WOODMONT AVE, THE URBAN CORE, AS WELL AS BATTERY LANE. THIS PRIME CORNER LOCATION PROPOSES ONE OF THE TALLEST NEW STRUCTURES IN THE BATTERY LANE DISTRICT. THE BUILDING GOES ABOVE THE 120' HEIGHT LIMIT IN ORDER TO ADD ADDITIONAL DENSITY AND AFFORDABLE UNITS TO THE NEIGHBORHOOD. ADDITIONAL MPDUS ALLOW US TO ACHIEVE AN APPROXIMATE160' TALL BUILDING. THIS ALLOWS US TO CREATE AN ELEGANT TOWER THAT WILL HOLD THE CORNER. THE BUILDING ENTRANCE IS PROPOSED TO BE CENTRALIZED TO COORDINATE WITH THE SITE A ACROSS THE STREET. THE UNITS ALONG THE STREET FRONTS WILL HAVE BALCONIES AND OTHER BUILDING FAÇADE STEP-BACKS.

THE PARKING ENTRANCE AND LOADING DOCK WILL BE ACCESSED FROM A NEW PRIVATE DRIVEWAY BUILT ON THE SITE C PROPERTY, ELIMINATING THE CURB CUTS ON BATTERY LANE AND WOODMONT AVENUES FOR SITE B. THE COORDINATION OF A SINGLE DROP OFF FOR BOTH SITE B AND SITE C, CREATES AN UNINTERRUPTED STREETScape ALONG SITE B. THIS SHIFTS THE FOCUS FROM CARS TO THE PEDESTRIAN. SITE ACCESS IS COORDINATED WITH SITE C OFF THE NEW LOOP DRIVE. THE PARKING WILL BE LOCATED ON ONE LEVEL BELOW GRADE AND THREE ABOVE GRADE LEVELS WRAPPED BY RESIDENTIAL UNITS ON THE THREE PUBLIC FACING SIDES. THE ABOVE GRADE GARAGE ABUTS THE COUNTY PUBLIC GARAGE #35. A REDUCED PARKING RATE IS PROPOSED DUE TO PROXIMITY TO TWO METRO STATIONS, THE BETHESDA CIRCULATOR ON BATTERY LANE, FUTURE BRT AND MAJOR EMPLOYMENT CENTER. SITE B IS PROPOSED AT 15 STORIES WITH A THREE STORY PODIUM AT ITS BASE. THE BUILDING WILL UTILIZE NATURAL MATERIALS IN A BASE, MIDDLE, AND TOP CONFIGURATION WITH DIFFERENT PLANES BETWEEN THE ELEMENTS TO MINIMIZE THE MASS OF THE TOWER. WHILE THE ARCHITECTURAL ELEVATIONS HAVE NOT BEEN DEVELOPED, THE PRECEDENT IMAGES ILLUSTRATE THE DIRECTION THE DESIGN AND OWNERSHIP TEAM INTEND TO PROCEED AS THE PROJECT MOVES FORWARD.

SITE C: 4890 & 4900 BATTERY LANE

DESIGN GOALS:

- ADD MASTER PLANNED NORTH/SOUTH CONNECTIVITY AND PERMEABILITY THROUGH THE BLOCK
- CREATE A SHARED DROP OFF FOR SITES B AND C
- STEP HEIGHTS DOWN TOWARDS EXISTING BUILDINGS TO THE WEST
- IMPROVE PEDESTRIAN SCALE AND WALKABILITY ALONG BATTERY LANE

SITE C IS A TRANSITIONAL BUILDING WITHIN THE BATTERY LANE DISTRICT. THE PROJECT ADDS PRIVATE DRIVES AND NORTH/SOUTH THROUGH-BLOCK PEDESTRIAN CONNECTIONS ON BOTH THE EAST AND WEST SIDES OF THE BUILDING PER THE SECTOR PLAN. THE EAST DRIVEWAY FACILITATES PEDESTRIAN NEIGHBORHOOD CONNECTIVITY IN COORDINATION WITH THE NEW POLICE STATION. THE WESTERN THROUGH BLOCK ALLOWS FUTURE CONNECTIVITY TO WOODMONT TRIANGLE. THE PRIVATE DRIVE LOCATES PARKING ENTRANCES AND LOADING OFF OF BATTERY LANE. CURB CUTS ON BATTERY LANE ARE REDUCED FROM FOUR TO THREE. THE OPEN SPACE IS PROVIDED ALONG THE THROUGH BLOCK CONNECTIONS AND THE BUILDING FRONT SETBACK.

THE PROPOSED BUILDING INCLUDES TWO TOWERS WITH A SHARED PODIUM. THE HEIGHT STEPS DOWN FROM SITE B AND STEPS DOWN FROM EAST TO WEST ON SITE C. THE SHARED PODIUM IS A TWO-STORY EXPRESSION ON BATTERY LANE, AND IT INCLUDES WALK-UP UNITS ON THE NEW DRIVE PROPOSED ON THE WESTERN EDGE OF THE PROPERTY. THE BUILDING ENTRANCE IS ANTICIPATED TO BE ON THE EAST SIDE OF THE PROPERTY TOWARDS SITE B AND NEAR A SHARED DROP OFF. THIS CENTRAL LOCATION CREATES A COMMUNITY DROP OFF, ADDING AMENITIES FOR THE TALLER SITE B IN ADDITION TO THIS SITE. THE BUILDINGS WILL HAVE BALCONIES AND OTHER BUILDING FAÇADE ARTICULATION PER THE DESIGN GUIDELINES. THE PARKING ENTRANCE AND LOADING DOCK WILL BE ACCESSED FROM A NEW PRIVATE DRIVEWAY. THE PARKING WILL BE LOCATED ON TWO ABOVE GRADE LEVELS WRAPPED BY RESIDENTIAL UNITS ON THE NORTH AND WEST SIDES. A PRIVATE RESIDENT COURT YARD IS LOCATED ON TOP OF THE PODIUM BETWEEN THE TWO BUILDING FORMS. SITE C WILL ALSO HAVE A REDUCED PARKING RATE. THE BUILDING IS PROPOSED TO BE 8 AND 9 STORIES TALL RESPECTIVELY, OVER A TWO STORY PODIUM AT ITS BASE. THE BUILDING WILL UTILIZE NATURAL MATERIALS IN A BASE, MIDDLE, AND TOP CONFIGURATION WITH DIFFERENT PLANES BETWEEN THE ELEMENTS TO MINIMIZE THE MASS OF THE TOWER. WHILE THE ARCHITECTURAL ELEVATIONS HAVE NOT BEEN DEVELOPED, THE PRECEDENT IMAGES ILLUSTRATE THE DIRECTION THE DESIGN AND OWNERSHIP TEAM INTEND TO PROCEED AS THE PROJECT MOVES FORWARD.

SITE D 4949 BATTERY LANE
PROJECT DESCRIPTION

THE 4949 BATTERY LANE DESIGN PROPOSES A THREE VOLUME COMPOSITION TO INCLUDE A STREET SCALE BASE AND MIDRISE BUILDING AND TWO TOWERS OF VARYING HEIGHTS RESULTING IN A DISTINCT PROFILE THAT RESPONDS TO THE SURROUNDINGS. THE PROJECT WILL CONTAIN UP TO 520 UNITS IN TWO BUILDINGS WITH A TOTAL AREA OF 572,300 SQUARE FEET.

ONE OF THE DISTINCTIVE CHARACTERISTICS OF THE 4949 PROJECT IS THE ENHANCEMENT OF THE CONNECTION TO BATTERY LANE URBAN PARK AND NIH VIA THE NORTH BETHESDA TRAIL/BETHESDA TROLLEY TRAIL. THE COMBINATION OF THE EXPANSION OF THE OPEN SPACE ALONG THE TRAIL ONSITE TOGETHER WITH THE CREATION OF A CENTRAL MULTIPURPOSE SPACE FOR THE RESIDENTS AND THE COMMUNITY BETWEEN THE TWO BUILDINGS ACTIVATES A NEW SOCIAL, COMFORTABLE, AND INTERACTIVE PLACE FOR THE COMMUNITY. THE DESIGN WILL INCORPORATE GROUND FLOOR TRANSPARENCY, ACTIVE GROUND FLOOR USES, LIGHTING, PAVING AND LANDSCAPING ELEMENTS TO CREATE AN INVITING CONNECTION.

THE PROPOSED DEVELOPMENT WILL GREATLY IMPROVE THE PEDESTRIAN ENVIRONMENT AND PROMOTE THE CHARACTER OF BATTERY LANE AND THE BATTERY LANE DISTRICT WITH PROPOSED TWO STORY TOWNHOUSE-TYPE UNITS LOCATED DIRECTLY ALONG BATTERY LANE STREETScape TO ACTIVELY ENGAGE THE STREET. THIS INTRODUCES ANOTHER HOUSING TYPE INTO THE FABRIC OF NEW AND OLD HOUSING CHOICES ALONG BATTERY LANE AS WELL AS BEING REMINISCENT OF THE WHITEHALL TOWNHOME CONDOMINIUMS FURTHER WEST ON BATTERY LANE.

THE MATERIALS AND COLOR PALETTE FOR THE PROJECT REPRESENT A MODERN INTERPRETATION OF THE CURRENT BROWN FAMILY BUILDING VERNACULAR AND WILL REINFORCE THE CHARACTER OF BATTERY LANE AS A RESIDENTIAL NEIGHBORHOOD BUILT OVER TIME.

THE PROJECT WILL ENHANCE THE PUBLIC REALM THROUGH THE PLACEMENT OF WELL-DESIGNED BUILDING VOLUMES, ACTIVE GROUND FLOOR USES, CENTRAL PLAZA AND RESIDENTIAL BUILDING ENTRIES WHILE UPDATING THE STREETScape ALONG BATTERY LANE.

EXCEPTIONAL DESIGN NARRATIVE

THE DESIGN ON 4949 BATTERY LANE PROVIDES A UNIQUE RESPONSE TO THE SITE AND SURROUNDINGS WHILE ENCOMPASSING THE PLANNING GOALS OUTLINED IN THE BETHESDA DOWNTOWN PLAN AND DESIGN GUIDELINES. THE PROJECT WILL ENHANCE THE BATTERY LANE DISTRICT AND PROVIDE AN OUTDOOR MULTI-FUNCTIONAL CENTRAL SPACE THAT FACES AND CONNECTS TO THE BETHESDA TROLLEY TRAIL AND CREATES A NEIGHBORHOOD AMENITY FOR THE COMMUNITY.

