

Bethesda Downtown Design Advisory Panel (DAP)

Submission Form (Revised March 2020)

PROJECT INFORMATION

Project Name	
File Number(s)	
Project Address	

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

APPLICANT TEAM

	Name	Phone	Email
Primary Contact			
Architect			
Landscape Architect			

PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF/FAR)	Requested BOZ Density (SF/FAR)	MPDU %
Project Data					
Proposed Land Uses					

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): _____

	Recommended	Provided	Alternative Compliance?
Sidewalk Zone			
Planting/Furnishing Zone			
Pedestrian Thorough Zone			
Frontage Zone			
Building Placement			
Build-to Line (from street curb)			
Building Form			
Base Height			
Step-Back			

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'		
Step-Back	Per Street Type		
Bulk Reduction Methods			

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): _____

- 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



SITE PLAN APPLICATION
7025-7039 Strathmore Street DAP Narrative and Project Description

I. Introduction

Strathmore Apartments “I” Limited Partnership and Strathmore Apartments “II” Limited Partnership (“Applicant”) submit this application for Site Plan approval for the proposed redevelopment of certain real property known as Parts of Lot 1 and 4 and all of Lots 2 and 3, Block 2, as shown on Plat No. 653 recorded in Land Records from Montgomery County. The subject property is located on the southeast corner of Woodmont Avenue and Strathmore Street with an address of 7025-7039 Strathmore Street. The current building is named “The Strathmore.”

On January 25, 2023, the Montgomery County Planning Board voted to approve Sketch Plan Application No. 320240030 under conditions outlined in the associated February 12, 2024, Montgomery County Planning Board Resolution (“MCPB Resolution No. 24-005”). The approved Sketch Plan proposed demolition of the existing multifamily building and construction of a new multifamily building on the Property. The proposed building is approved for 170,000 gross square feet with a maximum height of 70 feet, 81,859 square feet of BOZ density, and up to 180 units including 15% MPDUs. An approximate 0.8:1 parking ratio in an underground parking garage will be provided.

II. Property and Neighborhood

A. Property Identification

The Property is identified as of Part of Lots 1 and 4 and all of Lots 2 and 3, Block 2, Plat No. 653, George P. Sacks Subdivision. The subject Property has a Net Lot Area of 28,905 sq. ft., having previously dedicated 5,592 sq.

ft., resulting in a Gross Tract Area of 28,905 sq. ft. or 0.66357 acres. The Property is zoned Commercial/Residential (CR 1.5, C0.25, R1.5, H-70) within the Bethesda Overlay Zone. The Property is located on Strathmore Street within the "South Bethesda" District of the Bethesda Downtown Sector Plan. The site slopes from Woodmont Avenue down to the Southern boundary.

The Property is within walking distance of transit, located just over a ¼ mile to the Bethesda Metro Station and just under a ¼ to the new Elm Street Entrance. The Bethesda Circulator passes in front of the Property with a nearby stop on Woodmont Avenue. Bus stops for Ride-On and Metro buses are located along Wisconsin Avenue.

The Bethesda Downtown Sector Plan identifies the property within Area No. 6 on the Map in Figure 3.17 – South Bethesda Recommended Zoning. The Plan recommended rezoning the property to the current CR zone. It is recommended for 70 feet in height per Figure 2.19 – Recommended Maximum Building Heights of the Sector Plan, subject to additional height for provisions of additional MPDUs.

B. Surrounding Zoning and Land Uses

To the north, the Property adjoins Woodmont Avenue. To the east are CR-3.0, C3.0, R-2.5, H-120 zoned retail buildings, along with a new residential building called the Camille Apartments. To the west is a CR-1.5, C-0.25, R-1.5, H-70 zoned, 3-story multi-family building. Immediately south of that site is another 3-story multi-family building zoned at CR-1.5, C-0.5, R-1.5, H-90. South of the property is land zoned CR-1.5, C-0.25, R-1.5, H-90, which is improved with a 3-story multi-family building.

C. Neighborhood

The South Bethesda District, is a residential neighborhood with a mixture of garden style apartments, townhouses, and single-family homes. The

district is described in the Bethesda Downtown Plan as having a “garden character with tree-lined streetscapes and planted setbacks.” One of the goals in for this neighborhood is to provide better connections for bikes and pedestrians to surrounding areas. According to Figure 3.18: South Bethesda District Public Realm Improvements in the Bethesda Downtown Plan, a mid-block connection is recommended through this site to connect the South Bethesda District to Wisconsin Avenue.

III. The Project

A. Description

The project proposes a contemporary building that has been articulated and designed to break up massing into smaller digestible parts and offer a rhythmic pattern on the long facades. Situated at the northern edge of South Bethesda District, the property sits in view of Bethesda Row downtown area. The proposed building also will be seen from Bethesda Row. The building will offer additional housing in various types ranging from studios to two-bedroom units and, thus, contribute to the future vision of South Bethesda District: improved connectivity between large blocks, a walkable tree-lined neighborhood, a quality mix of housing options, and updated urban design and streetscape that improves pedestrian safety.

The proposed project consists of a maximum 180 dwelling units at approximately 170,000 square feet that include 15% MPDU's, interior and exterior resident amenities, a 3-story underground parking facility, and a new public through-block pedestrian connection. The height will be no more than 70 feet, and it also will include a rooftop recreation area. There will be approximately 142 parking spaces for a parking ratio of 0.80:1.

Vehicular circulation throughout the project is designed to facilitate the required functions of a multi-family mid-rise building while also enhancing pedestrian safety. A lay-by drop-off/pick-up area is proposed for short-term visitors and residents on Strathmore Street near the front entrance.

This will remove temporarily stationary vehicles like delivery vehicles, taxi/ride service vehicles, and short-term guests off the main roads. An exterior on-site loading area is tucked away under the building overhang on the alley side, to hide these functions from the public view. The entrance to the underground parking garage will also be located near the loading space accessed from the alley.

Pedestrian Circulation throughout the project is designed to elevate the walking experience. The portion that fronts Strathmore Street will be lined with residences, like the rest of Strathmore Street. On the Woodmont Avenue side, the streetscape is activated with the main lobby and a fitness center. A good portion of the southern side of the property has been dedicated to a through-block pedestrian pathway. Artistic elements are planned to provide visual interest to pedestrians and activate the space with public seating and viewing areas. The pedestrian-through-block connection will be 2-stories tall to preserve light and air within the pathway through the site. Plenty of vegetation, landscaping, and quality hardscape will line the pathways to soften and elevate the walking experience. The façade design is broken down in scale with articulation, balconies, and parapet height manipulation. A strong rhythm is introduced to set a pattern that is more human scale. The combination of these elements will help create both a vibrant public realm and relate to the human scale for pedestrians on Strathmore Street and Woodmont Avenue.

B. Sketch Plan Resolution Compliance

The Sketch Plan Resolution associated with the Planning Board's approval of the Sketch Plan on January 25th, 2024, includes certain conditions of approval that the subject Site Plan addresses. For the purposes of the Design Advisory Panel's review, the main comments from the September 27th, 2023 meeting minutes are summarized and outlined below, with the corresponding response from the Applicant.

1. *Comment: What does the view corridor look like as you look through (the through-block-connection)? It would be helpful to see that. Perhaps the applicant can draw a section and Nolli type plan from Wisconsin Ave. to Strathmore St. that can help explain the procession and help clarify what is needed to maximize the public nature of this through block connection. In the partial plans and perspectives, it is not clear if the passage is inviting, open and public in presentation or character. This passage must be clearly public.*

- Response: The procession through the cut-through has been studied and further developed. A Nolli plan, a section perspective has been provided to address the Design Advisory Panel's recommendations (Recommendation #1). Several renderings of the pass-through from different viewing points are provided. The ceiling height of the pass through has been raised, design and lighting elements have been integrated to express and embellish the public nature of the space. In doing so, more natural light will come into this space as well.

2. *Comment: It [the through-block-connection] needs to visually read very public and I think for several reasons, one of them being the internal canopy being only one story, it compresses the space and makes it look semi-private. Having a section and seeing the whole story will inform how it can be designed more public . . . The height of the canopy within the through block connection plays an important role in that and if it is too low, it is going to cut the view from the pedestrian, maybe it could be cut into two heights?*

- Response: As expressed in the previous response regarding the pass-through, the canopy height and the pedestrian experience in the space has been studied further. As a result, the ceiling height within this space has been raised, a unified architectural treatment has been developed for the walls and the ceiling, lighting elements have been incorporated to make this space public, well lit at all times, and safe. The building columns within the space are rhythmically placed. Wall and ceiling details are designed to tie the space back to the passage at the Camille. The area immediately adjacent to the pass through is also developed further to include landscaping elements and a seating area and some public furniture to clearly identify this space as public.

3. *Comment: The base along Strathmore Street, the proportions seem a little strange to me and I think there is maybe a simple solution where you make those first two stories like frame elements and more of a two-story expression.*

- Response: Base expression has been developed further to express a two-story expression by eliminating the middle band with glass between the vertical brick bands (piers). Brick Piers are carefully placed to work with the rhythm of the bay windows above. See accompanying elevations.

4. *Comment: Where the canopy sits on this prominent corner, it does not celebrate the beautiful lacework of mullions that you have, it squanders those proportions. Moving the canopy up to the main spandrel would adjust the proportion and hierarchy.*

- Response: The canopy height has been extensively studied. The Canopy has been adjusted and relocated to its most optimal location in terms of overall composition, proportion, and height.

5. *Comment: The activation near the lobby area is important, the landscaping is beautiful but perhaps a seating area would be more appropriate. I understand the grade changes.*

- Response: Due to the grade change between the area in question and the grade elevation at the lobby, seating in this area is not desirable for the applicant. Further, this area is much needed to meet the 35% green cover.

6. *Comment: It would be beneficial to have a section from the base of the curb on Strathmore Street through the building showing the ground floor and the bays above so we can fully understand how they overhang and how that effects the streetscape.*

- Response: This section has been provided to address the Design Advisory Panel's recommendation (Recommendation #2).

