

Bethesda Downtown Design Advisory Panel (DAP)

Submission Form (Revised March 2020)

PROJECT INFORMATION

Project Name	4725 Cheltenham Drive
File Number(s)	TBD
Project Address	4725 Cheltenham Drive, Bethesda, MD

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

APPLICANT TEAM

	Name	Phone	Email
Primary Contact	Devon Lauer, Bozzuto	301-623-3650	Devon.Lauer@bozzuto.com
Architect	Sean Stadler, WDG Architecture; 202-857-8300; sstadler@wdgarch.com		
Landscape Architect	Joshua Sloan, VIK A Maryland; 301-916-4100; sloan@vika.com		

PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF/FAR)	Requested BOZ Density (SF/FAR)	MPDU %
Project Data	CR 3.0, C-2.0, R-2.75, H-90'	90'	4.95 or 80,000 sf	35,596 sf/2.2 FAR	15%
Proposed Land Uses	Multi-family Residential Living				

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 Local Street**

	Recommended	Provided	Alternative Compliance?
Sidewalk Zone			
Planting/Furnishing Zone	5-8'	6'	No
Pedestrian Thorough Zone	6-10'	9'	No
Frontage Zone	0-4'	0'	No
Building Placement			
Build-to Line (from street curb)	12'-15'	15.84'	Existing Condition
Building Form			
Base Height	2-4 stories	2 to 3 stories	No
Step-Back	15-20'	5-10'	See Statement.

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'	0-15' from property line	See Statement
Step-Back	Per Street Type	5-10'	See Statement
Bulk Reduction Methods	Unique geometry; modulated and articulated facades; variation in materials and colors		

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): **20**

- 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



4725 Cheltenham Drive Project Description

I. Introduction

Bozzuto Development Company (the “Applicant” or “Bozzuto”) is submitting this application to receive input from the Design Advisory Panel (“DAP”) on the Sketch Plan for the property located at 4725 Cheltenham Drive (the “Property”). Bozzuto is the contract purchaser of the Property and met with the DAP on February 26, 2020, in connection with its due diligence, to receive preliminary feedback on the proposed massing strategy, site configuration, and ability to achieve at least the minimum amount of exceptional design public benefit points required for projects located in the Bethesda Overlay District. The overall response to the Project was positive. The Applicant has made several modifications to the Project design and building massing, in response to the specific feedback received from the DAP, including:

- Refined the massing articulation to include balconies. The balconies result in the creation of varying vertical planes that add visual interest and further break down the perceived mass of the building.
- Defined a façade language with multiple-story expressions to help reduce the perceived bulk.
- Advanced the design by identifying preliminary façade materials. The Applicant intends to use a variety of materials and color tones to enhance the proposed massing moves and to dress up the future party wall facing Wisconsin Ave.
- Further developed the building base and lobby to create separate, defined expressions that distinguish the public and potentially private entrances.
- Designed the streetscape to include specialty paving at the main building entry along Cheltenham Drive, to highlight the Project’s entrance lobby. The specialty paving is also proposed to extend into the streetscape and a portion of the alleyway to the east of the Property, to improve the pedestrian experience and provide traffic calming at this vehicular entrance.
- Proposing off-site streetscape improvements to the east of the Property, along the Cheltenham Drive Urban Park’s (the “Park”) street frontage. The enhanced landscape plantings proposed will improve the visual and physical connection between the Property and the Park, while also preserving the existing, mature trees within the Park. Importantly, the on-site and off-site landscape improvements proposed will collectively enhance this Canopy Corridor.
- Introduced a continuous green strip along the Property’s alley frontage to soften the façade and provide a visual tie to the confronting Park.
- Advanced the programmatic design for the rooftop to include a generous portion of green roof, while also allowing for comfortably size communal and private lounging areas, oriented south and east to take advantage of sunlight and views.

These modifications are reflected in the Project and Architectural Narratives, as well as the updated drawing submitted concurrently with this statement.

II. Project Narrative

The Property is located along Cheltenham Drive, just east of its intersection with Wisconsin Avenue, and is currently improved with a single-story automotive repair shop and associated surface parking. The Property has a net lot area of 10,654 square feet and is zoned CR-3.0, C-2.0, R-2.75, H-90' and located within the Bethesda Overlay Zone. Consistent with the goals and recommendations of the *2017 Approved and Adopted Bethesda Downtown Plan* (the "Downtown Plan") the Applicant is proposing to redevelop the existing commercial use with a mid-rise residential development (the "Project"). Specifically, the Project will contain up to approximately 80,000 square feet of density, including up to approximately 83 units, and an overall height of 90 feet. The Project will include a minimum of 15% Moderately Priced Dwelling Units ("MPDUs").

The building's design responds to the Property's transitional location on the edge of the Central Business District ("CBD"). The proposed residential use will be more compatible with the confronting local Park than the existing commercial use, and will provide a more appropriate transition to the residential homes located just outside the CBD boundary. Additionally, the proposed development will greatly improve the pedestrian connection between the nearby residential neighborhoods and the CBD. The existing curb cut located along Cheltenham Drive is proposed to be eliminated, which is a key element to improving the streetscape experience. Vehicular access for the Project will be accommodated off the service alleyway located along the eastern edge of the Property. Consistent with the Downtown Plan's designation of Cheltenham Drive as a Canopy Corridor, the proposed street design will also incorporate additional tree plantings, within amended tree panels, to increase the tree canopy along Cheltenham Drive.

The building massing has been designed to respond to the recommendations of the *2017 Approved Bethesda Downtown Plan Design Guidelines* (the "Design Guidelines"). Given the proposed building height (*i.e.* 90 feet) and site area (*i.e.* 10,654 square feet), the Project takes advantage of the alternative compliance afforded to small sites and buildings with lower heights in order to achieve a viable development appropriate for the site. Cheltenham Drive is classified as a Neighborhood Local Street in the Design Guidelines. As illustrated in the design documents, the Project's design complies with those guidelines by either meeting the specific numerical requirements or utilizing permitted alternative treatments.

The building has been designed to establish a continuous street edge and incorporates ample transparency and articulation at the ground plane along Cheltenham Drive, to further define and actively engage the street. Specifically, the building will be setback approximately 16 feet from the curb, consistent with the existing streetscape conditions and recommended building placement for Neighborhood Local Streets (*i.e.* 12-15 feet). The Project will employ several alternative "menu" options including a series of more discrete step-backs, unique geometry, modulated and articulated facades, undulations, and/or variations in building materials and colors. Specifically, the tower's unique "folding" façade creates varying setback between 6 and

10 feet and greatly reduces the perceived mass viewed from different perspectives. The building base has been articulated into two and three-story height (in conformance with the two to four story base height recommended for Neighborhood Local Streets) and together with the subtle geometry of the tower, contributes to create a dynamic massing. The building base surrounding the lobby has been designed as a three-story expression, to create a separate and distinct appearance from the private residential entrances. All of this will be accomplished while simultaneously providing a consistent street edge that is reflective of the Property's urban character.

The Project will provide streetscape improvements consistent with the Design Guidelines. Specifically, the proposed streetscape includes a six (6) foot planting zone and nine (9) foot pedestrian through zone, consistent with the recommendations for a Neighborhood Local Street (*i.e.* 5-8' planting zone and 6-10' pedestrian through zone). The Applicant also is proposing to provide off-site landscape improvements to the east of the Property along the Park's Cheltenham frontage. The proposed landscape improvements along the Park's street frontage will provide both a visual and physical connection between the Property and confronting Park and contribute to the overall Canopy Corridor.

The Project will also significantly enhance the existing alleyway. Currently, the alleyway functions as a "back of house" space. The Project proposes to dress-up and engage the alleyway. The Project provides a wide green landscape strip along the Property's alley frontage, to provide a visual connection to the confronting park. The building will also incorporate balconies along the alley façade to provide "eyes on the street" and help to enliven this frontage. Additionally, the Project proposes to provide specialty paving in the streetscape and into a portion of the alleyway to improve the pedestrian experience and provide traffic calming at this access point.

The Design Guidelines recommend tower separations but also recognize that party walls may be appropriate for buildings below 120 feet or with limited property size/width/depth. Here, the Property is bordered to the west and north by a much larger site (approximately 51,176 square feet) that is currently improved with a CVS and large surface parking lot, to the east by a service alley, and to the south by Cheltenham Drive. As discussed above, the Property size is extremely constrained and the Project is only proposing a maximum building height of 90 feet. Additionally, based on the adjacent site's size, shape, and configuration along Wisconsin Avenue, it is logical that it will eventually be improved with a development that would be built to the western Property boundary. For all of these reasons, the Applicant is proposing a party wall along the western Property boundary. The Applicant will continue to explore design treatments for this façade to provide visual interest until such time as the adjacent site redevelops. The northern façade will be setback approximately 14 feet from the Property boundary, which will allow for approximately 40-50 percent of glazing along this façade.

The Applicant is extremely excited to be able to move forward with this project, in this part of Downtown Bethesda. The Applicant and its development team have studied the Design

Guidelines and the Sector Plan, and believe the Project substantially respond to the goals and recommendations of both documents. We look forward to appearing before the DAP to receive feedback on the Sketch Plan package, as a first formal step toward the ultimate redevelopment of this Property.

4725 Cheltenham Drive Architectural Narrative

The Project design will deliver exceptional design qualities that enhance the public realm, use materials and forms that are unique to the immediate vicinity, serve as a compact infill development bridging the Wisconsin Avenue Corridor and the open space of the Cheltenham Urban Park, and utilize sustainable strategies that lower the environmental impact.

The building will enhance the public realm and create a pedestrian environment that connects public spaces between Cheltenham Drive Urban Park (the “Park”) and Veterans Park in a way that will help to balance the large-scale developments along the Wisconsin Avenue Corridor with the neighborhood local street of Cheltenham Drive, which transitions into a residential street beyond the Central Business District. The proposed streetscape includes specialty paving at the main building entry along Cheltenham Drive and running into the alleyway to enhance the pedestrian experience. The streetscape also acknowledges the green corridors that connect these parks as part of the Canopy Corridor – As such, the Project will prioritize street tree plantings as it expands this linear green corridor. Furthermore, the Applicant is proposing to extend the landscape improvements off-site along the Park’s Cheltenham street frontage to provide an enhanced visual and physical connection between the Project and the Park. The unique massing of the building design will allow the street to receive sufficient light to maintain healthy trees along this corridor. The street will also be activated through the building’s transparent lobby and, in Option A, ground floor units are currently proposed to have direct access to the street, which will further enliven the public realm and create eyes on the street.

The base of the building has been designed to provide plane changes in the façade that accentuate vertical and horizontal breaks which help to distinguish entryways. A variation of materials between the base of the building and the residential tower will also contribute to a more varied building. Utilizing more open and transparent materials at the base of the building while transitioning to a mix of materials on the upper floors will further create this textural differentiation.

Through alternative treatments to the massing of the building’s form, a thoughtfully sculpted residential tower further defines the base of the building and allows the tower above to recede and step back to provide a more human-scaled building edge along the street. The unique form of the building anchors the corner and increases sight lines to the urban park. As the updated massing demonstrates, the proposed balconies will result in the creation of varying vertical planes that add visual interest and further breakdown the perceived mass of the building.

The site allows for a relatively small footprint creating a need to design a compact building which will provide up to eighty-three residential units on a Property that is currently improved with a low-density commercial automotive repair use and associated surface parking.

The change in use will encourage more pedestrian activity and strengthen the relationship of the residential neighborhood to the retail and commercial corridor. An enlivened roof terrace will top the building form – enhancing the skyline and allow the residents to take advantage of the site's unique views.

4725 Cheltenham Drive | Bethesda, Maryland

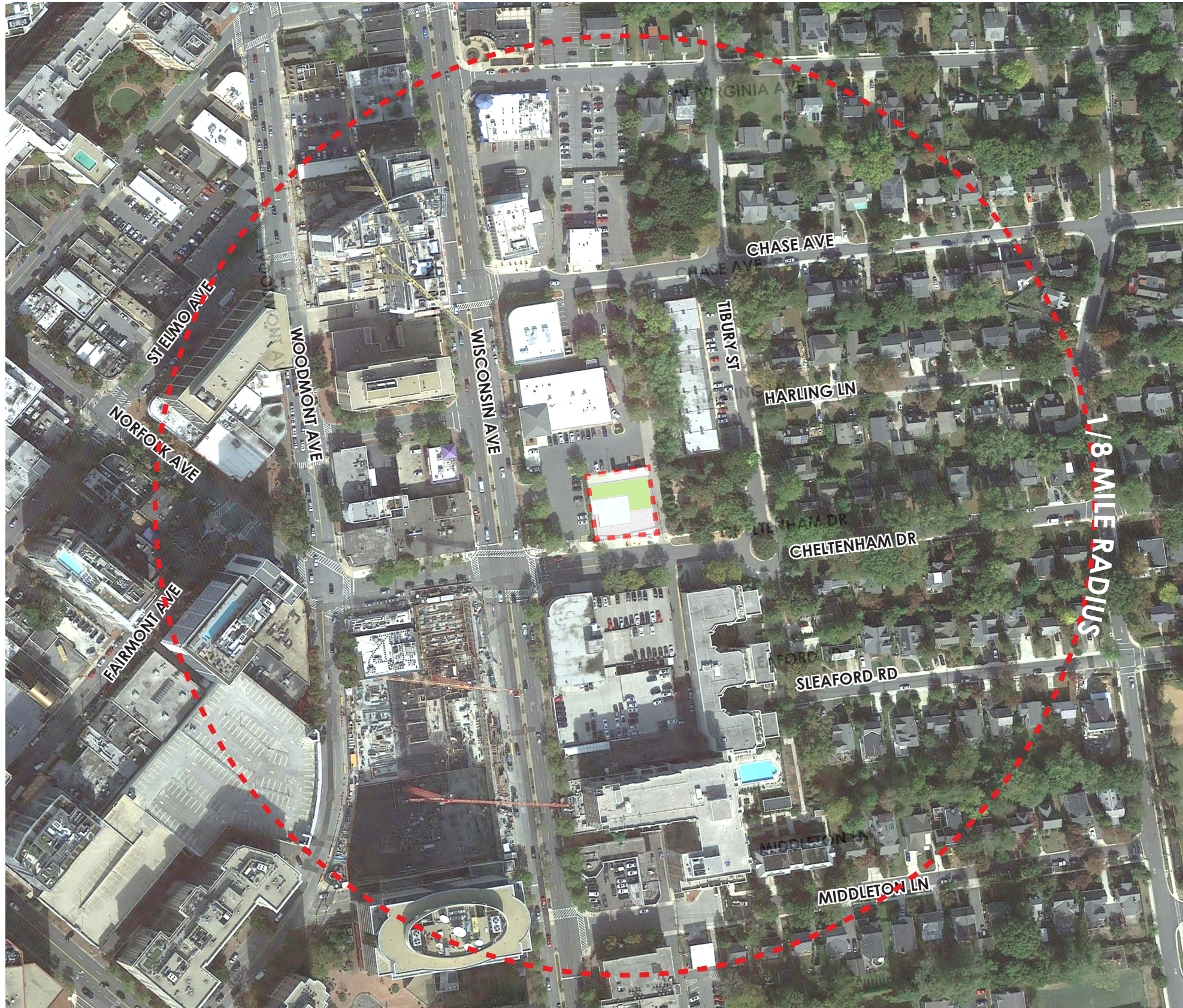
DAP SUBMISSION
05.27.2020

Owner/Developer:

Bozzuto Development
6406 Ivy Lane, Suite 700
Greenbelt, MD. 20770

Architect:

WDG Architecture
1025 Connecticut Avenue, NW, Suite 300
Washington, DC. 20036



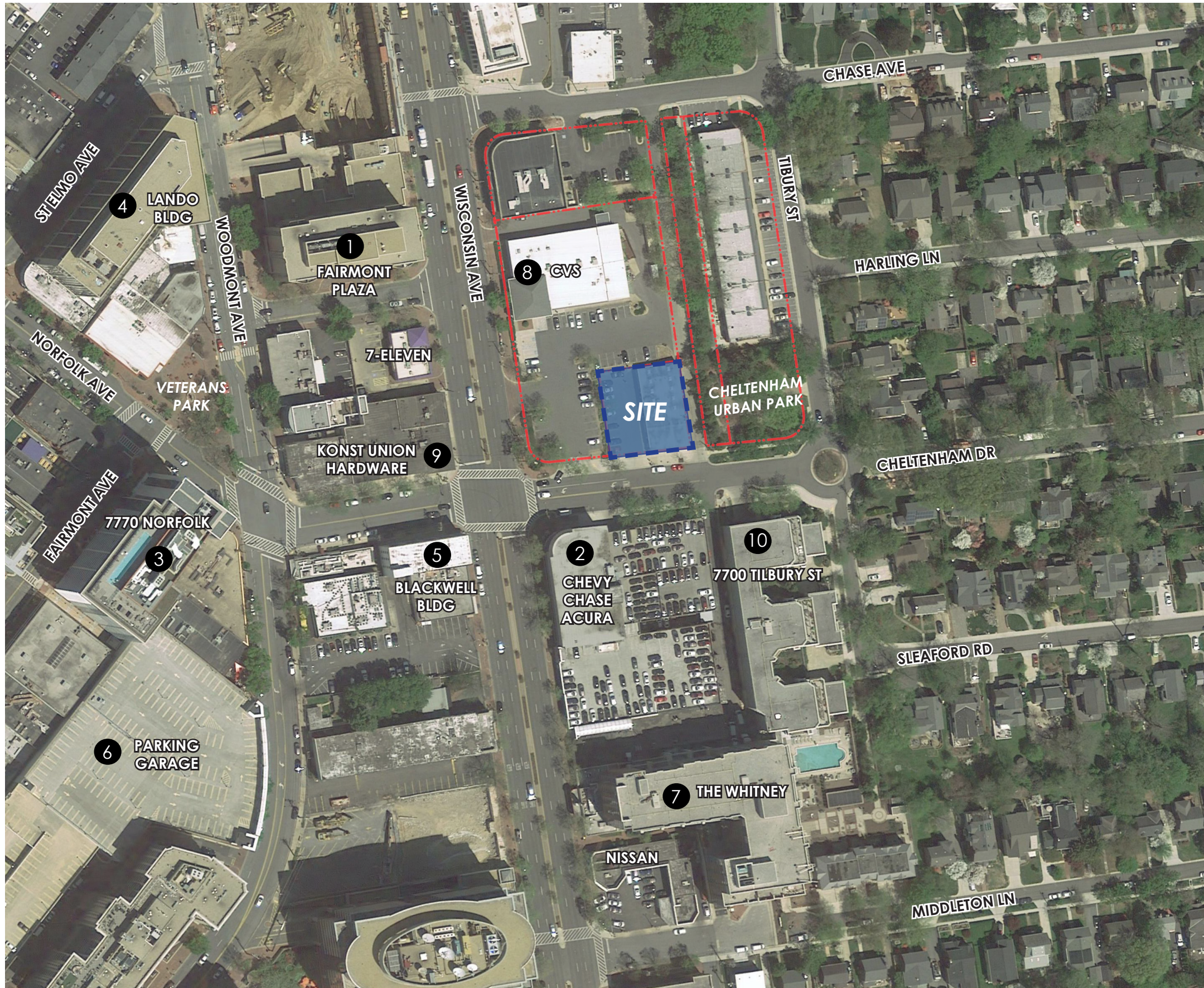
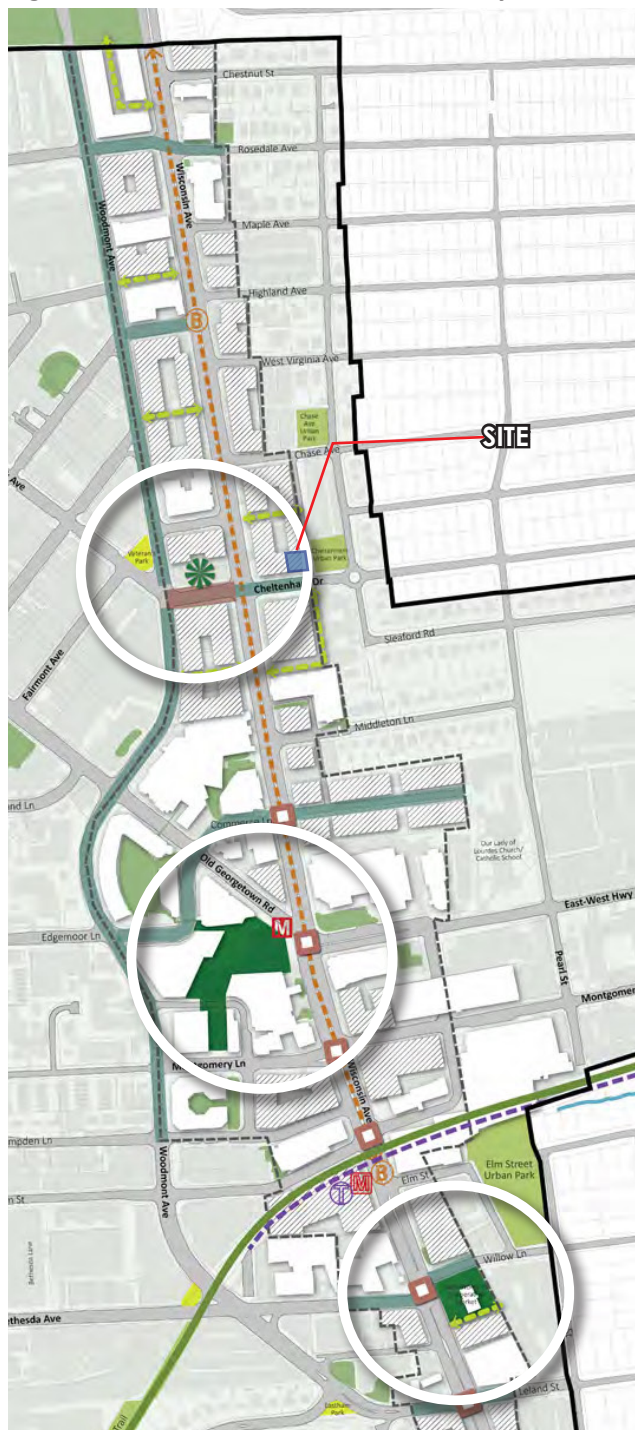


Figure 3.01: Wisconsin Avenue Corridor Key Sites



- Sector Plan Boundary
- District Boundary
- M-NCPPC Park
- County DOT Owned Public Space
- Privately Owned Public Use Space
- Trail
- Metro Station
- Proposed Metro Station Entrance
- Proposed Purple Line
- Proposed BRT
- Recommended Bike Priority Street + Canopy Corridor
- Recommended Public Connection
- Recommended New Street
- Recommended Shared Street
- Enhanced Intersection
- Recommended/Enhanced Open Space
- Potential Open Space (Location TBD)
- Illustrative Potential Development