THE PROJECT ENCOMPASSES MANY OF THE GOALS OF THE DOWNTOWN PLAN AND DESIGN GUIDELINES, INCLUDING:

1. **MPDUS.** THE 4949 PROJECT WILL PROVIDE EXPANDED AFFORDABILITY FOR HOUSING THROUGH THE INCLUSION OF A MINIMUM OF 25% MODERATELY PRICED DWELLING UNITS. THIS PERMITS ADDITIONAL HEIGHT IN THE NORTH BUILDING(S) ADJACENT TO NIH.
2. **DIVERSE HOUSING.** THE MIDRISE AND HIGH RISE BUILDINGS PROVIDE A DIVERSITY OF HOUSING TYPES AND OPPORTUNITIES. A VARIETY OF UNIT SIZES AND LAYOUTS FOR BOTH MARKET RATE AND MODERATELY PRICED DWELLING UNITS IS PROVIDED. THE SITE IS WITHIN CLOSE PROXIMITY OF THE BETHESDA METRO AND MEDICAL CENTER METRO, ACROSS THE STREET FROM THE BETHESDA CIRCULATOR STOP, AND ON A MAJOR PEDESTRIAN AND BICYCLE CONNECTION.
3. **STREET ACTIVATION:** BATTERY LANE IS CLASSIFIED AS A NEIGHBORHOOD CONNECTOR, THE 4949 PROJECT WILL ENHANCE THE PEDESTRIAN SCALE CHARACTER ALONG BATTERY LANE WITH SETBACKS OF TWO STORY TOWNHOME TYPE UNITS AND AMENITY SPACES DIRECTLY ALONG THE BATTERY LANE STREETScape. INDIVIDUAL ENTRANCES TO THE UNITS WILL FURTHER ENHANCE THE PEDESTRIAN SCALE.
4. **CANOPY CORRIDOR:** THE PROJECT WILL PROVIDE STREETScape IMPROVEMENTS AND AN ATTRACTIVE TREE CANOPY CORRIDOR ON BATTERY LANE THAT WILL PROVIDE SHADE AND COMFORT AND ENCOURAGE PEOPLE TO WALK AND BIKE THROUGH THE NEIGHBORHOOD.
5. **ENHANCED BETHESDA TROLLEY TRAIL:** SITE D SLOPES TOWARD THE EXISTING TRAIL AND TO THE NORTH EDGE ALONG NIH. THIS NATURAL TOPOGRAPHY INTRODUCES THE OPPORTUNITY FOR AN AMPHITHEATER TO LINK THE TRAIL WITH THE SITE. THIS PROVIDES AN AREA THAT IS USEABLE AND SAFE FOR BIKERS AND PEDESTRIANS. TO ACCOMMODATE THE ENHANCED TRAIL PROGRAM, THE AMPHITHEATER, AND USEABLE PUBLIC OPEN SPACE THE EXISTING STORM DRAIN PIPE IS PROPOSED TO BE EXTENDED AND ENCLOSED TO NIH. THE TEN FOOT BIKE PATH AND 8'SHARED/PEDESTRIAN PATH WILL BE COORDINATED WITH NIH AND THE EASTERN NEIGHBOR TO ACCOMPLISH THIS GOAL. A DYNAMIC MULTIFUNCTIONAL CENTRAL SPACE WILL CONNECT TO THE BETHESDA TROLLEY TRAIL AND CREATE A DESTINATION IN THE NEIGHBORHOOD. BUILDING SETBACKS AND ACTIVE USES ALONG THE TRAIL WILL FURTHER ENHANCE THE USER EXPERIENCE. AN ORGANIC SHAPE ALONG THE EDGE PROVIDES AN INVITING CONNECTION. THE OPPORTUNITY TO INTRODUCE AN AMPHITHEATER, BIKE PATH, SHARED USED PATH, AND OTHER COMPLEMENTARY USES SUCH AS A SNACK SPOT, AND BIKE REPAIR STATION HELPS TO ESTABLISH THE SIGNATURE GATEWAY TO THE MAJOR TRAIL SYSTEM.
6. **ACCESS:** THE PROPOSED DESIGN SEPARATES VEHICULAR AND PEDESTRIAN ACCESS TO THE SITE AND BUILDINGS AND CREATES A SHARED STREET PLAZA WITHIN THE SITE. A SINGLE CURB CUT SERVICES BOTH BUILDINGS.
7. **REDUCE BULK:** THE BUILDING VOLUMES OF VARYING HEIGHTS INCORPORATE A SERIES OF SETBACKS ALONG ALL FACADES TO RESPOND TO THE SURROUNDINGS AND PROVIDE A TRANSITION TO THE STREET, NEIGHBORING BUILDINGS AND THE TRAIL. THIS ALSO REDUCES THE PERCEIVED MASSING OF THE BUILDINGS.
8. **BUILDING PLACEMENT:** THE FAÇADE OF THE BASE BUILDING ALONG BATTERY LANE WILL BE LOCATED ALONG THE PROPERTY BUILD-TO-LINE TO CREATE A CONTINUOUS STREET EDGE CREATING AN ACTIVE PEDESTRIAN ENVIRONMENT. THE BUILDING MASSING ON THE SITE IS BROKEN UP INTO TWO BUILDINGS THE HIGH-RISE BUILDING IS BROKEN UP INTO TWO TOWERS. THIS REFINEMENT OF THE MASSING ALLOWS FOR LIGHT AND AIR BETWEEN THE PROPOSED BUILDINGS AS WELL AS TO EXISTING STRUCTURES.
9. **PARKING:** THE GRADE LEVEL PARKING STRUCTURE ON BATTERY LANE IS LINED WITH TOWN HOMES, LOBBY AND AMENITY SPACES TO MAINTAIN AN ACTIVE AND FINISHED BUILDING EDGE. LOADING AND SERVICE ENTRANCES FOR BOTH BUILDINGS WILL BE LOCATED WITHIN THE SITE.

SITE E, 4998 BATTERY LANE

DESIGN GOALS:

- CREATE A WELCOMING FAÇADE AT THE STREET LEVEL THAT ENCOURAGES INTERACTION AT THE BASE.
- DEFINE THE BASE, MIDDLE, AND TOP THROUGH SUBTLE VARIATION IN MATERIAL AND ARTICULATION.
- CREATE AN OPEN COURTYARD THAT GIVES RESIDENTS A PRIVATE OASIS WITHIN THE GREATER URBAN CONTEXT.
- RESPECT THE SINGLE-FAMILY HOMES TO THE REAR OF THE SITE WITH A LANDSCAPED BUFFER AND BUILDING SETBACK AND STEP-BACK.
- THE LINEAR GREEN ALONG THE EASTERN EDGE OF THE SITE LEADS TO THE PUBLIC OPEN SPACE AT THE SOUTHERN EDGE OF THE SITE. THIS NEW GATHERING SPACE PROVIDES AN OPEN LAWN FOR INFORMAL RECREATION IN ADDITION TO A LANDSCAPE BUFFER. THERE IS AN OPPORTUNITY FOR A FUTURE CONNECTION TO THE BATTERY LANE URBAN PARK.
- MINIMIZE CURB CUTS ALONG THE STREET WALL, IN ORDER TO MAXIMIZE GREEN SPACE AND PEDESTRIAN SITE APPROACHABILITY.

4998 BATTERY LANE IS ONE PROPERTY AWAY FROM THE BATTERY LANE URBAN PARK, LOCATED BETWEEN THE SUSSEX HOUSE CONDOMINIUMS TO THE EAST AND THE MADISON PARK CONDOMINIUMS TO THE WEST. BECAUSE IT IS LOCATED AT THE WEST OF THE PARK, FURTHER FROM THE BETHESDA URBAN CORE, IT IS INTENDED TO HAVE A TRUE NEIGHBORHOOD FEEL WITH AN APPROACHABLE AND COMFORTABLE FACADE. LOADING AND PARKING IS LOCATED ON SITE, ACCESSED BY A SINGLE CURB CUT. PEDESTRIAN ACCESS IS LOCATED ON THE EAST, SEPARATED FROM THE VEHICULAR ACCESS ON THE WEST. PARKING IS IN A PODIUM GARAGE WITH LIMITED VIEWS FROM THE STREET.

AT 6 STORIES TALL AND LESS THAN 90 FEET HIGH, THE DESIGN GUIDELINES ALLOW AN ALTERNATIVE TO A STEP-BACK ABOVE THE BASE OF THE BUILDING. THE STREET FAÇADE IS BROKEN UP VERTICALLY INSTEAD, TO CREATE VARIED MASSING ALONG THE GROUND PLANE. ALTHOUGH THE BUILDING IS APPROXIMATELY 130' ALONG BATTERY LANE, THE MAXIMUM

"APPARENT FACE" IS REDUCED BY BREAKING THE FAÇADE INTO THREE SECTIONS ALONG THE GROUND PLANE. THE INTENT IS TO VARY THE FAÇADE TO CREATE 'MOMENTS' THAT OCCUR ALONG THE BASE, WHICH ARE ARTICULATED ALONG THE FAÇADE AND REINFORCED THROUGH THE LANDSCAPING DESIGN. THE DESIGN IS INTENDED TO HAVE A LAYERED FEEL, WITH LARGE WINDOWS AND FLOATING BRICK PLANES. THE WEST FAÇADE WILL BE PRIMARILY PUNCHED WINDOWS WITH VARIATION CREATED THROUGH MATERIAL SELECTION AND DETAILING. THE DESIGN OF THE BUILDING AS A WHOLE IS INTENDED TO BE A 21ST CENTURY INTERPRETATION OF THE EXISTING BROWN FAMILY BUILDINGS THAT ARE LOCATED ON BATTERY LANE. TRADITIONAL MATERIALS WILL BE USED, BUT INCORPORATED IN A MODERN WAY.

THE EASTERN SETBACK FROM THE PROPERTY LINE VARIES FROM 17' TO 20', ALLOWING PLENTY OF SPACE TO CREATE AN INTERESTING PATHWAY AND VARIED LANDSCAPING. A PRIVATE RESIDENT COURTYARD WILL PROVIDE A STRONG GREEN 'EDGE' TO THE PUBLIC OPEN SPACE. THE LINEAR GREEN ALONG THE EASTERN EDGE OF THE SITE LEADS TO THE PUBLIC OPEN SPACE AT THE SOUTHERN EDGE OF THE SITE. THIS NEW GATHERING SPACE PROVIDES AN OPEN LAWN FOR INFORMAL RECREATION IN ADDITION TO A LANDSCAPE BUFFER. THERE IS AN OPPORTUNITY FOR A FUTURE CONNECTION TO THE BATTERY LANE URBAN PARK

AT THE REAR OF THE SITE, THE BUILDING IS SET BACK OVER 100', ALTHOUGH THE MINIMUM REQUIRED SETBACK IS ONLY 30'. IN ADDITION, FLOORS 4 TO 6 ARE SET BACK ANOTHER +/- 30'. THIS PROVIDES A GRADUAL TRANSITION AND A GREEN BUFFER BETWEEN THE BUILDING AND THE SINGLE-FAMILY HOMES. THE EXISTING SITE HAS SURFACE PARKING IN THIS LOCATION. THE ADDITION OF THE GREEN SPACE IS AN IMPROVEMENT FOR THE EXISTING SINGLE-FAMILY RESIDENTS AND RESIDENTS AT THE SUSSEX HOUSE AND MADISON PARK. THE PUBLIC OPEN SPACE, LANDSCAPED COURTYARD, AND SETBACK AT THE REAR OF THE PROPERTY PROVIDE A UNIQUE OPPORTUNITY FOR 4998 TO FEEL LIKE AN URBAN OASIS WITHIN THE GREATER CONTEXT OF BETHESDA.