The Sketch Plan Resolution also included a request to study the First Floor alley setback and increase it from 3'-0" to 4'-0". The applicant has studied this request and agree that this change will better serve the traffic flow and access.

In addition to the foregoing, the Site Plan proposes to refine the public benefits program that was approved for the project at the time of Sketch Plan review. The Applicant anticipates that the project will achieve public

benefits from the following sub-categories, within the overarching general categories that the Planning Board approved with the Sketch Plan:

Public Benefit Table & Elements updated for Site Plan

Public Benefits Summary	
59-4.7.3.C: Connectivity & Mobility	31.12
(2) Minimum Parking	8.71
(5) Through-Block Connection	15.00
(7) Streetscape	7.41
59-4.7.3.D: Diversity of Uses & Activities	15.00
(4) Enhanced Accessibility for the Disabled	15.00
59-4.7.3.E: Quality Building & Site Design	55.00
(1) Architectural Elevations	15.00
(2) Exceptional Design	20.00
(6) Structured Parking	20.00
59-4.7.3.F: Protection & Enhancement of the Natural Environment	15.47
(1) Building Lot Termination (BLT)	3.01
(2) Cool Roof	2.95
(9) Vegetated Roof	9.50
Number of Categories	
	4
Points Requested	
	116.59

Public Benefits Categories & Elements at Sketch Plan

Public Benefit	Proposed in concept
Connectivity and Mobility	
Minimum Parking	7
Through-Block Connections	15
Streetscape Improvement	7
Diversity of Uses and Activities	
Enhanced Accessibility	15
Quality Building and Site Design	
Architectural Elevations	15
Exceptional Design	20
Structured Parking	20
Protection and Enhancement of the Natural Environment	
Building Lot Terminations (BLT)	3
Cool Roof	2
Vegetative Wall	6
Total Points	110

C. Sector Plan and Design Guideline Compliance

The project remains consistent with the Bethesda Downtown Plan's recommendations 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 with a mix of units, recreational and service amenities, with 15% of the dwelling units subject to the 99-year MPDU regulations.

The project also continues to be designed 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 goals and objectives of the Bethesda Down Plan and Design Guidelines for the site, as described at the time of Sketch Plan review and confirmed below:

1) 2.1.10: Canopy Corridor

The Strathmore Street streetscape has been planned to provide a canopy corridor with trees lined on both sides of the sidewalk. The plans will follow the recommendations from the Bethesda Streetscape Standards and provide a 6–8-foot street tree buffer/furnishing area with an 6-10-foot-wide sidewalk and 5-8 feet of building frontage.

2) 2.3.2: Green Cover

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

2) 2.3.3: Servicing Access and Parking

The Project places a loading area and parking access towards the rear of the site in the alley, as the Zoning Ordinance

requires. The loading area is tucked under the building and away from main circulation paths. The parking entrance is also located near the loading area. The parking garage ramp is integrated into the building architecture and thus hidden from view. A drop-off lay-by is located near the lobby to remove idling vehicles from the main circulation road. The combining effect of these elements provides for an enhanced pedestrian experience.

4) 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 facade articulation and parapet manipulation. Materials and textures will be complementary to the new developments in the area.

5) 2.4.2: Base: Building Placement

The building is setback 20 feet from the curb on Strathmore Street side and 15 feet on Woodmont Avenue side per the Design Guideline's recommendations. The façade of the building along the base creates a strong continuous street edge.

In addition, the building has been pulled back an additional 1' from the rear public alley at the ground level since the time of Sketch Plan review to achieve a greater setback from the alley right-of-way.

6) 2.4.3: Base: Street Activation

The street will be activated with a transparent 2-story lobby and fitness center that fronts Woodmont Avenue. Along Strathmore Street, the base is complimentary to the neighborhood by lining the base with residential homes.

7) 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) “Use Unique Geometry”
 - i) A circular and curved corner feature is juxtaposed with hard corners and orthogonal bays and balconies.
- b) “Modulate and Articulate Facades”
 - i) Elevation is modulated and articulated to reduce bulk and provide a cohesive architectural concept. The modulation is rhythmically designed to represent a “townhouse-like” feel through the use of projecting bays and balconies.
- c) “Limit Apparent Face”
 - i) The apparent face has been limited at the circular corner and also at the pedestrian through block connection.

8) 2.4.9: Tower: Top

The tower top has been designed as the feature of the design. The circular corner design rises above the roof and wraps itself like a ribbon. This feature houses the party room and also mechanical units above the party room. 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.

D. Public Benefit Points - Exceptional Design

The architectural concept for this project responds contextually to the surroundings 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 as proposed with the approved Sketch Plan, and it will earn these points with the following:

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

- a. The project responds to the context of existing buildings that are both new and old developments. The design addresses the following contextual issues:
 - i. The varying heights and density of buildings in the immediate area are recognized by putting the larger mass (tower element) towards the taller existing buildings on Woodmont Avenue.
 - ii. As one moves towards the southern edge of the property, the building steps back in plan to acknowledge the deeper building placement of the bordering southern property.
 - iii. Although the 2.5 story bordering property is expected to be developed in the future, the current existing building is acknowledged with a 2-story brick base.
 - iv. The building is highlighted with a feature that can be seen from the corner of Bethesda Avenue and Woodmont Avenue and also from Wisconsin Avenue, two major intersections from where the building can be seen.

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

- a. The property is located at the corner of Woodmont Avenue and Strathmore Street. When standing on the corner of Bethesda Avenue and Woodmont Avenue, due to the

curving street, the building is at the terminus of the view corridor down Woodmont Avenue. The shining feature at the corner will serve as a wayfinding for pedestrians and vehicles. Further, a sense of place is created at the southern pedestrian connection that is lined with interesting artwork and a gathering area.

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

- a. The project will enhance the public realm with enhanced pedestrian walkability with tree canopy corridors, create a through block connection, and with an architectural feature at the corner to serve as a landmark in the view corridor of Woodmont Avenue. The pedestrian through-block connection is lined with artist elements to further enhance the walking experience. The strong rhythm and articulation offer the public realm a pleasant environment as it breaks and scales down the building mass.

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 with exciting curvilinear facades that juxtapose the heavily orthogonal designs in the area. Traditional materials like brick will be utilized to visually compliment the surrounding. A lighter colored material will be used to really highlight the building from both Bethesda Avenue and Wisconsin Avenue.

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 building personnel employment opportunities and resident amenities, that also contributes to neighborhood walkability.

IV. Conclusion

This project is designed to comply with the Bethesda Downtown Plan, the Design Guidelines, and the approved Sketch Plan. With the strategies outlined above, this project seeks to receive 20 public benefit points for Exceptional Design. The applicant encourages the Design Advisory Panel to consider recommending additional points for the design strategies implemented by the project, for its careful consideration of all the surrounding developments, and for the pedestrian connections that the project will implement. The project will produce quality homes for the South Bethesda District and transform the streetscape into a walkable community with high quality architecture.

DAP SUBMISSION



KOSSOW MANAGEMENT CORPORATION



LerchEarlyBrewer

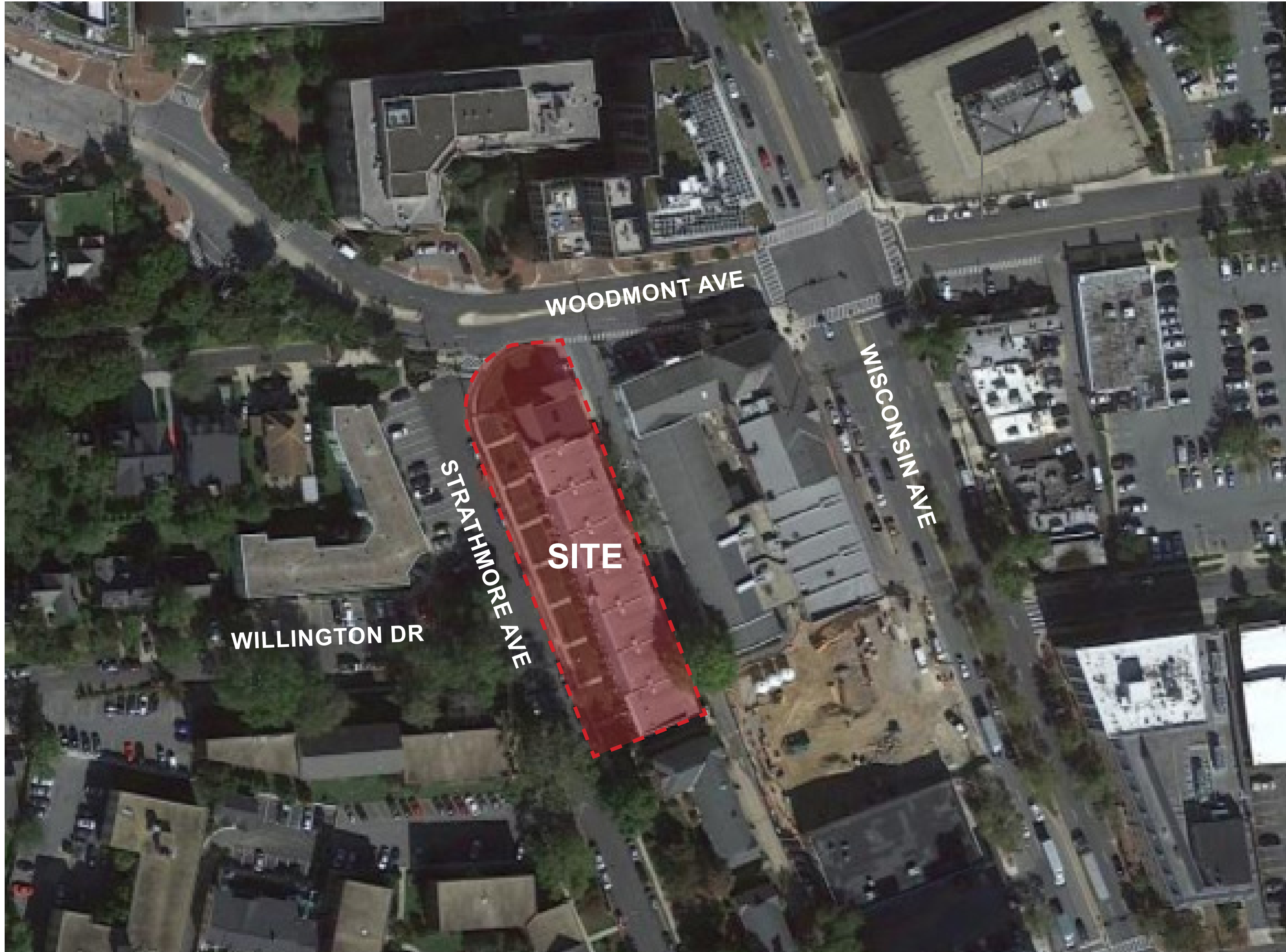


ARCHITECTS
COLLABORATIVE
INCORPORATED



The Strathmore

BETHESDA, MD



SITE LOCATION

7025 Strathmore St,
Bethesda, MD

APPLICANT



KOSSOW MANAGEMENT CORPORATION

LAND USE COUNSEL



ARCHITECT



CIVIL ENGINEER & LANDSCAPE



NOTE: DRAWINGS ARE CONCEPTUAL ONLY FOR PURPOSES OF DESIGN ADVISORY PANEL REVIEW AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS, PROGRAMING, AND OTHER SUCH ELEMENTS TO BE CONFIRMED AT TIME OF SITE PLAN APPLICATION APPROVAL.