7704 TIBURY ST



CHELTENHAM DR-LOOKING EAST



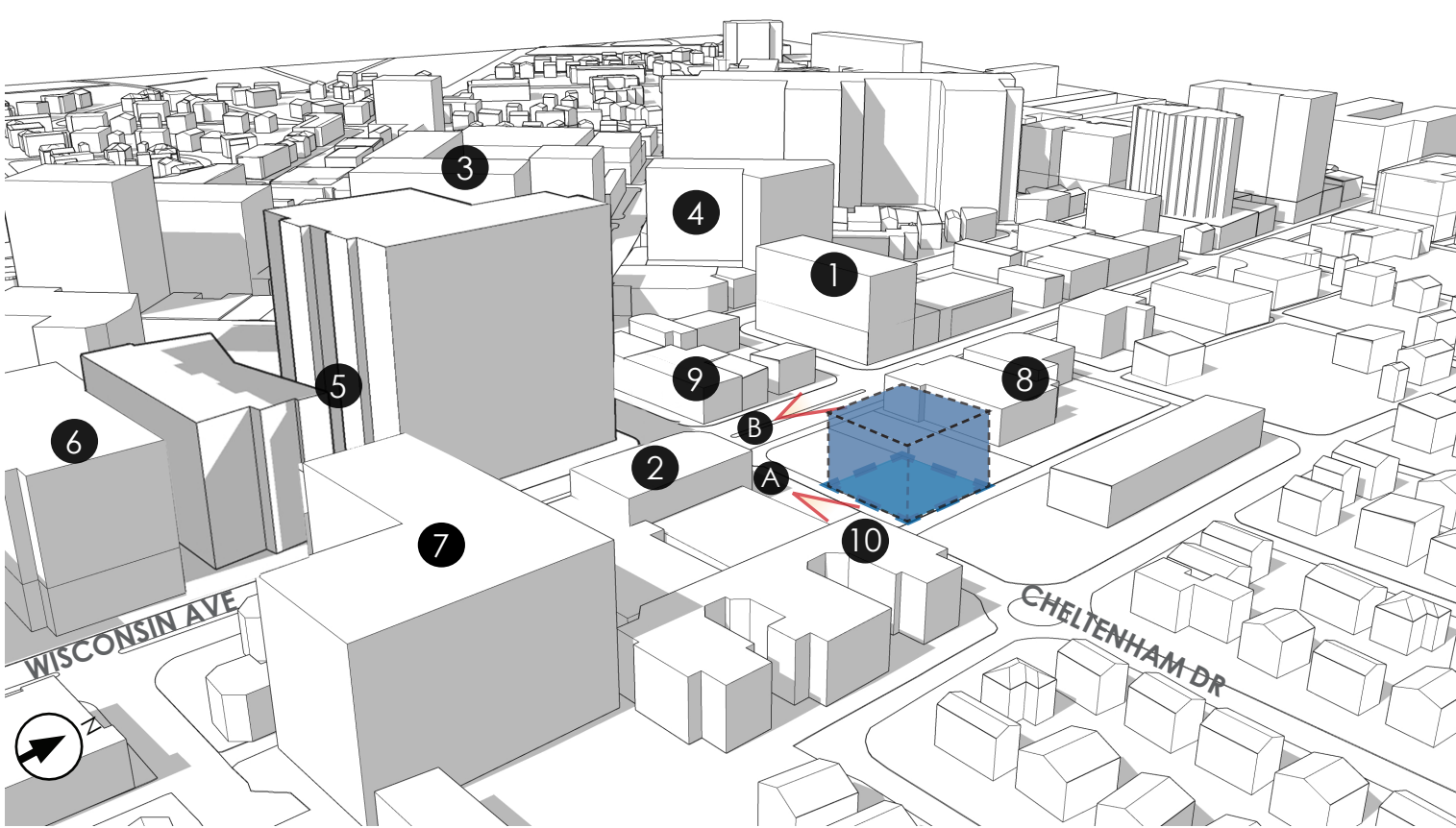
WISCONSIN AVE-LOOKING NORTH



480 FAIRMONT AVE



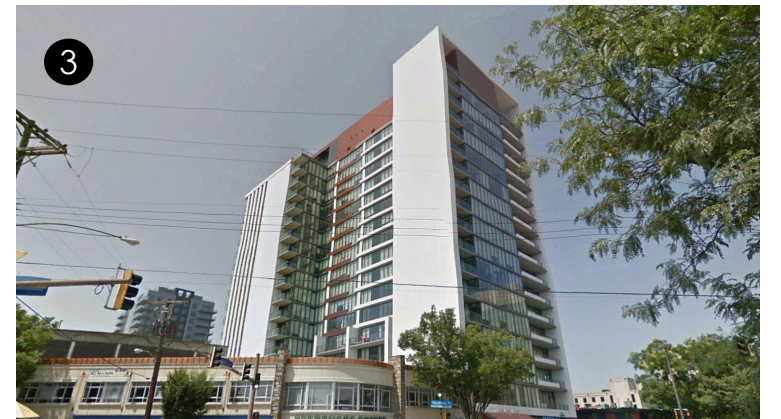
7810 WISCONSIN AVE



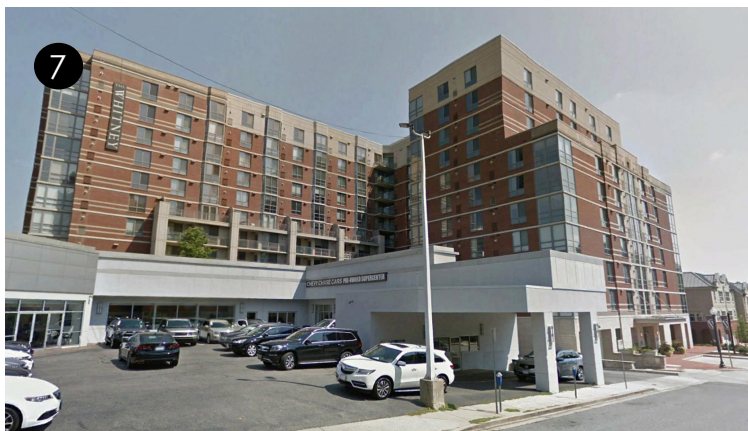
7725 WISCONSIN AVE - CHEVY CHASE ACURA



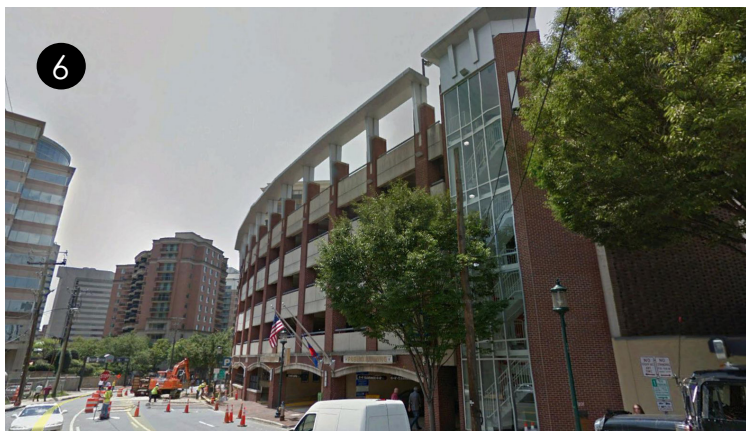
7809 WISCONSIN AVE - CVS PHARMACY



4908 FAIRMONT AVE



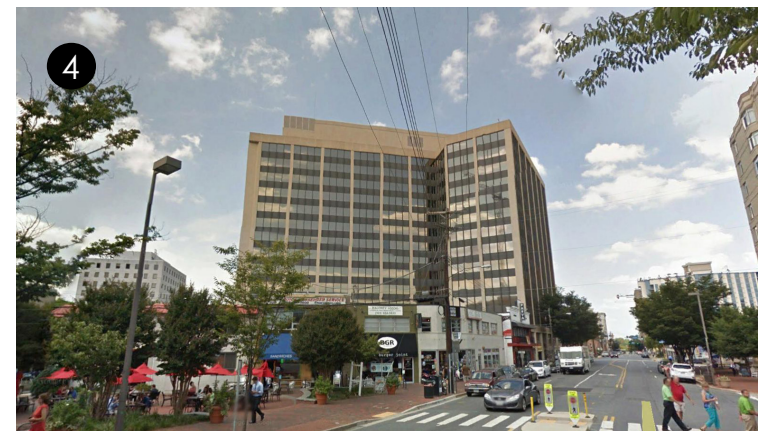
7707 WISCONSIN AVE



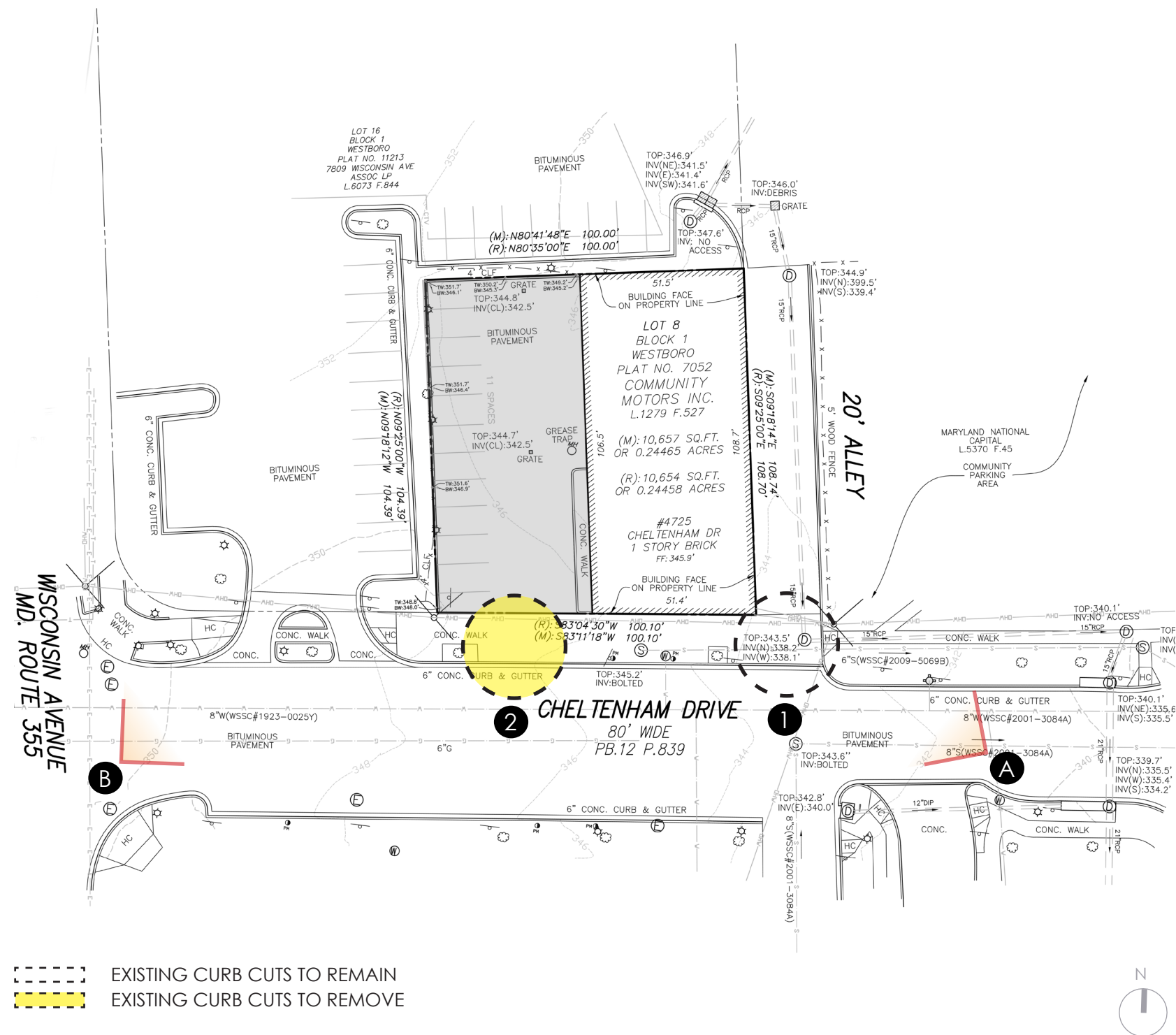
7730 WOODMONT AVE - PARKING GARAGE



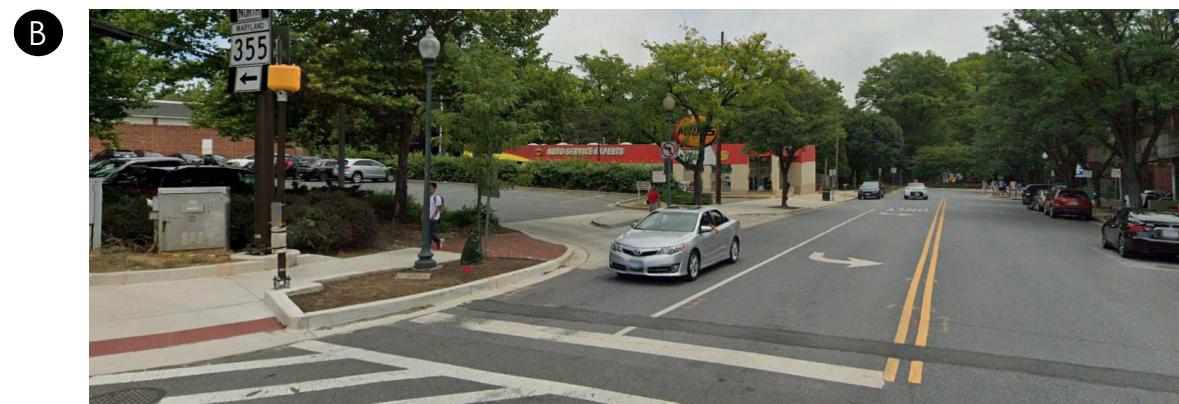
7750 WISCONSIN AVE



7910 WOODMONT AVE



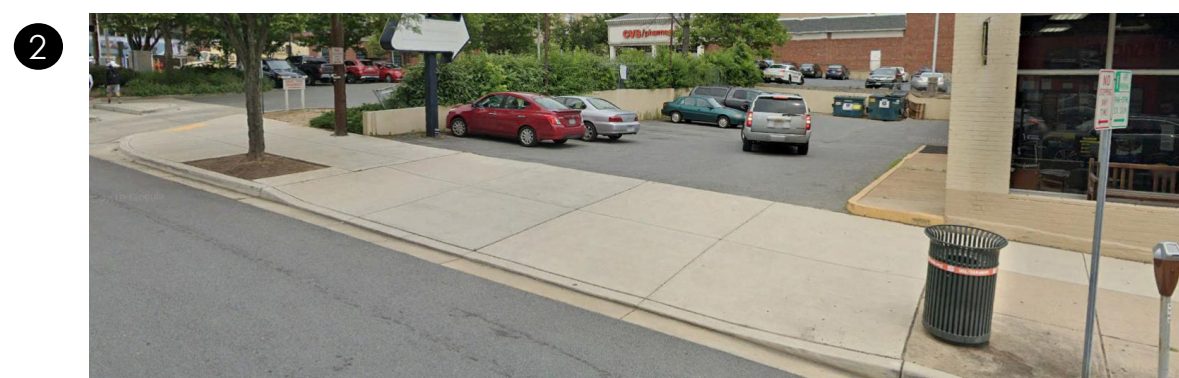
LOOKING WEST FROM CHELTENHAM DRIVE



LOOKING EAST FROM WISCONSIN AVE



LOOKING TOWARDS ALLEY FROM CHELTENHAM DRIVE



LOOKING TOWARDS CURRENT PARKING LOT FROM CHELTENHAM DRIVE

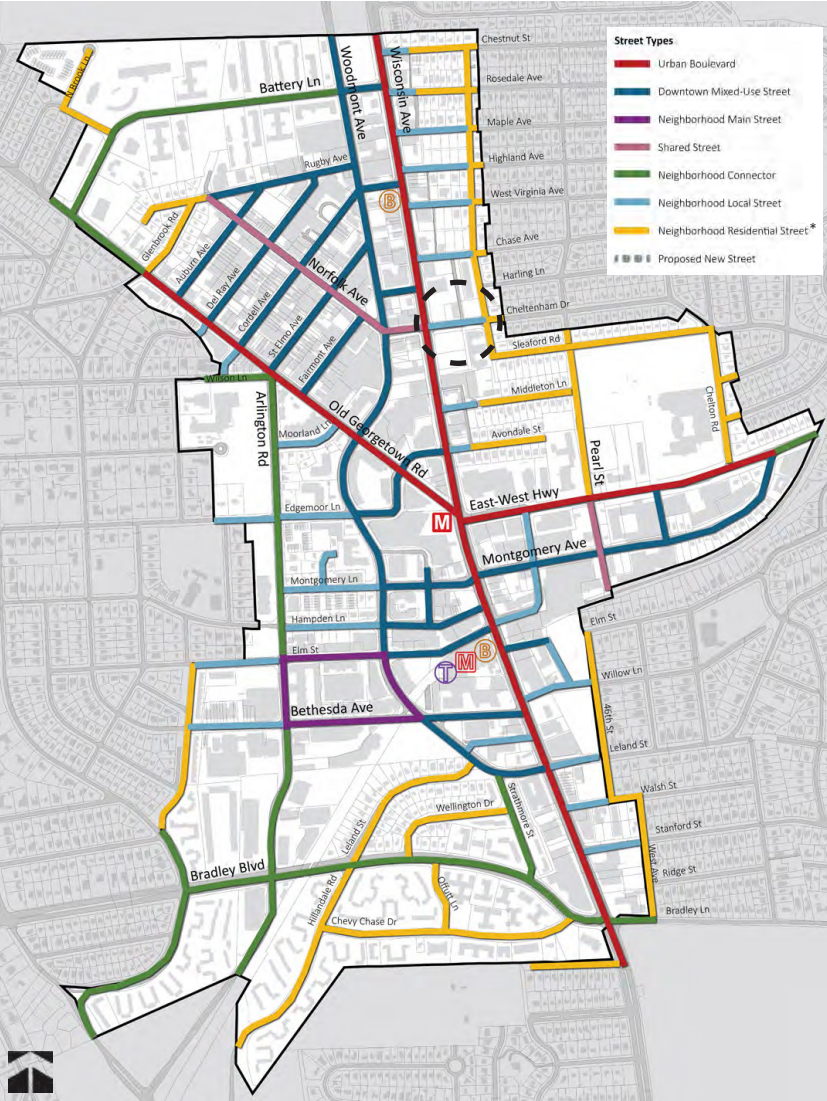
2.1.7 Neighborhood Local Street

Neighborhood Local Streets are typically narrow side streets that accommodate shared bike uses, access to residential parking, on-street parking and low traffic volumes with very slow auto speeds. Sidewalks along these streets are often narrower than on other types because of the constrained street width.

Intent: Building and sidewalk designs along Neighborhood Local Streets should provide efficient and comfortable access from the urban core to neighborhoods of low-scale buildings and detached homes. Because local streets provide a transition from the downtown core to surrounding neighborhood streets, the height of building frontages should reflect this change in scale.



Figure 2.01: Street Types



* Several properties in the Sector Plan area that front on Neighborhood Residential Streets are designated for greenways. See Section 3.4 Eastern Greenway Districts for additional guidelines.

Table 2.06: Neighborhood Local Street

Sidewalk Zones

- A. Planting/Furnishing Zone: 5 - 8 ft.
- B. Pedestrian Through Zone: 6 - 10 ft.
- C. Frontage Zone: 0 - 4 ft.

Building Placement

- D. Build-to Line: 12 - 15 ft. from street curb

Building Form

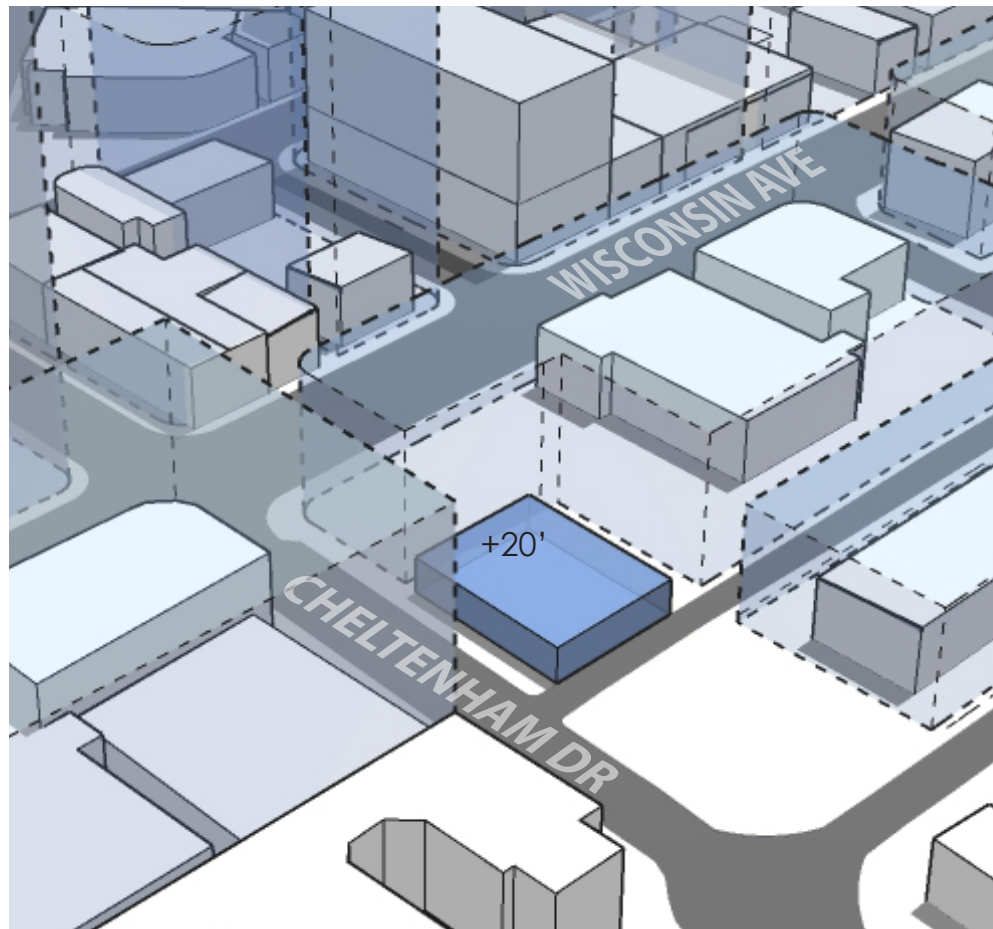
- E. Base Height: 2 - 4 stories (25 - 50 ft.)*
- F. Step-back: 15 - 20 ft.*