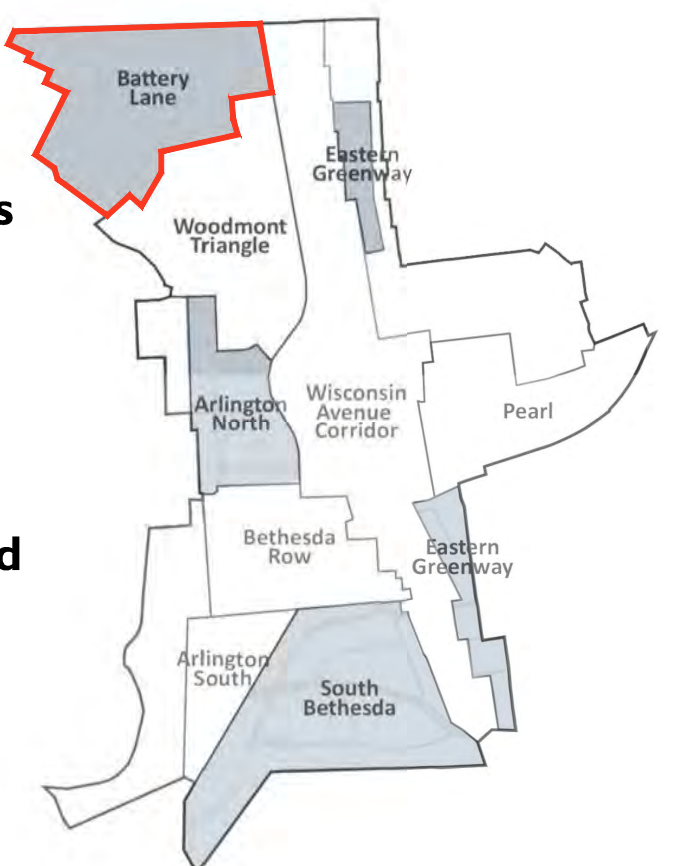
BATTERY LANE DISTRICT

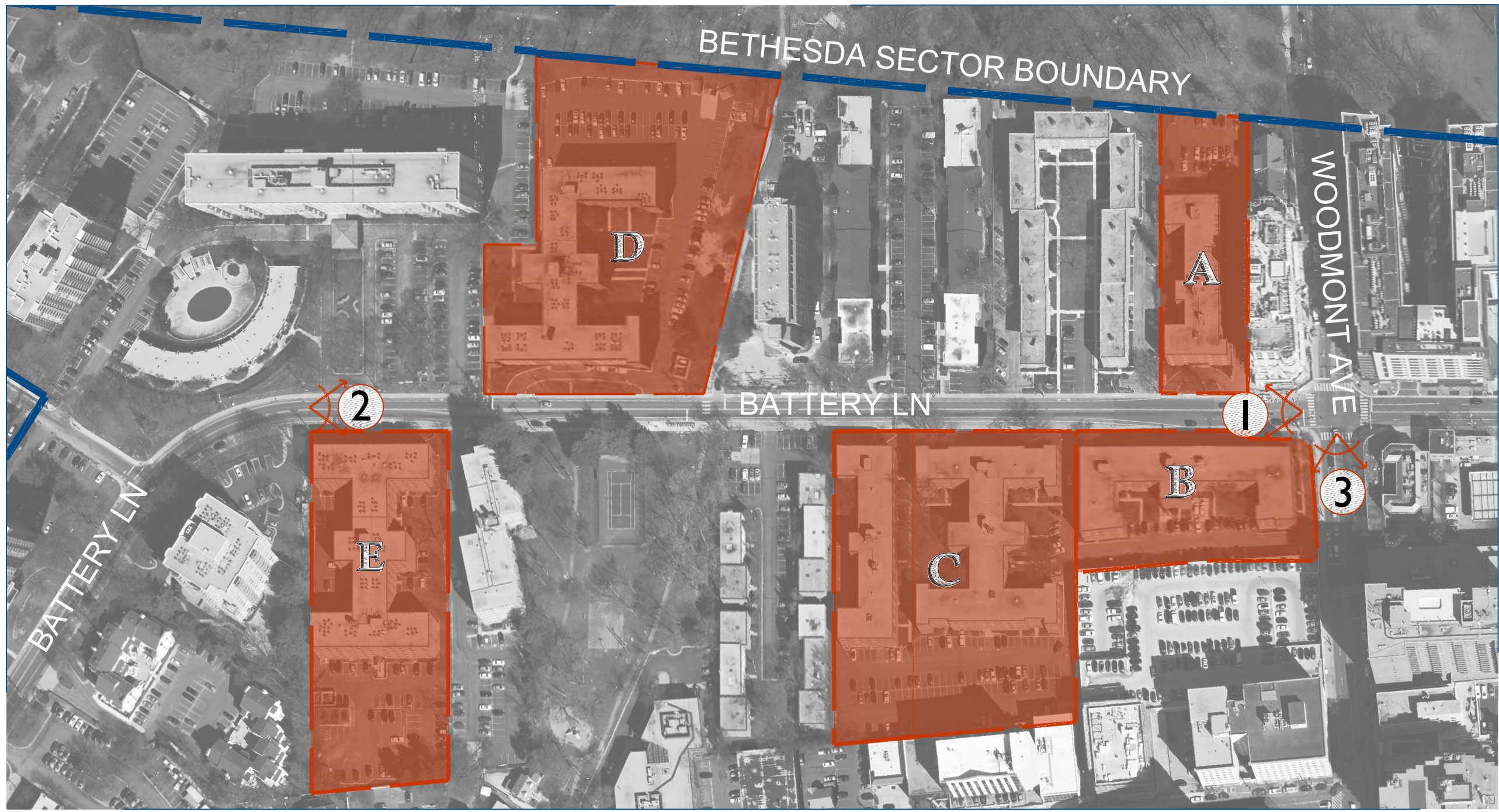
The Battery Lane District consists primarily of garden and mid-rise apartments along Battery Lane between Woodmont Avenue and Old Georgetown Road, directly south of The National Institutes of Health (NIH) Campus. The Battery Lane District has the well-used Battery Lane Urban Park and North Bethesda Trail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

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

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

Source: Bethesda Downtown Plan.
Approved and Adopted May 2017





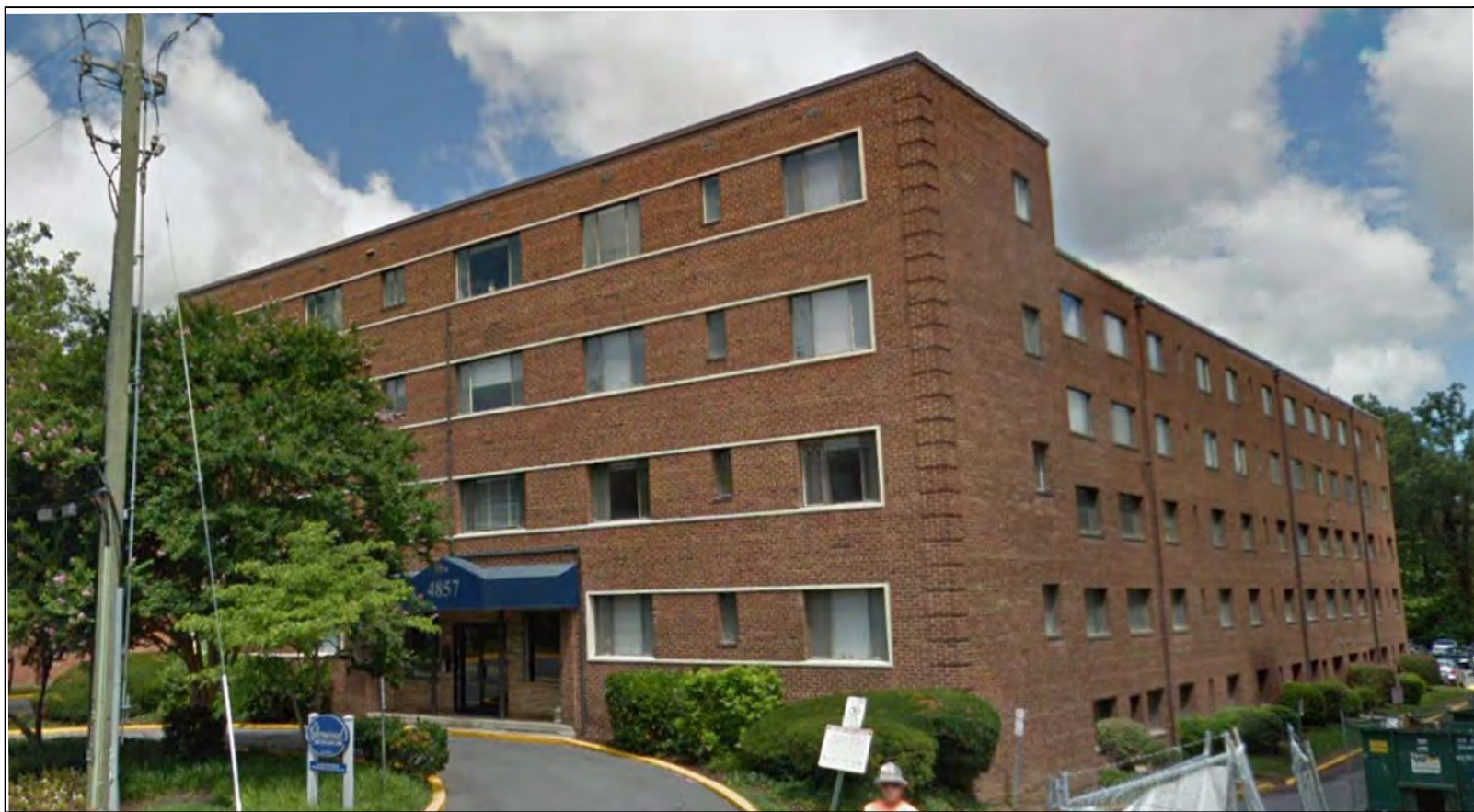
STREET VIEW 1
(BATTERY WEST BOND)



STREET VIEW 2
(BATTERY EAST BOND)



STREET VIEW 3
(WOODMONT SOUTH BOND)