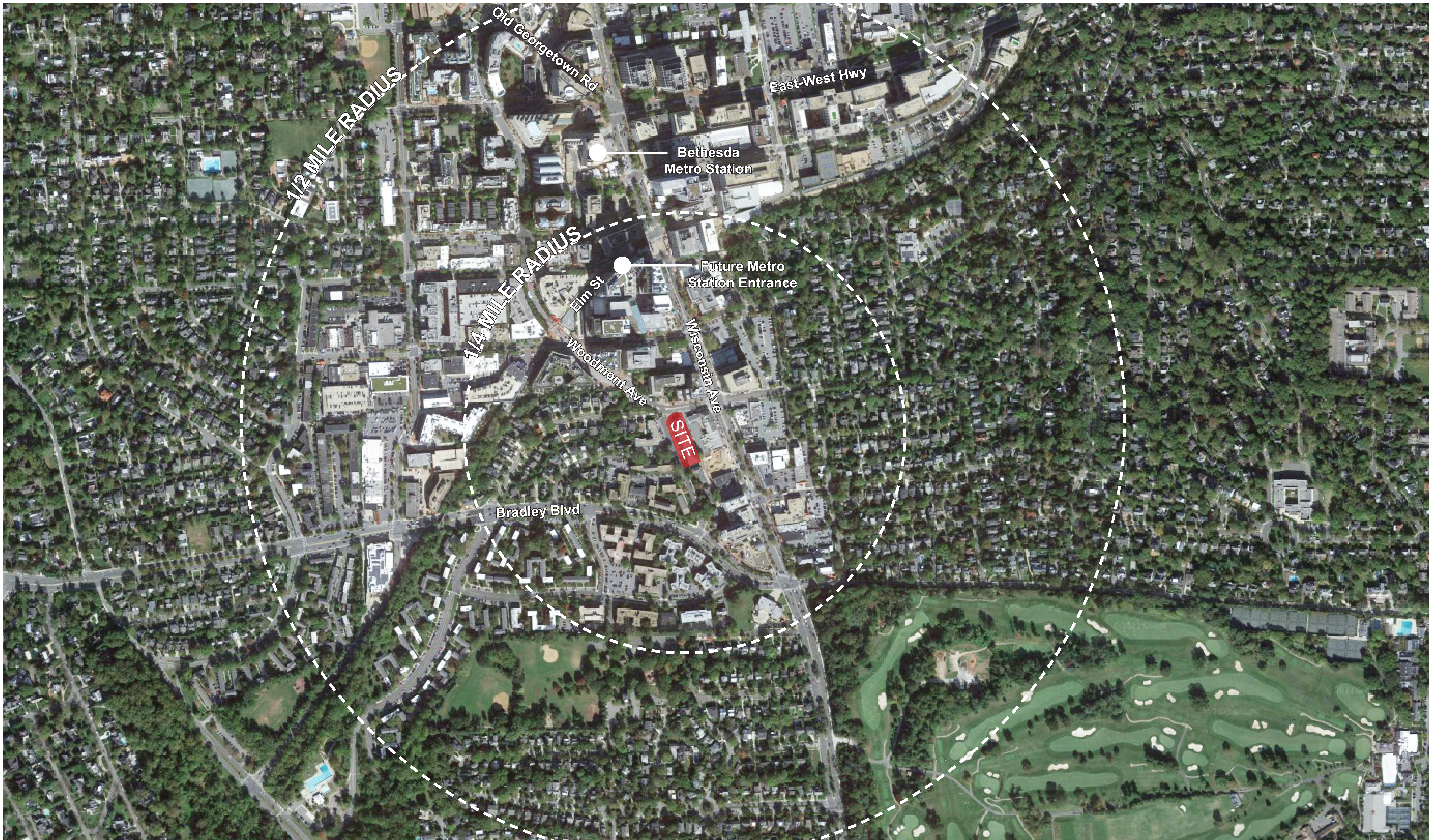
KOSSOW MANAGEMENT CORPORATION



SITE INFORMATION

The Strathmore

BETHESDA, MD



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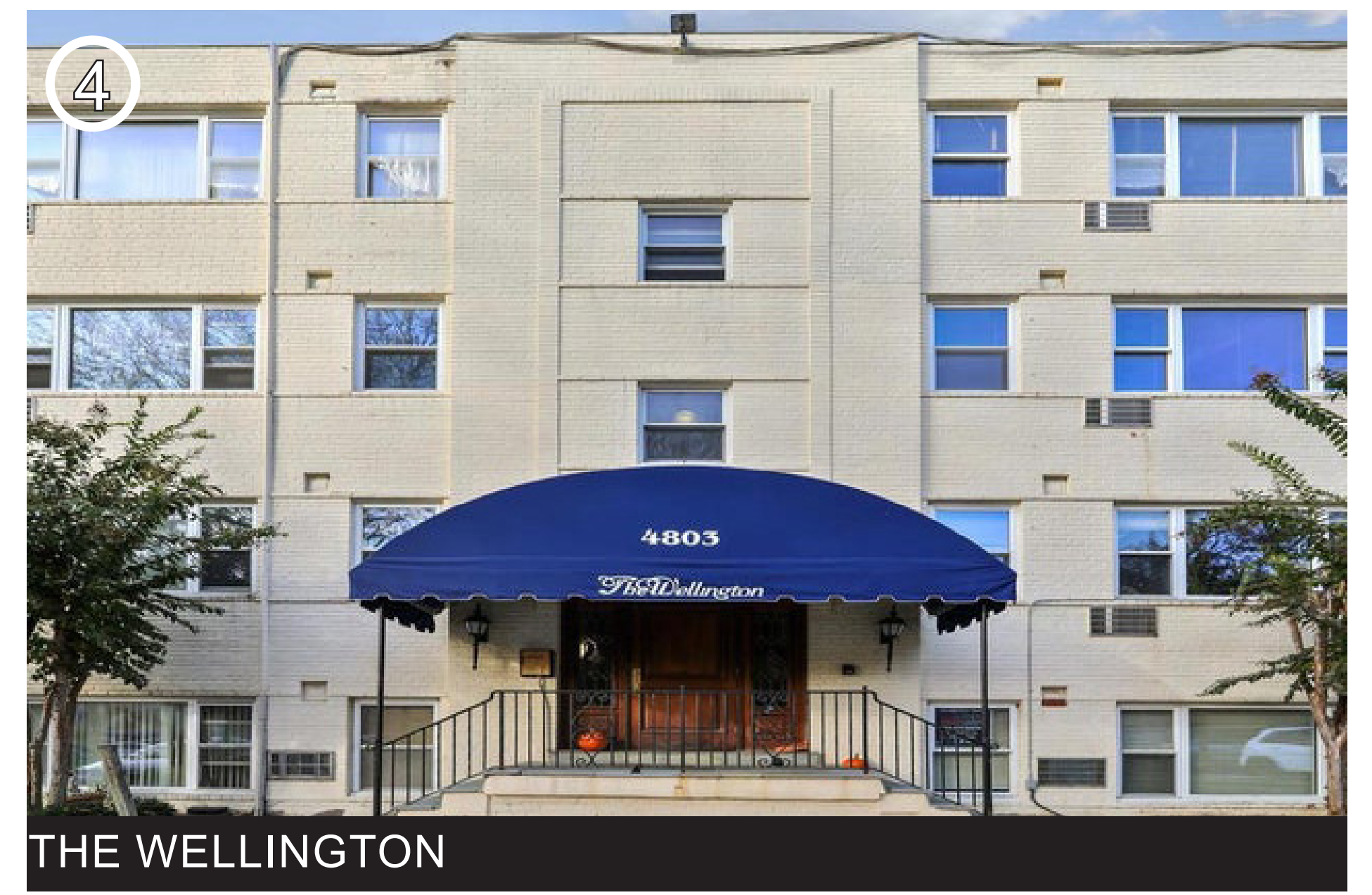
7101 WISCONSIN AVE