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

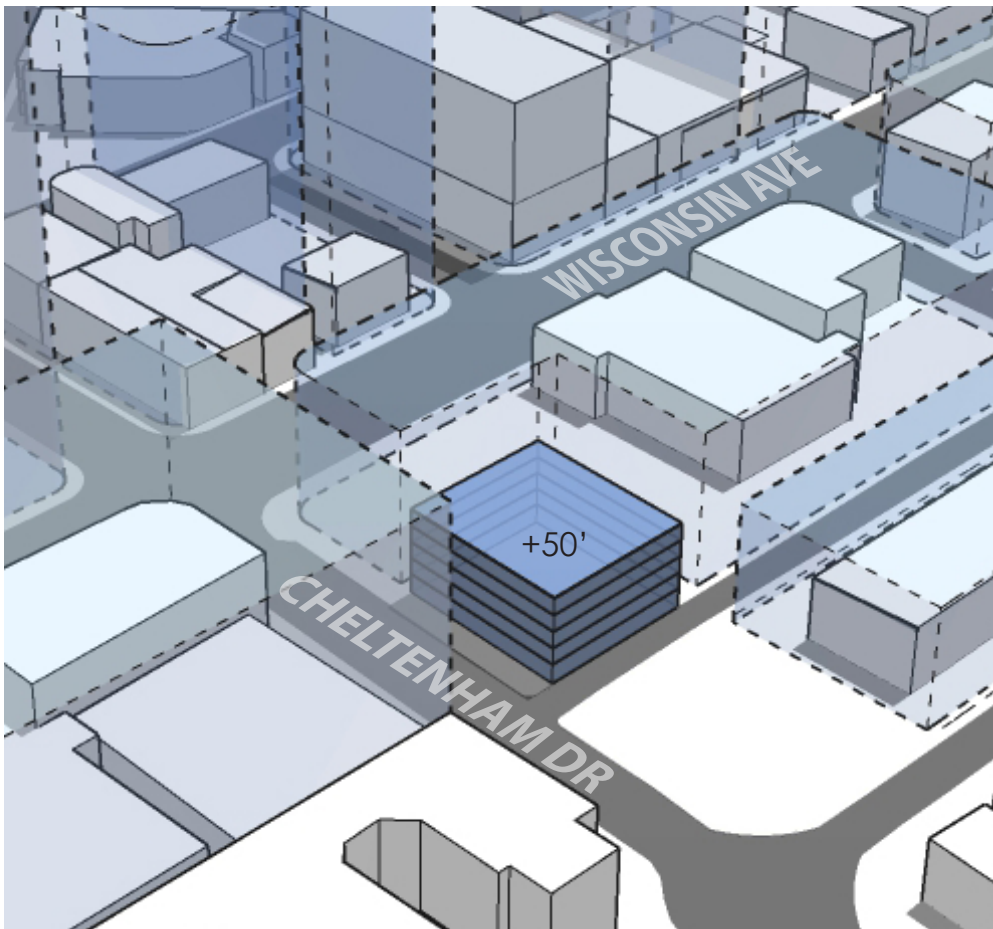


- RECOMMENDED CANOPY CORRIDOR
- RECOMMENDED BIKE LANE
- PARKING / LOADING ENTRANCES
- BLDG ENTRANCES

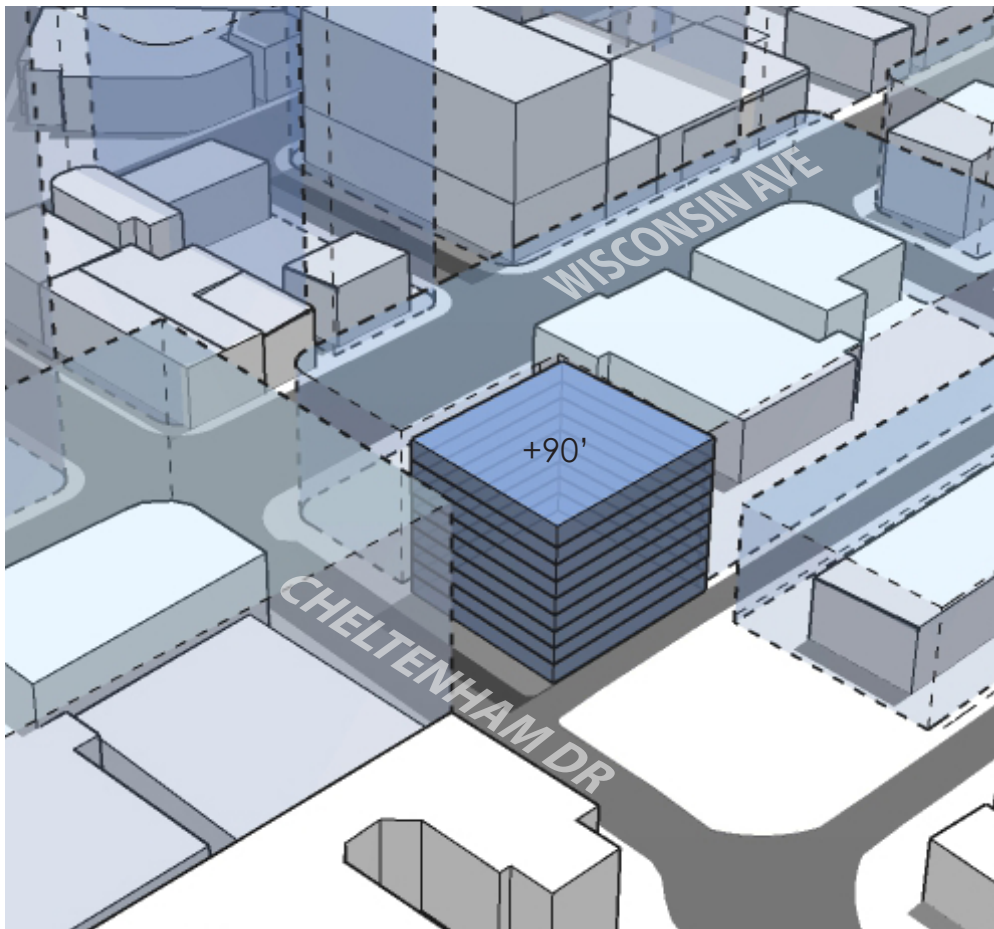




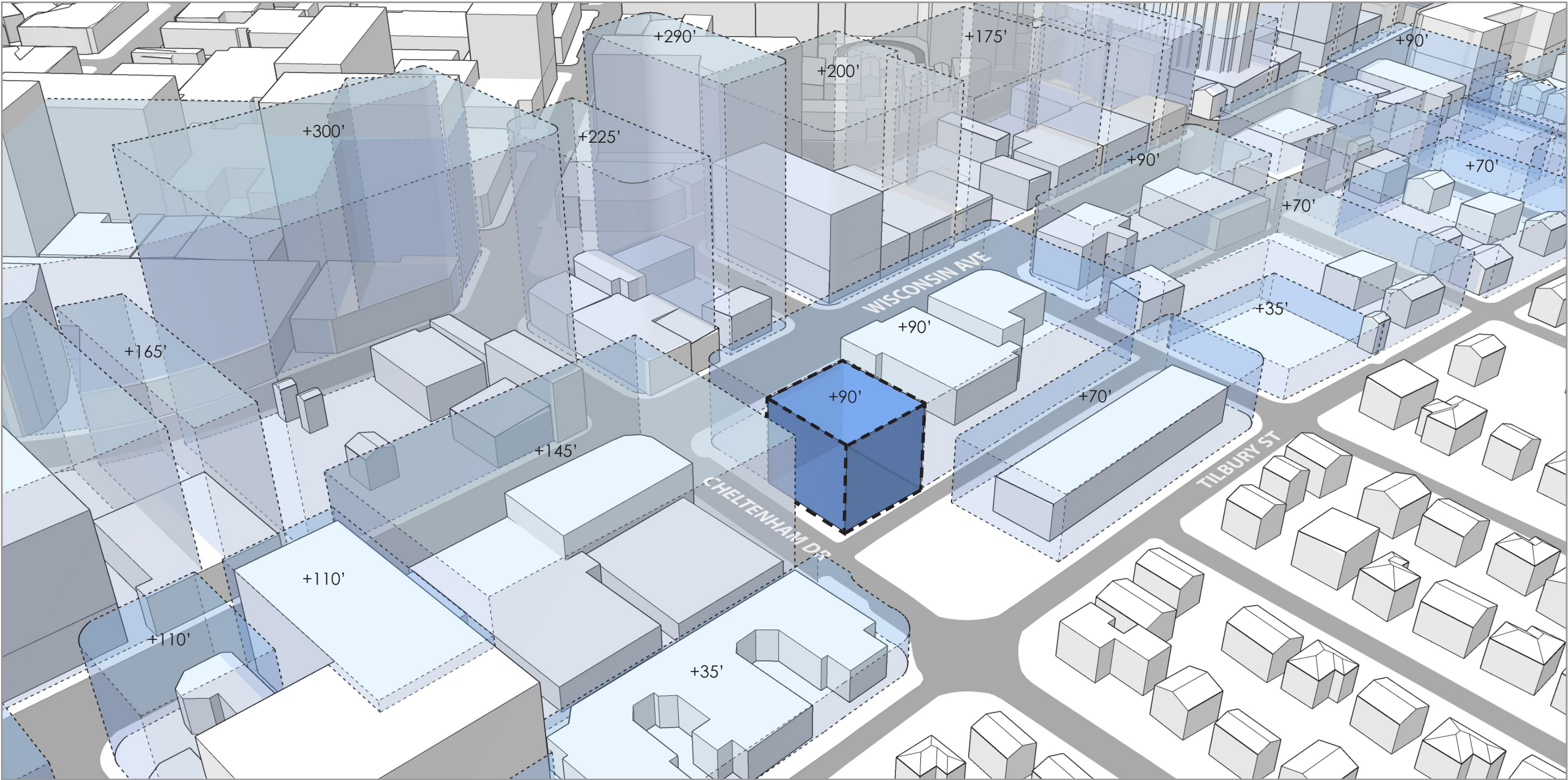
0.5 FAR - STANDARD METHOD



2.75 FAR - MAPPED DENSITY (RESIDENTIAL ONLY)

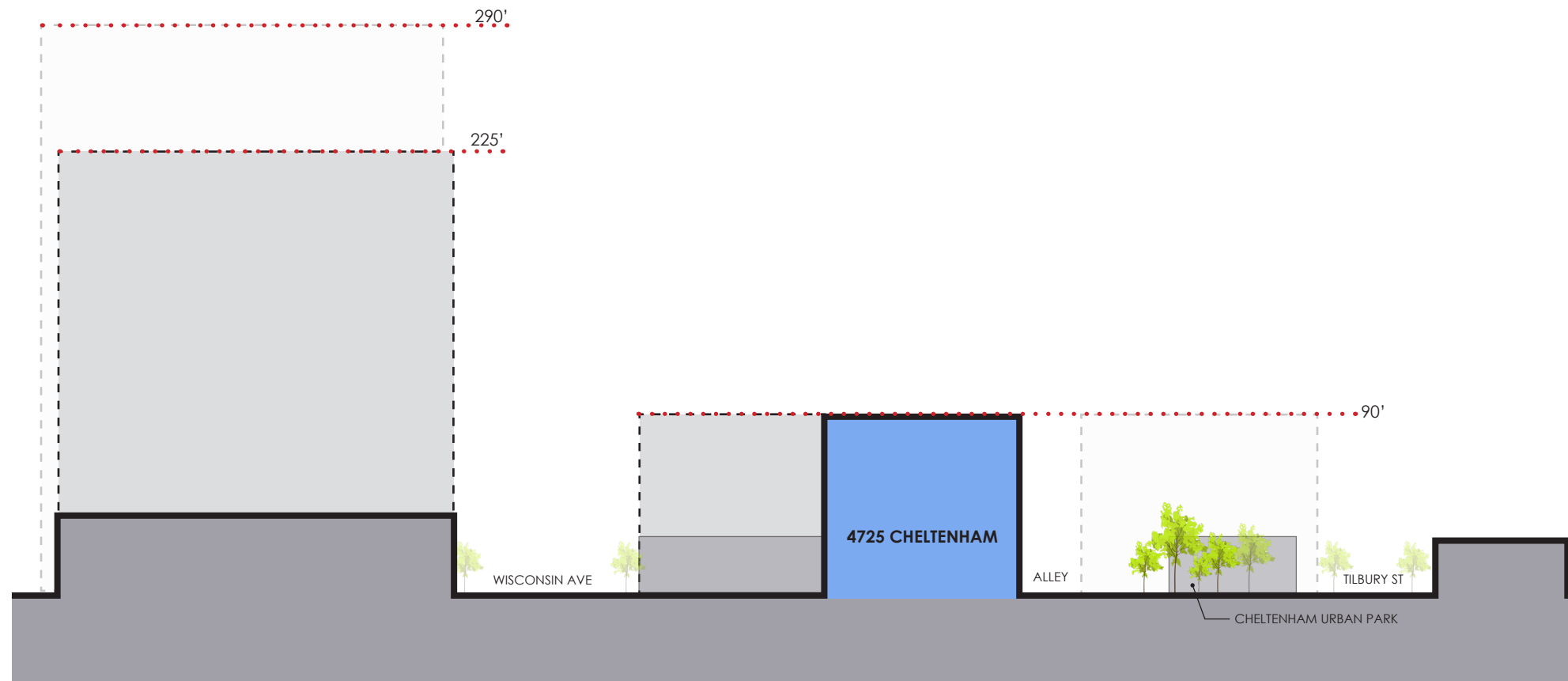


4.95 FAR - OPTIONAL METHOD

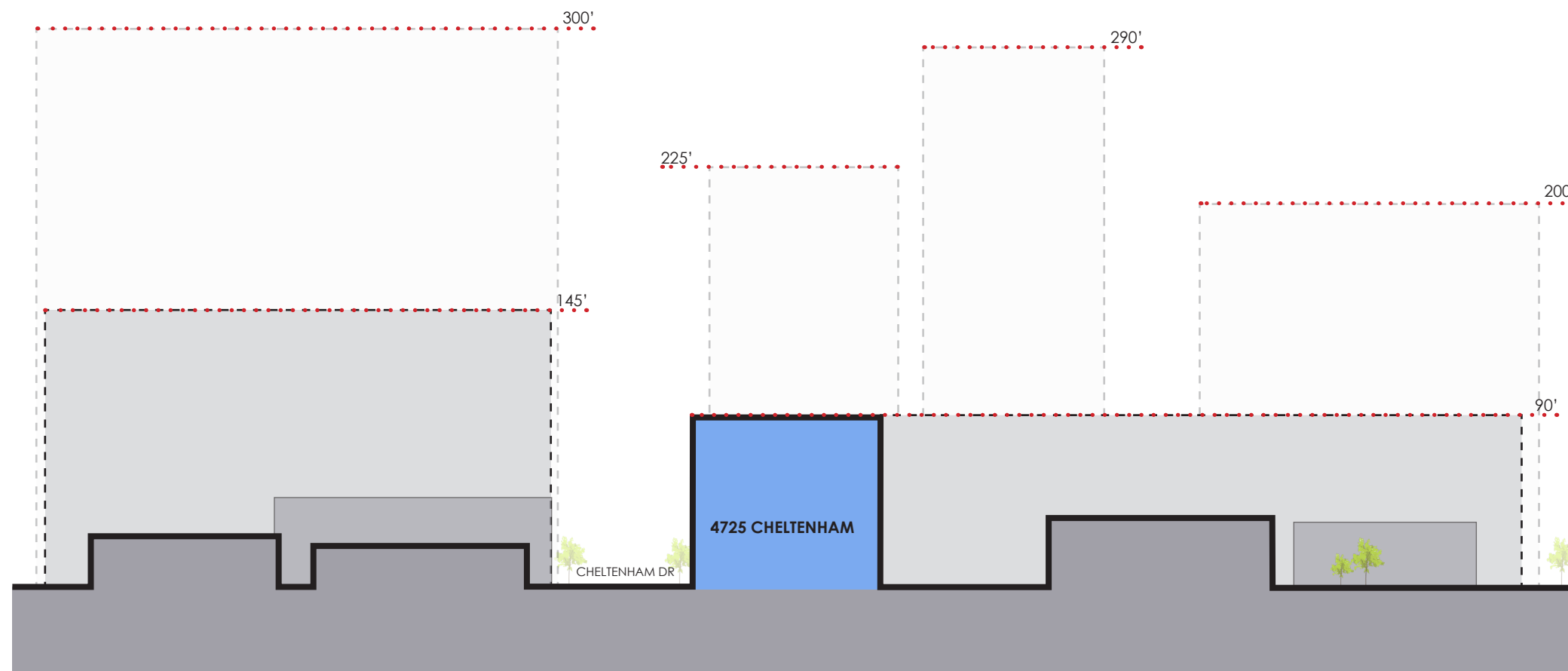


SOUTH-EAST AERIAL

 FUTURE BUILDING HEIGHTS

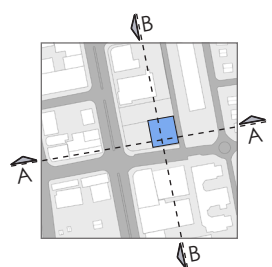


SECTION A-A



SECTION B-B

..... xxx'
FUTURE HEIGHT



2.4.8 Tower: “Menu” of Methods to Reduce Bulk

Intent: Downtown Bethesda is an important location in Montgomery County for increased building heights to accommodate future growth. However, collectively, buildings at taller heights can be an imposing presence on the public realm by casting large shadows, limiting sky views and creating an uncomfortable scale for pedestrians.

B. Use Unique Geometry

Varied geometry adds visual interest and helps to reduce the perceived bulk of a building’s upper floors. Angled and curved facades allow a building to be viewed dynamically from different vantage points. They can enhance privacy between towers in close proximity by directing views away from nearby windows.



There are several ways to reduce the actual bulk of a building’s upper floors or to creatively reduce the perceived bulk of the building. Below is a menu of design techniques that can be used to sculpt building towers and achieve a varied skyline responsive to human scale. Every project is not required to apply every method; however, several should be used in combination to best meet the guideline intent.

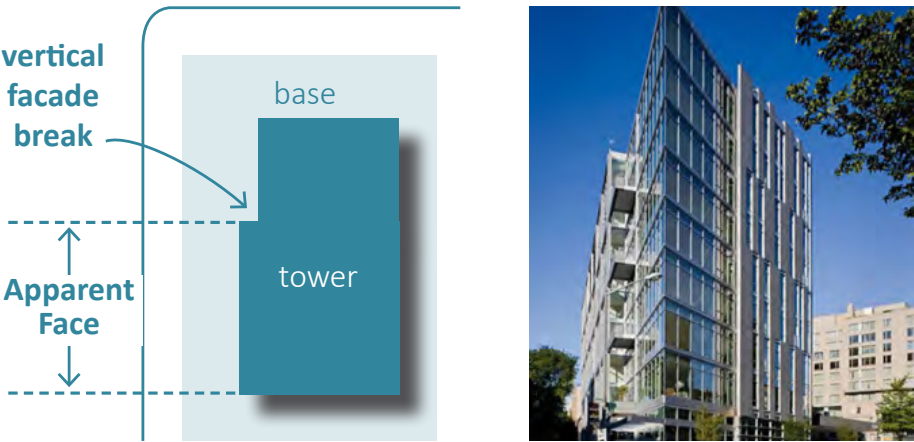
D. Modulate and Articulate Facades

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



F. Limit Apparent Face

The apparent face is the length of a facade plane that is unbroken by vertical changes in depth. Limiting this length reduces the perceived bulk of a long building facade.



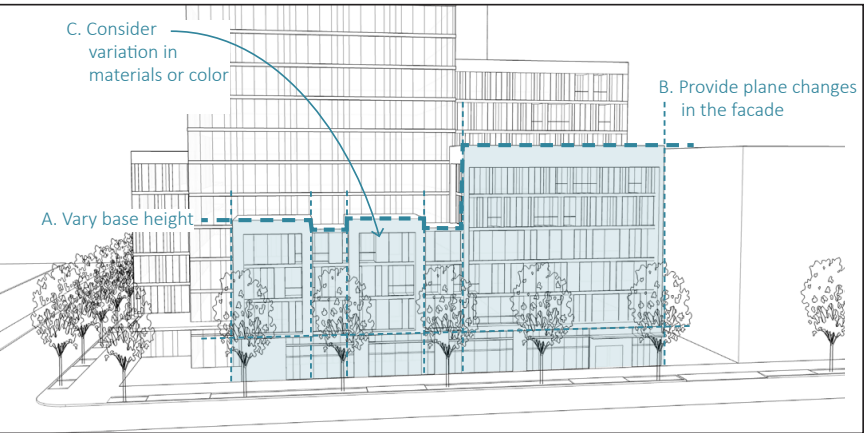
2.4.4 Base: Variation and Articulation

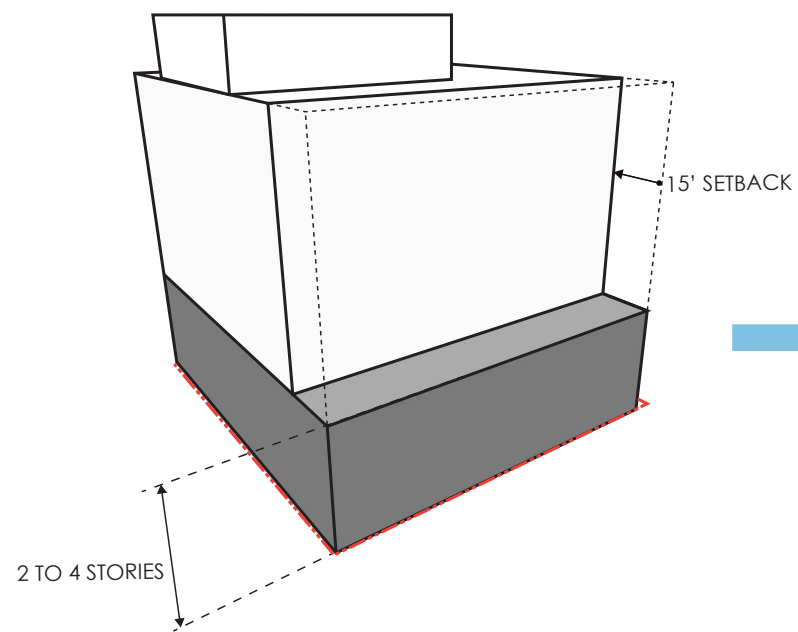
Intent: To ensure that facades are not exceedingly long, uninterrupted and rigidly uniform. These variations break up the mass of large buildings, add visual interest and promote human-scaled lower stories to relate to pedestrians.

- Guidelines:
- A. 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.

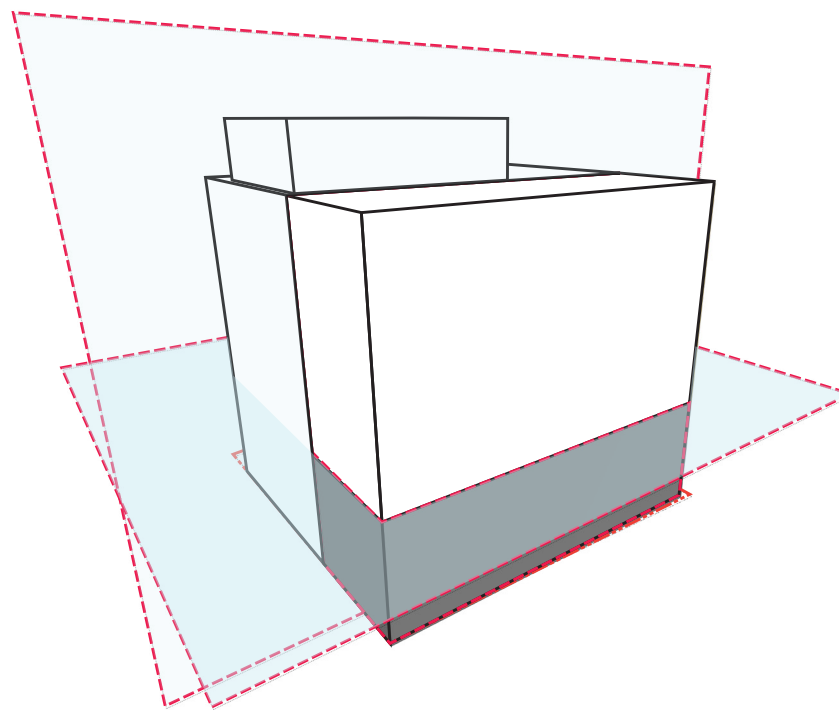
B. Provide plane changes in the facade that create significant vertical and horizontal breaks, and shadow lines on the facade.

C. Consider variation in building materials or color to add texture to lower floors most visible to those at pedestrian level.



