Bethesda Downtown Design Advisory Panel (DAP)

Submission Form (Revised March 2020)

PROJECT INFORMATION

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

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

APPLICANT TEAM

	Name	Phone	Email
Primary Contact	Robert R Harris, Lerch, Early, & Brewer	301-841-3826	rrharris@Lerchearly.com
Architect	Architects Collaborative Inc. (Faik Tugberk), 301-897-9000		
Landscape Architect	Vika (Ian Duke), 301-916-4100 Ext. 219		

PROJECT DESCRIPTION

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

DESIGN ADVISORY PANEL SUBMISSION PROCESS & REQUIREMENTS

1. Schedule a Design Advisory Panel review date with the Design Advisory Panel Liaison.

2. At least two weeks prior to the scheduled Panel meeting, provide via email to the Design Advisory Panel Liaison the completed Submission Form and required drawings in PDF format. Incomplete applications will be returned for revision. **Applications deemed incomplete by the Liaison may result in the loss of the scheduled meeting date if not returned complete within the above time frame.**

3. Concept Plan and Sketch Plan applications must include the following, at a minimum:
   - Property location plan showing three-block context radius
   - Illustrative site plan showing two-block context radius
   - Perspective images of all building faces from a 3-D model that show the proposal in the built context, as well as with nearby buildings approved by the Planning Board. (Bring the 3-D model to the Panel review.)
   - 3-D building massing diagrams illustrating:
     - both strict conformance with the design guidelines and the proposed design, indicating where the proposal does not conform and how the alternative treatments meet the intent of the guidelines
     - the maximum standard method of development density on site
     - the maximum mapped density on site
   - Precedent images showing scale, architectural character, materiality, etc. (Concept & Sketch Plans only).

   Except as noted, Site Plan applications must include all of the above, as well as, at a minimum:
   - Floor plans for parking level(s), ground floor, typical floor, roof, and unique conditions
   - Building/site sections showing full adjacent street sections with opposite building face
   - Elevations for each façade
   - Key perspective views expressing character of the building elevations and streetscape.

DESIGN GUIDELINES CONFORMANCE

The primary goal of the DAP is to provide advice and recommendations that will heighten design excellence and improve the quality of architecture, urban design, and landscape architecture in Downtown Bethesda. Simple compliance with the numerical standards in the Design Guidelines does not in itself achieve Design Excellence.

STREET TYPE(S): Neighborhood Connector - Battery Lane

	Recommended	Provided	Alternative Compliance?
Sidewalk Zone			
Planting/Furnishing Zone	6 - 8 ft.	6 ft.	
Pedestrian Though Zone	6 - 10 ft.	8 ft.	
Frontage Zone	5 - 8 ft. min.	11 ft.	
Building Placement			
Build-to Line (from street curb)	20 - 25 ft.	25 ft.	
Building Form			
Base Height	3-5 stories (35 - 60ft.)	5 stories (60 ft.)	
Step-Back	15-20 ft.	6 ft.	

DOES THE PROJECT INCLUDE A THROUGH-BLOCK CONNECTION OR TRAIL? ■ Yes ☐ No

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

DOES THE PROJECT INCLUDE A SECTOR-PLAN RECOMMENDED PARK OR OPEN SPACE? ☐ Yes ■ No

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

BUILDING FORM

	Recommended	Provided	Alternative Compliance?
Tower			
Separation Distance	45-60’	59' at East, 69' to the west	
Step-Back	Per Street Type	6' at 7th floor	
Bulk Reduction Methods	Step-backs, Modulated and Articulated Facades, Varying heights		

IS THE PROJECT LOCATED IN A DISTRCT 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

SKETCH PLAN APPLICATION
4861 Battery Lane DAP Narrative and Project Description

I. Introduction

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

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

II. Property and Neighborhood

A. Property Identification

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

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

B. Property Identification

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

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

C. Surrounding Zoning and Land Uses

To the north, the Property adjoins the Federal NIH campus. To the east is the CR-3.5, CO.5, R-3.5, H-120 multi-family property of the Housing Opportunity Commission and a condominium building in the CR-2.25, C0.5, R-2.25, H-120 zone. To the west is another CR-1.5, C-0.5, R-1.5, H-120 multi-family property for which approval was recently granted for a 372 unit multi-family building (4901 Battery Lane, Site Plan 820220160). Across Battery Lane, the CR3.5, C0.5, R-3.5, H-120 zoned Aldon site

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

D. Neighborhood

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

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

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

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

III. The Project

A. Description

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

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

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

B. Sector Plan and Design Guideline Compliance

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

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

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

1) *2.1.9 Public Through Block Connection*

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

2) *2.1.10: Canopy Corridor*

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

3) *2.3.2: Green Cover*

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

4) *2.3.3: Servicing Access and Parking*

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

5) *2.4.1: Compatibility*

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

6) *2.4.2: Base: Building Placement*

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

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

7) *2.4.3: Base: Street Activation*

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

8) *2.4.6: Tower: Separation Distance*

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

9) *2.4.7: Tower: Step-back*

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

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

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

a) "Modulate and Articulate Facades"

i) Each elevation is modulated and articulated to reduce bulk and provide a cohesive architectural concept that translates into all sides of the building.

b) "Limit Apparent Face"

i) The apparent face fronting Battery Lane has been limited with the stepping back of upper floors that have been strategically placed for a pleasant proportion and scale at the pedestrian level.

11) 2.4.9: Tower: Top

The tower top has been designed as the feature of the design. The top terminates into a row of trellis beams that cast different shadows on the building throughout the day. It also offers some relief from the sun for the residents that will be enjoying this rooftop terrace area.
Mechanical areas on the rooftop will be utilized to help reinforce the concept by being concealed behind tall parapets that are an integrated part of the mass.

C. Public Benefit Points - Exceptional Design

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

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

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

2. *Creating a sense of place and serves as a landmark.*
    a. With all the new developments that are taking place on Battery Lane, the Project seeks to contribute in the transformation of Battery Lane as the benchmark to high quality design. With plentiful outdoor active spaces, tree-lined trail connections through the site, and functional art installations at the drop-off plaza, this project will create a sense of place.
3. *Enhance the public realm in a distinct and original manner.*
    a. The project will enhance the public realm by contributing to the creation of the Canopy Corridor on Battery Lane. Further, this project connects trails to realize the network of trails and pedestrian pathways outlined in the Sector Plan. The architecture of the building will be distinct yet complementary to the surrounding and provide visual artistic interest at the ground floor.
4. *Introducing Materials, Forms, or building methods unique to the immediate vicinity or applied in a unique way*
    a. The massing and architectural elements on the building work together to present a cohesive architectural concept. The form is uniquely massed from the surrounding developments yet apply complementary articulations to respect datum lines. The facade articulation on the building responds to these lines. Traditional materials like brick will be utilized to visually compliment the surrounding but detailed in unique ways to enhance the public realm.

5. *Designing compact, infill development so living, working, and shopping environments are more pleasurable and desirable on a site.*
    a. The project is a compact infill development that redevelops an underutilized apartment complex into a more pleasurable and desirable, high class building with employment opportunities, resident amenities, and contribute to neighborhood walkability.