SOLAIRE 7077 WOODMONT



CRESCENT PLAZA CONDOMINIUM



THE WELLINGTON



RESIDENTIAL BUILDINGS ACROSS STRATHMORE ST



NEIGHBORING RESIDENTIAL BUILDINGS



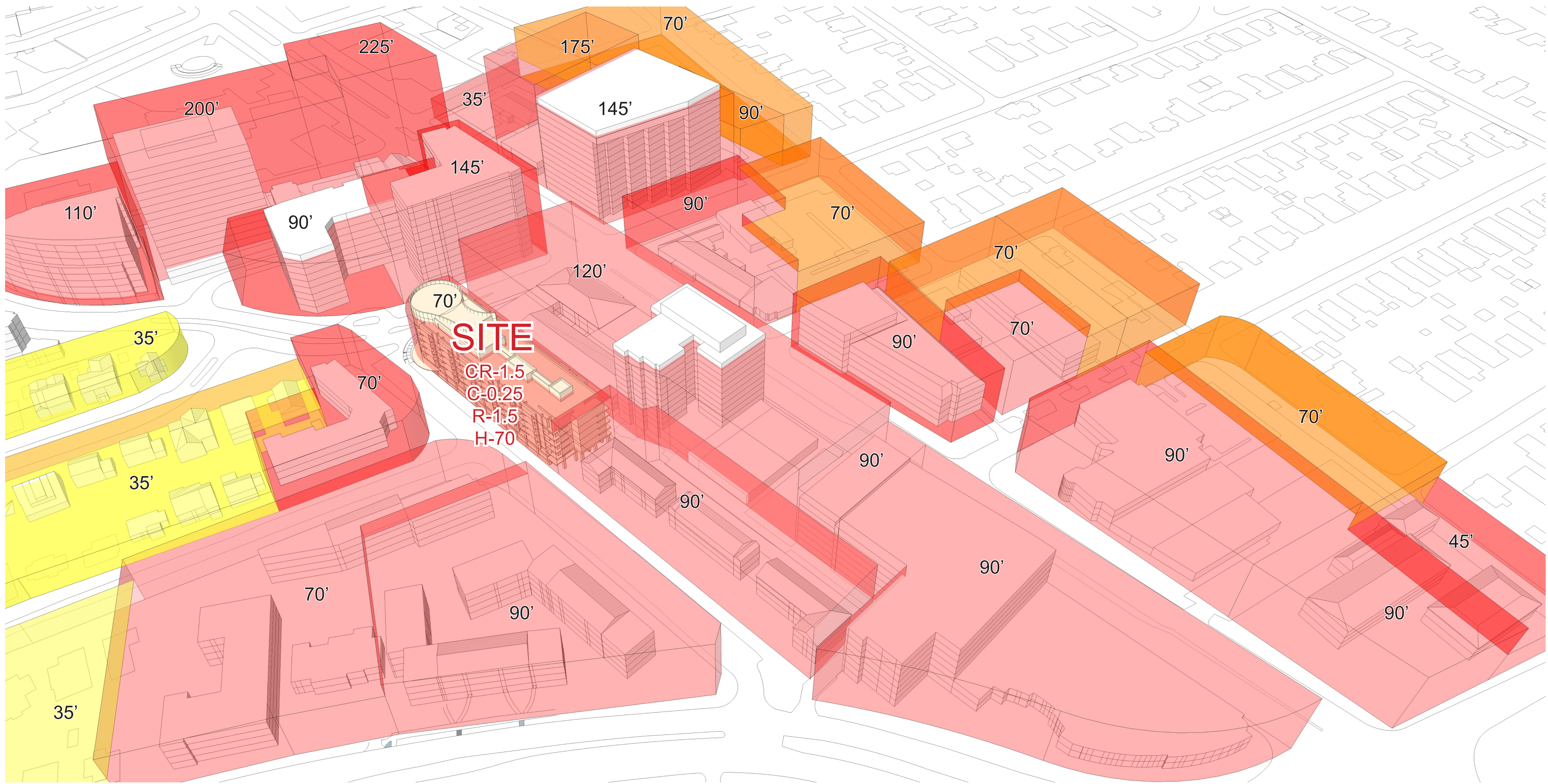
THE CAMILLE APARTMENT



BUILDING ON WISCONSIN AVE AND WOODMONT AVE

EXISTING CONTEXT

The Strathmore
BETHESDA, MD



SITE
 CR-1.5
 C-0.25
 R-1.5
 H-70

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MASSING IN CONTEXT OF MAXIMUM ALLOWABLE HEIGHTS



The Strathmore
 BETHESDA, MD

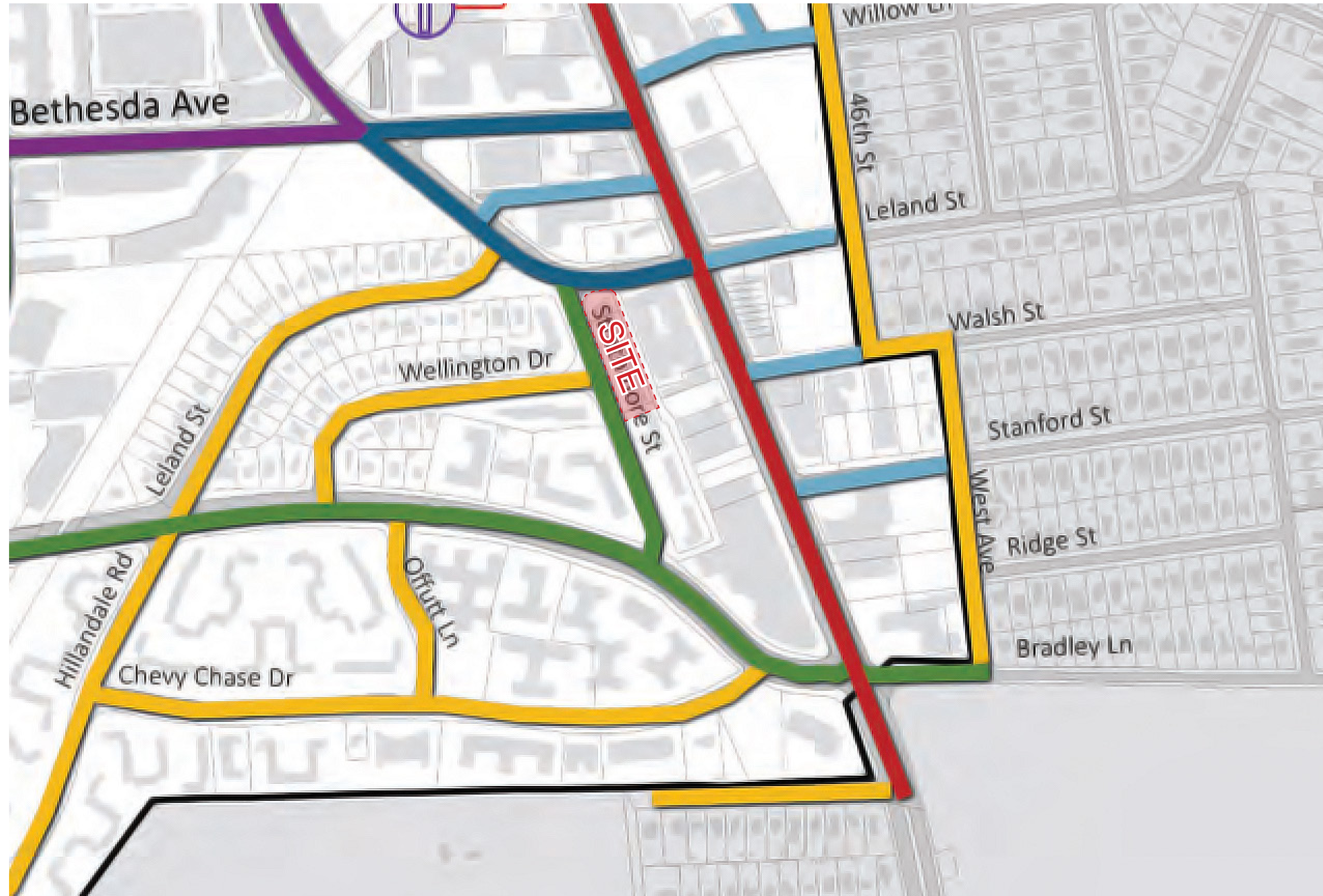
DESIGN GOAL:

THE DESIGN GOAL FOR THIS PROJECT IS TO PROVIDE AN ARCHITECTURALLY EXCITING BUILDING THAT WILL BE FITTING INTO THE CONTEXT OF THE DEVELOPING CENTRAL BUSINESS AREA OF BETHESDA. THE BUILDING WILL ALSO ANCHOR THE PROMINENT CORNER LOOKING EAST ON WOODMONT AVE FROM BETHESDA AVE. THIS BUILDING WILL ALSO SERVE AS A TRANSITION ELEMENT IN ITS MASSING AND HEIGHT TO THE AGING RESIDENTIAL CONTEXT NEAR AND AROUND THE PROJECT SITE. THE BUILDING DESIGN IS FOCUSED ON THE PEDESTRIAN EXPERIENCE AND THE WELL-ARTICULATED RESIDENTIAL BUILDING WILL MEET THE VISION OF THE BETHESDA DOWNTOWN MASTERPLAN.

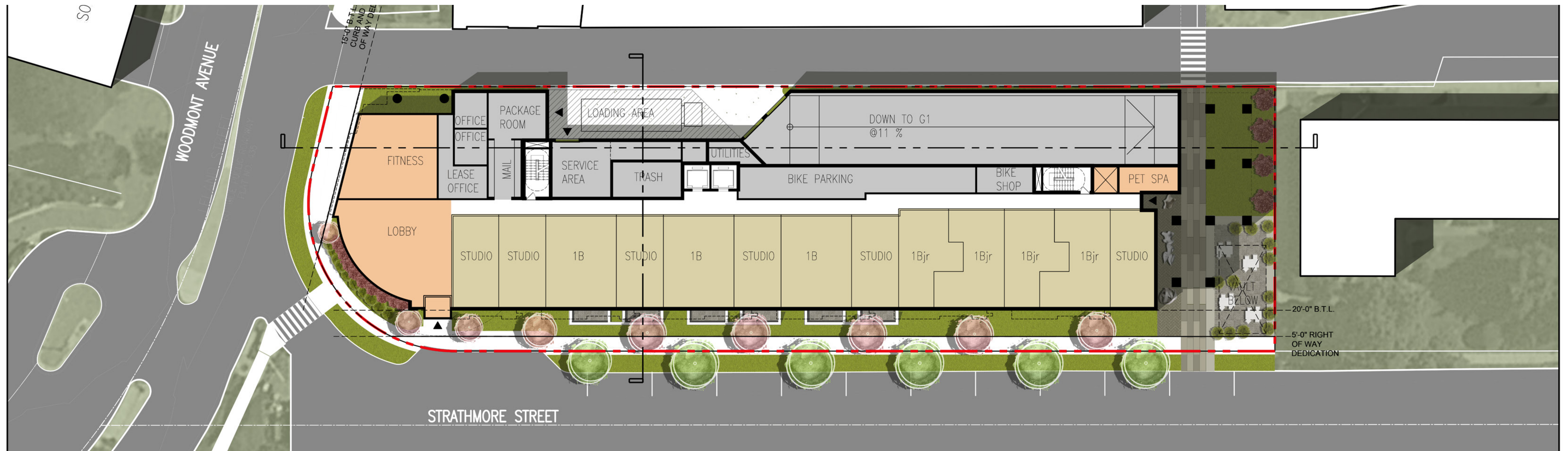
THE STRATHMORE SITE HAS A GREAT VIEW LOOKING WEST ON WOODMONT AVENUE TOWARDS THE MAJOR RETAIL CENTER OF DOWNTOWN BETHESDA, AS WELL AS, CONVENIENT PEDESTRIAN ACCESS. CONVERSELY, THE VIEW EAST TOWARDS THE SITE (FROM THE RETAIL CENTER) PRESENTS AN OPPORTUNITY FOR A PLAYFUL AND NOTEWORTHY ARCHITECTURAL FEATURE WHICH WOULD BE FRAMED BY THE SURROUNDING BUILDINGS AND TERMINATE AT THE CORNER OF STRATHMORE AND WOODMONT AVENUE. THE CURVITURE OF WOODMONT AVENUE NEAR THE SITE FURTHER HIGHLIGHTS THIS CORNER.