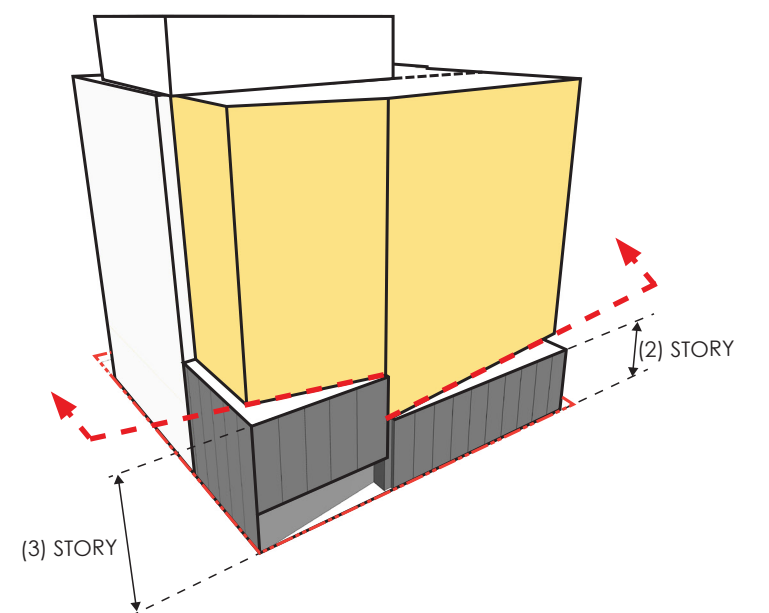


PRESCRIPTIVE MASSING



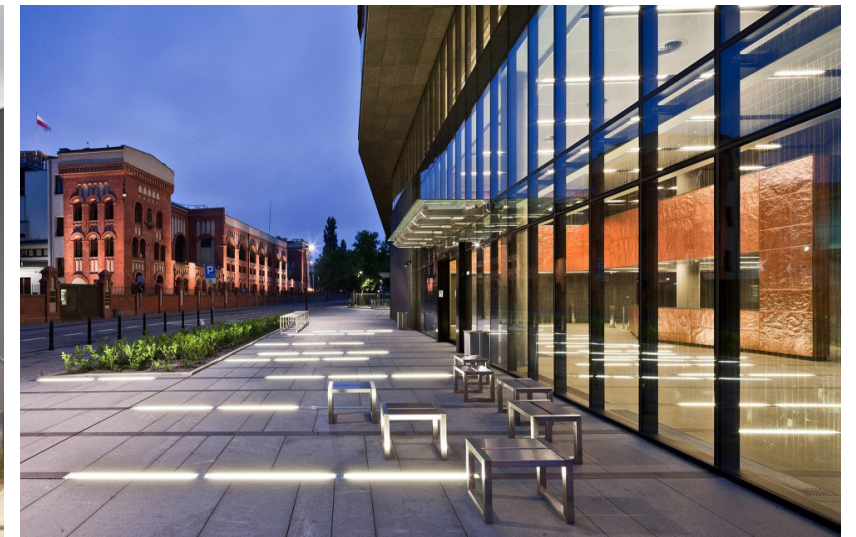
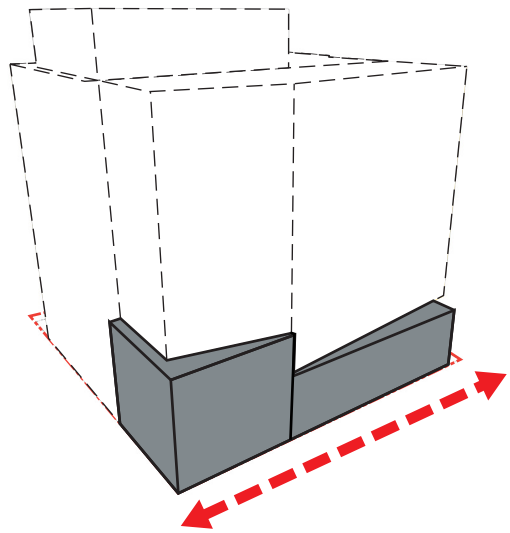
BREAKING DOWN THE MASSING

- TOWER/BASE SEPARATION

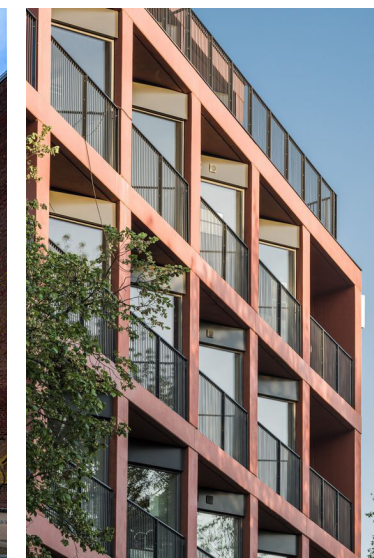
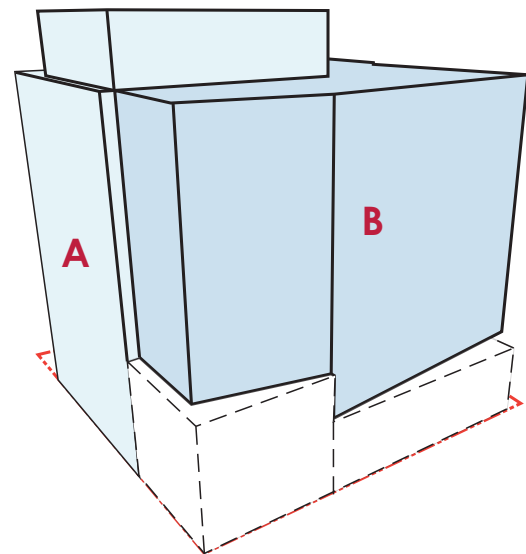


MASSING ARTICULATION

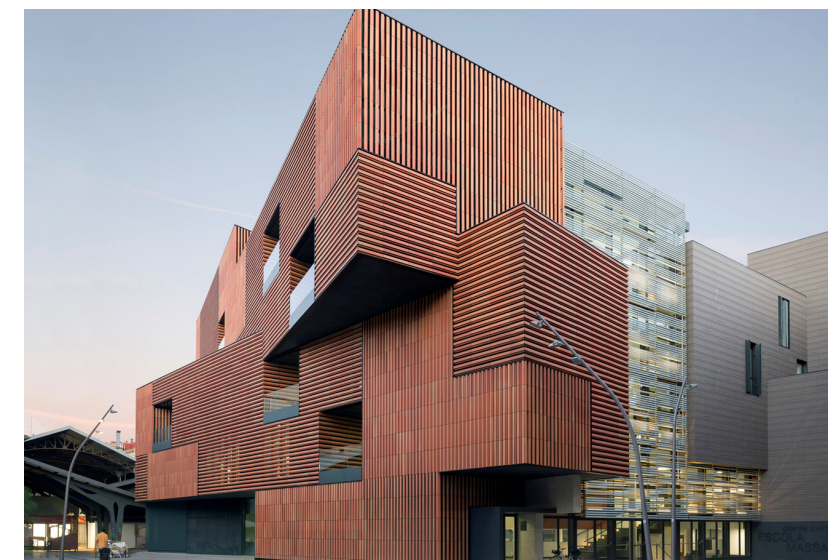
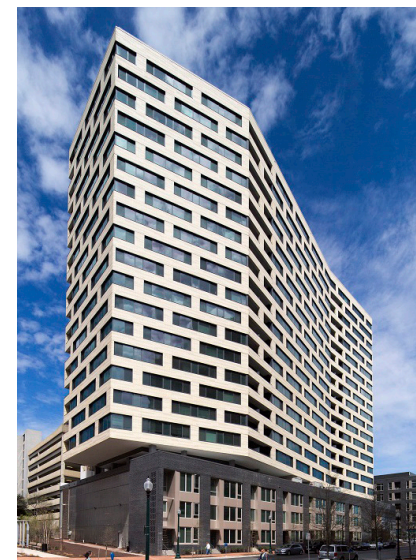
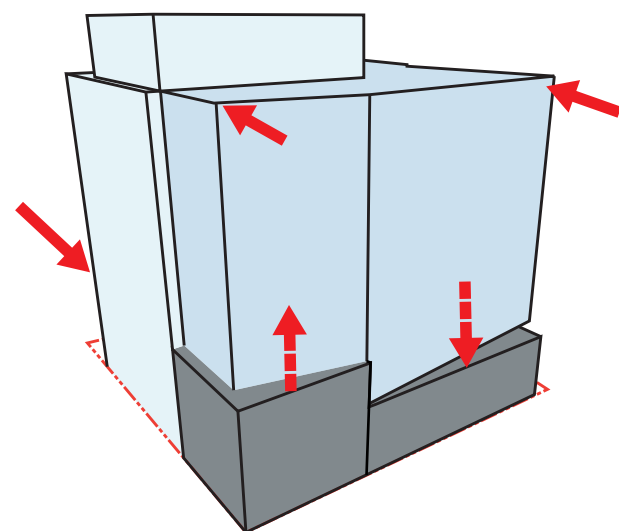
- VARYING BASE HEIGHT
- FOLDING PRIMARY FACADE PLANE



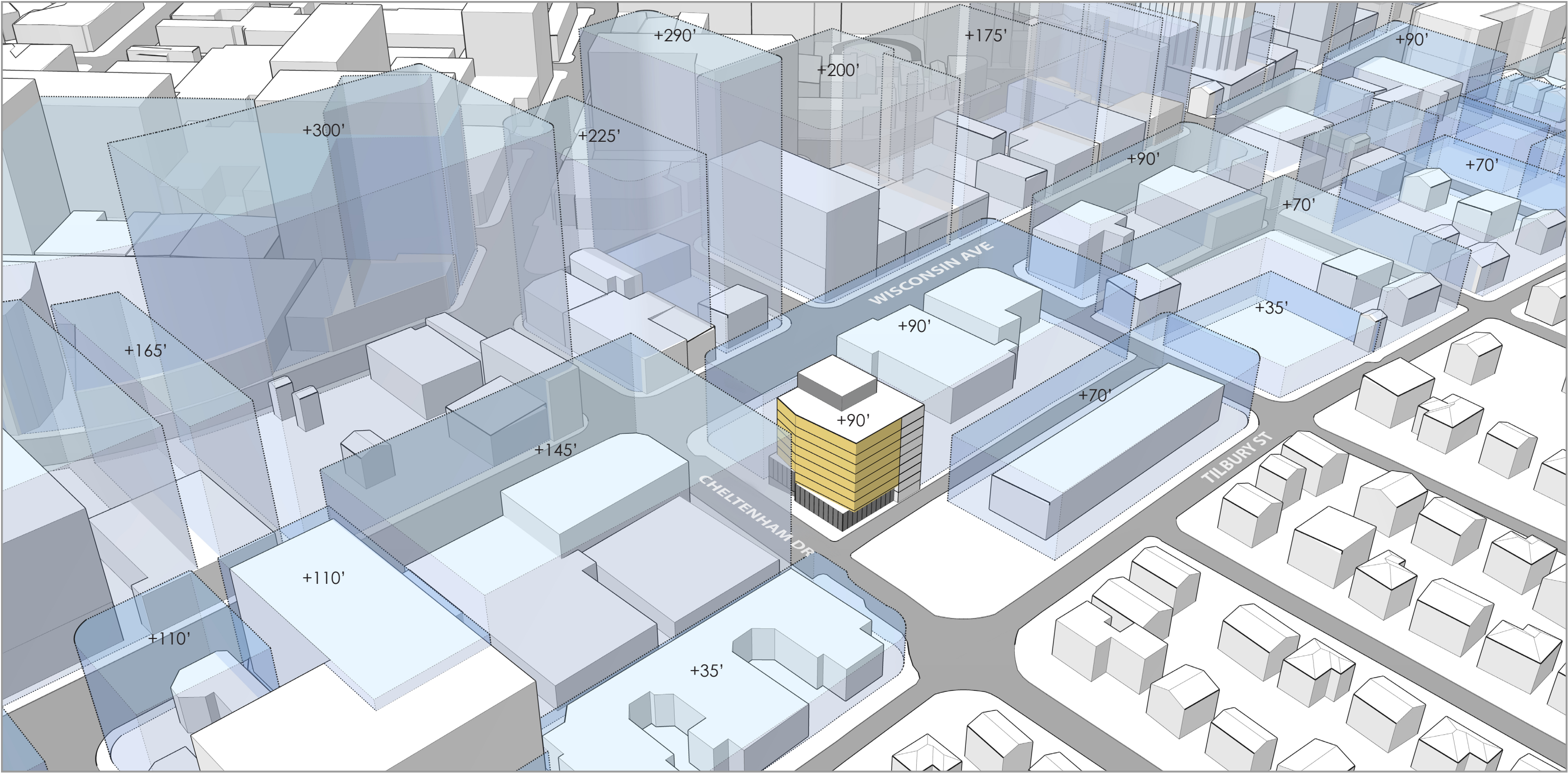
ARTICULATING THE BASE AND DEFINING THE STREET EDGE



REDUCING THE TOWER BULK

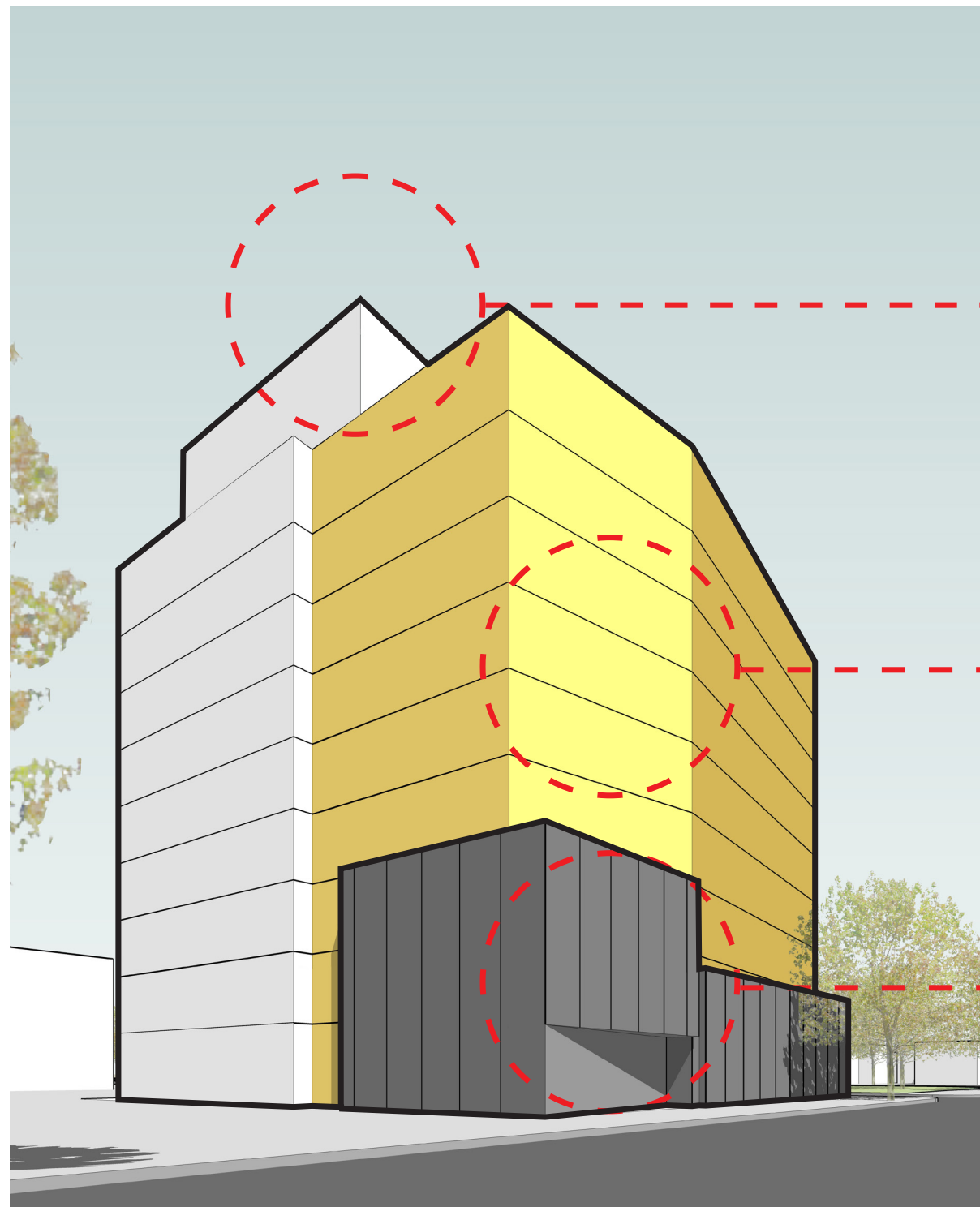


SHAPING THE MASS



SOUTH-EAST AERIAL

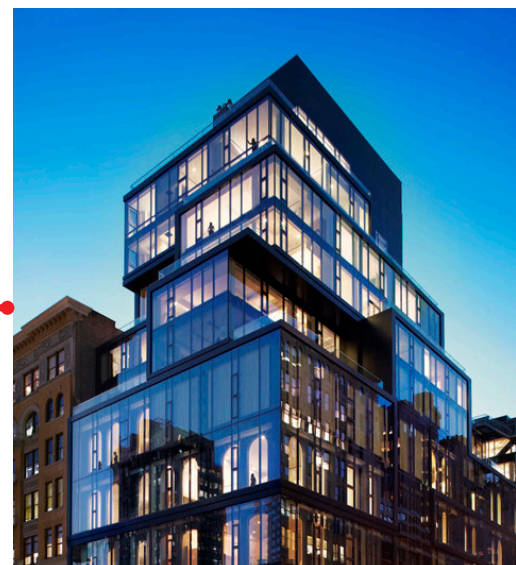
 FUTURE BUILDING HEIGHTS



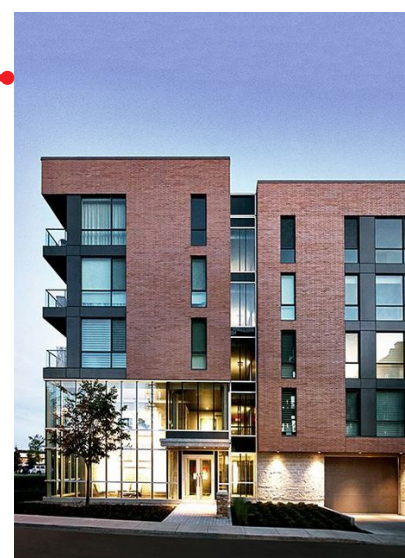
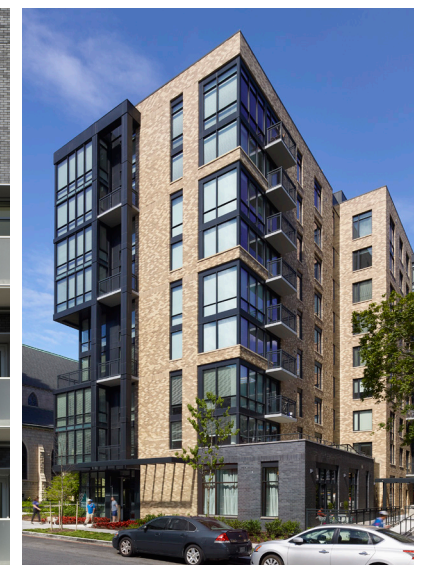
ILLUSTRATIVE VIEW FROM WISCONSIN AVE