IV. Conclusion

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

DAP SUBMISSION

SITE LOCATION
4887 Battery Lane,
Bethesda, MD

APPLICANT
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION

LAND USE COUNSEL
LerchEarlyBrewer

ARCHITECT
ARCHITECTS COLLABORATIVE INCORPORATED

CIVIL ENGINEER & LANDSCAPE
VIKA

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

GELMAN COMPANIES

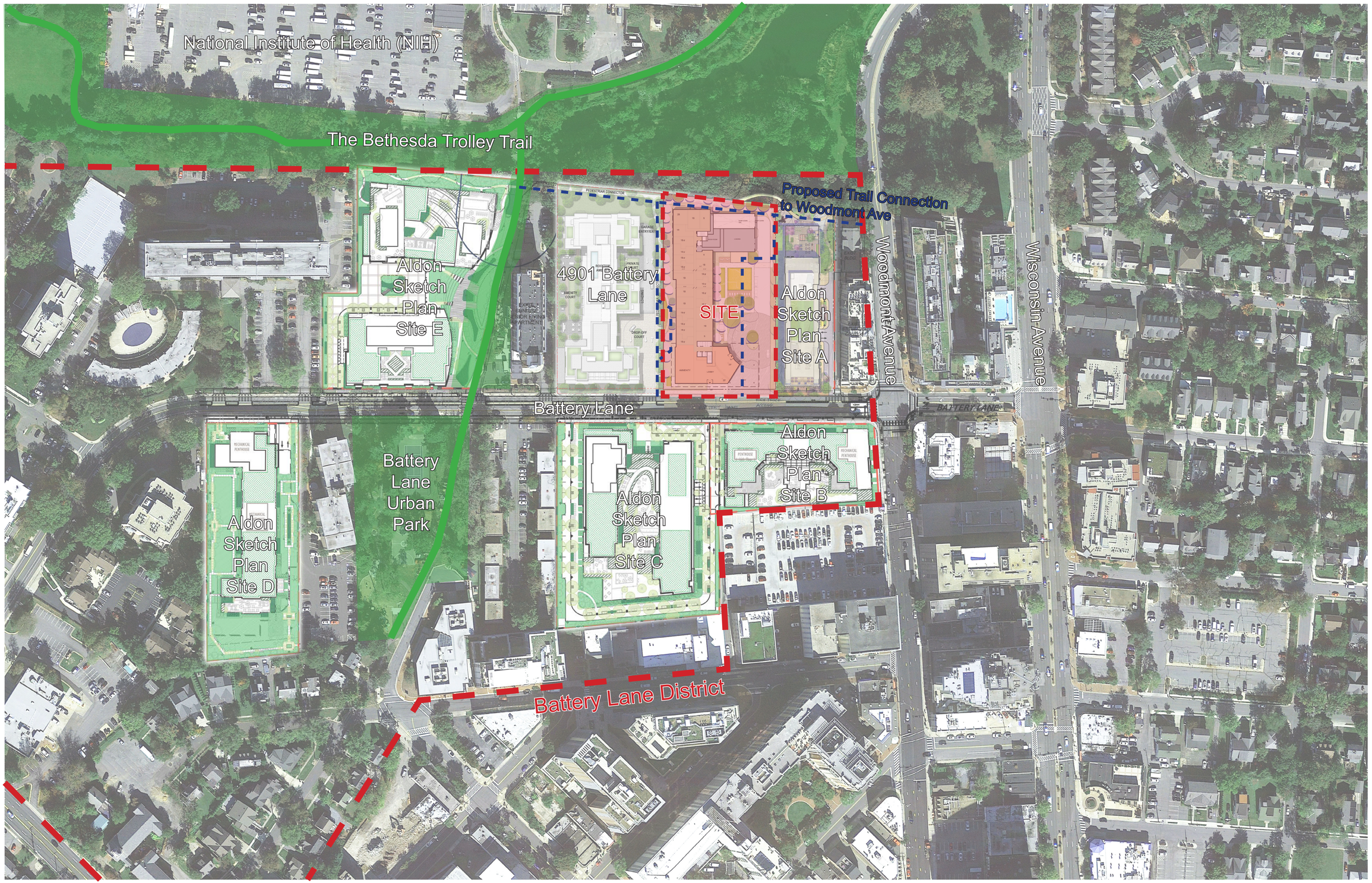
VICINITY MAP

BATTERY LANE

BETHESDA , MD

A-02

JUNE 14, 2023



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

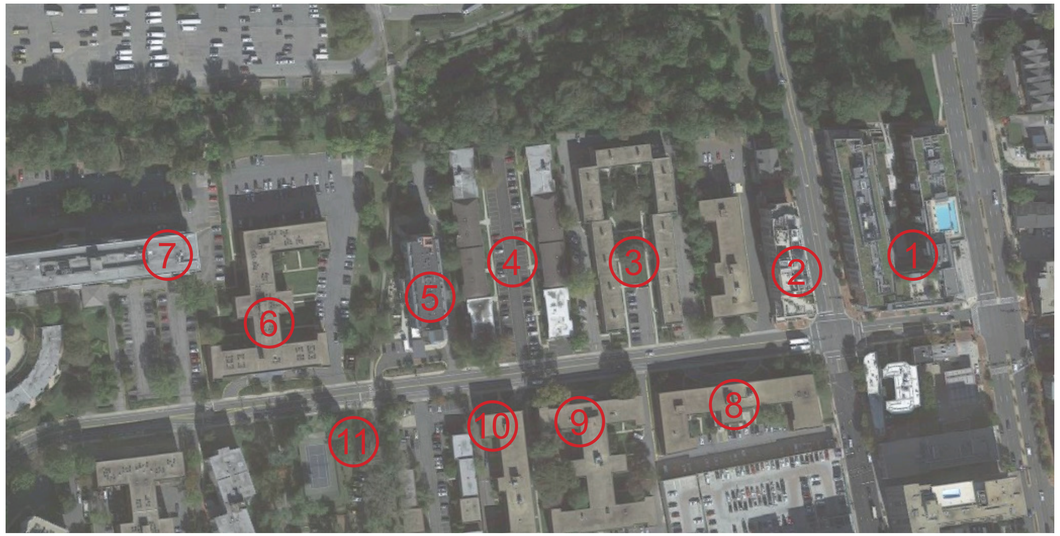
FUTURE DEVELOPMENT OVERVIEW

BATTERY LANE

BETHESDA , MD

A-03

JUNE 14, 2023



Global Luxury Suites

Stonehall Bethesda

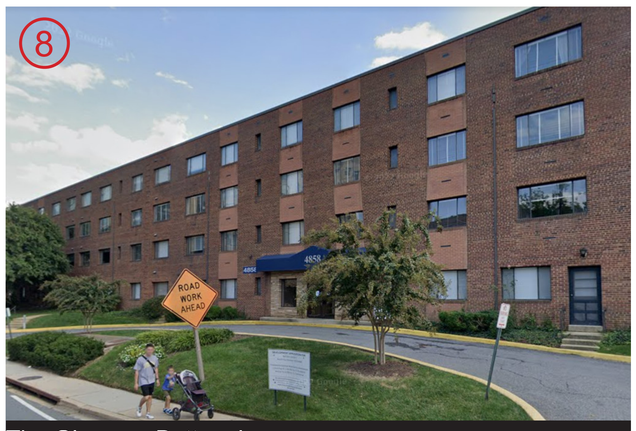
Battery Lane Apartments

Cambridge Square

Surise of Bethesda

The Glens on Battery Lane

Whitehall Condominium



The Glens on Battery Lane

The Glens on Battery Lane

The Glens on Battery Lane

Battery Lane Urban Park

ARCHITECTS COLLABORATIVE INCORPORATED

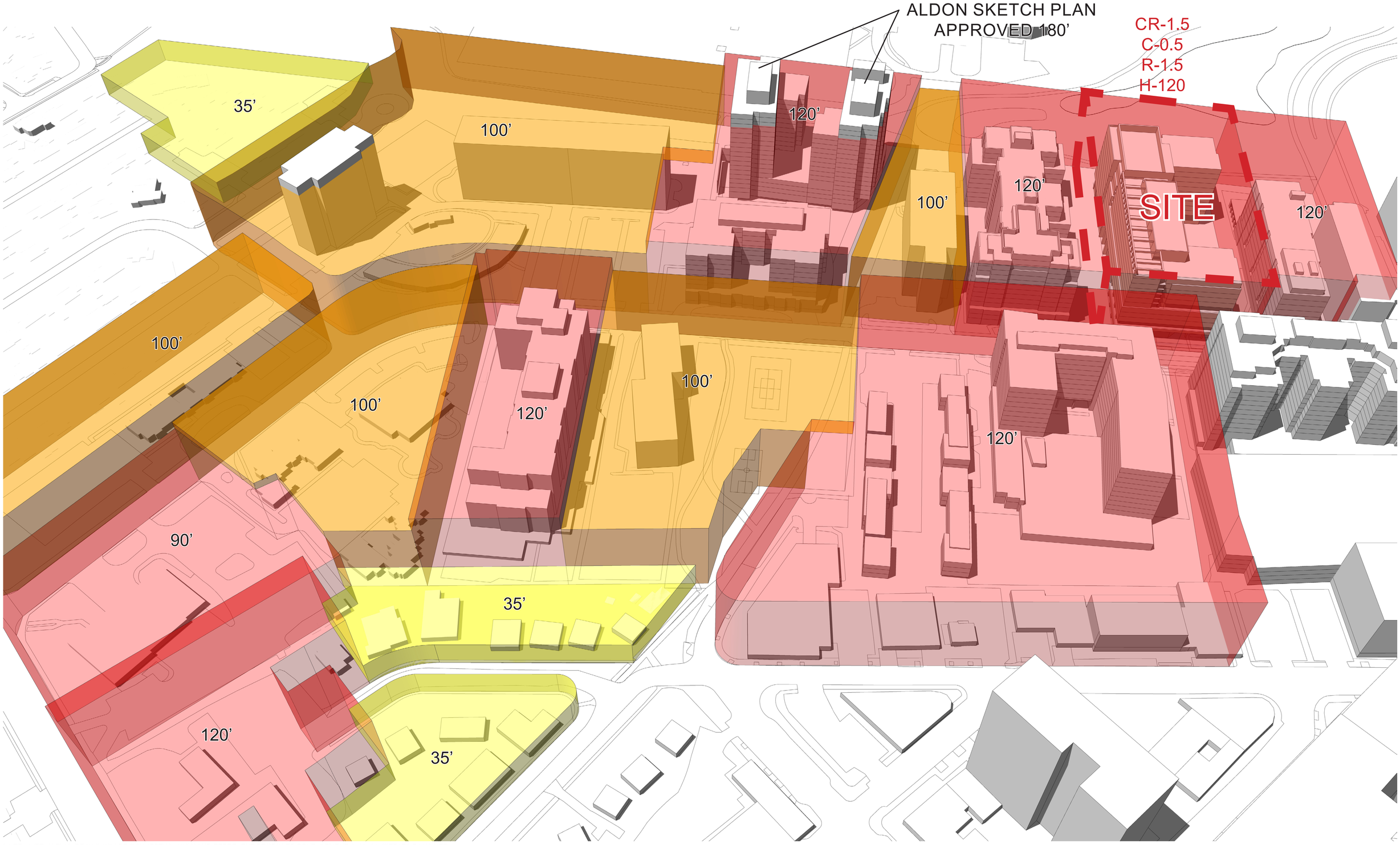
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

EXISTING CONDITIONS

BATTERY LANE
BETHESDA , MD

A-04

JUNE 14, 2023



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

MASSING IN CONTEXT OF MAXIMUM ALLOWABLE HEIGHTS

BATTERY LANE
BETHESDA , MD

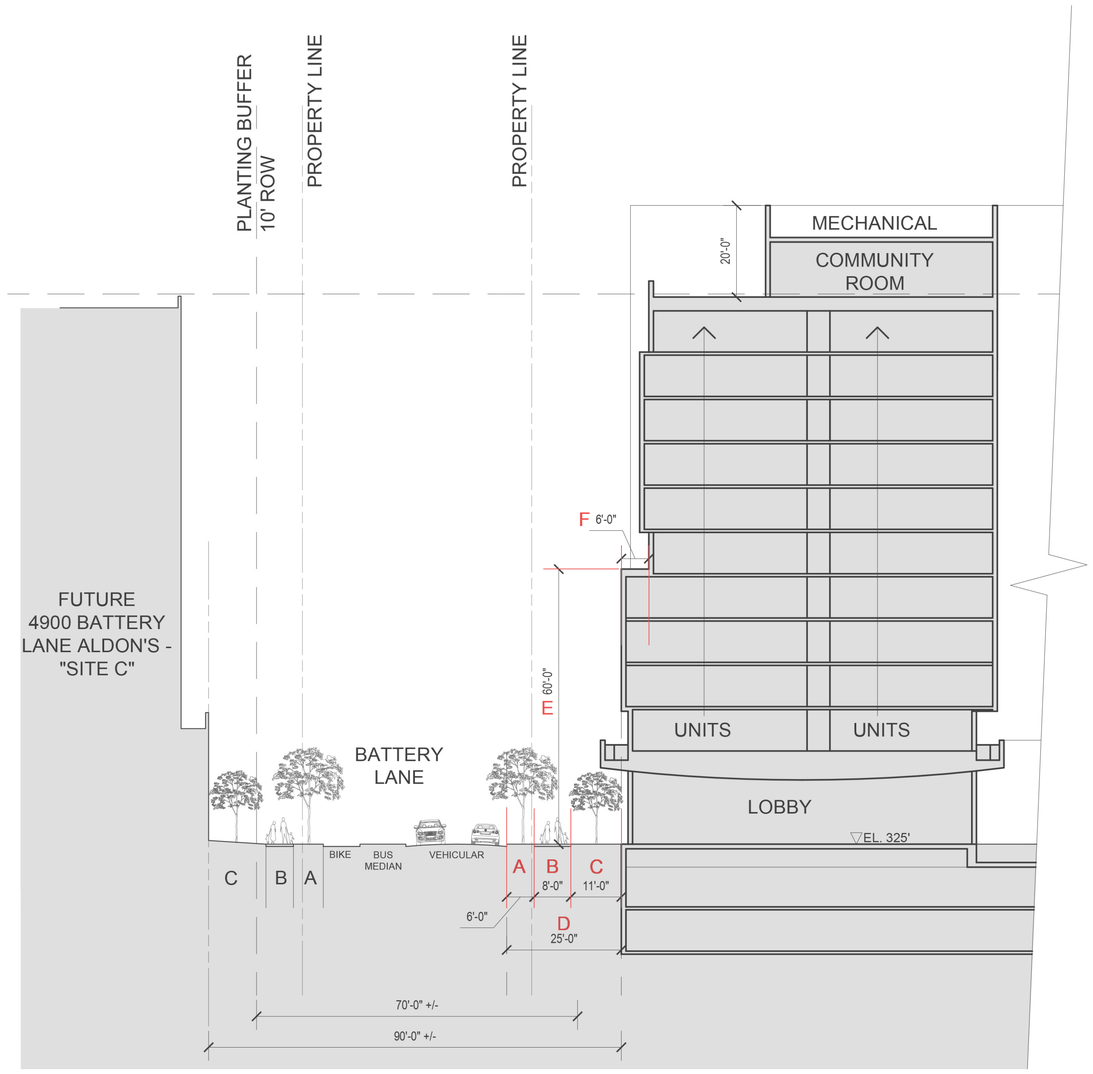
A-05

JUNE 14, 2023

DESIGN GOAL:

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

(Neighborhood Connector)



2.1.6 Neighborhood Connector

Neighborhood Connectors typically accommodate vehicular through traffic for area residents and are often combined with bike facilities and less pedestrian volume than Downtown Mixed-Use and Main Streets. These streets are predominantly lined by multi-unit residential buildings with a range of building heights and auto-oriented commercial uses requiring frequent driveway curb cuts. Examples of Neighborhood Connectors include Bradley Boulevard, Battery Lane and portions of Arlington Road near the outer boundaries of the Downtown Bethesda Plan area.

Intent: Building and sidewalk design along Neighborhood Connectors should provide buffering for pedestrians from through traffic, as well as moderate building setbacks to align with the residential neighborhood character. For residential buildings, elements such as ground-floor amenity space and residential entries are encouraged.

Table 2.05: Neighborhood Connector

Sidewalk Zones

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

Building Placement

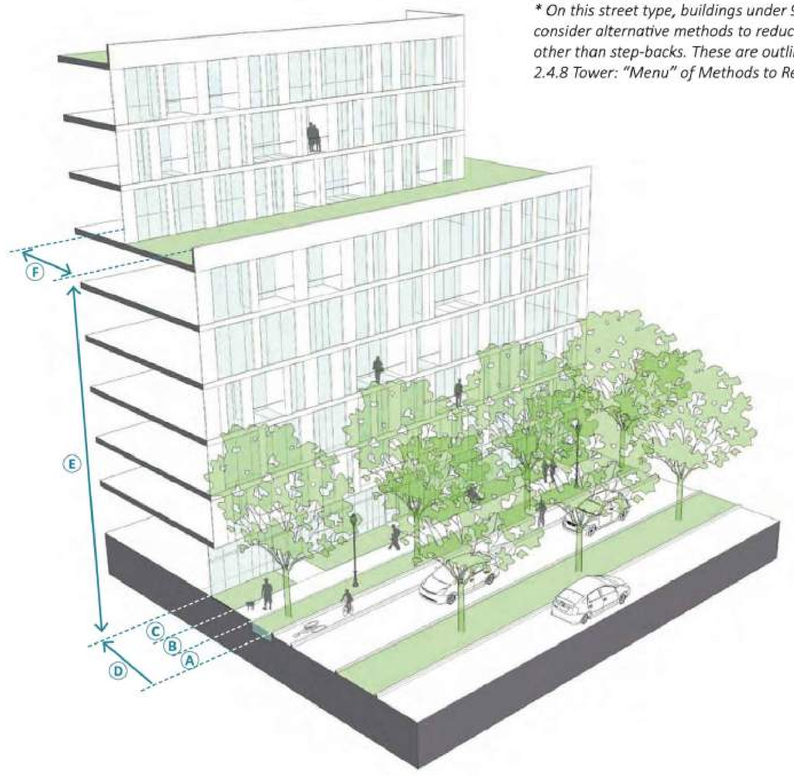
D. Build-to Line: 20 - 25 ft. from street curb