PROJECT SITE (A) 4857 BATTERY LANE



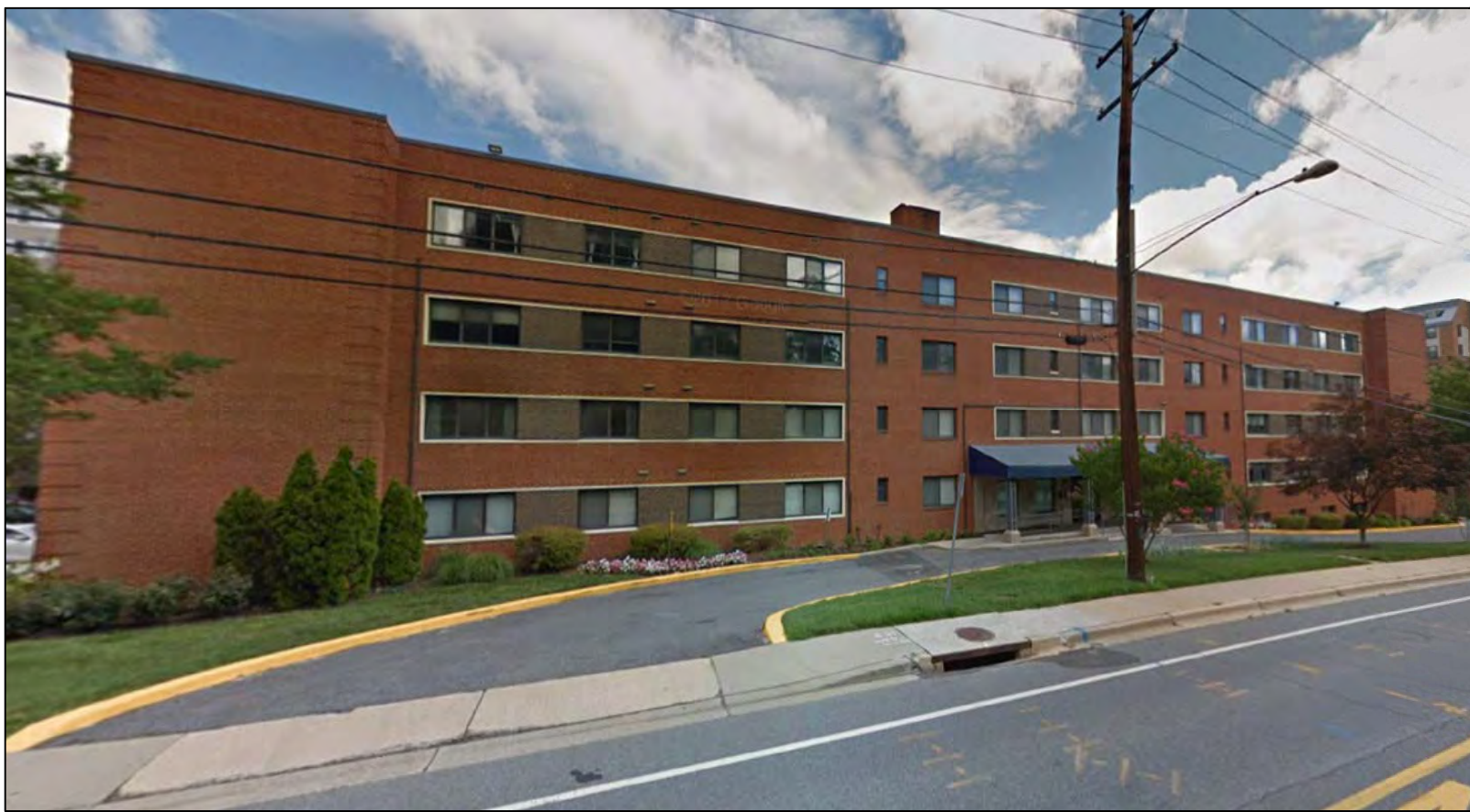
PROJECT SITE (B) 4858 BATTERY LANE



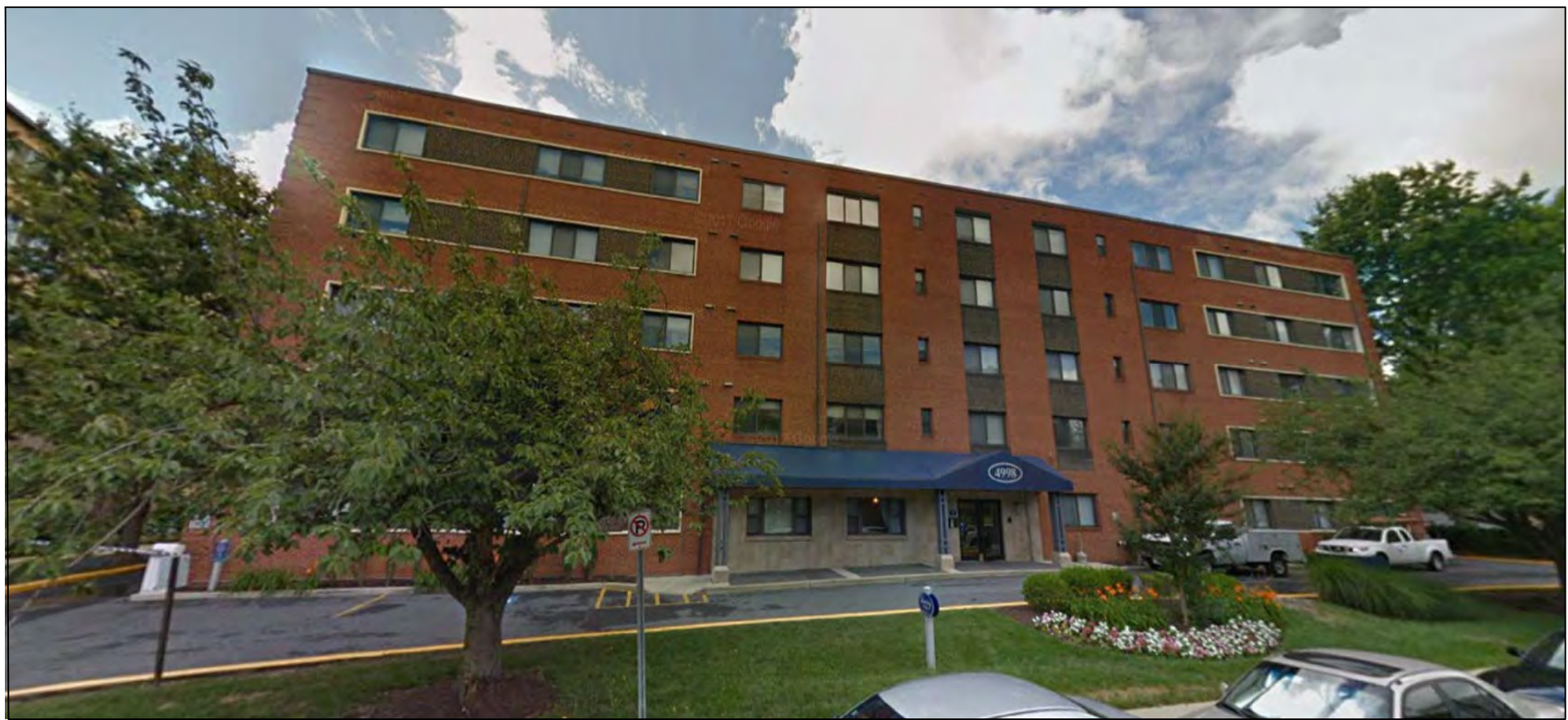
PROJECT SITE (C) 4890 BATTERY LANE



PROJECT SITE (C) 4900 BATTERY LANE



PROJECT SITE (D) 4949 BATTERY LANE



PROJECT SITE (E) 4998 BATTERY LANE



EXISTING BETHESDA TROLLEY TRAIL



SITE PHOTOS

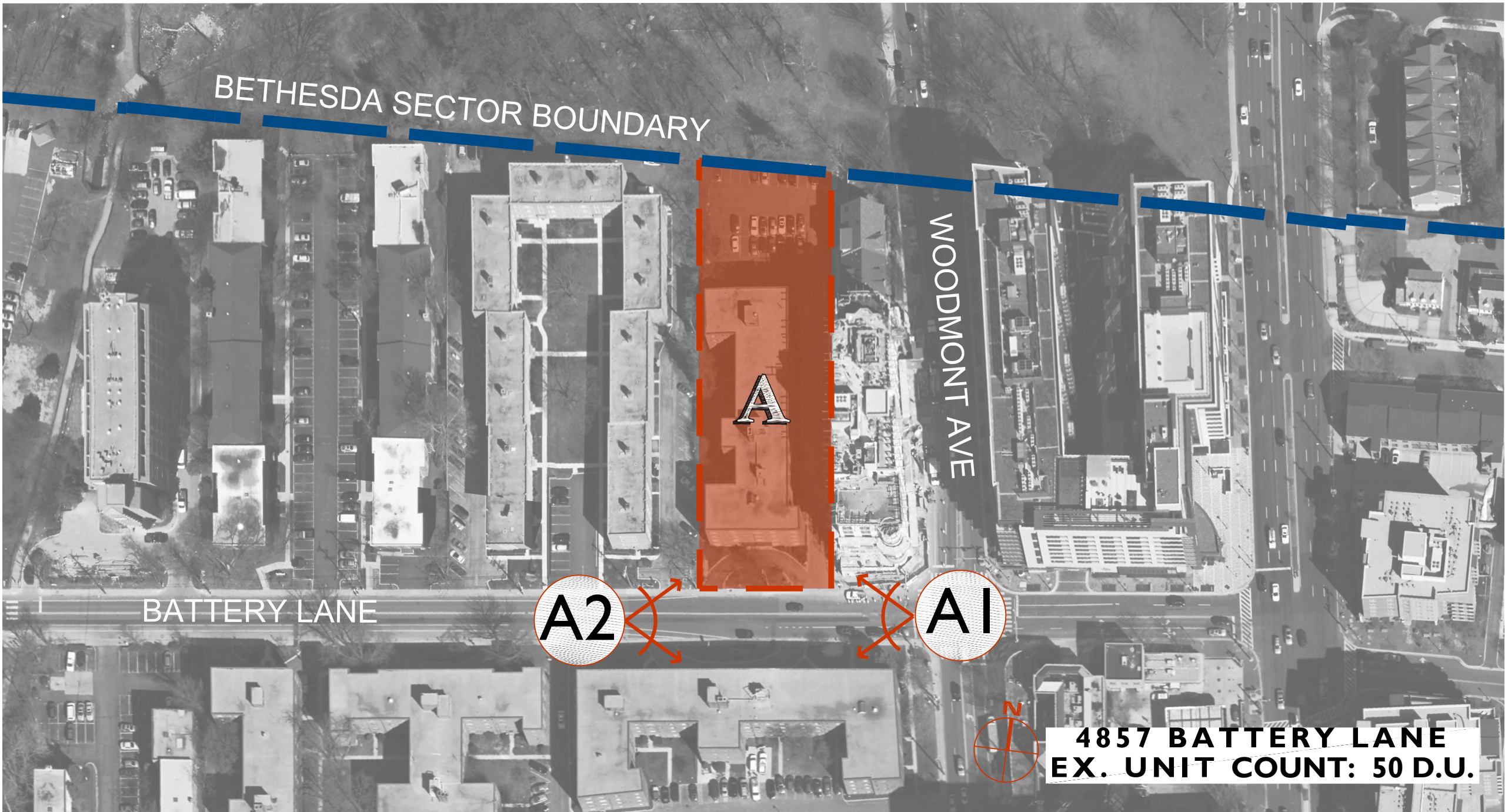
BATTERY LANE DISTRICT

BROWN DEVELOPMENT LLC.