BUILDING TOP



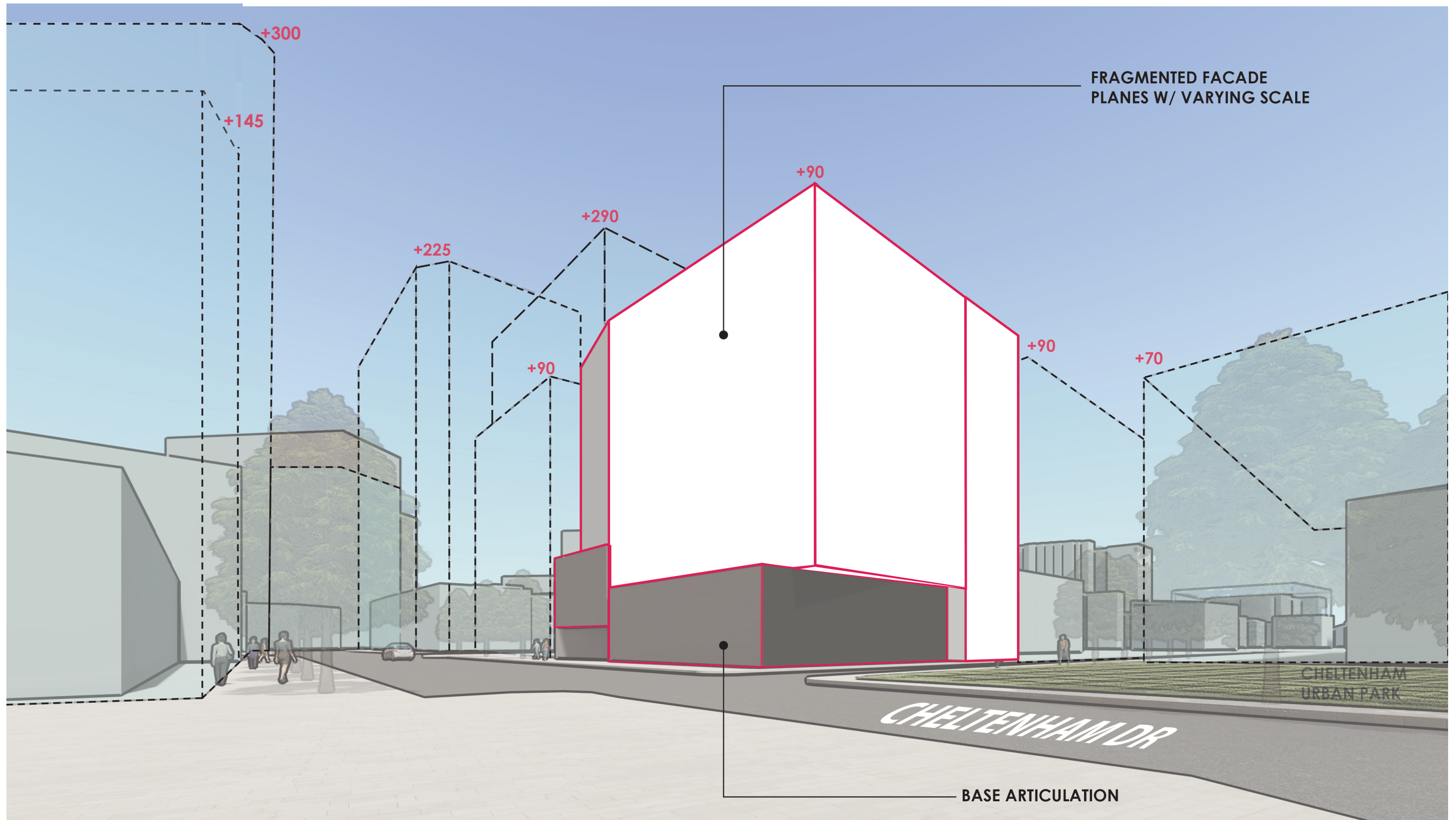
TOWER



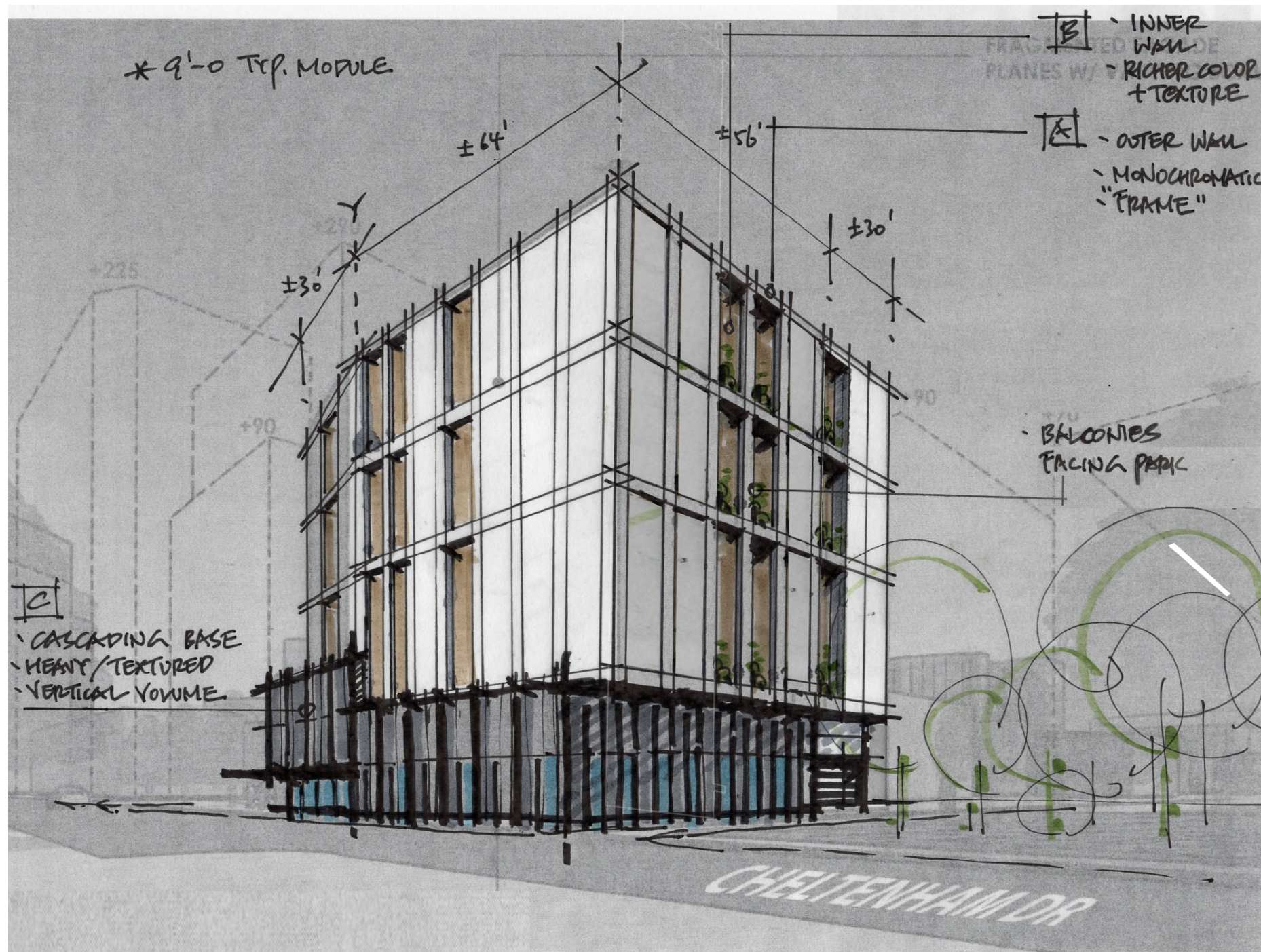
BASE



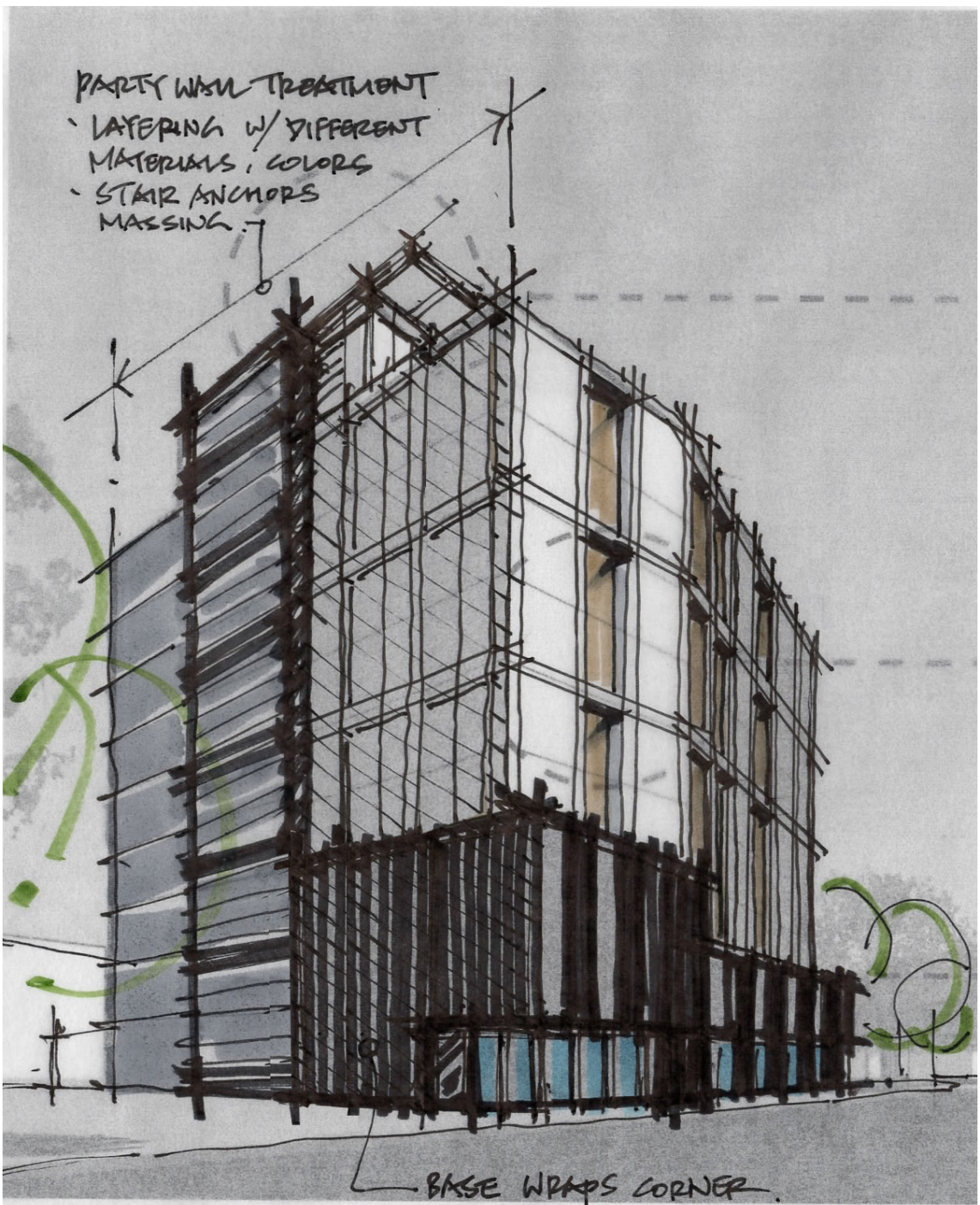
- Provide and enhance pedestrian environment that connects public spaces between Cheltenham Urban Park and Veterans Park.
- Promote active streetscape by creating a dynamic building base that contains residential lobby and ground floor units along Cheltenham Dr.
- Remove existing curb cut along Cheltenham Dr. and consolidate loading & parking entrances off public alley.
- Provide a quality architecture with thoughtful massing that improves sight lines within a tight urban infill site.
- The building bridges between Wisconsin Avenue corridor and lower-density residential streets.



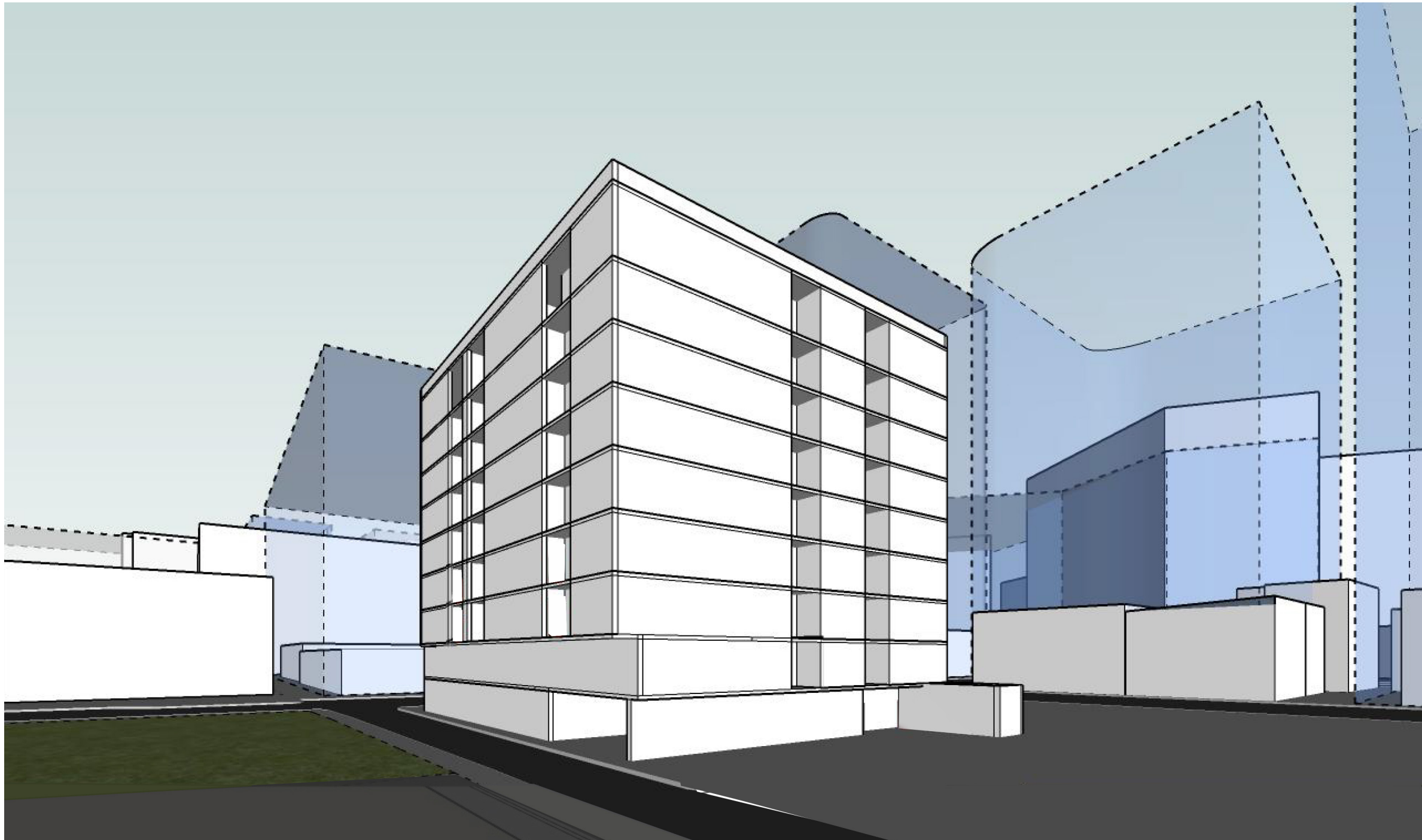
ILLUSTRATIVE VIEW FROM CHELTENHAM DRIVE
 - - - - - FUTURE BUILDINGS



VIEW FROM SOUTHEAST



VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST



SKIN TYPE A

- Architectural Panel System
- Modular/multi-story expression

SKIN TYPE B

- Architectural Panel System
- Brick Masonry
- Metal Panel System trims/accents

SKIN TYPE C

- Architectural Panel System
- Brick Masonry
- Glass Storefront/CW System
- Metal Panel System trims/accents