Building Form

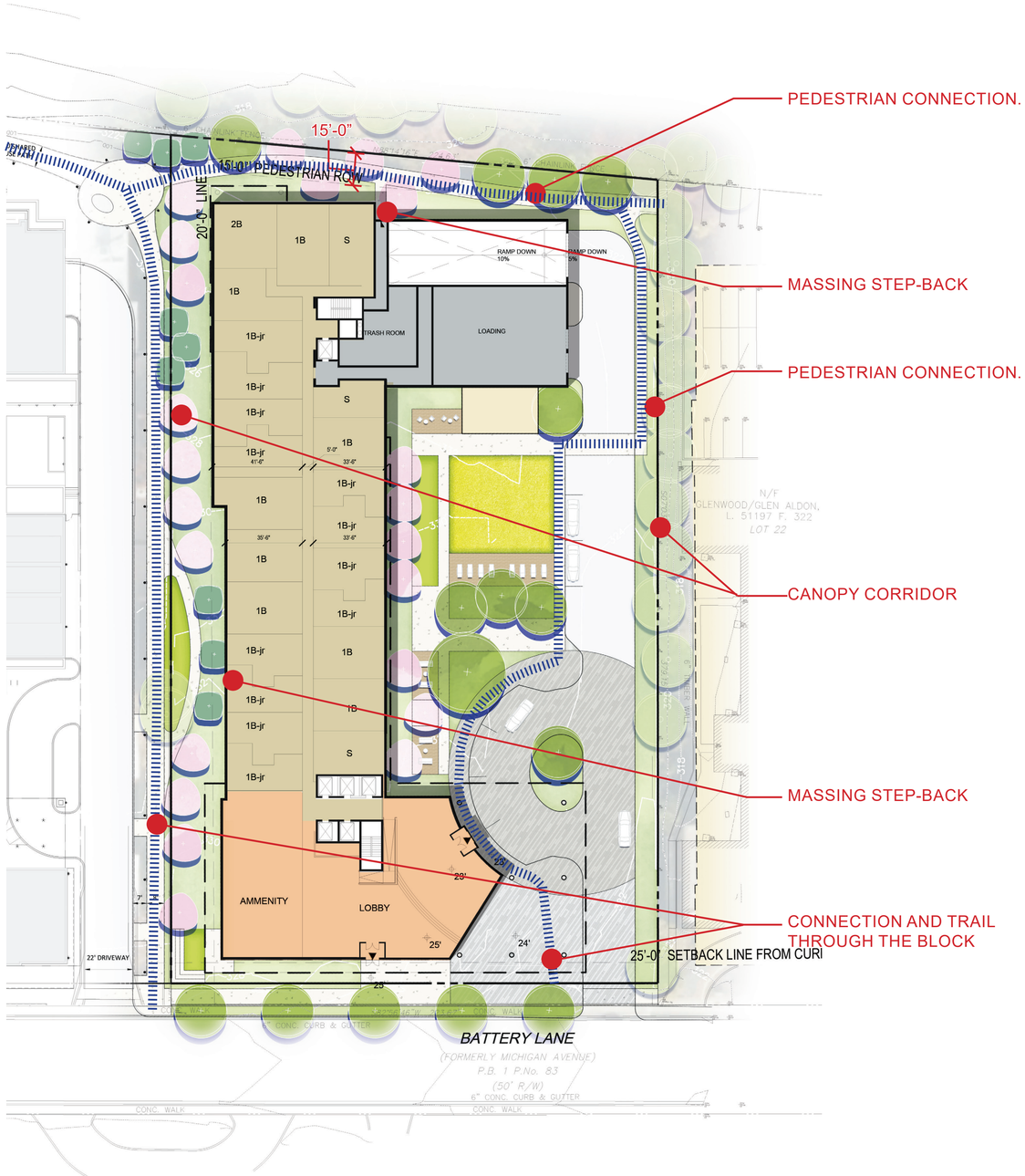
E. Base Height: 3 - 5 stories (35 - 60 ft.)
F. Step-back: 15 - 20 ft.*

Alternative Treatments

** On this street type, buildings under 90 ft. may consider alternative methods to reduce tower bulk other than step-backs. These are outlined in Section 2.4.8 Tower: "Menu" of Methods to Reduce Bulk.*



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



2.1.9 Public Through-Block Connections and Trails

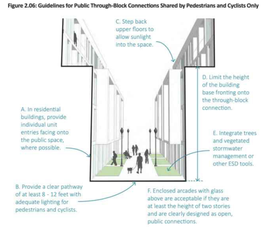
Intent: To improve connectivity for people to walk and bike throughout Downtown Bethesda and create additional outdoor public spaces for residents and visitors to enjoy.

Public Through-block Connections

Public through-block connections are most important within long blocks to provide an efficient pedestrian network to connect to adjacent streets and destinations such as open spaces and transit stations. These connections should be high-quality, open to the sky and wide enough to allow pedestrians and cyclists to pass through comfortably, and others to pause and sit or access building entrances. They should be highlighted through retail that wraps the corner, public art, signage or other design elements, which draw people into the connection from the sidewalk. Landscape can be added to create visual interest, and elements such as paving, lighting, seating, planters or trees should make the connection more inviting. Small-scale, urban recreational uses could also be considered in these spaces.

The aim is to have no more than one through-block connection on a block to not interrupt the continuous building wall. If there are multiple new developments on a block, they are encouraged to have party walls between the base floors to ensure this continuity. If additional gaps are required by building code, consider other uses such as service alleys.

Figure 2.06: Guidelines for Public Through-Block Connections Shared by Pedestrians and Cyclists Only



Woodmont Avenue tree canopy with a double row of trees.

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.

Guidelines:

A. Prioritize street tree planting along existing and proposed bicycle networks to expand linear green corridors.

B. Use appropriate plant species that will thrive in various site conditions and climates. Species should be a combination of native and locally adaptive species lessening water demand while providing biological benefits.

C. Provide soil volumes for canopy trees of no less than 600 cubic feet, as recommended in the Sector Plan. This volume may be achieved through amended soil panels, and where possible, utilize street tree panels for greater soil volumes.

D. Design buildings to allow streets to receive sufficient sunlight to maintain healthy trees along these corridors.

E. Provide the maximum sidewalk width possible to allow for larger canopy, and consider opportunities for double rows of trees.

F. Include additional locations for trees on both private and public property, right-of-way and medians wherever possible.

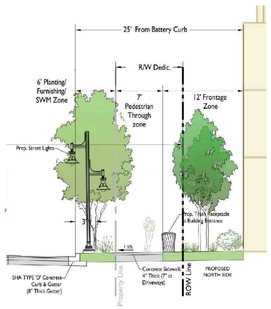
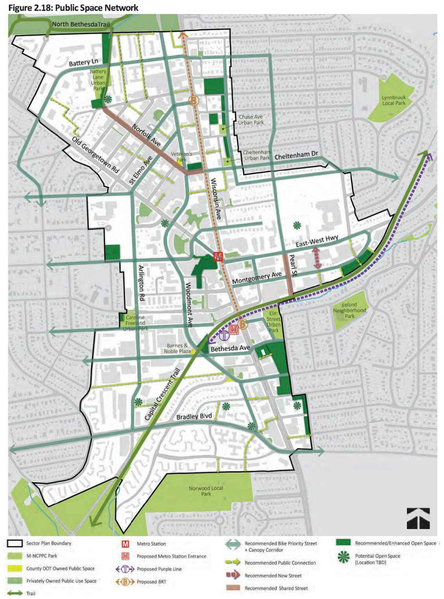


Figure 2.04: Public Through-Block Connections and Trails

** Additional public through-block connections are possible. Exact location and alignment to be determined during the development*

Figure 2.18: Public Space Network



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

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.

Guidelines:

A. Line the ground floor of structured parking with retail or other uses with transparency to maintain an active building edge. Where active uses are infeasible, avoid exposed parking floors along the street through measures outlined in the Zoning Ordinance *Section 6.2.9.D.1 Structured Parking Requirements.*

B. Design exterior of the garage portion of the building to be compatible with the rest of the building facade, in order to enhance the overall architectural quality of the building.

C. Provide a continuous, level and clearly delineated Pedestrian Through Zone across driveways to encourage drivers to yield to pedestrians. Consider applying the same materials across these vehicle access points as the sidewalk, such as brick pavers.

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.

G. Screen vehicle and servicing access areas and trash storage with landscaping or other vertical elements, and design vehicle access doors to incorporate high-quality materials and finishes that are consistent with the building.

H. Vehicle access points should not be located adjacent to a public open space other than through-block connections.

I. Coordinate location of access points with adjacent and confronting properties where possible to ensure a comfortable sidewalk environment and limited conflicts.

J. Provide loading spaces for pick-up and drop-off where feasible to reduce idling in the travel lane.

K. Design structured parking floors to be flexible for future retrofit to other uses where possible.

L. Ensure continuous tree canopy along service areas and lay-by areas to the greatest extent feasible.

M. While not recommended in Downtown Bethesda, surface parking should be designed according to the following:

- Locate the parking on the back of the building, with the building fronting the primary streets and sidewalks.
- For interim lots, design the parking to provide flexibility for temporary events such as pop-up events and public gatherings to maintain an active street edge. See *Section 2.5 Creative Placemaking*.

Servicing Operations:

The dense urban grid presents both challenges and opportunities for loading and trash collection. Without alleys, trucks and other delivery vehicles have to make complex maneuvers on the streets to access the buildings' loading areas where they exist or simply operate from the streets themselves when the buildings they serve don't have off-street loading facilities. When trucks must access buildings from streets, especially high volume corridors, the loading areas create conflicts with pedestrians. When loading

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

2.4.6 Tower: Separation Distance

Intent: To allow access to light and air, limit the impact of shadows on the public realm and reduce the extent of large blank walls as new buildings develop at or near the property line.

Guidelines:

A. Separate tower floors at least 45 to 60 feet (22.5 to 30 feet from the side and rear property lines).

B. Provide a continuous building base along the lower floors.

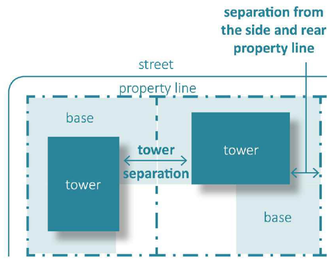
C. Avoid building towers to the property line creating expansive blank party walls that are imposing on the pedestrian environment.

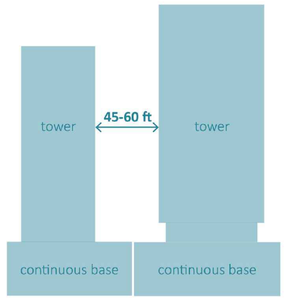
Alternative Treatments:

Buildings below 120 feet or with limited property size/width/depth may reduce tower separation or consider party walls. If party walls are necessary, mitigate their visual impact with elements such as public art, lighting, texture and/or patterning that provide visual interest and are appropriate to the context and architecture of the building.

Where existing neighboring building towers are built to or close to the property line, new development should aim to achieve the total tower separation where possible. However, at a minimum, the new building tower levels should provide the separation distance indicated in *Guideline 2.4.6 A* from the side and rear property lines, except where building to the lot line could better address an existing blank wall condition.

Varied geometry in a building's upper floors, and facade modulation between buildings can also be used as methods to increase the perception of tower separation and allow access to light and air.





2.4.2 Base: Building Placement

Intent: To create a continuous street wall to frame the sidewalk and create a more comfortable outdoor room for pedestrians to encourage walking throughout the downtown.

Guidelines:

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

B. Buildings taller than 200 feet that do not step back the upper floors should have a build-to-line of at least 20-30 feet.

C. Where existing building lines for adjacent properties are set back more than the recommended build-to-line, buildings may be placed to align with this existing building line as long as it is within 5 feet of the recommended build-to line.

D. Exceptions to the building placement guidelines include through-block connections and open spaces recommended in the sector plan, entrances and articulation for architectural interest.

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

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

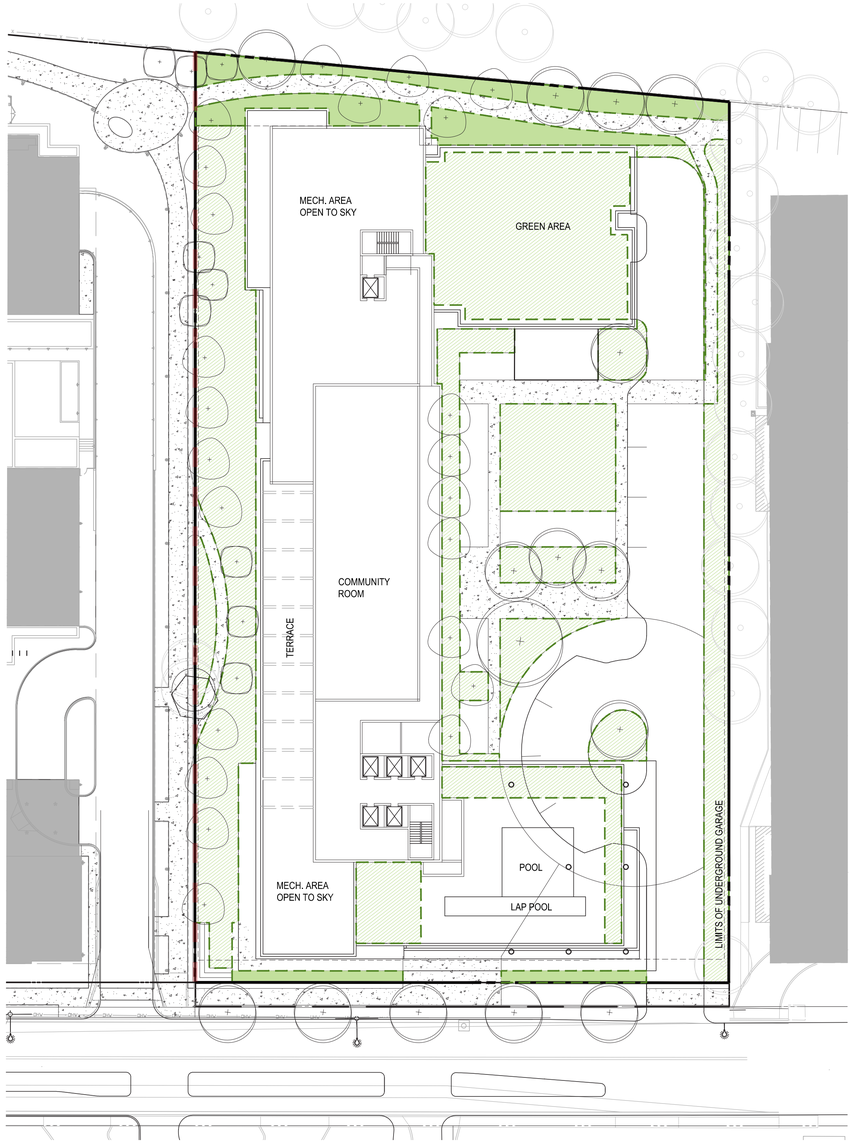
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

DESIGN GUIDELINES - TOWER SEPARATION & BUILDING PLACEMENT

BATTERY LANE
BETHESDA , MD

A-10

JUNE 14, 2023



2.3.2 Green Cover

Intent: The green cover guidelines are intended to increase overall tree canopy cover, expand green corridors, reduce heat island effect, improve air quality and carbon sequestration capacity and improve ecological biodiversity. See the Sector Plan *Section 2.4.1 Urban Green*.