THE MASSING IS ARCTICULATED BOTH HORIZONTALLY AND VERTICALLY BRINGING THE MASSING IN PROPORTION WITH THE FUTURE STREETScape AND CURRENT PEDESTRIAN EXPERIENCE. THE ARCHITECTURAL RHYTHM WITH A SERIES OF ARTICULATED BAY WINDOWS AND BALCONIES CREATE AN EXCITING FAÇADE. THIS RHYTHM IS THEN PLAYFULLY COMPLIMENTED BY THE CIRCULAR ARCHITECTURE AT THE CORNER AND A PEDESTRIAN CUT THROUGH ON THE OPPOSITE END.

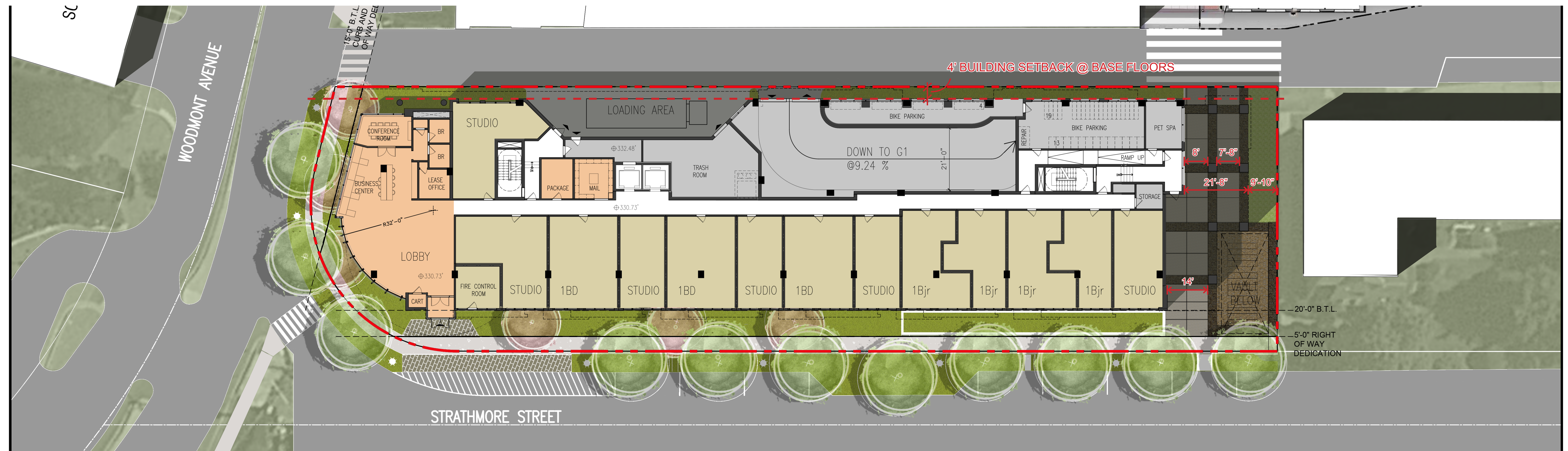




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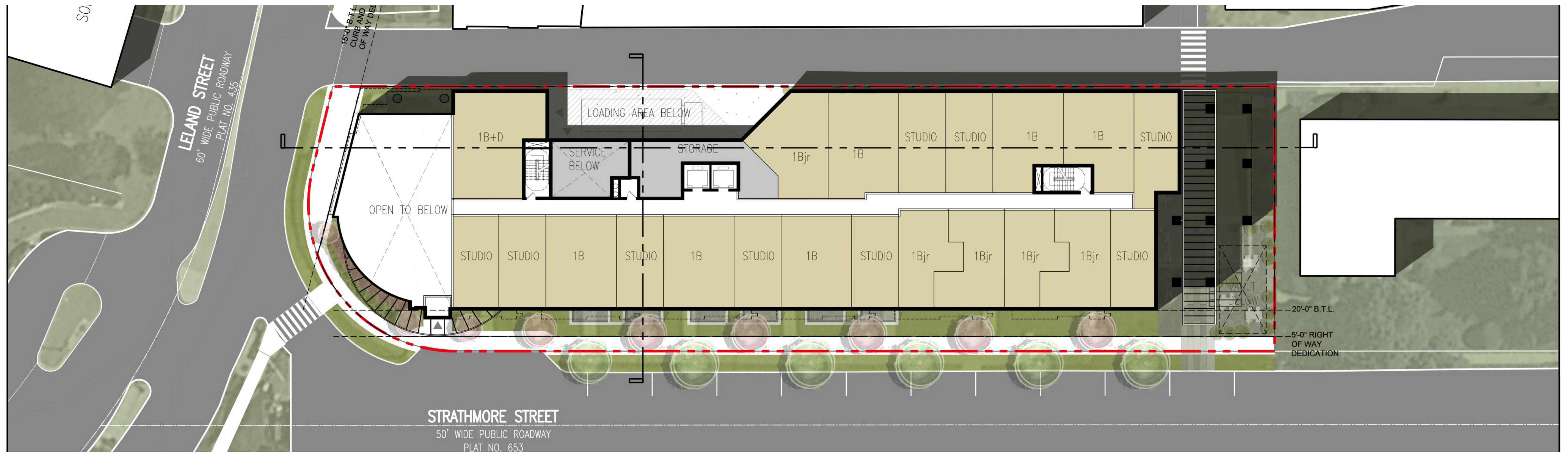


PREVIOUS



CURRENT

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PREVIOUS



CURRENT

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SECOND FLOOR PLAN

The Strathmore
BETHESDA, MD



KOSSOW MANAGEMENT CORPORATION

LerchEarlyBrewer



0' 8' 16' 32'
SCALE: 1/16" = 1'-0"



PREVIOUS



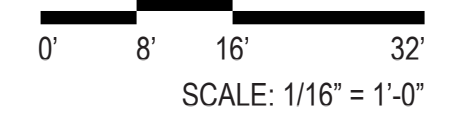
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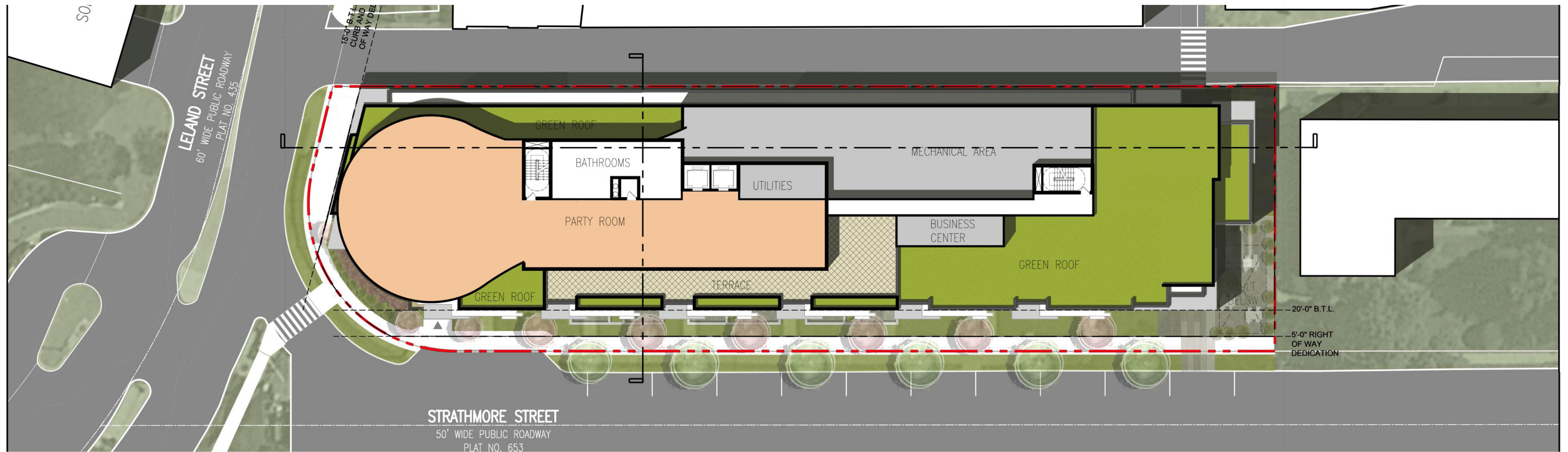
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TYPICAL FLOOR PLAN