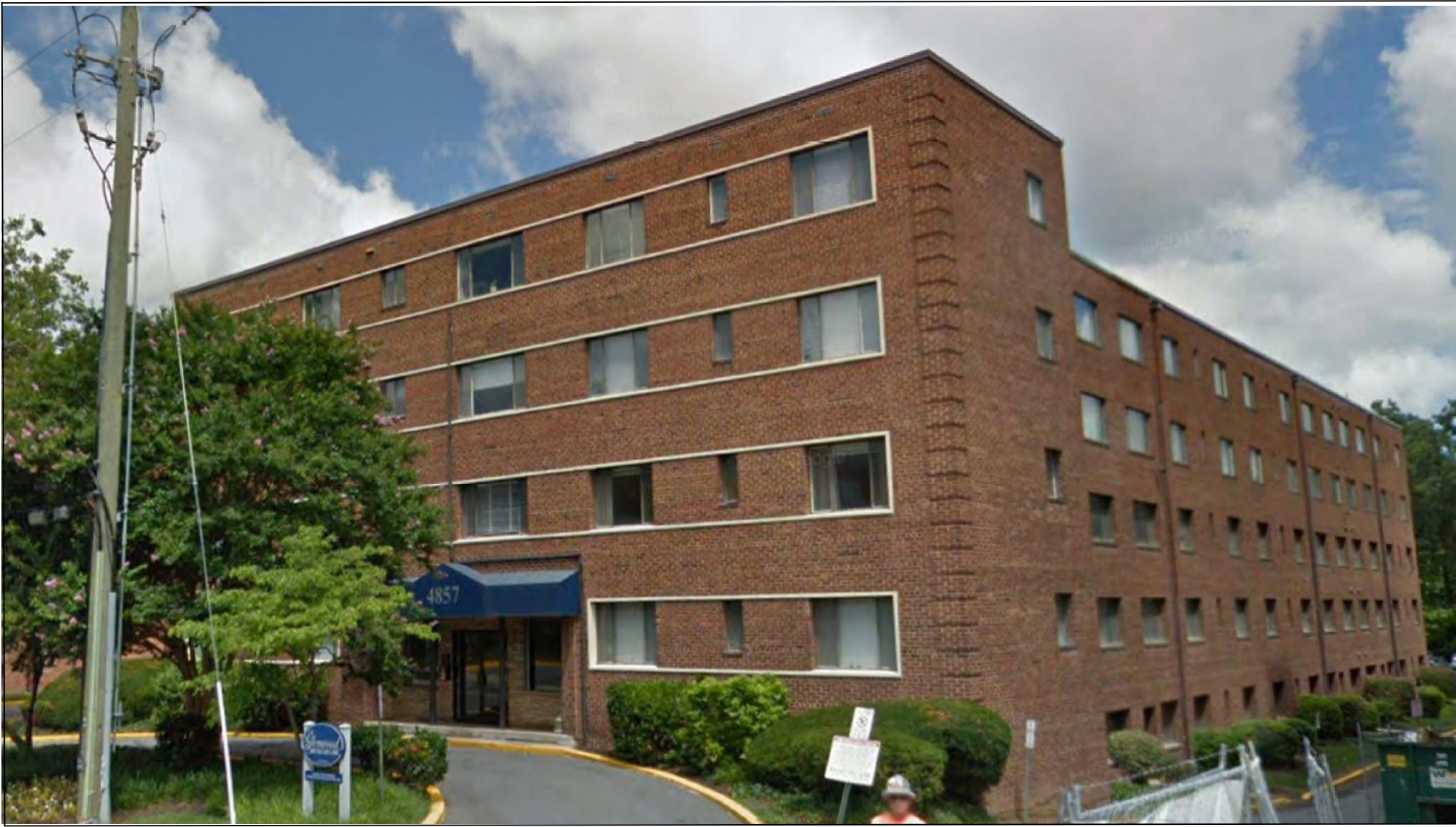
March 27, 2019

EXISTING CONDITIONS OVERALL 04.1

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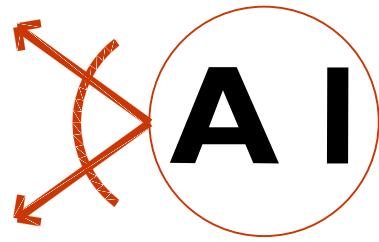


4857 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE)



4857 BATTERY LANE - BUILDING VIEW 2 (SOUTH-EAST CORNER)

STREET VIEW A1
(BATTERY WEST
BOND)

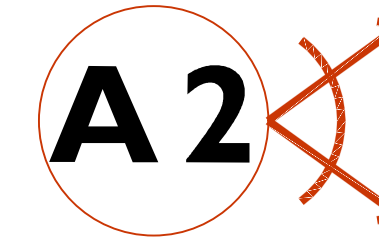


4857 BATTERY LANE - BUILDING VIEW 3 (EAST SIDE)



4857 BATTERY LANE - BUILDING VIEW 4 (REAR)

STREET VIEW A2
(BATTERY EAST
BOND)



4857 BATTERY LANE - BUILDING VIEW 5
(WEST SIDE)



4857 BATTERY LANE - BUILDING VIEW 6 (FRONTAGE - 2)

BATTERY LANE DISTRICT

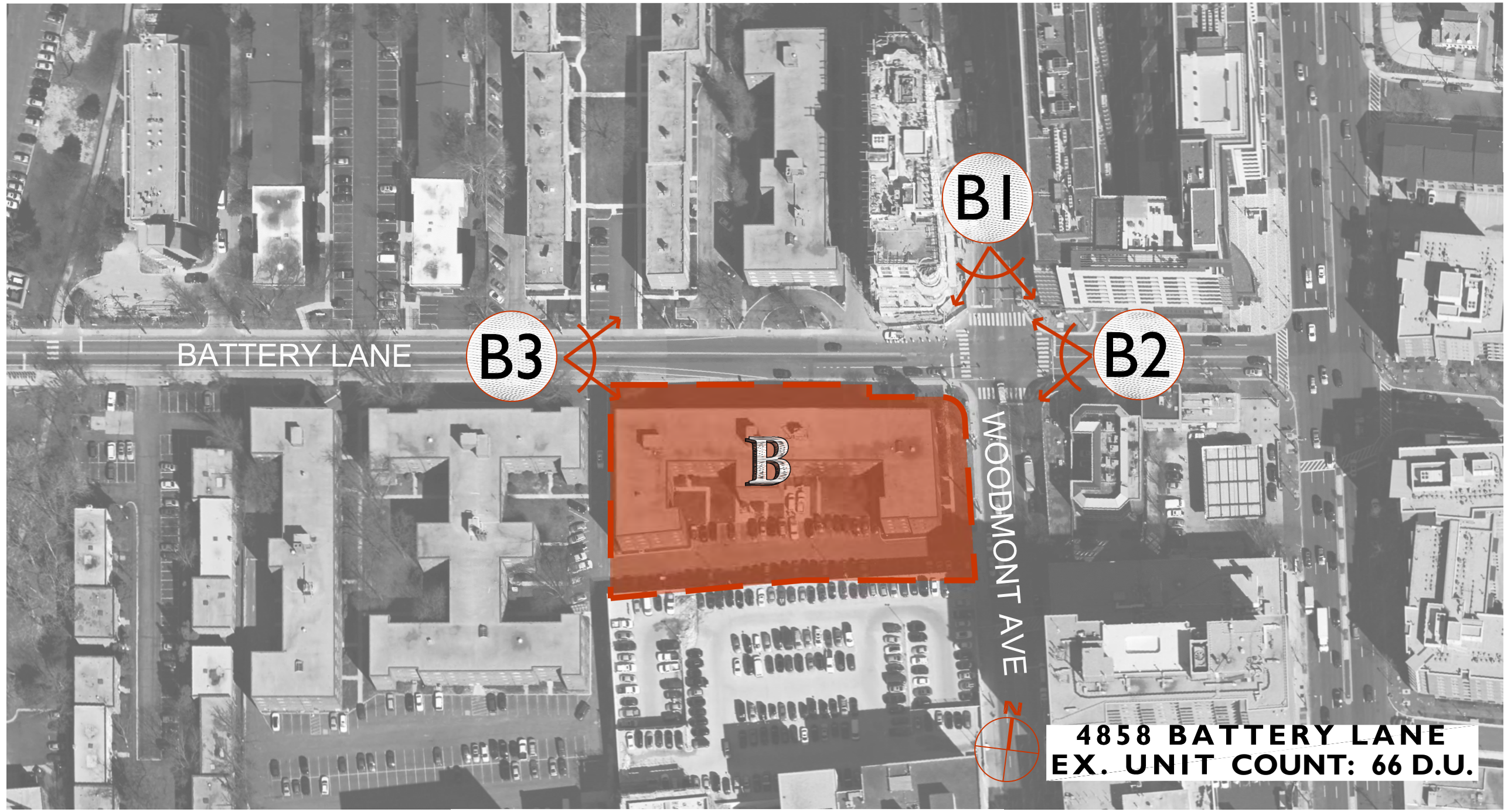
BROWN DEVELOPMENT LLC.