Guidelines:

On private property, provide a minimum of 35 percent* green cover, which may include singularly or a combination of the following:

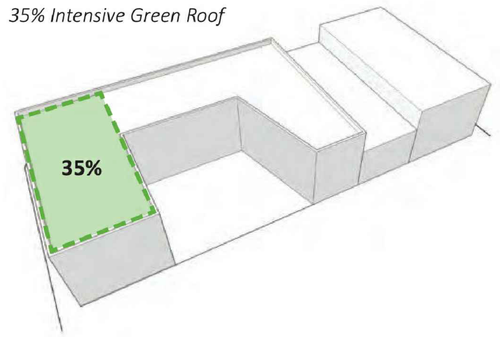
A. Intensive green roof (6 inches or deeper) on 35 percent of rooftop.

B. Tree canopy cover on 35 percent of landscape.

C. A combination of tree canopy and intensive green roof for a total green cover of 35 percent or greater.

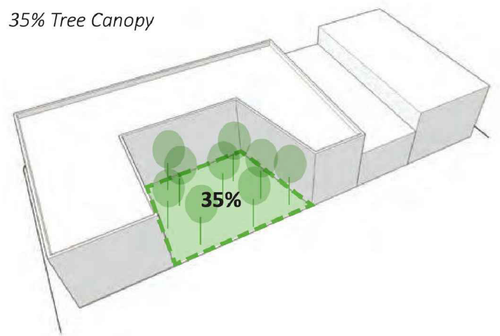
** If on-site energy generation requires the use of the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.*

35% Intensive Green Roof



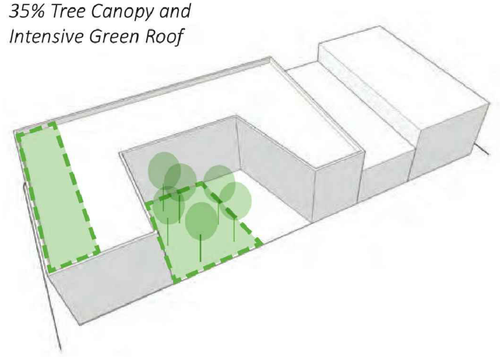
OR

35% Tree Canopy



OR

35% Tree Canopy and Intensive Green Roof

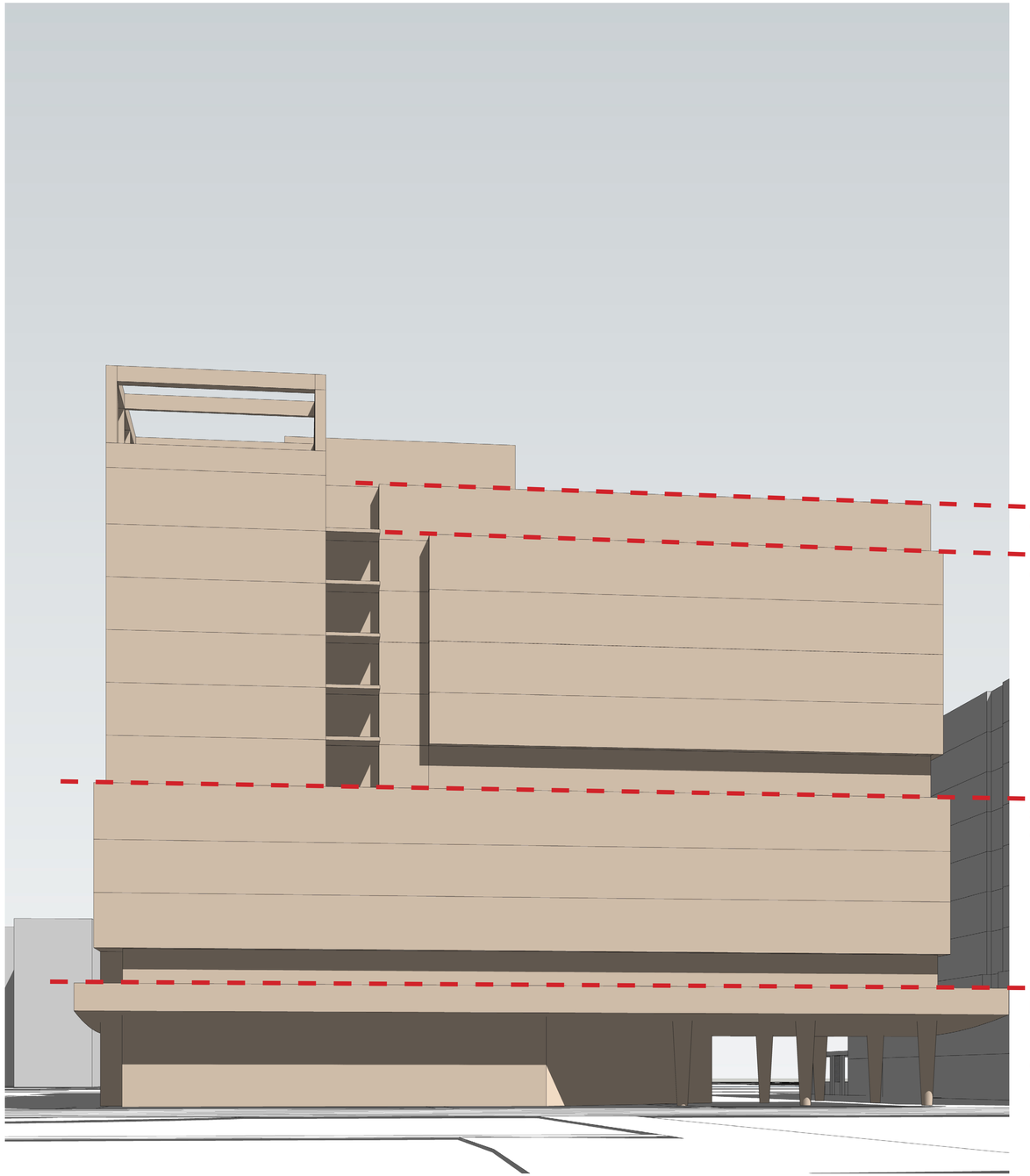


LEGEND

GREEN ROOF
(ON STRUCTURE)

Green Cover (%)	*Required SF*	*Required %*	*Proposed SF*	*Provided %*
Site Area	84,885			
Green Cover Area	29,710	35%		
Ground Level Planting	-	-	4,068	
Green Roof / Planting Over Structure	-	-	25,642	
Total	-	-	**29,710**	**35%**

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



2.4.7 Tower: Step-Back

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

Guidelines:

A. Retain a tower step-back across the majority of the building frontage. The building's full height may be expressed to the ground on important corners, to mark primary entryways or to balance the massing composition with vertical elements.

B. Encourage undulating, curved or angled tower step-backs if the average step-back meets the guidelines for the street type. This expressive geometry can increase visual interest on prominent sites near major open spaces and corners.

C. Allow balconies to encroach in the step-back if they do not significantly add to the perceived bulk and mass of the building's upper floors.

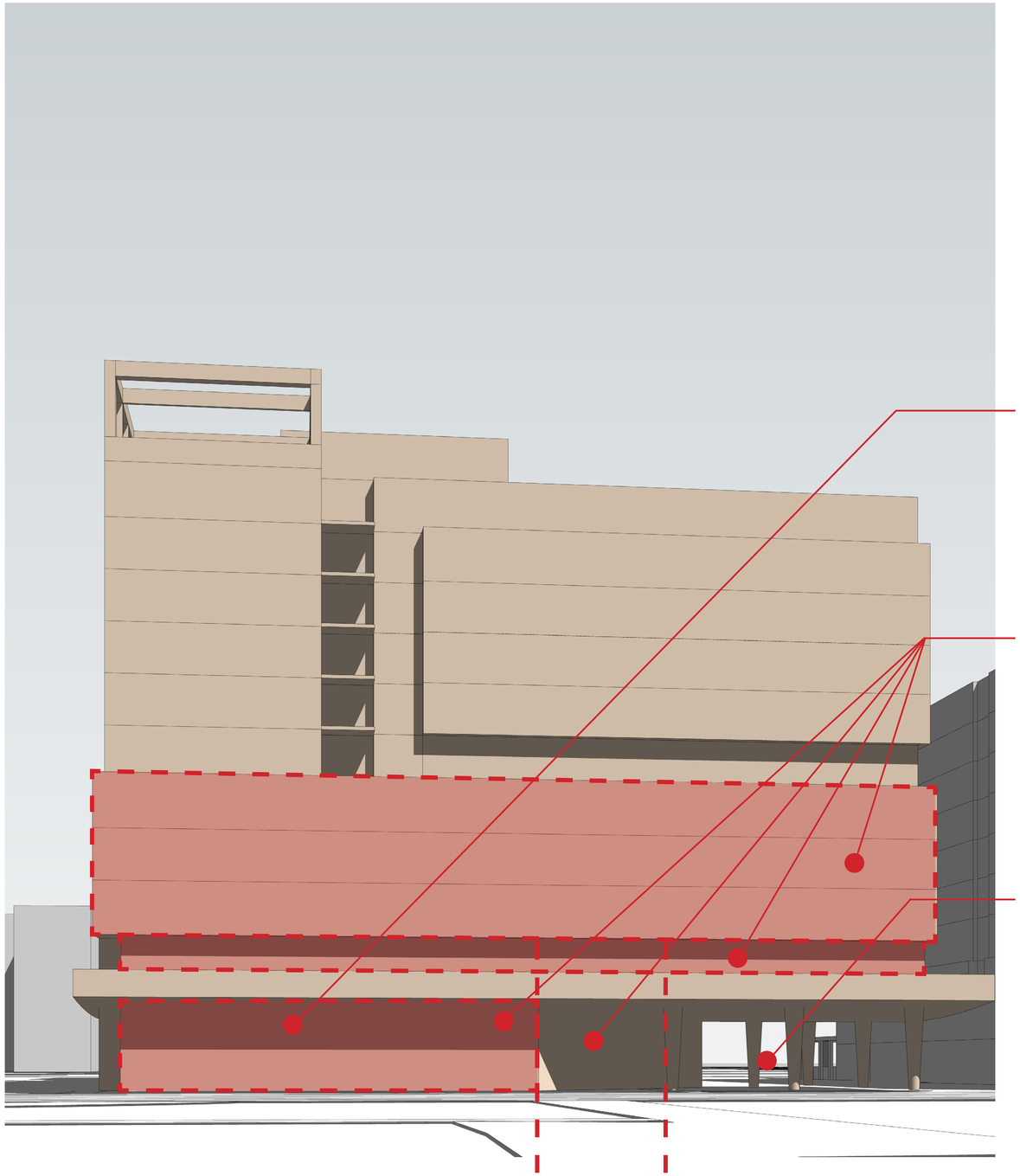
Alternative Treatments:

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

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

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

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



2.4.3 Base: Street Activation

Intent: To encourage pedestrian activity by providing ground-floor and base design elements that engage with the sidewalk environment.

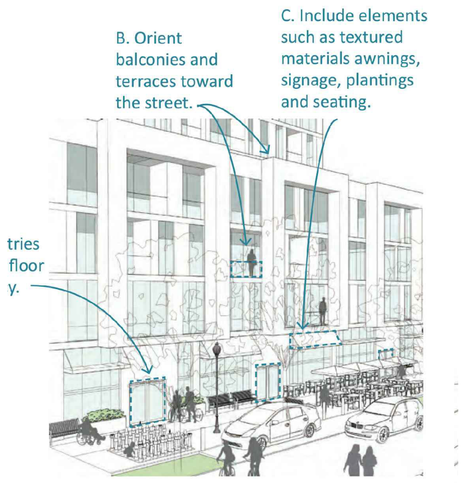
Guidelines:

A. Provide frequent entries, transparency and operable walls where possible to encourage visual and physical connections between the ground floor and the public sidewalk. Avoid long blank walls along the sidewalk.

B. Orient private balconies and terraces toward the street to encourage an interface between the private and public realms and to create eyes on the street.

C. Include elements such as textured materials, awnings, plantings, signage and seating to create a visually engaging and inviting building edge to frame the sidewalk and create stopping points to relax, gather and socialize.

D. Place particular focus on active ground floor design along the portions of streets identified as the recommended retail nodes in the *Retail Planning Strategy for the Downtown Bethesda Plan*.



2.4.4 Base: Variation and Articulation

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

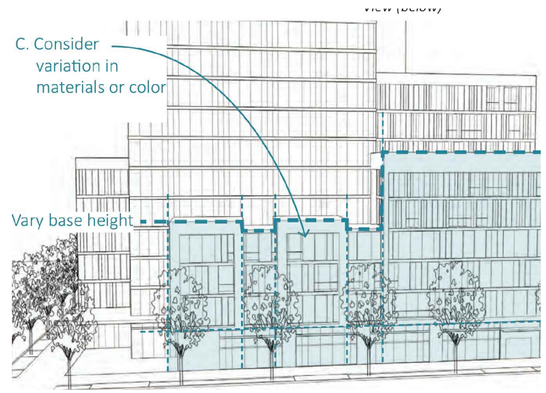
Guidelines:

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.