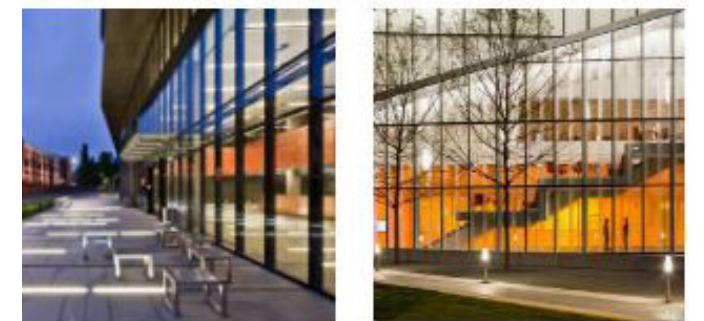
A

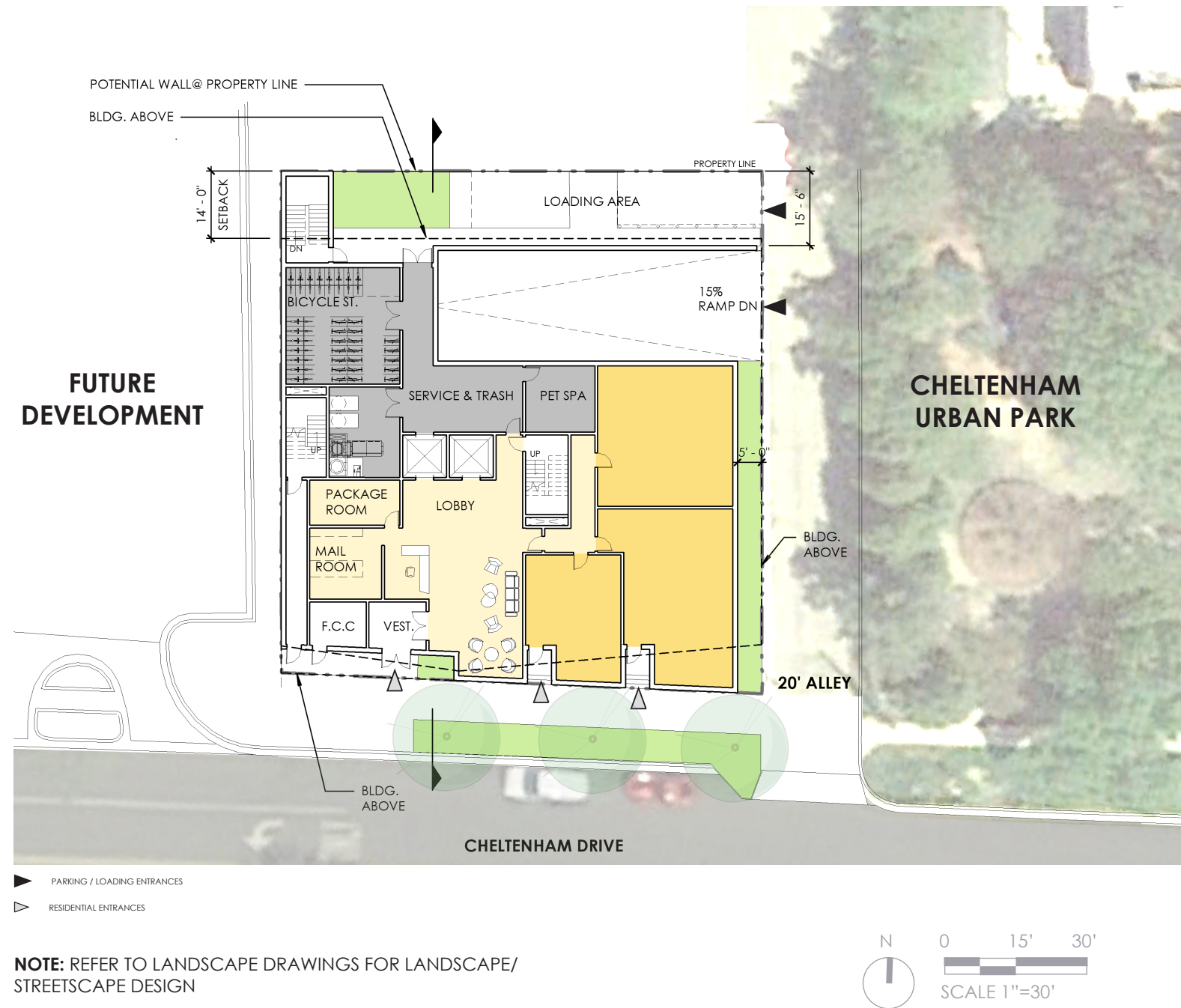


B



C





2.3.3 Servicing, Access and Parking

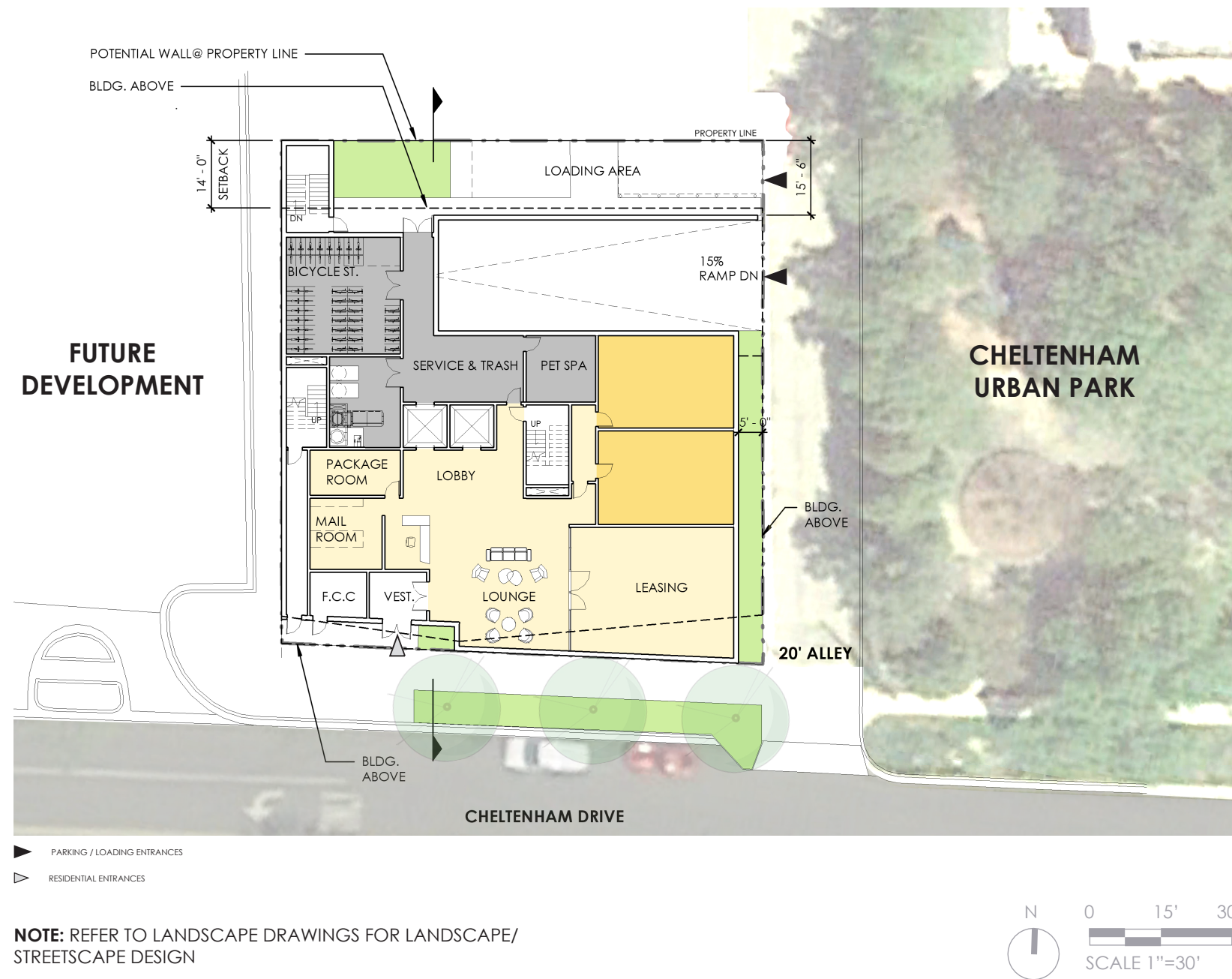
Intent: Loading, servicing and parking should be designed to minimize conflicts between vehicles, pedestrians and cyclists and reduce the visual impacts of vehicle access and parking on the Public Realm. Site design should prioritize the public sidewalk and bikeways over private vehicular crossings.

- D. Locate loading and servicing within the interior of a building at the rear whenever possible. Service alleys are also recommended where setbacks are required from the side or rear property lines for building code.
- E. Avoid placing entries to loading docks, service areas and parking garages on neighborhood residential streets when alternative access is feasible.
- F. Minimize the width and height of driveways and vehicular entrances. Where possible, combine loading dock and garage access.

2.1.10 Canopy Corridors

Intent: The Canopy Corridor recommendations in the Sector Plan aim to create green corridors that connect parks, trails, stream buffers and the denser forest networks beyond the Bethesda boundaries.

The canopy corridors align with the recommended bike priority streets where continuous streetscape improvements are most likely. Though bicycle and pedestrian facilities are the priority on these streets, tree canopy is also a crucial element to enhance shade, attractiveness and comfort to encourage people to walk and bike throughout the downtown.



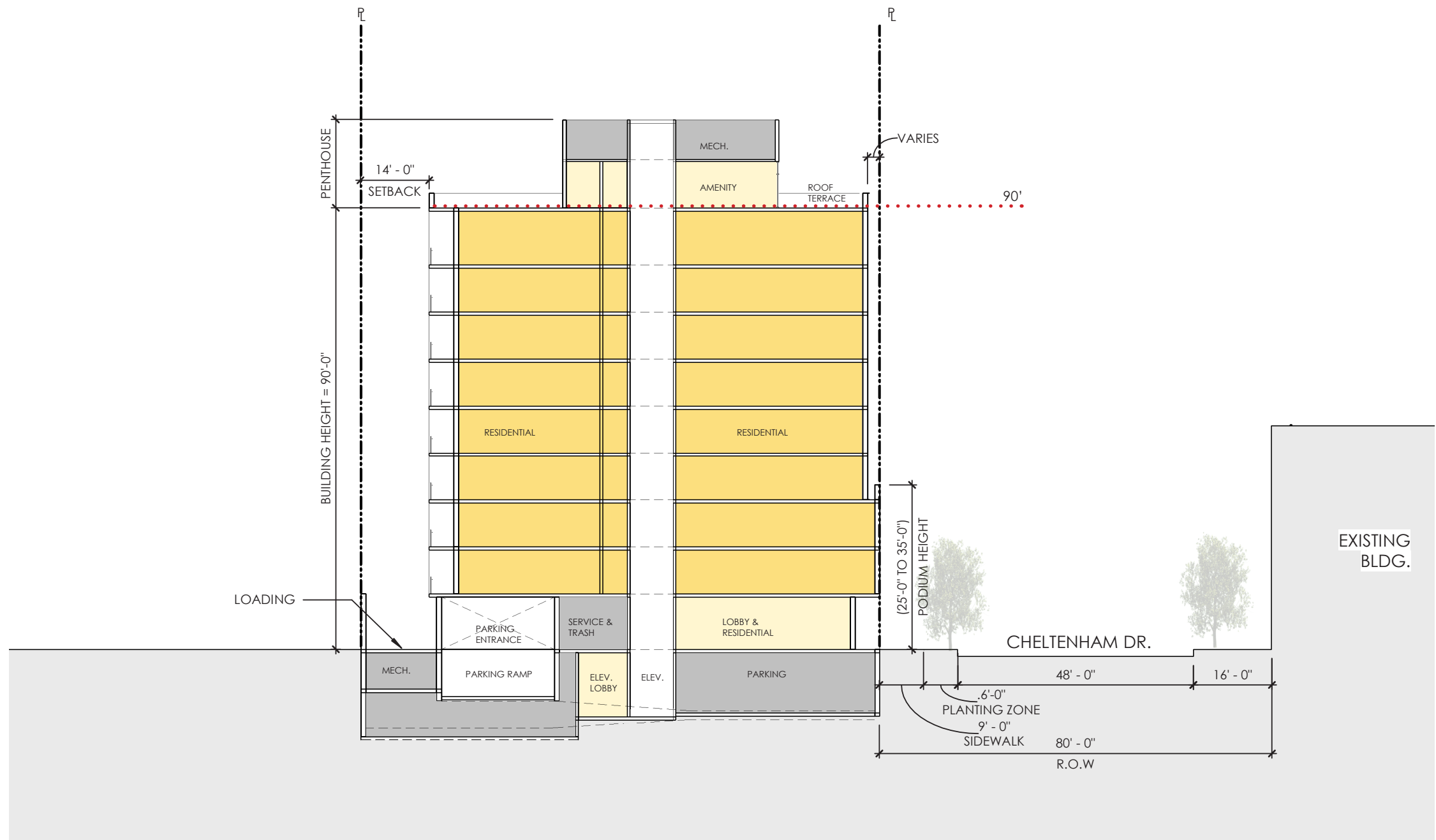


Table 2.06: Neighborhood Local Street

Sidewalk Zones

- A. Planting/Furnishing Zone: 5 - 8 ft.
- B. Pedestrian Through Zone: 6 - 10 ft.
- C. Frontage Zone: 0 - 4 ft.

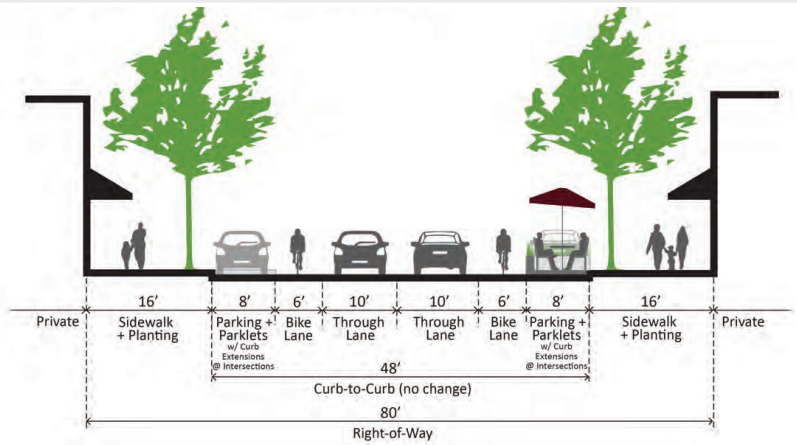
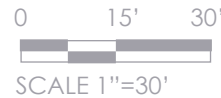
Building Placement

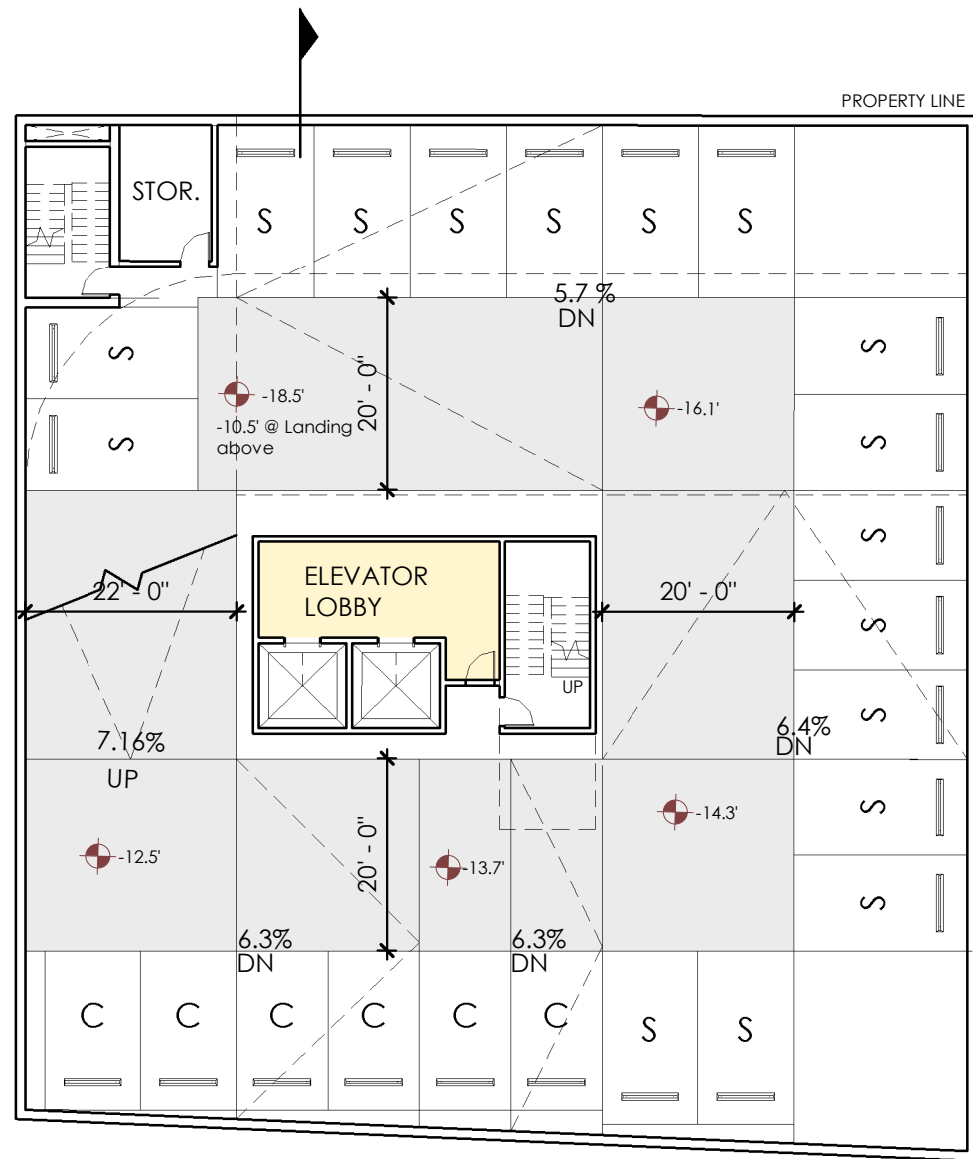
- D. Build-to Line: 12 - 15 ft. from street curb

Building Form

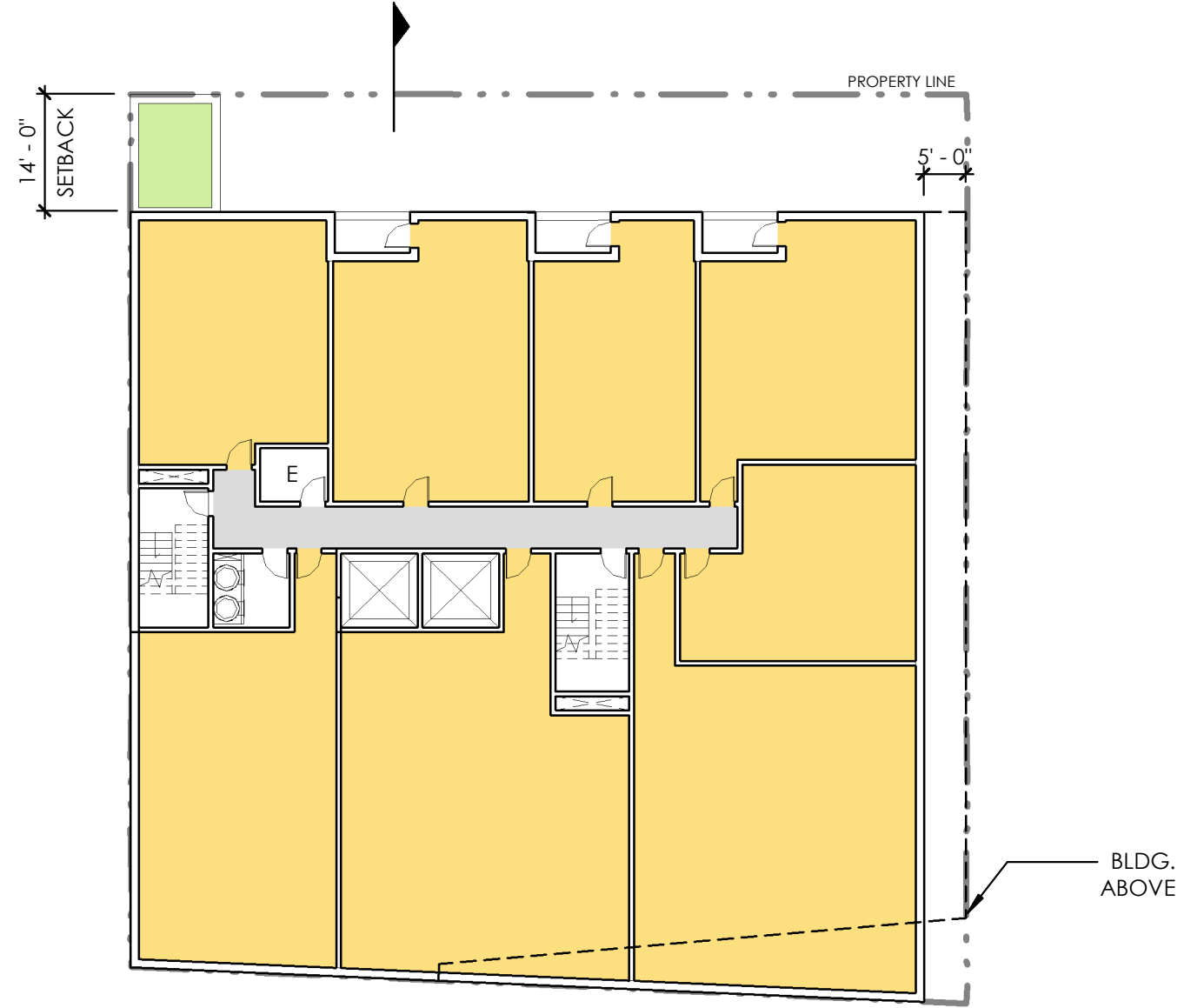
- E. Base Height: 2 - 4 stories (25 - 50 ft.)*
- F. Step-back: 15 - 20 ft.*