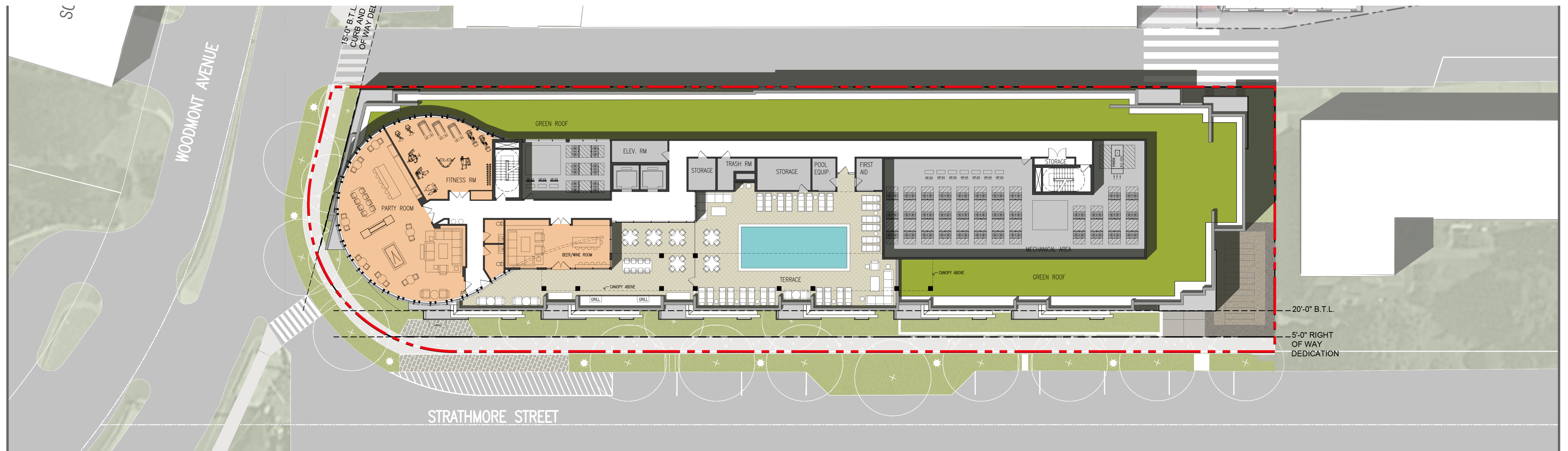
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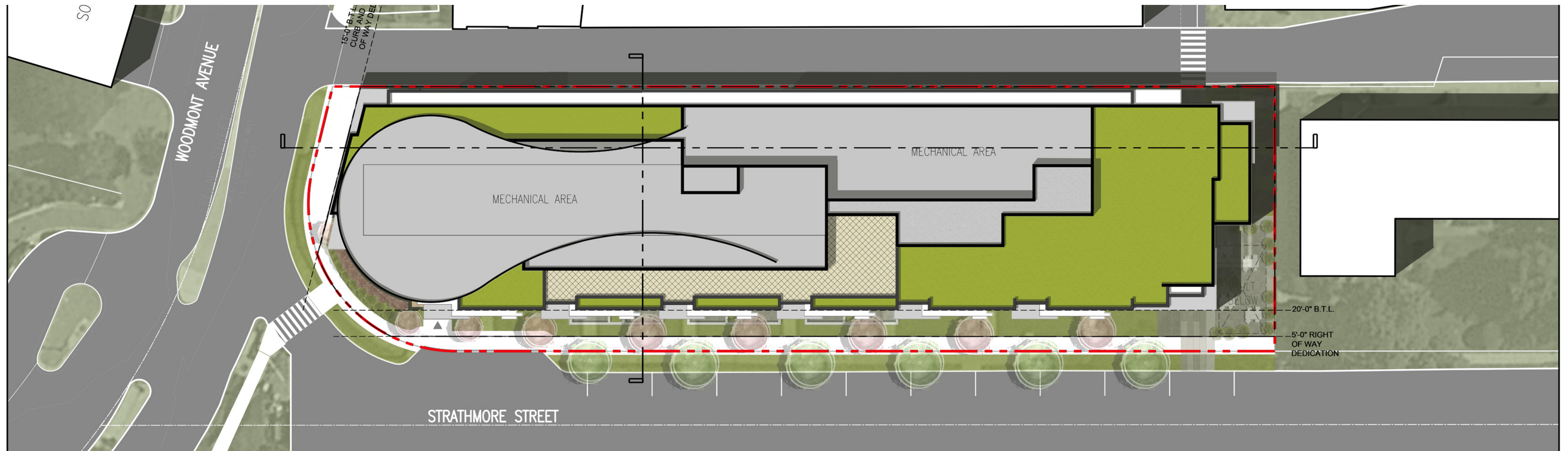
PENTHOUSE FLOOR PLAN

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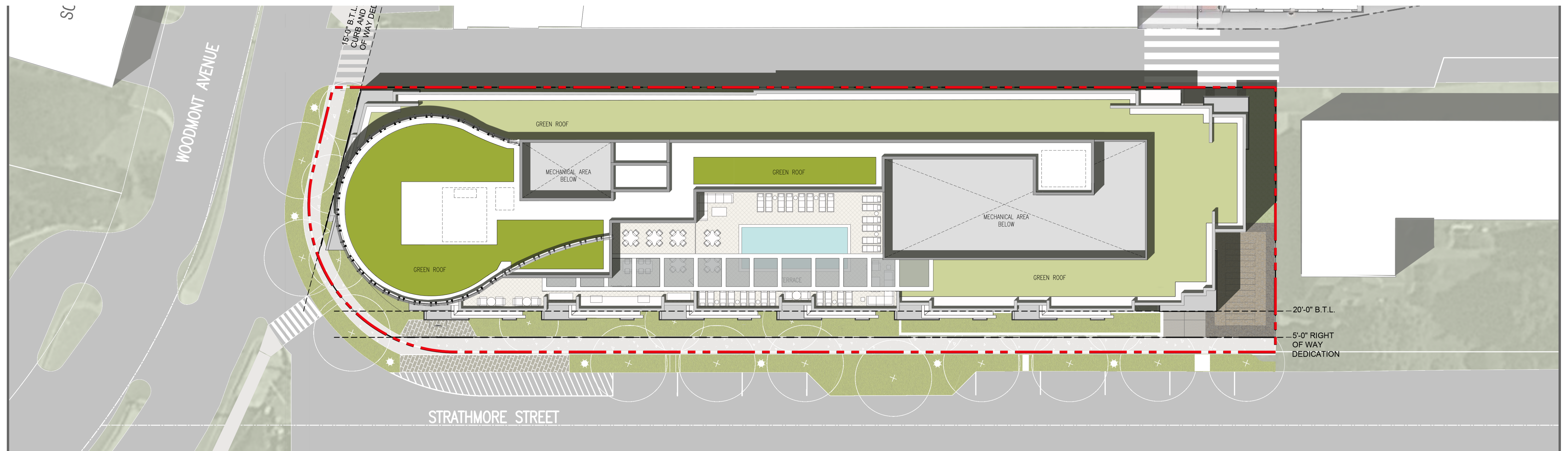
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0' 8' 16' 32'
SCALE: 1/16" = 1'-0"

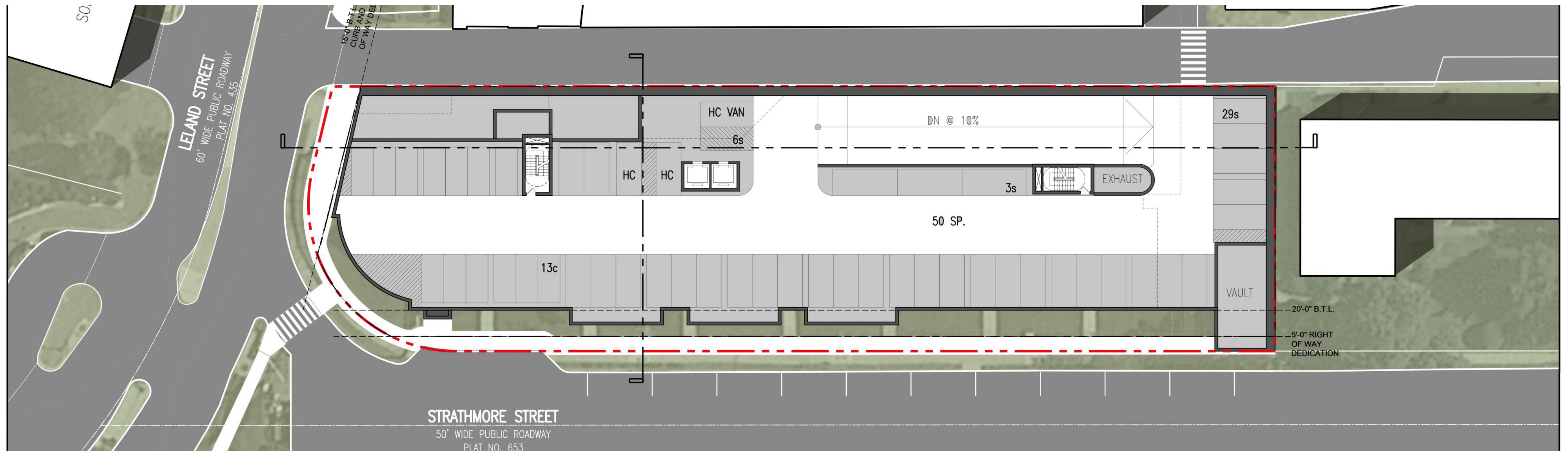


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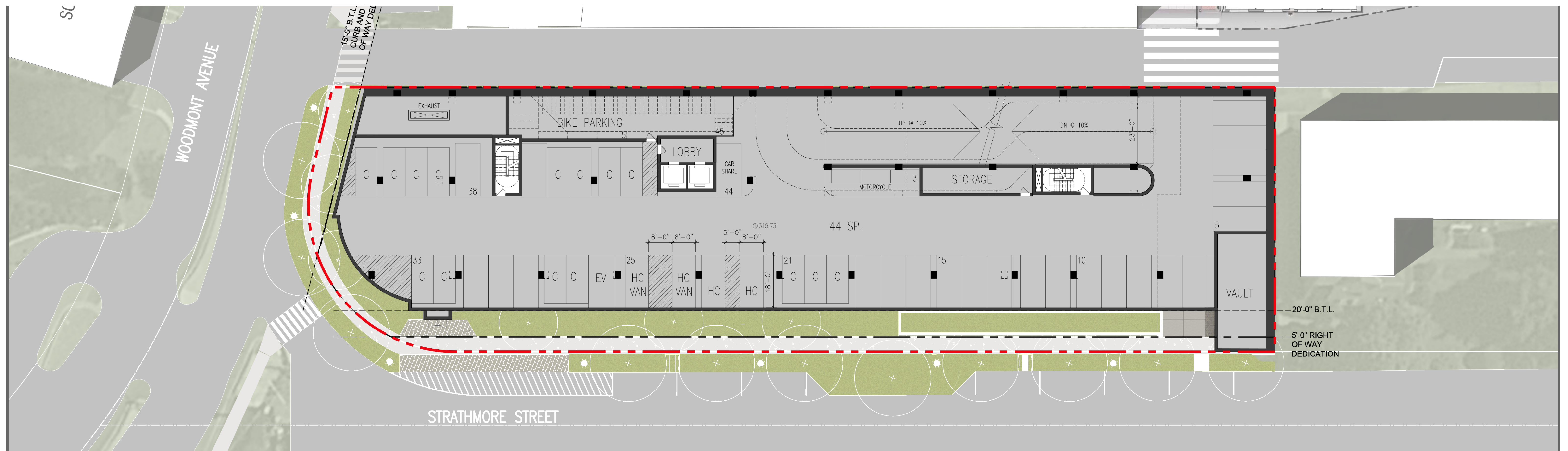