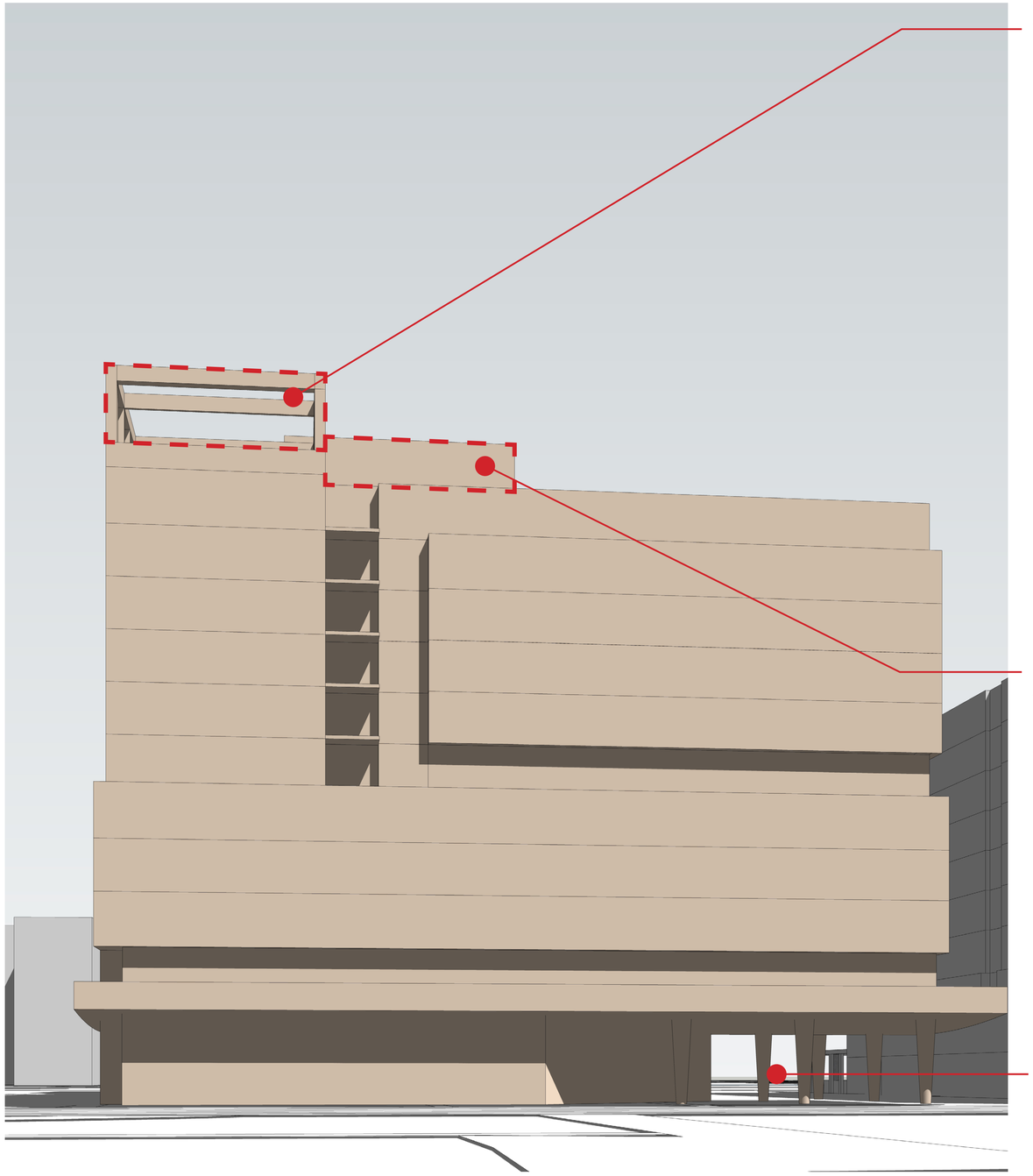
B. Provide plane changes in the facade that create significant vertical and horizontal breaks, and shadow lines on the facade.

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

D. Avoid cantilevering the majority of the building mass over the Frontage Zone, public sidewalk or public open space to prevent interfering with street trees and blocking access to sunlight and sky views for pedestrians.



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



2.4.9 Top: Tower Top

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

Guidelines:

A. Encourage unique design of tower tops that can enhance the image of Bethesda as an innovative downtown, welcoming new businesses, residents and visitors.

B. Taper tower tops where possible to reduce the perceived bulk of tall buildings.

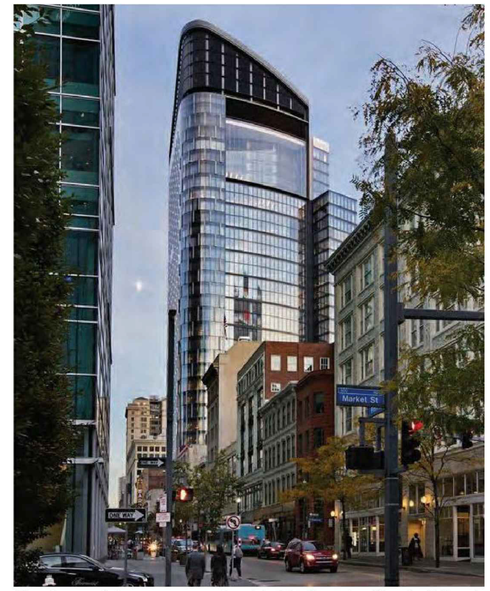
C. Integrate energy efficiency into the design of tower tops, including solar panels and passive heating and cooling elements.

D. Consider the views of the rooftop composition from adjacent buildings when designing building tops.

E. Not all tall buildings should have a sculptural top. However, mechanical penthouses and rooftop amenity spaces should in all cases be designed to harmonize with the overall building composition.

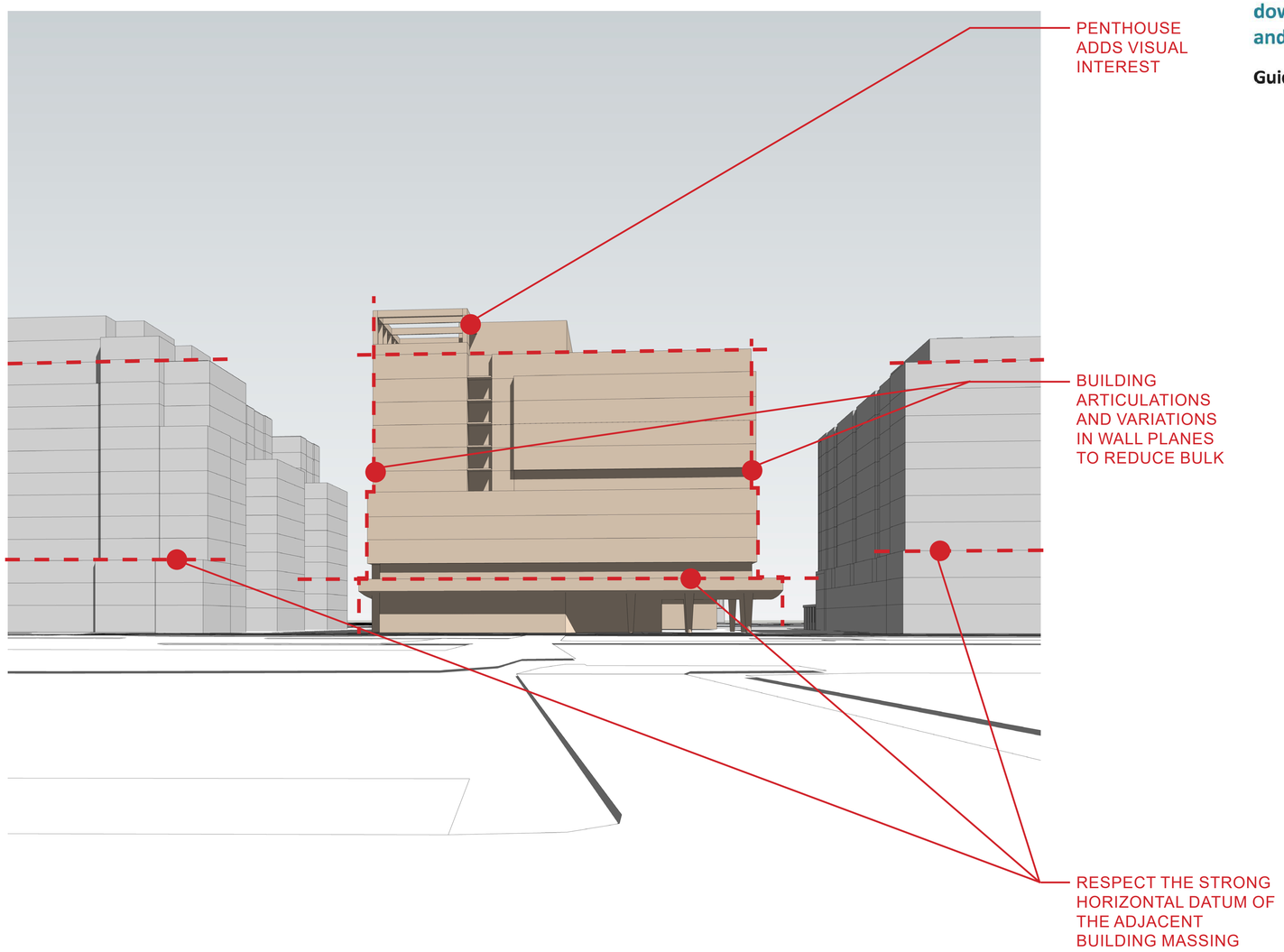
F. Enclosures for rooftop amenity spaces should either contribute to the creation of expressive tops, or otherwise be set back from the roof line and limited to a portion of the roof area so as to not be perceived from surrounding streets and public spaces.

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



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

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



2.4.1 Compatibility

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

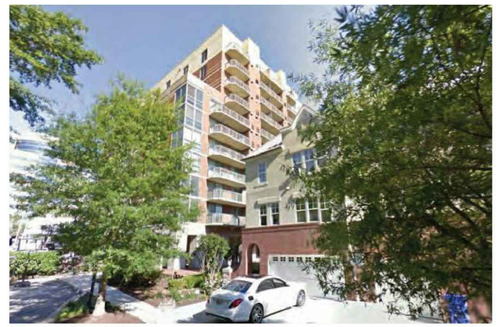
Guidelines:

A. Maintain the character of small-scale retail streets by creating ground-floor retail with awnings, signage and bays that reflect the dimensions and design of adjacent existing stores. Step back upper floors to continue the pedestrian experience along the sidewalk of a low to mid-rise building edge.

B. Provide transitions to surrounding neighborhoods by including elements such as:
   - Stepped-down building heights.
   - Individual entries to ground-floor units.
   - Setback transitions to residential properties with front yard setbacks.
   - Increased landscaping in the frontage zone and planting/furnishing zone.
   - Fine-grain building articulation, such as variations in wall planes, colors, materials and textures.

C. Study the impacts of new development on public open spaces. Limit shadows where possible and provide active ground floors with entrances and windows onto public open spaces, avoiding orienting the backs of buildings to these spaces.

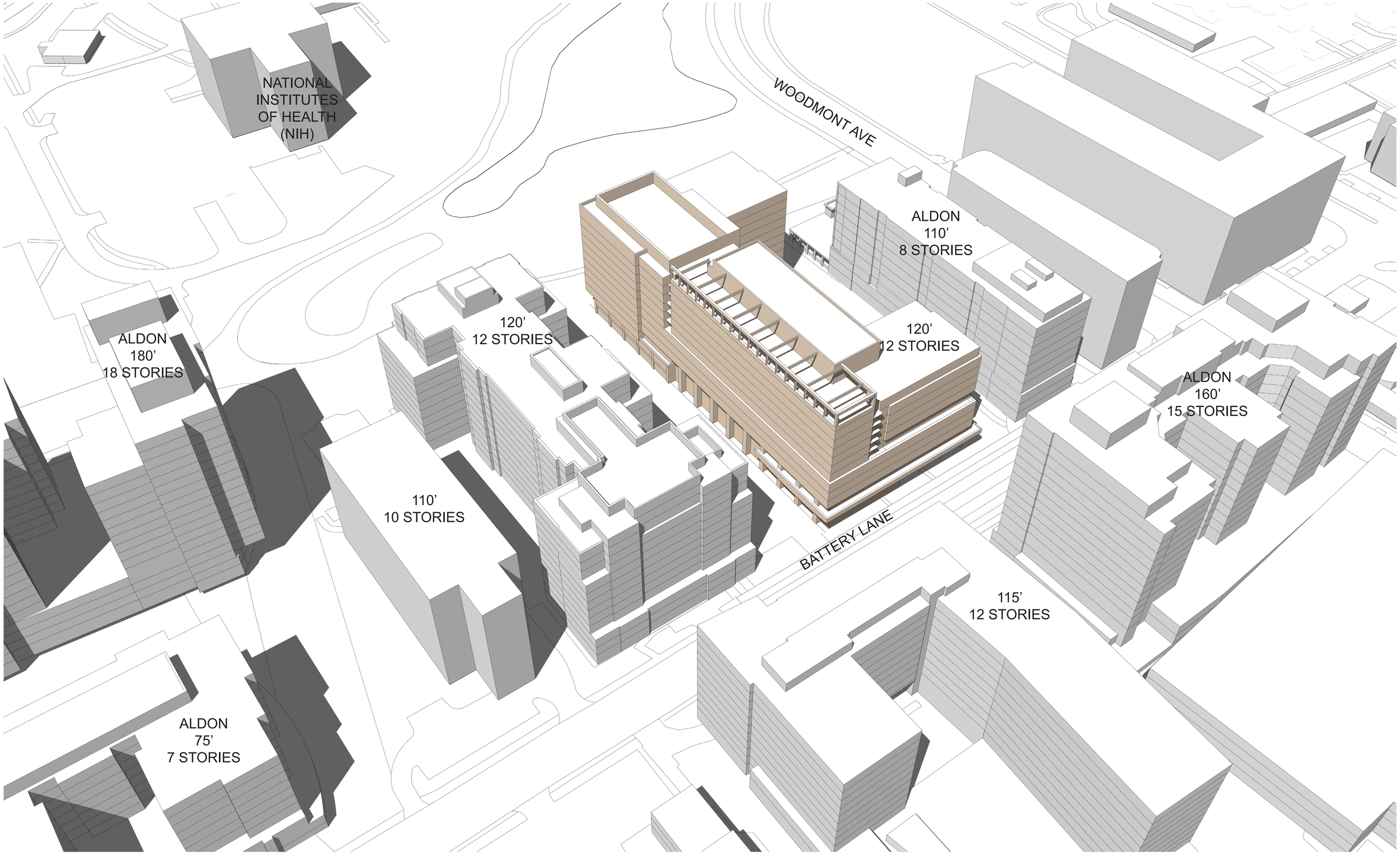
Norfolk Avenue has a unique scale and character that should be reflected in future development.