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



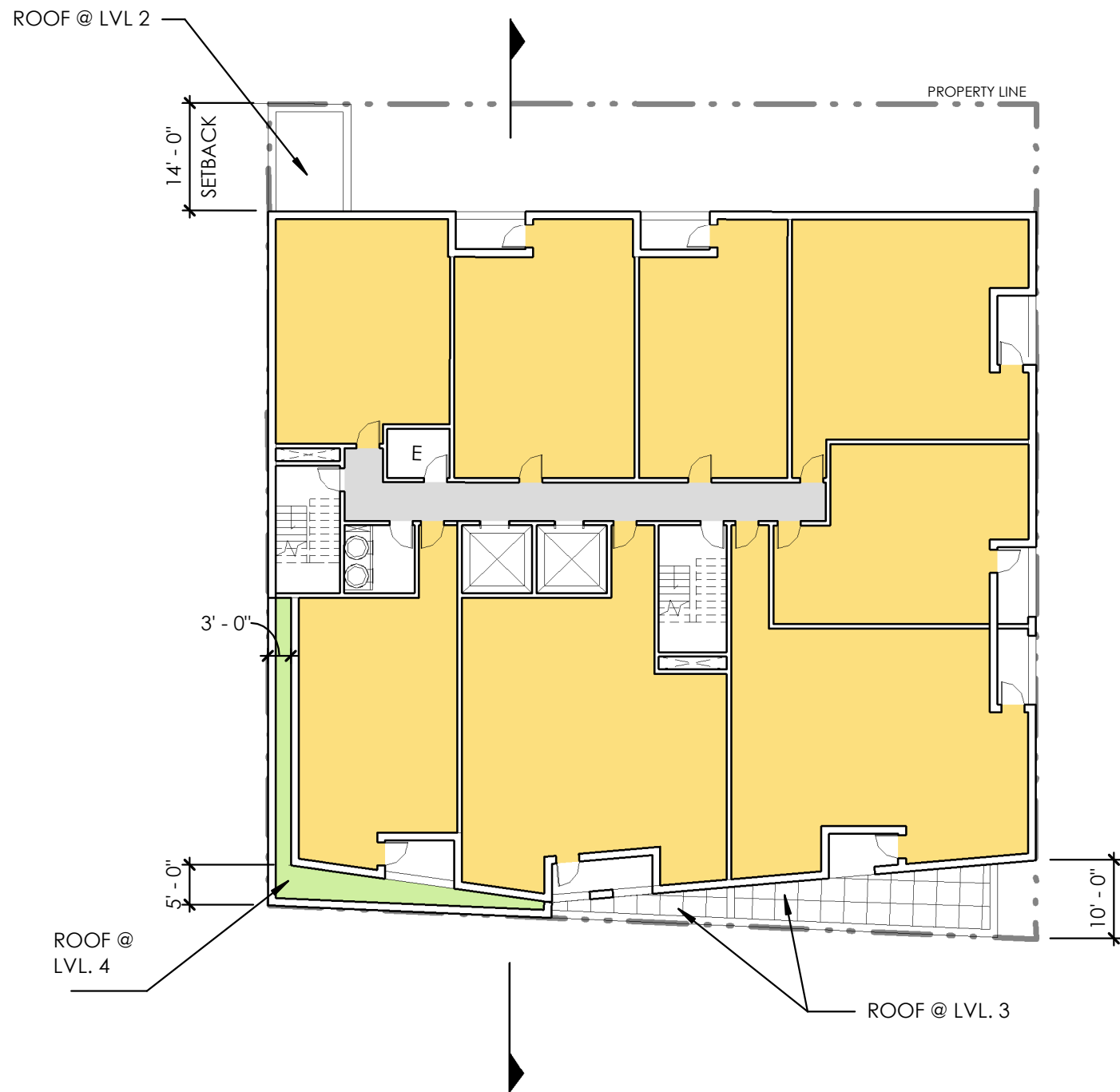


LEVEL P1

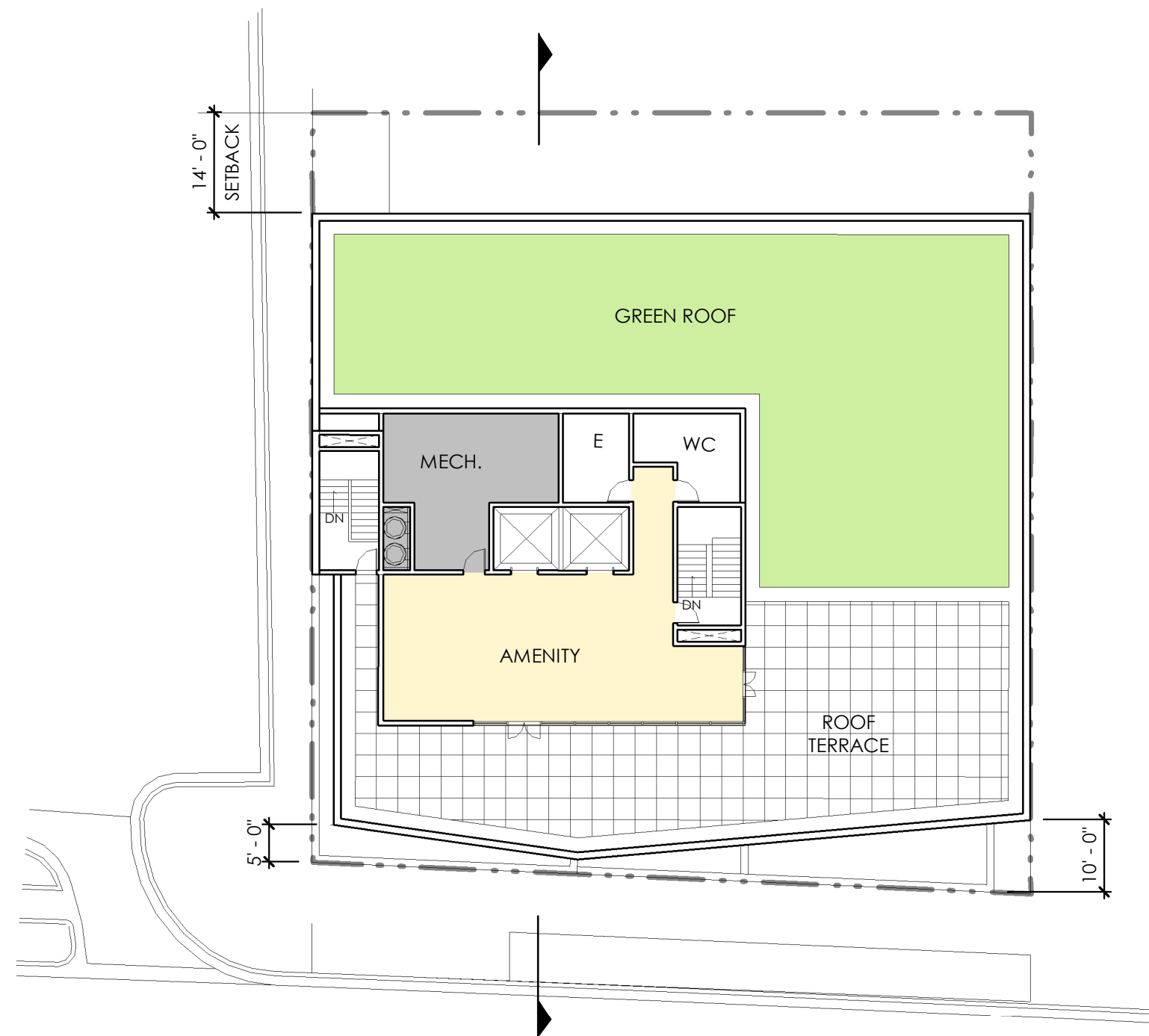


LEVEL 2





TYPICAL LEVEL PLAN (LEVELS 4 TO 9 / LEVEL 3 SIM.)



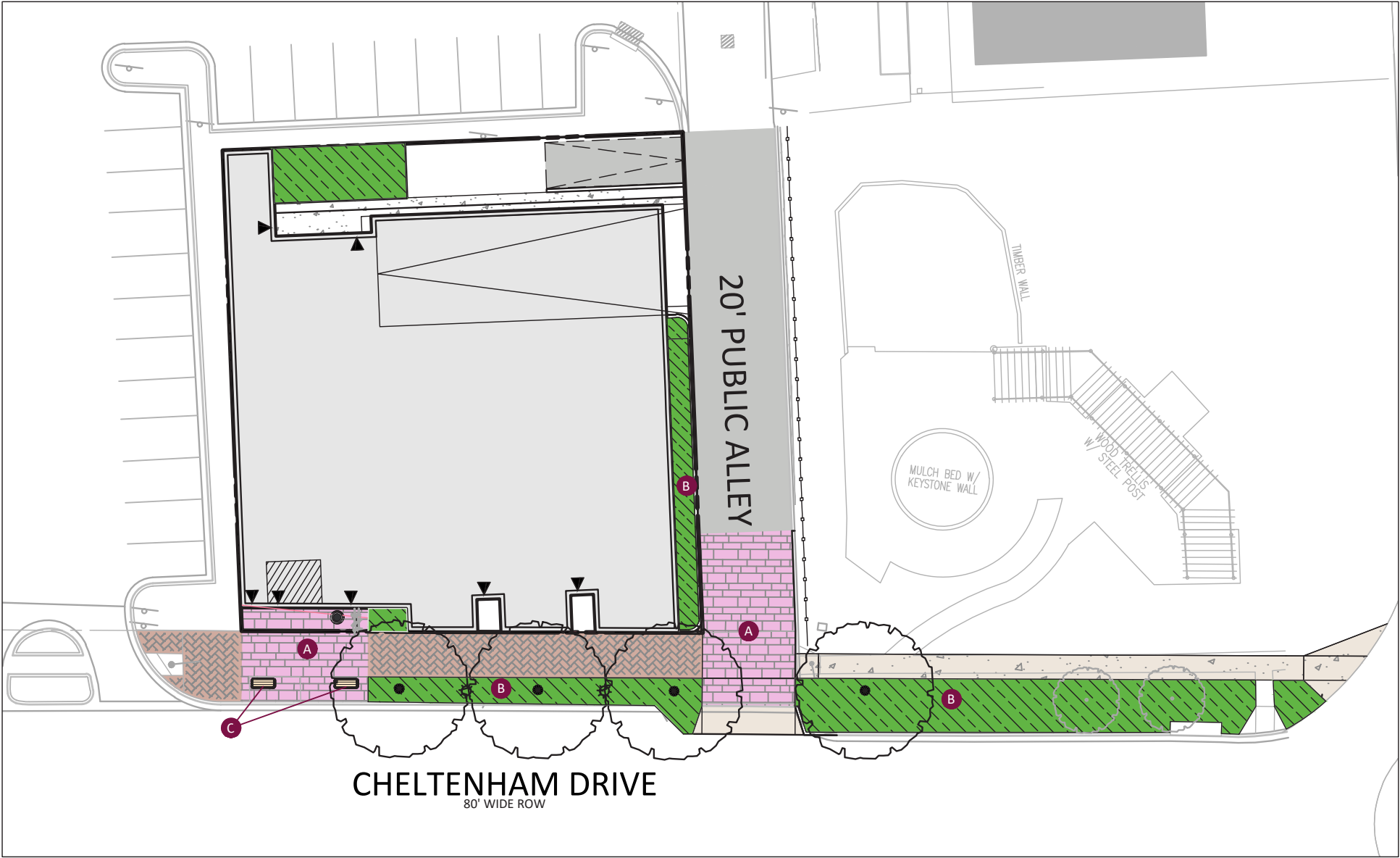
ROOF PLAN

NOTE: REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE/STREETSCAPE DESIGN

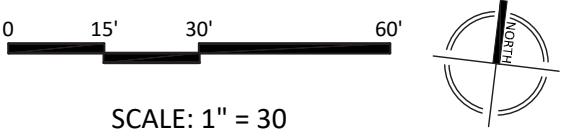


STREET-LEVEL DESIGN PRINCIPLES

- Bethesda streetscape/canopy corridor integrated into frontage and along park with further Parks Department coordination.
- Specialty treatment potential at entry & across alley
- Improved visual & pedestrian experience with curb cut removal and enhanced access to park frontage.



LEGEND	
	Proposed Building
	Existing Property Limits
	Landscape Planting
	Asphalt Paving
	Concrete Paving
	Bethesda Streetscape Paving
	Specialty Paving
	Bike Rack
	Benches
	Trash Receptacle
	Bollards



A. SPECIALTY PAVING



B. STREET TREE CANOPY AND UNDERSTORY

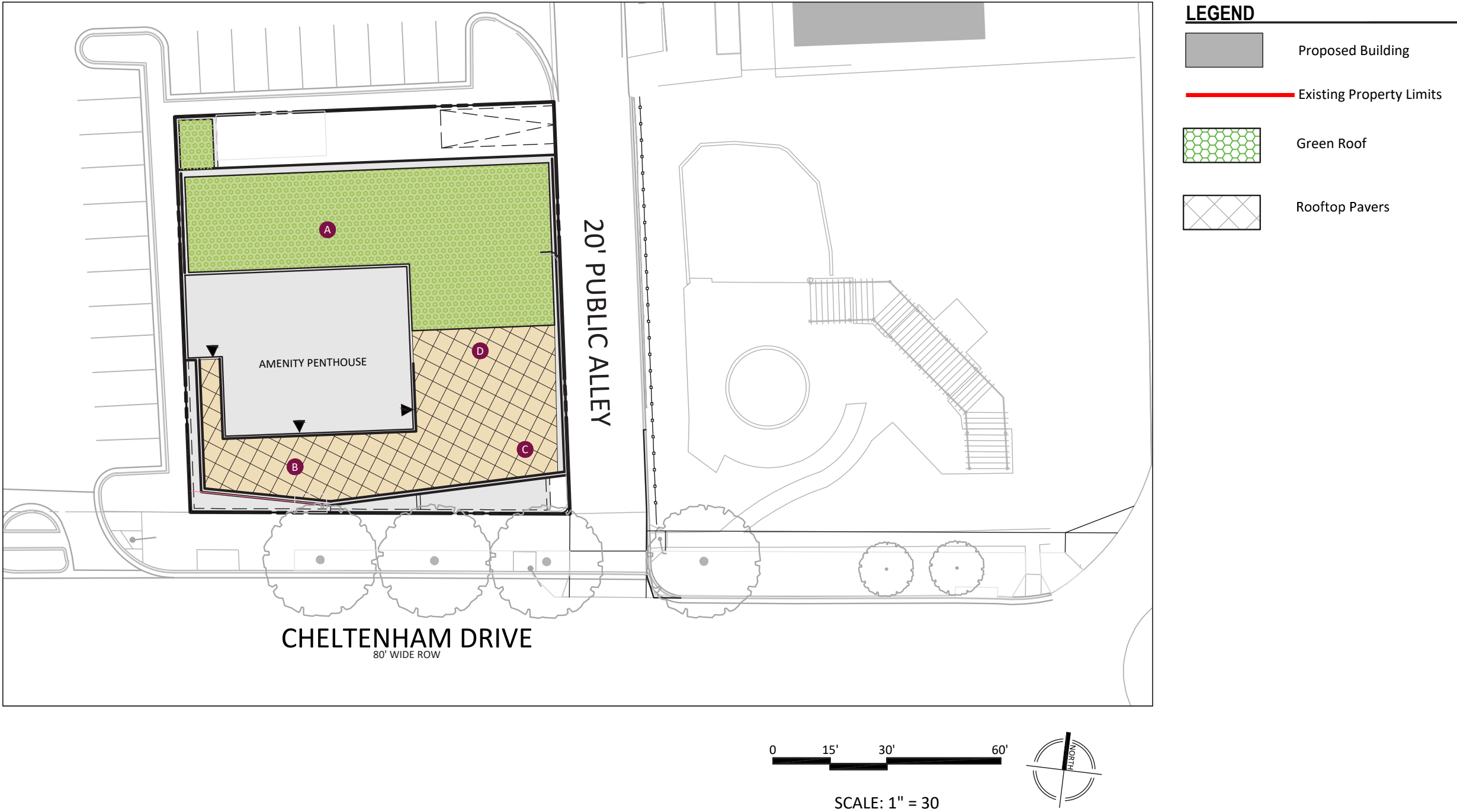


C. PLANTERS, BENCHES, AND BOLLARDS TO DEFINE EDGE



ROOFTOP TERRACE DESIGN PRINCIPLES

- Flexibility of uses by rooms defined by planters & furnishings.
- South-facing and east exposure to allow for expanded seasonal use and views.
- Integration of green roof to maximize green coverage.



A. GREEN ROOF AND PLANTINGS



D. PRIVATE SEATING NOOKS