SITE - A

March 27, 2019

EXISTING 4857 BATTERY LANE 04.2

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CONSULTING



4858 BATTERY LANE
EX. UNIT COUNT: 66 D.U.

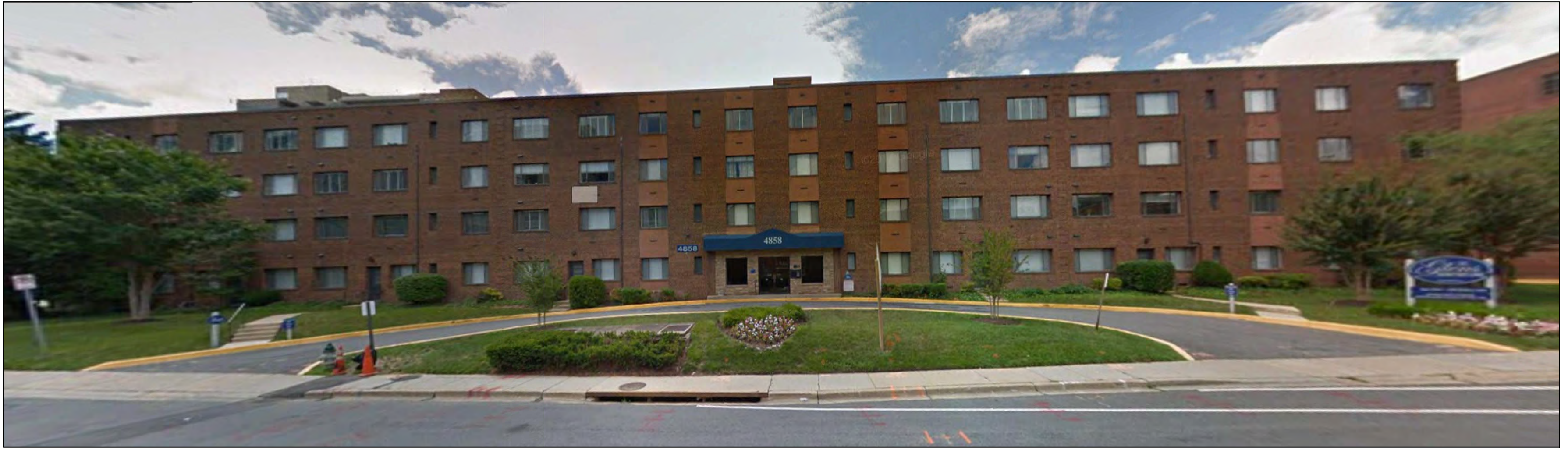
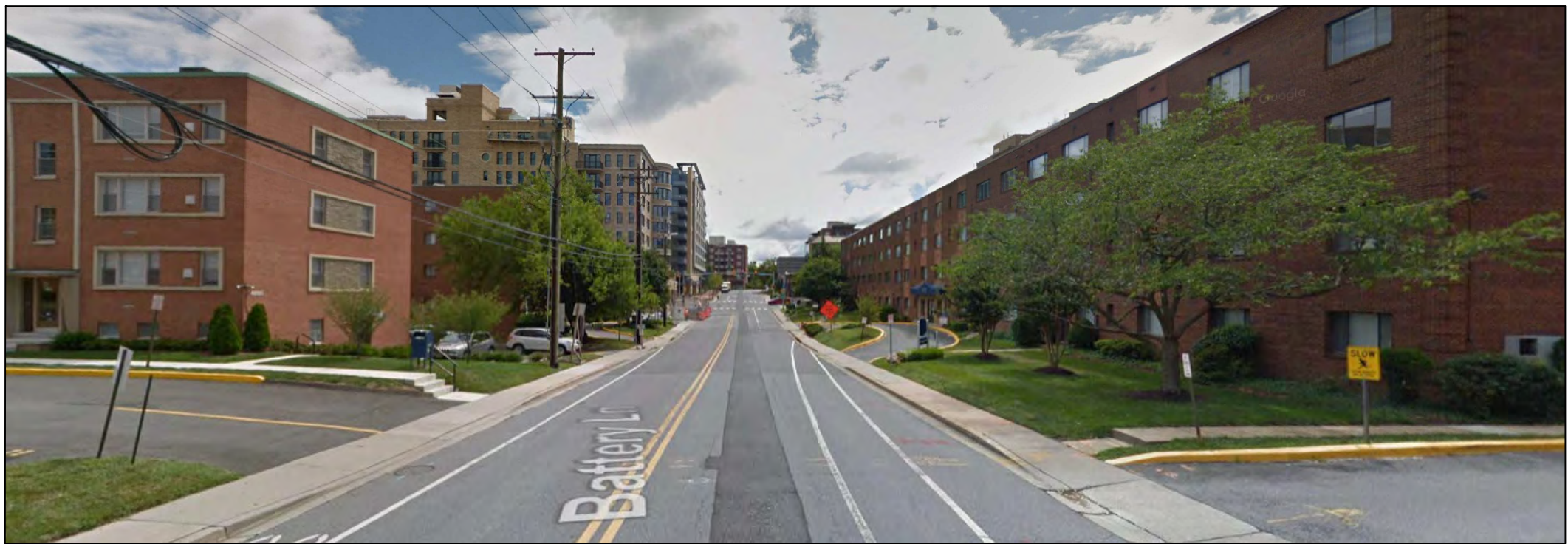
STREET VIEW B1
(WOODMONT
SOUTH BOND)



STREET VIEW B2
(BATTERY WEST
BOND)



STREET VIEW B3
(BATTERY EAST
BOND)



4858 BATTERY LANE- BUILDING VIEW 1 (FRONTAGE)



4858 BATTERY LANE- BUILDING VIEW 2 (WEST CORNER)



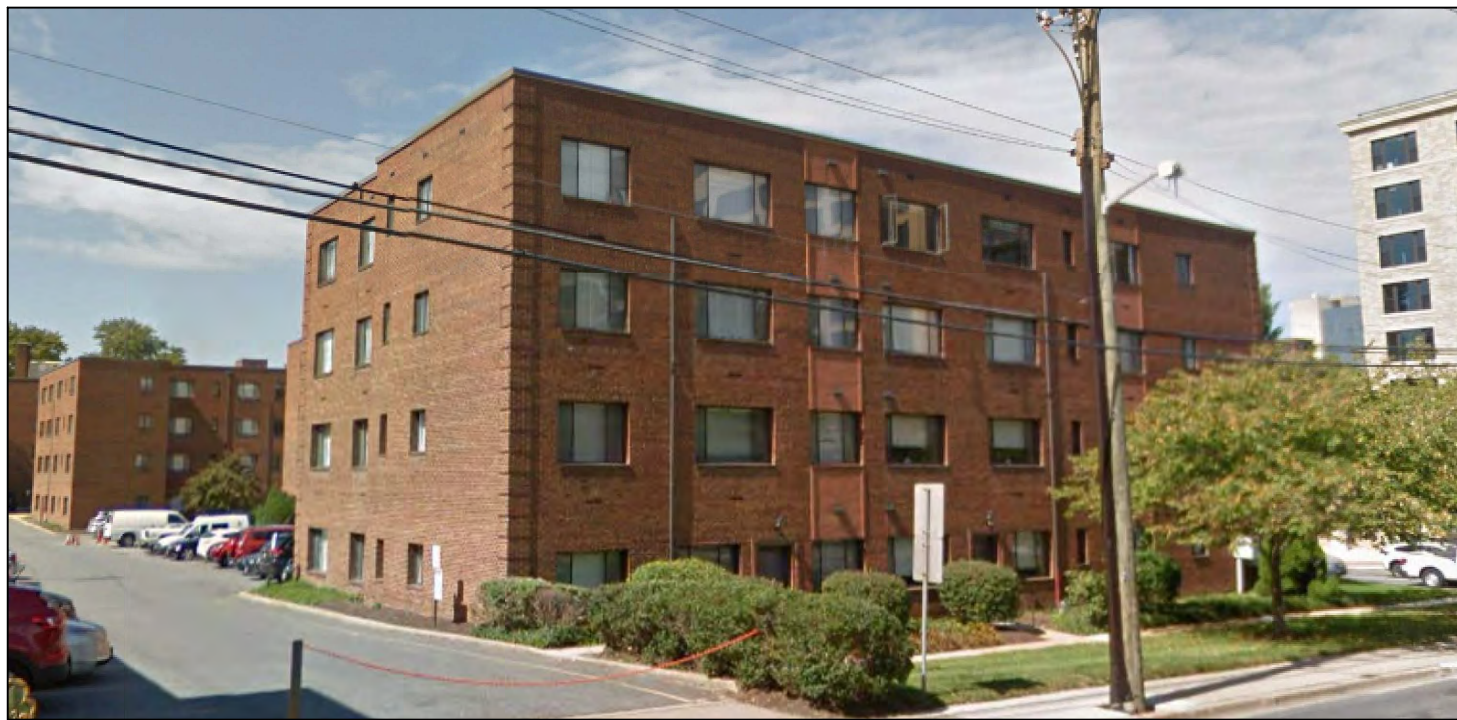
4858 BATTERY LANE- BUILDING VIEW 3 (WEST SIDE)



4858 BATTERY LANE- BUILDING VIEW 4 (REAR)



4858 BATTERY LANE- BUILDING VIEW 6 (NORTH-EAST CORNER)



4858 BATTERY LANE- BUILDING VIEW 5 (SOUTH-EAST CORNER)



4858 BATTERY LANE- BUILDING VIEW 7 (NORTH-EAST CORNER)

BATTERY LANE DISTRICT

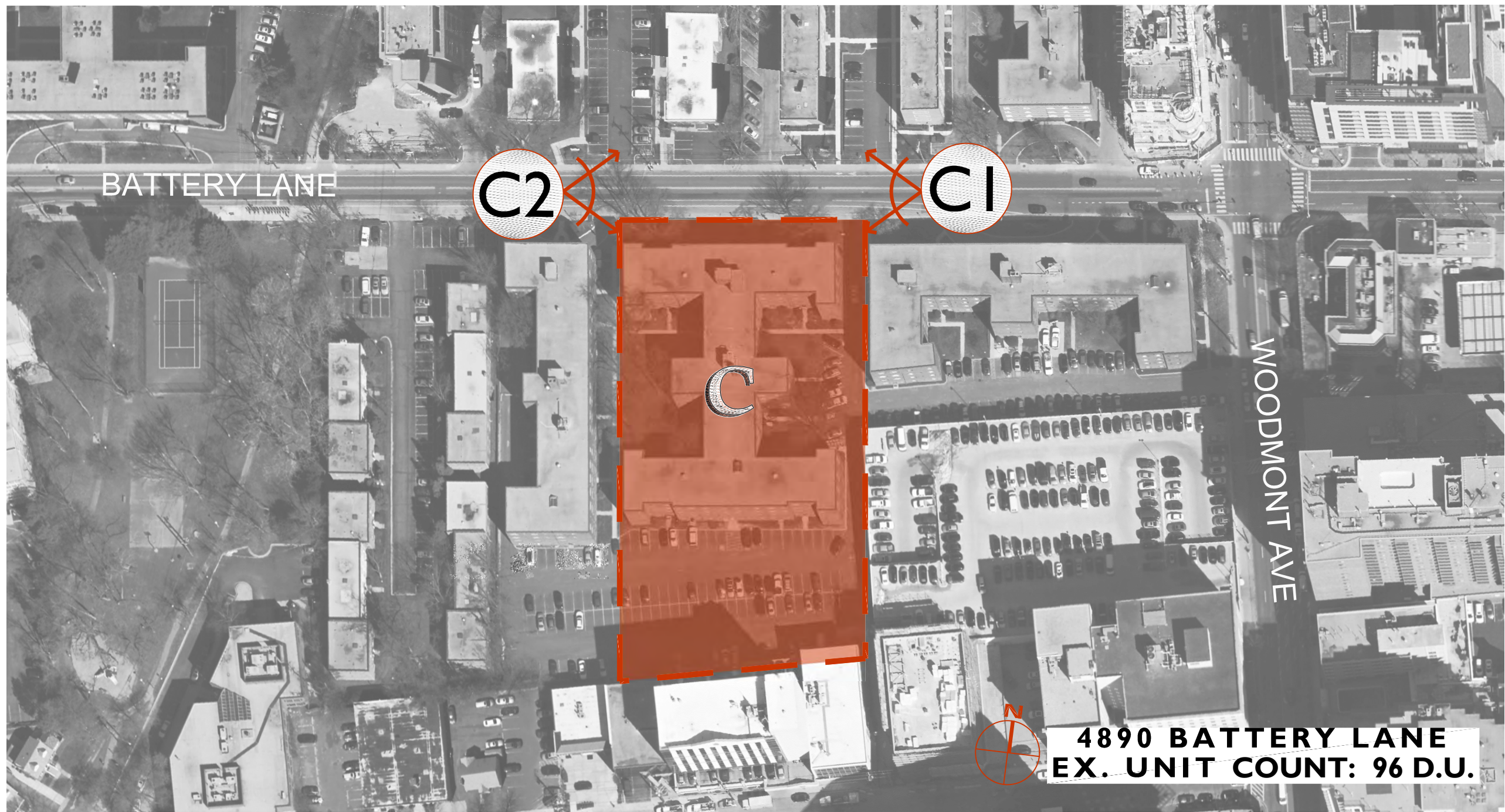
BROWN DEVELOPMENT LLC.