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

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

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

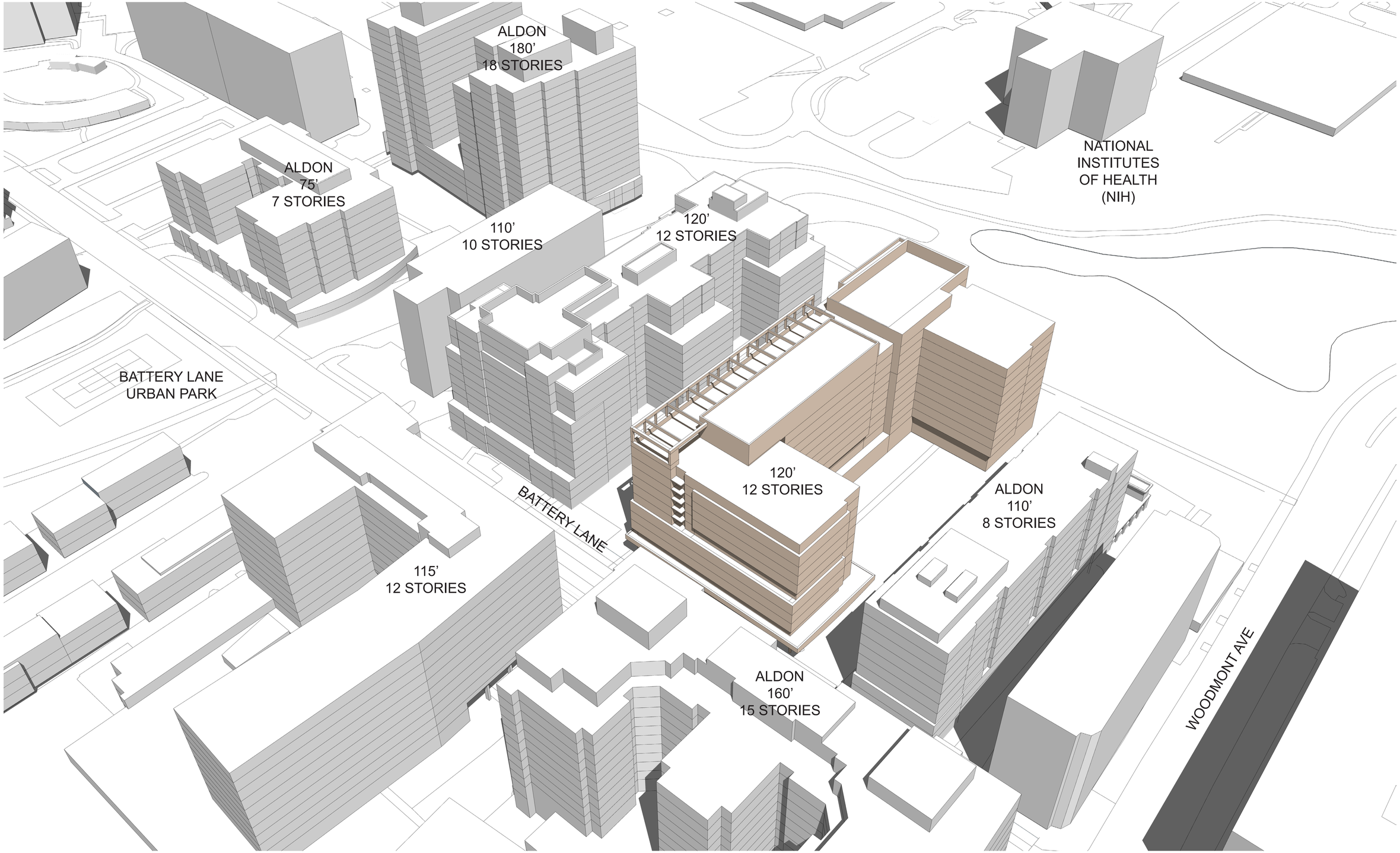
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

MASSING IN CONTEXT TO EXISTING BUILDINGS

BATTERY LANE
BETHESDA , MD

A-16

JUNE 14, 2023



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

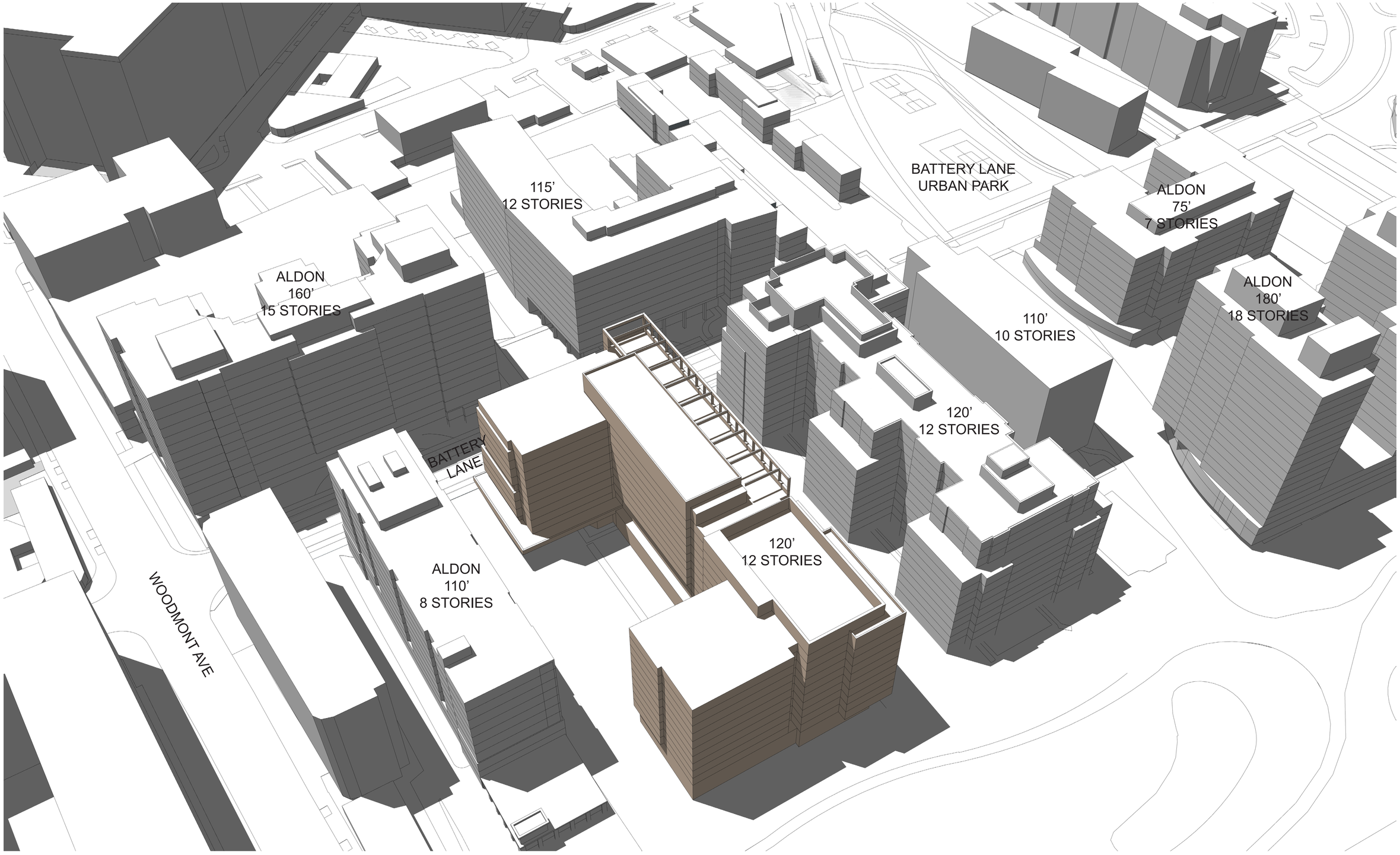
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

MASSING IN CONTEXT TO EXISTING BUILDINGS

BATTERY LANE
BETHESDA , MD

A-17

JUNE 14, 2023



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

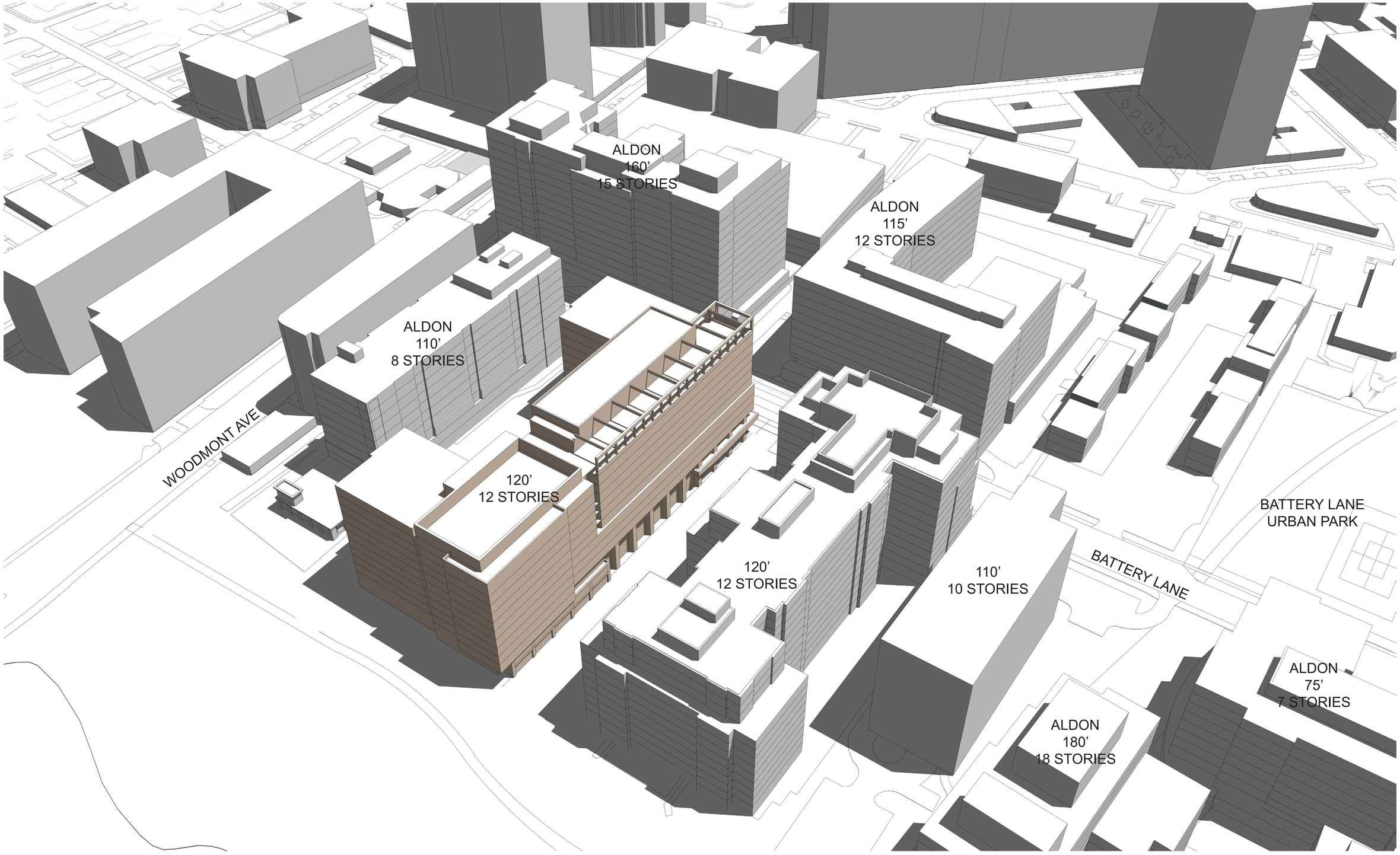
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