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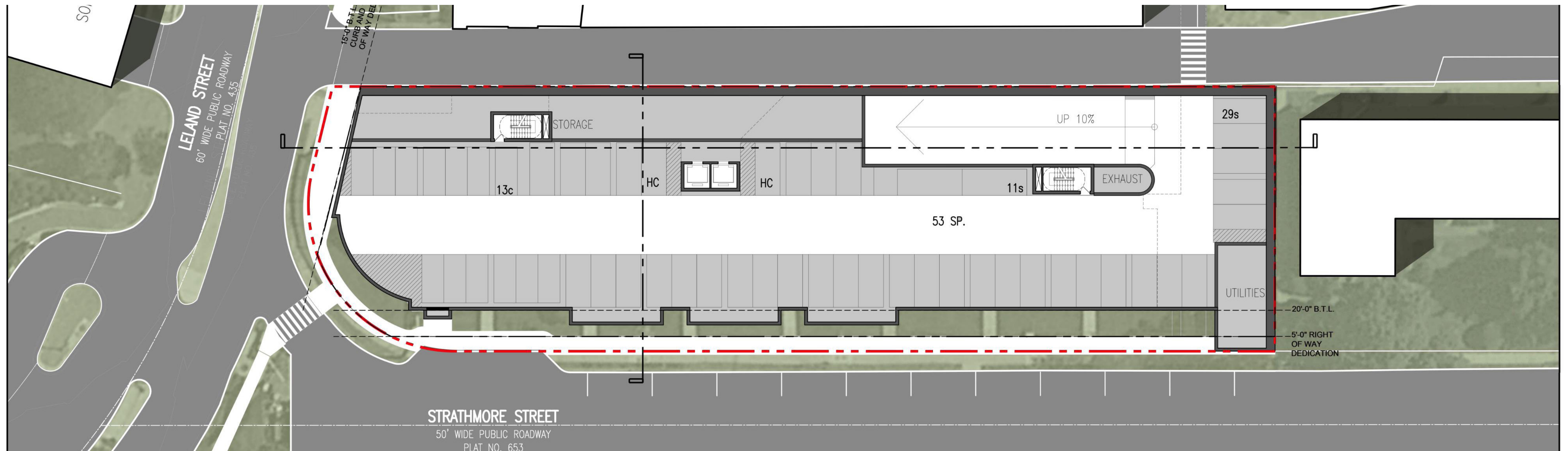


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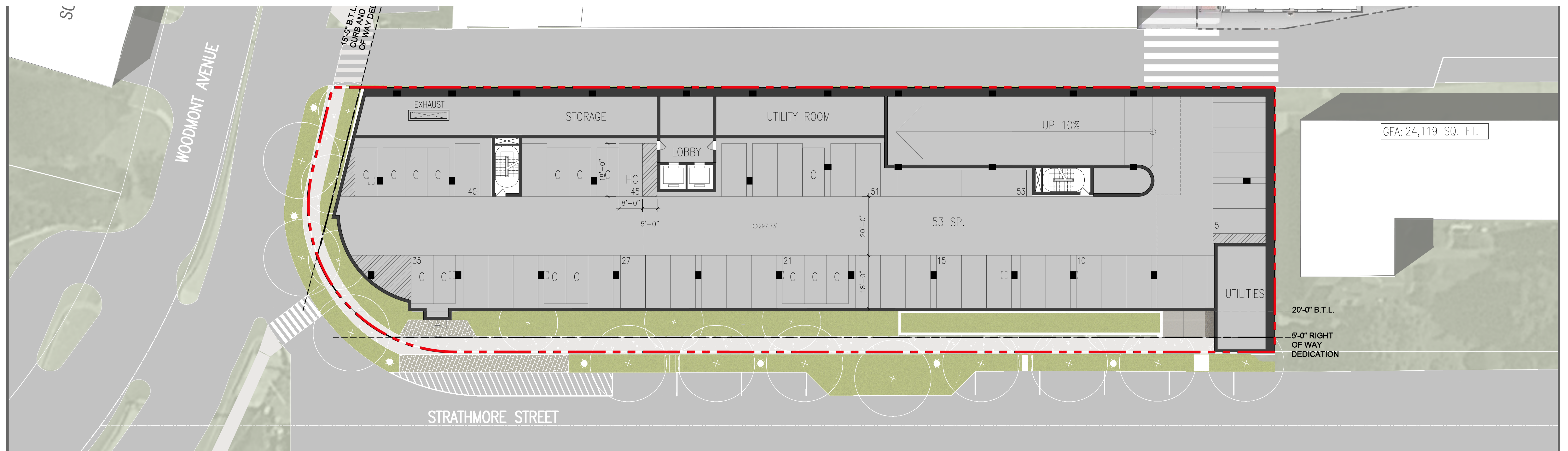