SITE - B

March 27, 2019

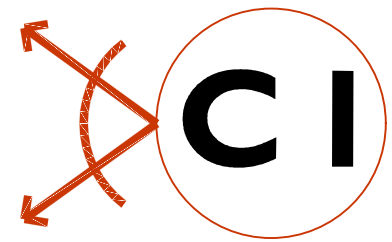
EXISTING 4858 BATTERY LANE 04.3

RODGERS
CONSULTING



4890 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE)

STREET VIEW CI
(BATTERY WEST
BOND)



4890 BATTERY LANE - BUILDING VIEW 2 (WEST SIDE)



4890 BATTERY LANE - BUILDING VIEW 3 (REAR)

STREET VIEW CI
(BATTERY EAST
BOND)



4890 BATTERY LANE - BUILDING VIEW 4 (EAST SIDE)



4890 BATTERY LANE - BUILDING VIEW 5 (EAST CORNER)

BATTERY LANE DISTRICT

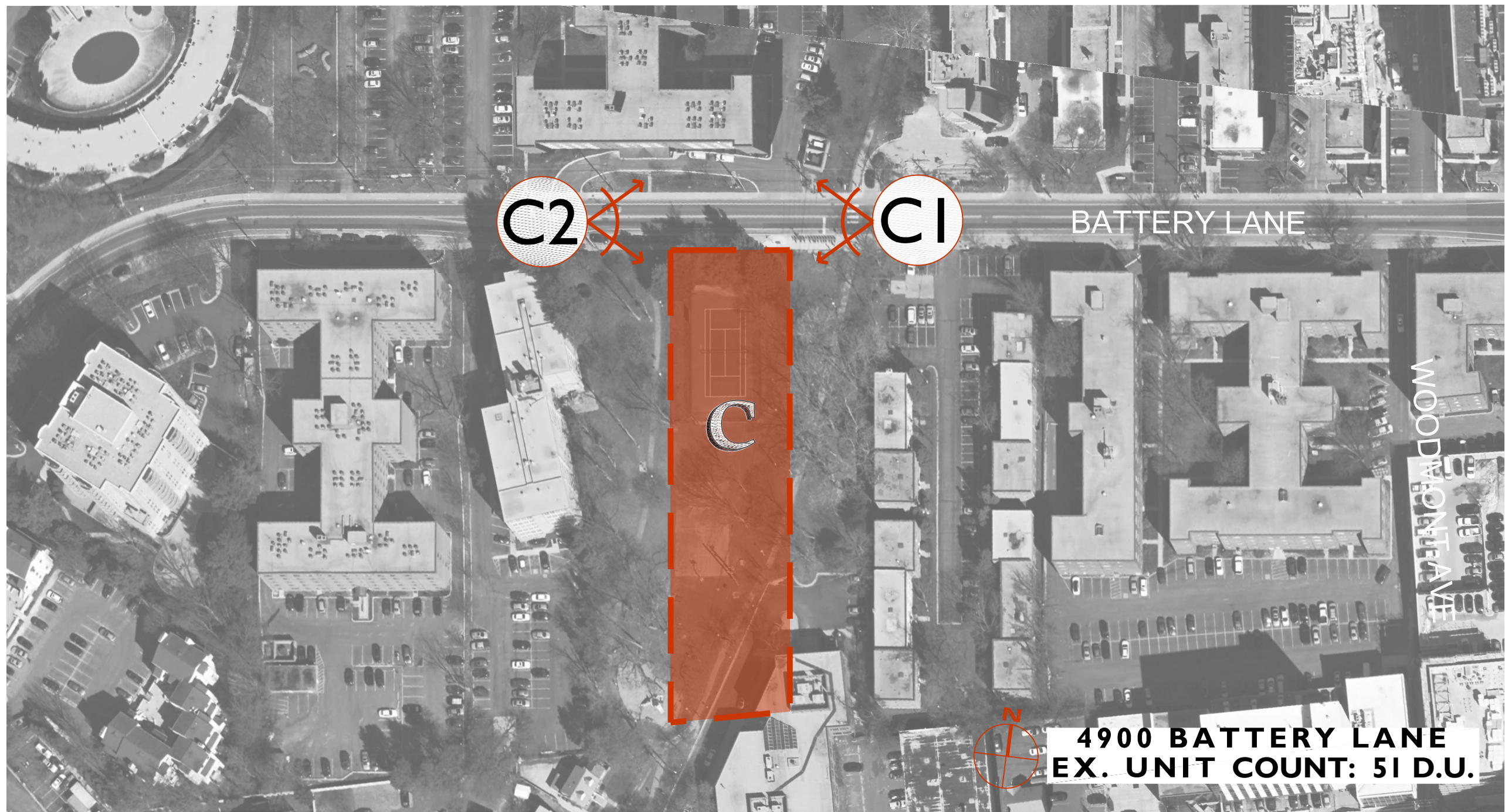
BROWN DEVELOPMENT LLC.

SITE - C

March 27, 2019

EXISTING 4890 BATTERY LANE 04.4

RODGERS
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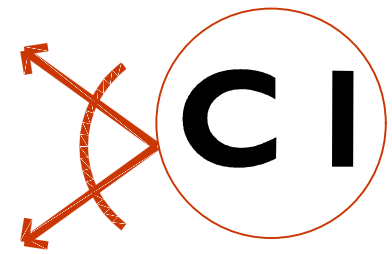


4900 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE)



4900 BATTERY LANE - BUILDING VIEW 2 (WEST CORNER)

STREET VIEW C1
(BATTERY WEST
BOND)



4900 BATTERY LANE - BUILDING VIEW 3 (WEST SIDE)



4900 BATTERY LANE - BUILDING VIEW 4 (REAR VIEW)

STREET VIEW C2
(BATTERY EAST
BOND)



4900 BATTERY LANE - BUILDING VIEW 5 (EAST SIDE)



4900 BATTERY LANE - BUILDING VIEW 6 (EAST CORNER)

BATTERY LANE DISTRICT

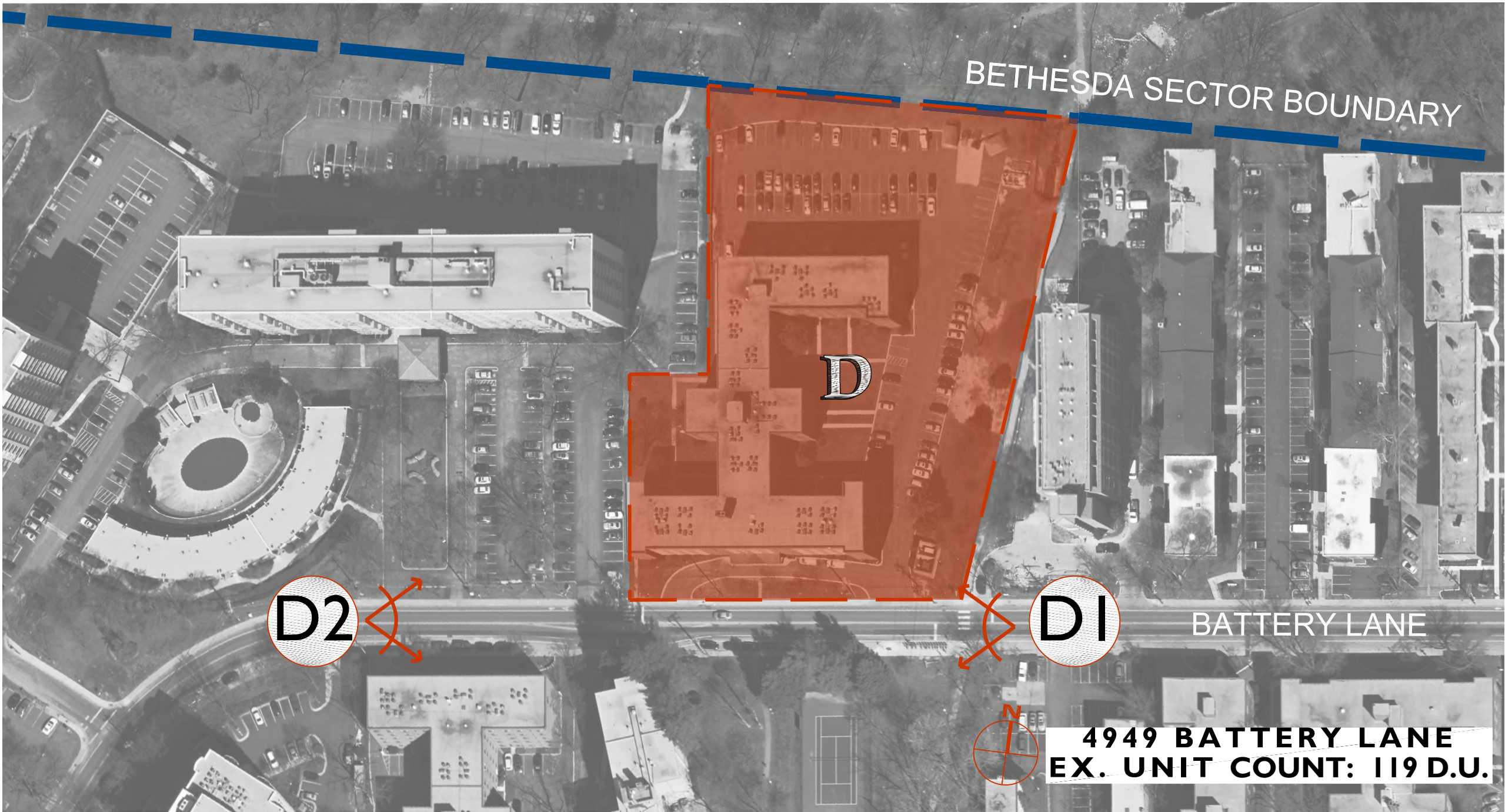
BROWN DEVELOPMENT LLC.