MASSING IN CONTEXT TO EXISTING BUILDINGS

BATTERY LANE
BETHESDA , MD

A-18

JUNE 14, 2023



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

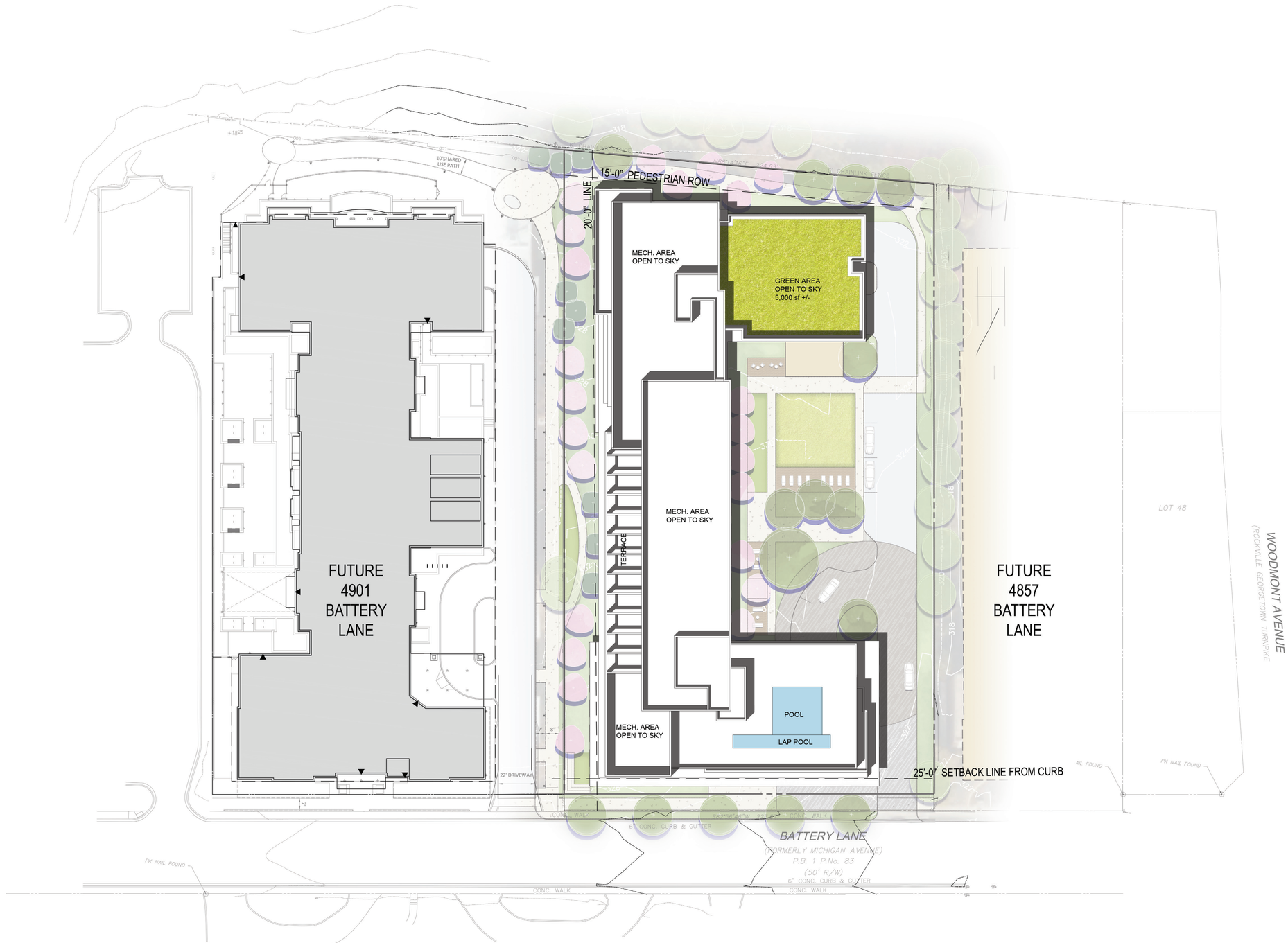
GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

MASSING IN CONTEXT TO EXISTING BUILDINGS

BATTERY LANE
BETHESDA , MD

A-19

JUNE 14, 2023



ROOF/SITE PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

FLOOR PLAN

BATTERY LANE
BETHESDA , MD

A-20

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

JUNE 14, 2023

GROUND FLOOR PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

KOSSOW MANAGEMENT CORPORATION | GELMAN COMPANIES | LerchEarlyBrewer | VIKA

FLOOR PLAN

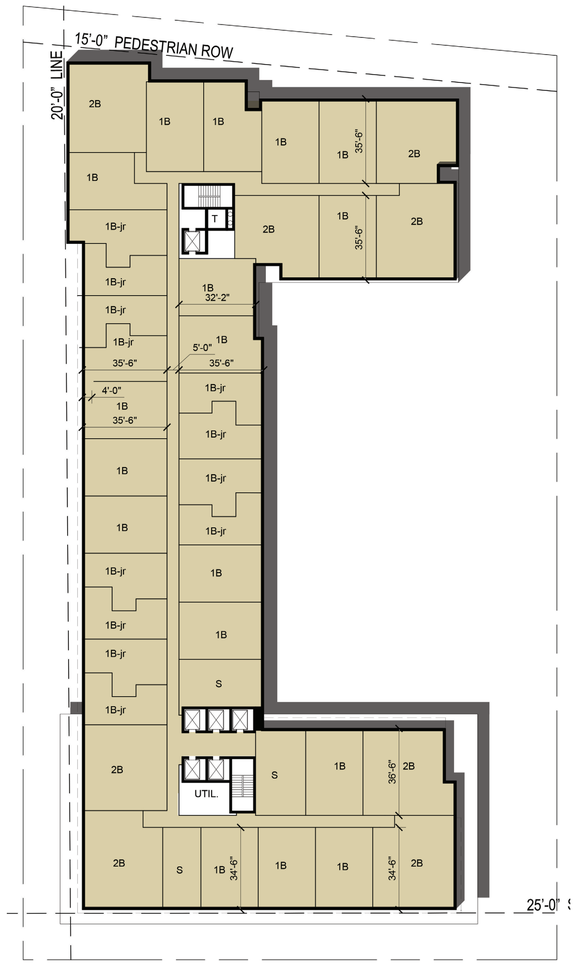
BATTERY LANE

BETHESDA , MD

A-21

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

JUNE 14, 2023



3RD FLOOR PLAN

2ND FLOOR PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

FLOOR PLANS

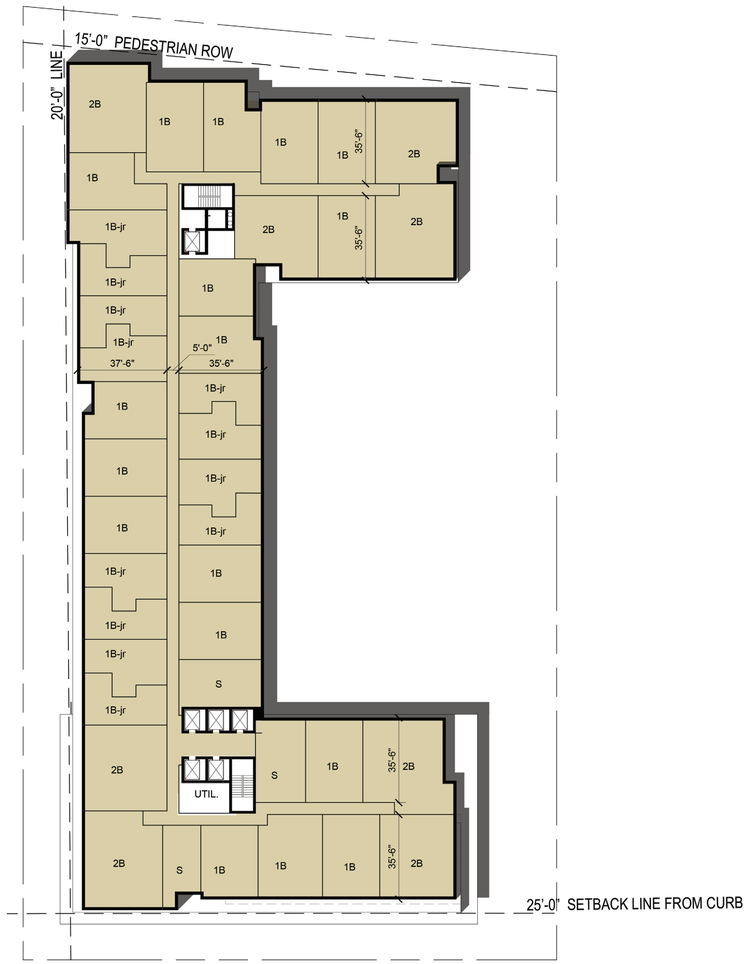
BATTERY LANE

BETHESDA , MD

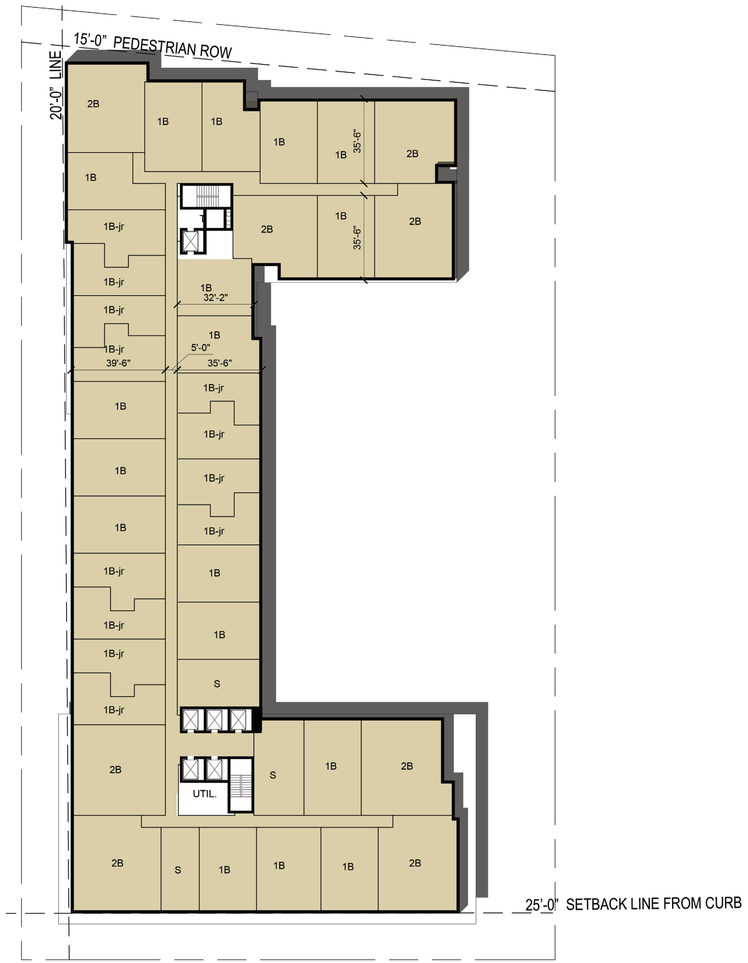
A-22

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

JUNE 14, 2023



7TH FLOOR PLAN



4TH-6TH FLOOR PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

FLOOR PLANS

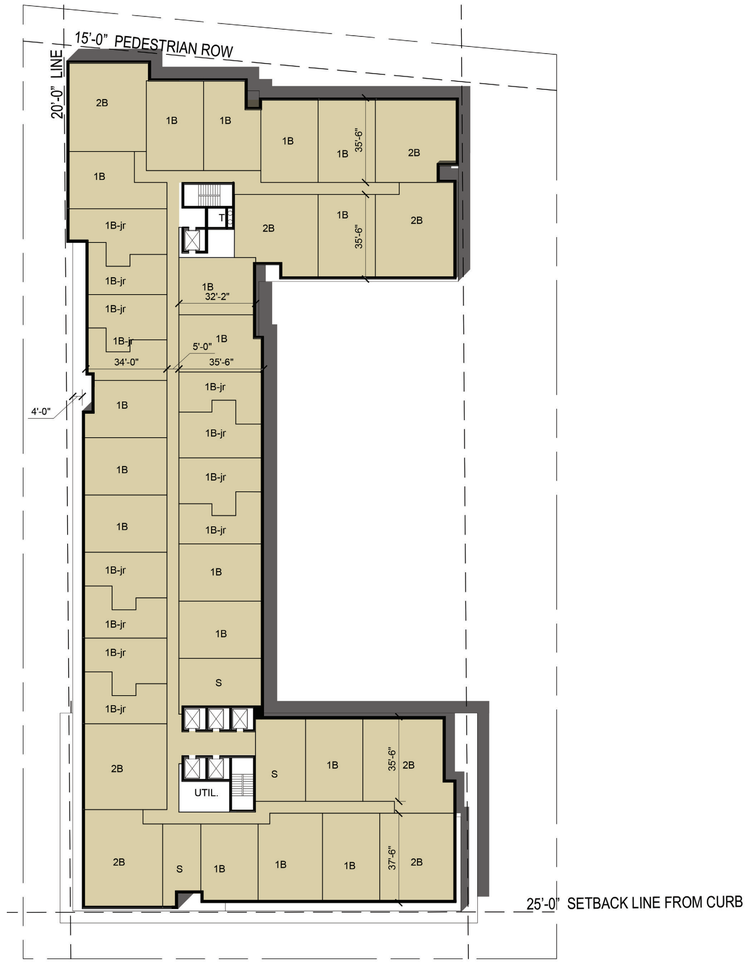
BATTERY LANE

BETHESDA , MD

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

A-23

JUNE 14, 2023



12TH FLOOR PLAN

8TH-11TH FLOOR PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

FLOOR PLANS

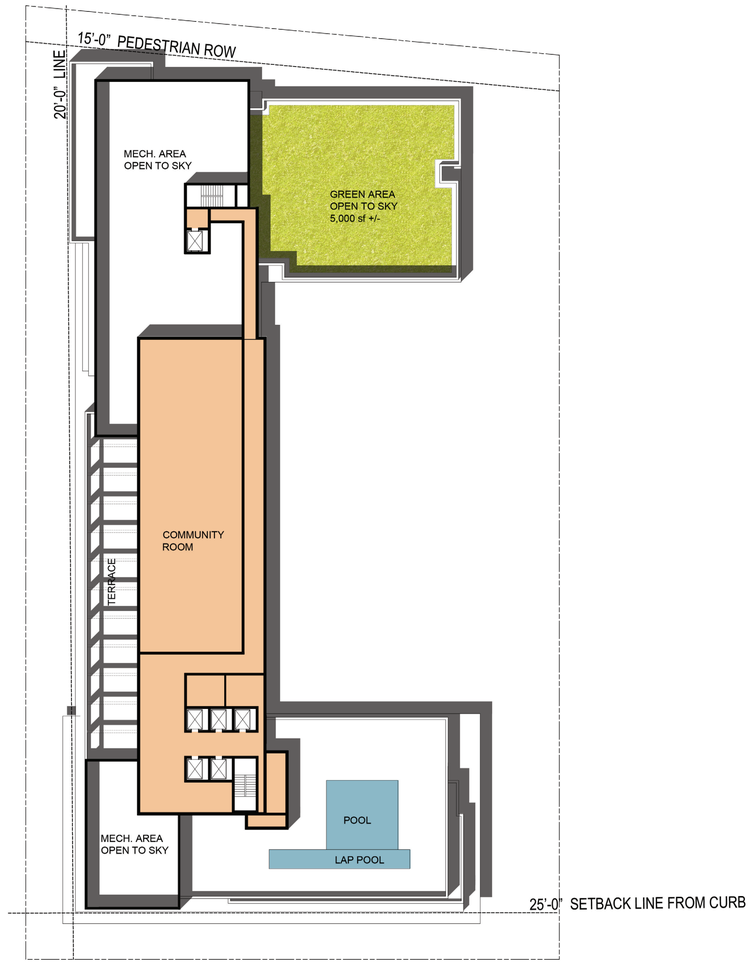
BATTERY LANE

BETHESDA , MD

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

A-24

JUNE 14, 2023



PENTHOUSE PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

FLOOR PLANS

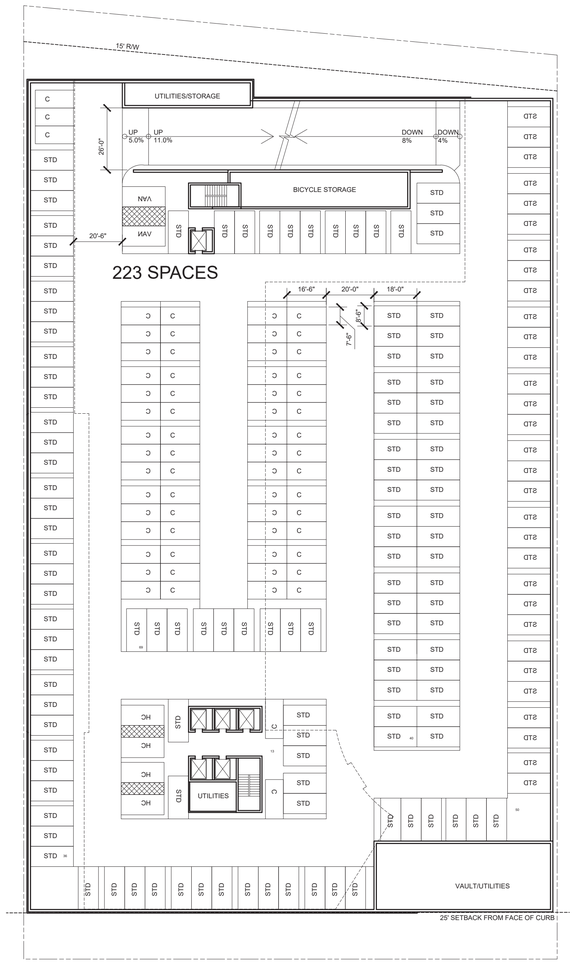
BATTERY LANE
BETHESDA , MD

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

A-25

JUNE 14, 2023

G-2 GARAGE PLAN



G-1 GARAGE PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

FLOOR PLANS

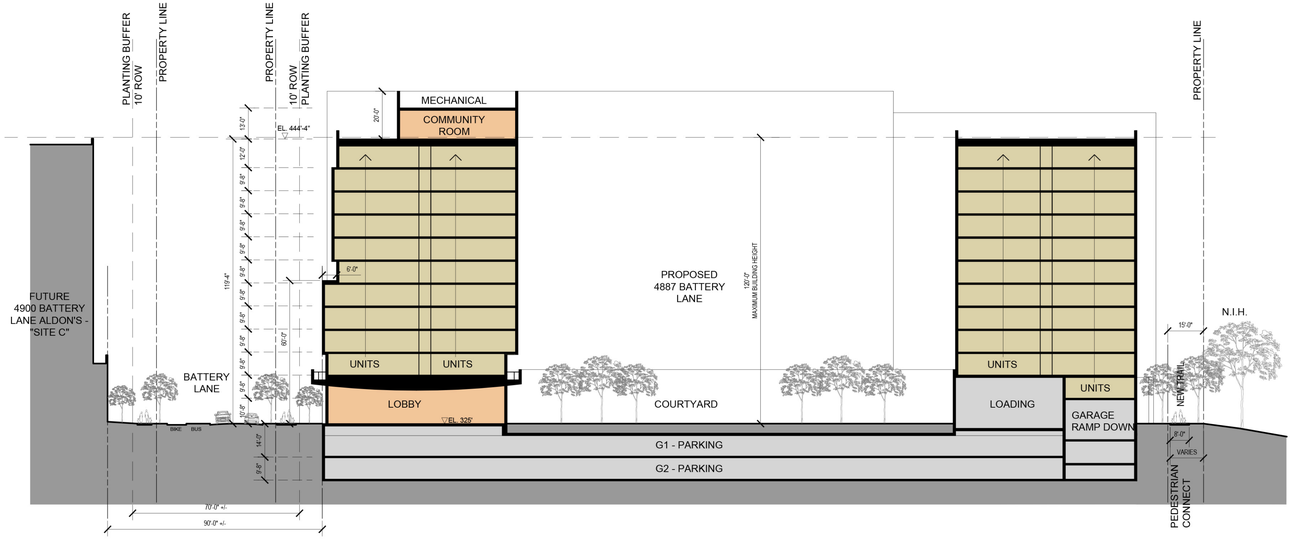
BATTERY LANE

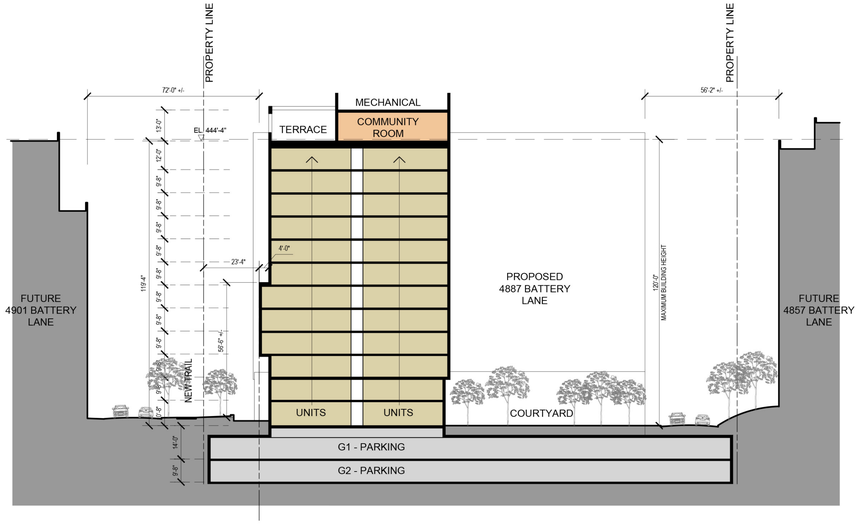
BETHESDA , MD

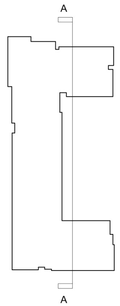
0' 15' 30' 60'
SCALE: 1" = 30'-0"

A-26

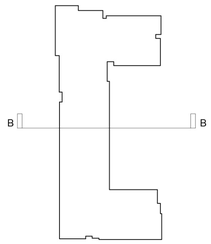
JUNE 14, 2023







KEY PLAN



KEY PLAN

NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

SECTION

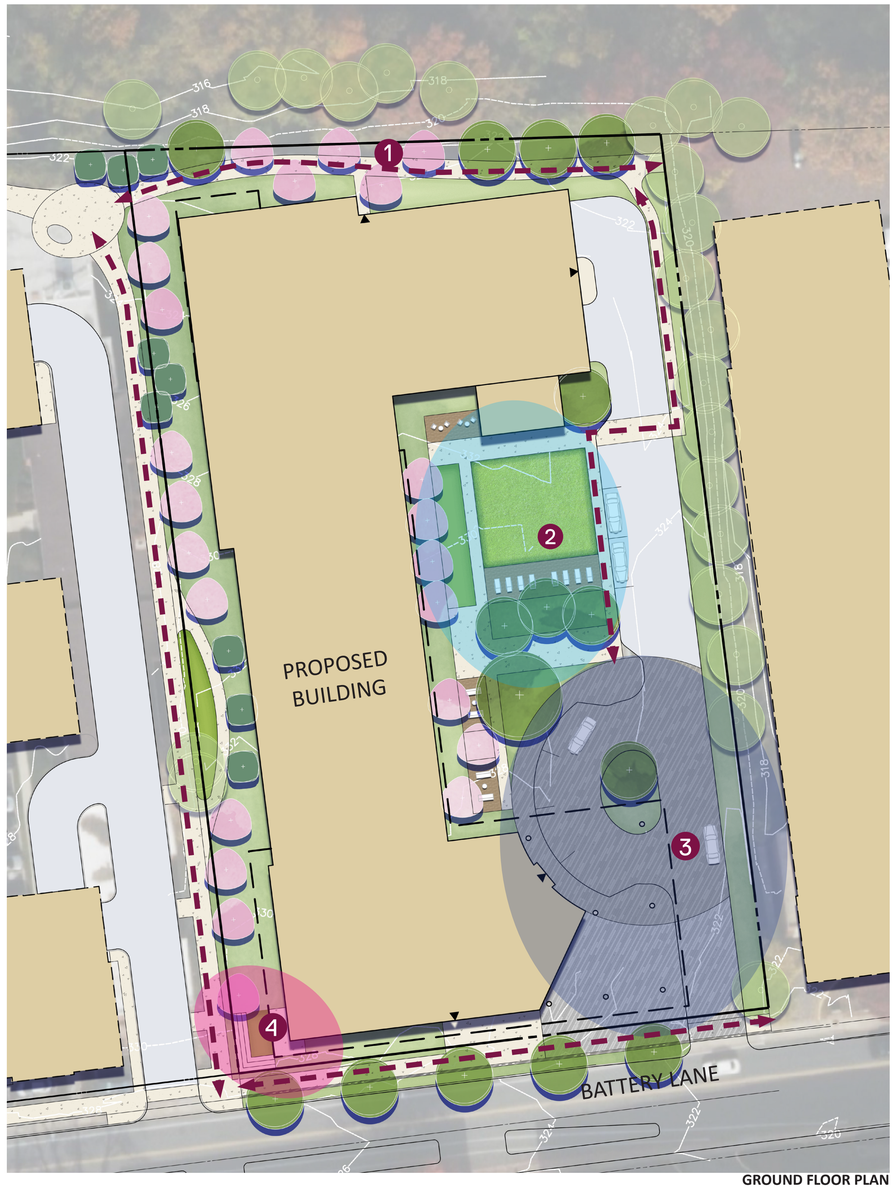
BATTERY LANE

BETHESDA , MD

A-27

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

JUNE 14, 2023



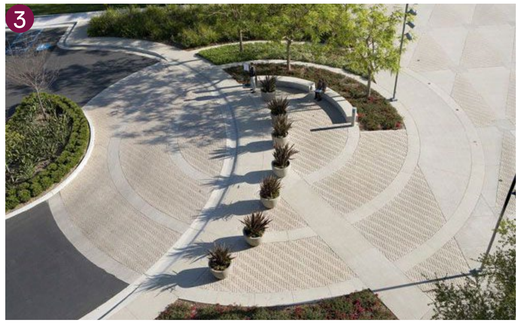
GROUND FLOOR PLAN

ENTRANCE PLAZA

CORNER PLAZA

PLAY AREA

CIRCULATION



NOTE: SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER.
FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

ARCHITECTS COLLABORATIVE INCORPORATED

GELMAN COMPANIES | KOSSOW MANAGEMENT CORPORATION | LerchEarlyBrewer | VIKA

LANDSCAPE CONCEPT

BATTERY LANE

BETHESDA , MD

A-28

JUNE 14, 2023

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