SITE - C

March 27, 2019

EXISTING 4900 BATTERY LANE 04.5

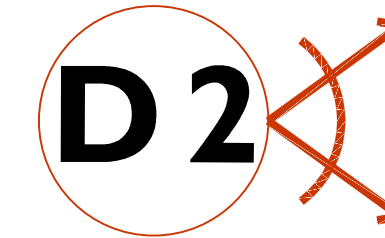
RODGERS
CONSULTING



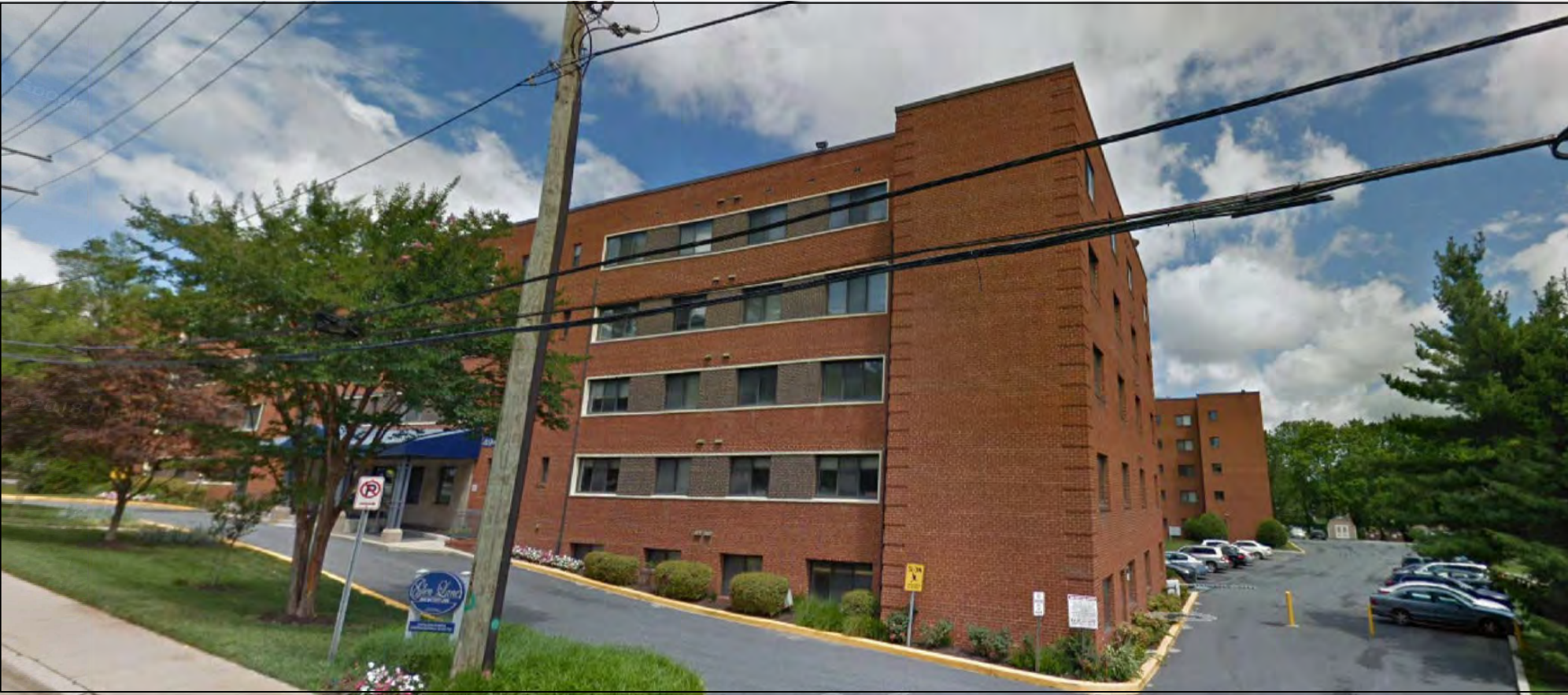
STREET VIEW D1
(BATTERY WEST
BOND)



STREET VIEW D2
(BATTERY EAST
BOND)



4949 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE - 1)



4949 BATTERY LANE - BUILDING VIEW 2 (EAST CORNER)



4949 BATTERY LANE - BUILDING VIEW 3 (EAST SIDE)



4949 BATTERY LANE - BUILDING VIEW 4 (REAR)



4949 BATTERY LANE - BUILDING VIEW 5 (WEST SIDE)



4949 BATTERY LANE - BUILDING VIEW 6 (FRONTAGE - 2)

BATTERY LANE DISTRICT

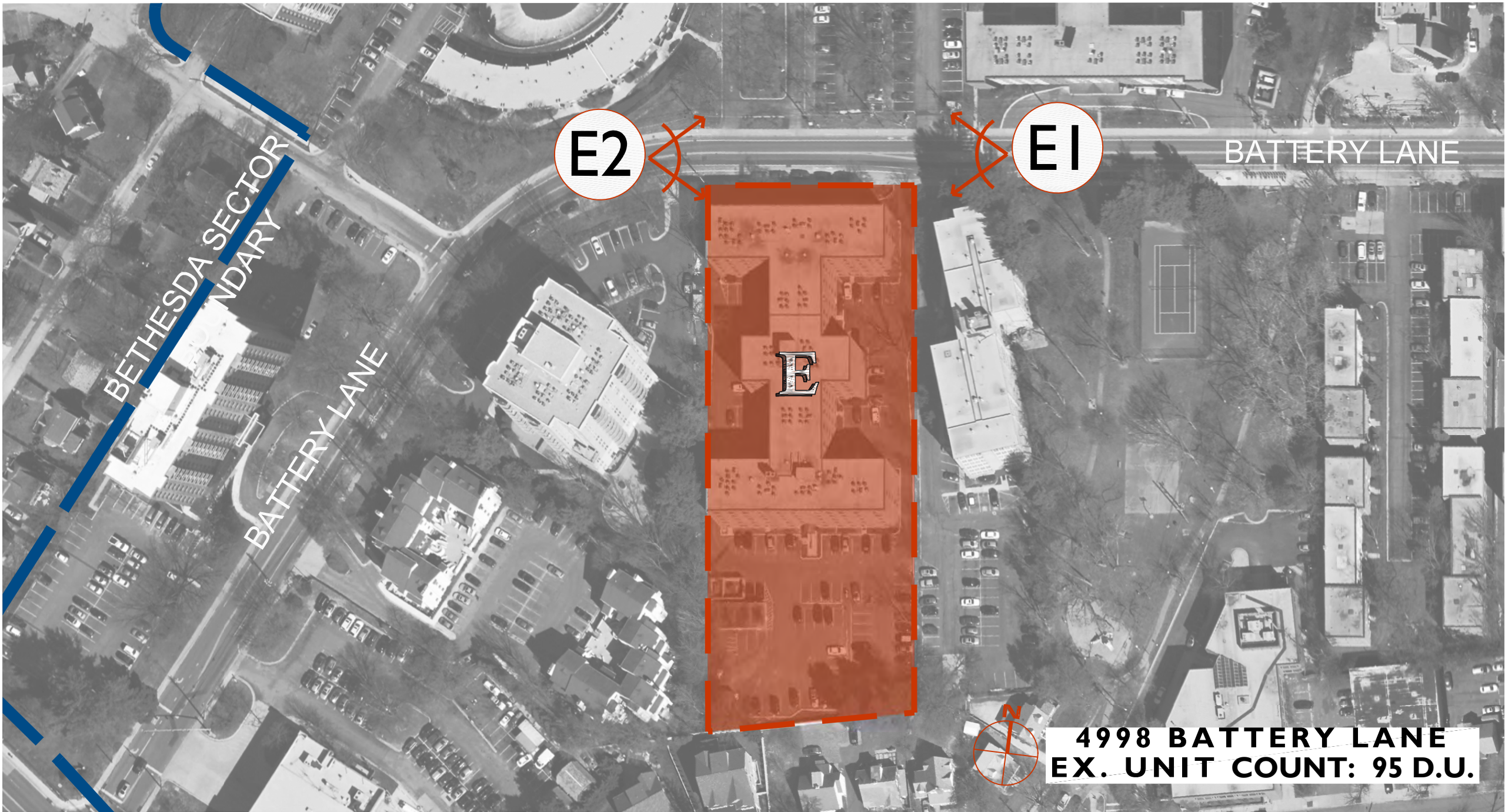
BROWN DEVELOPMENT LLC.

SITE - D

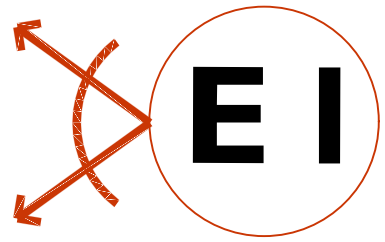
March 27, 2019

EXISTING 4949 BATTERY LANE 04.6

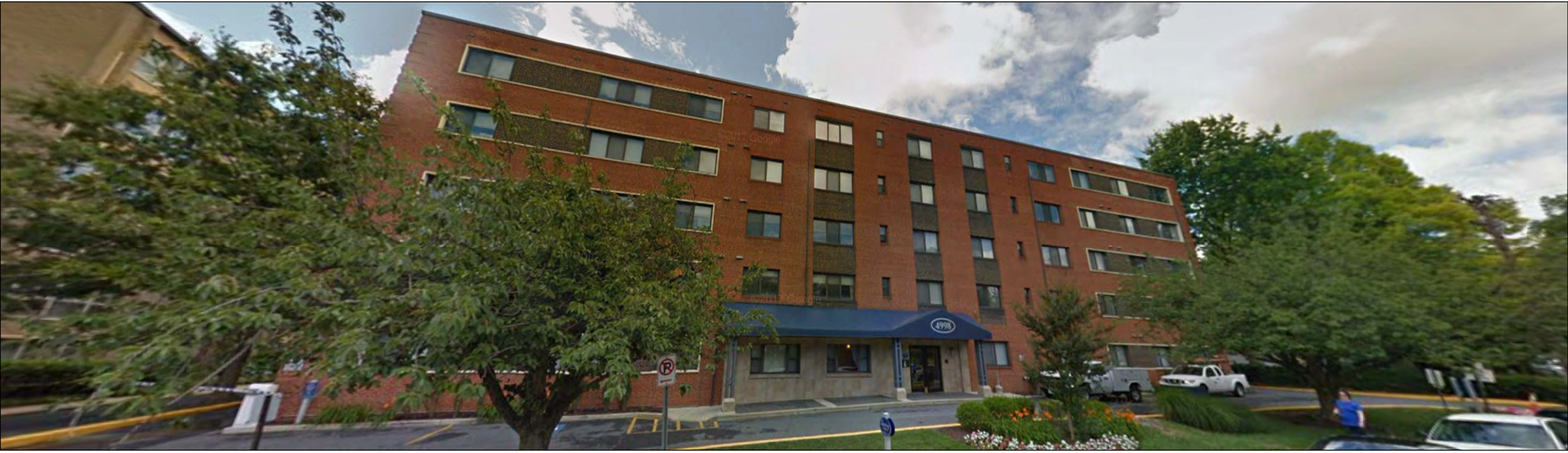
RODGERS
CONSULTING



STREET VIEW E1
(BATTERY WEST
BOND)



STREET VIEW E2
(BATTERY EAST
BOND)



4998 BATTERY LANE - BUILDING VIEW 1 (FRONTAGE - 1)



4998 BATTERY LANE - BUILDING VIEW 2 (WEST CORNER)



4998 BATTERY LANE - BUILDING VIEW 3 (WEST SIDE)



4998 BATTERY LANE - BUILDING VIEW 4 (REAR)



4998 BATTERY LANE - BUILDING VIEW 5 (EAST SIDE)



4998 BATTERY LANE - BUILDING VIEW 6 (EAST CORNER)



4998 BATTERY LANE - BUILDING FRONT VIEW 7 (FRONTAGE - 2)

BATTERY LANE DISTRICT

BROWN DEVELOPMENT LLC.

SITE - E

March 27, 2019

EXISTING 4998 BATTERY LANE 04.7

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