CURRENT

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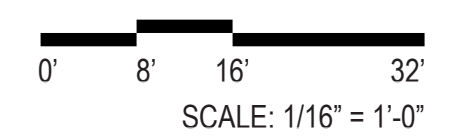
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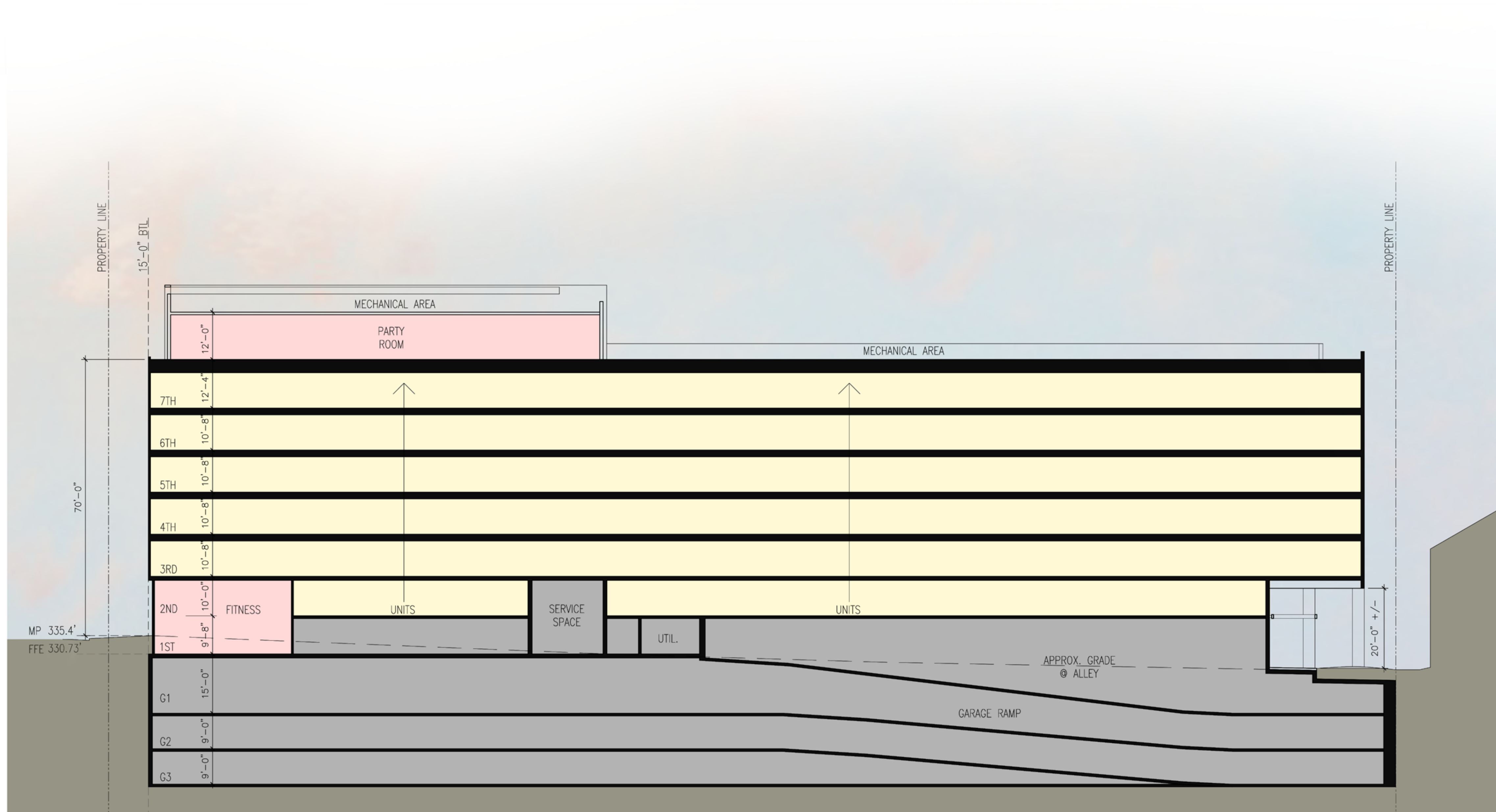
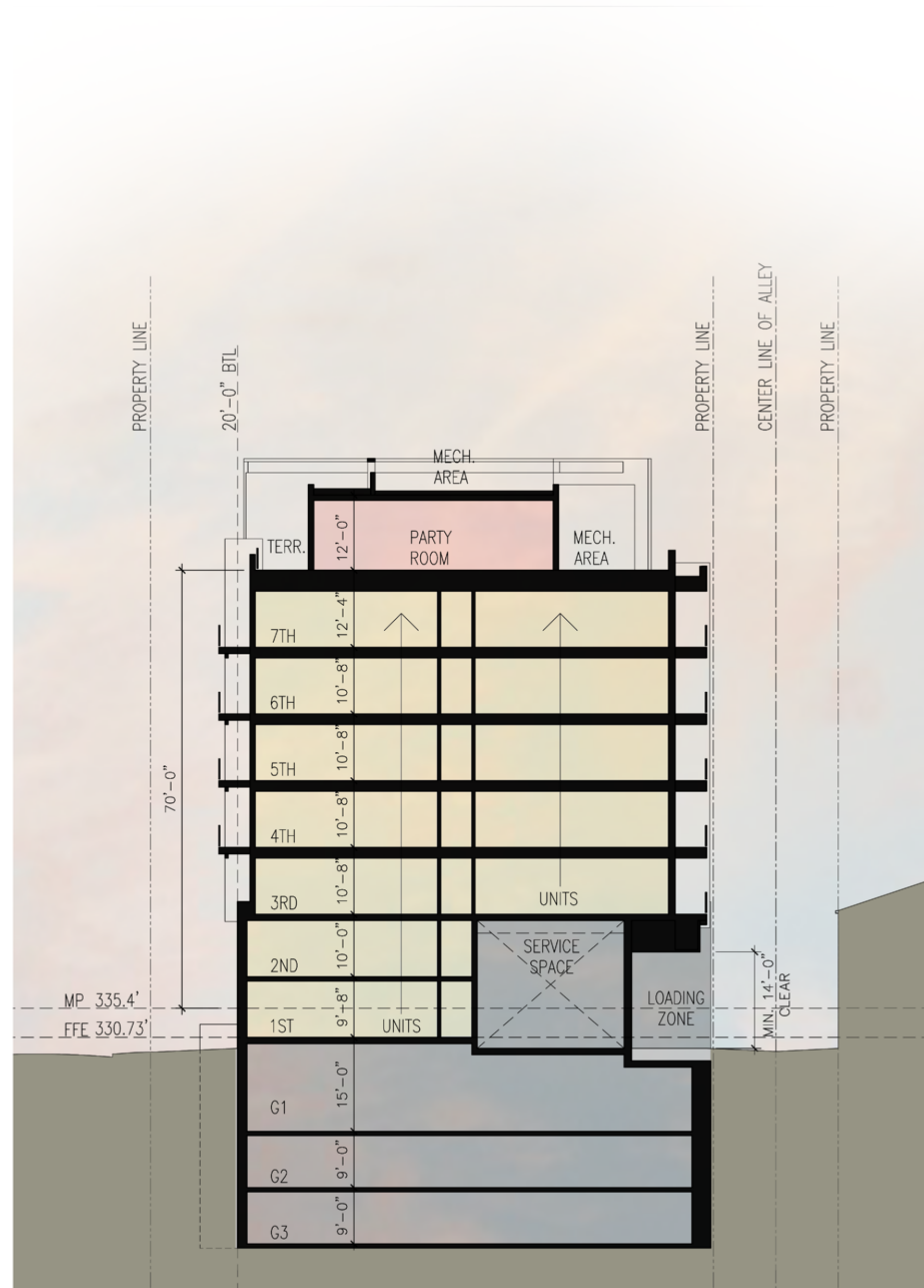
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G3 GARAGE FLOOR PLAN

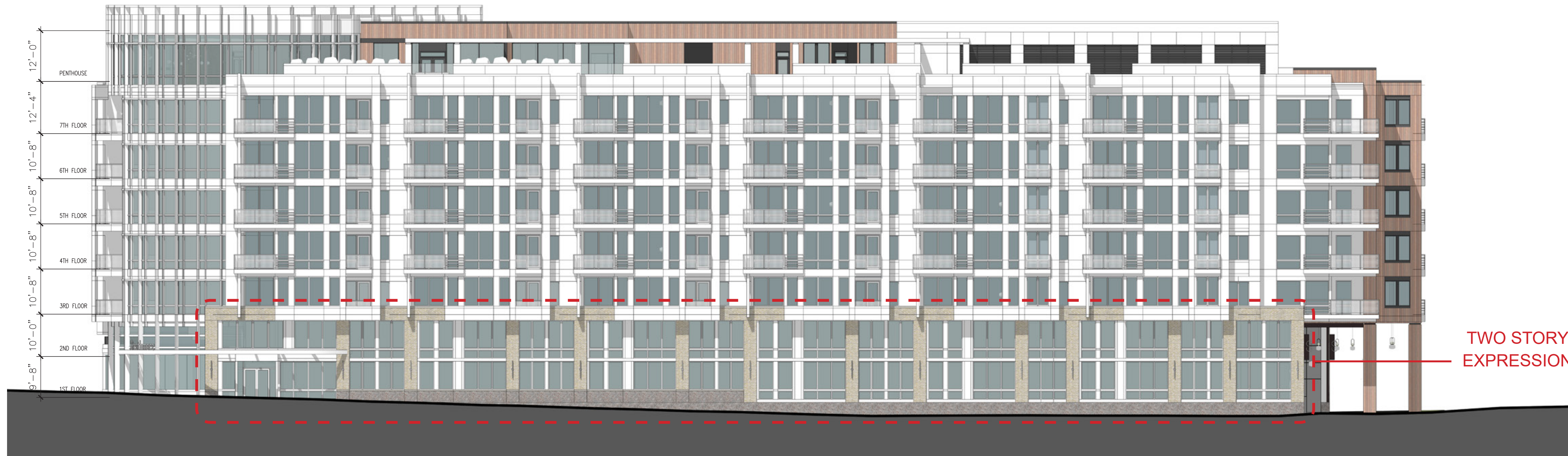
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WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

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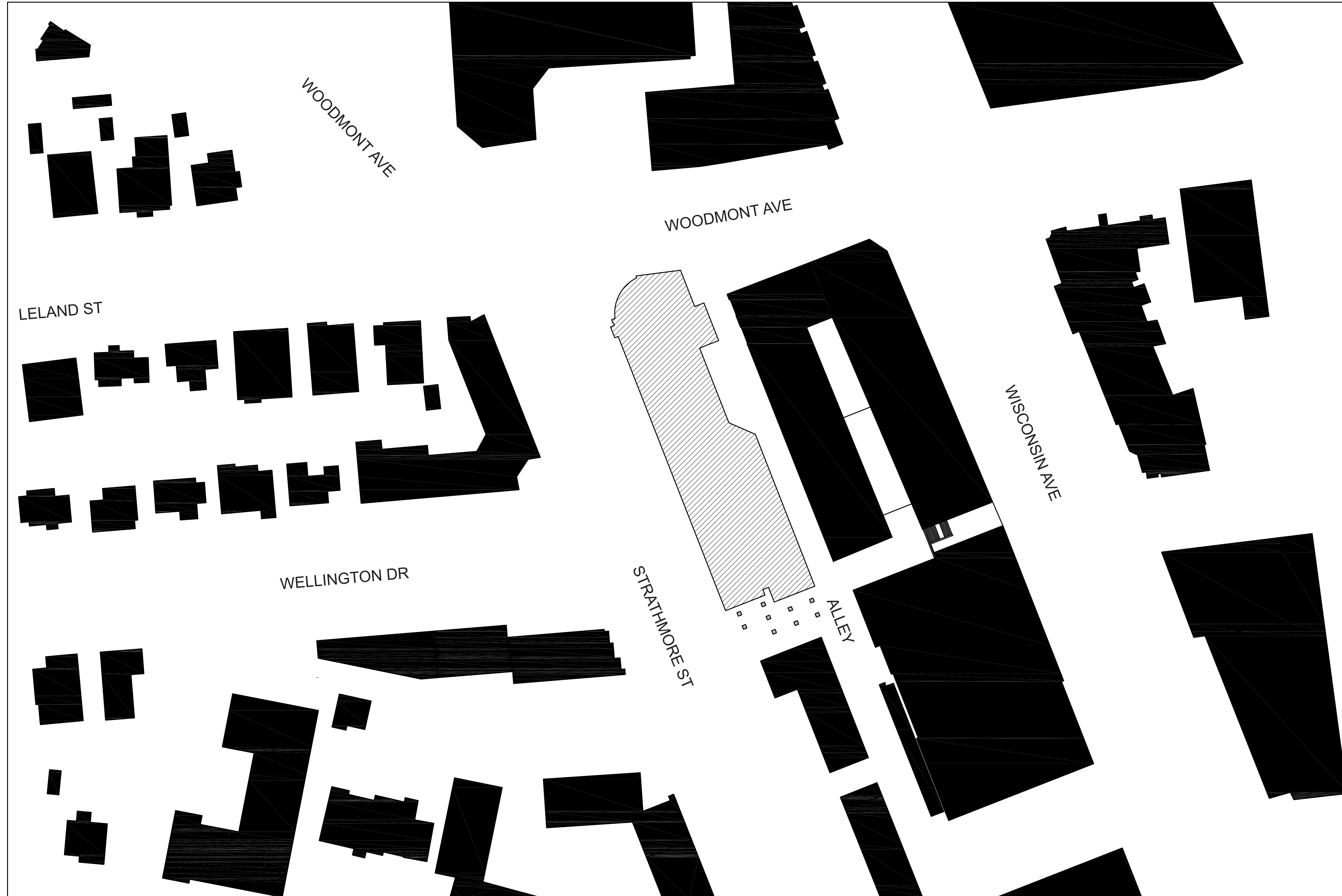
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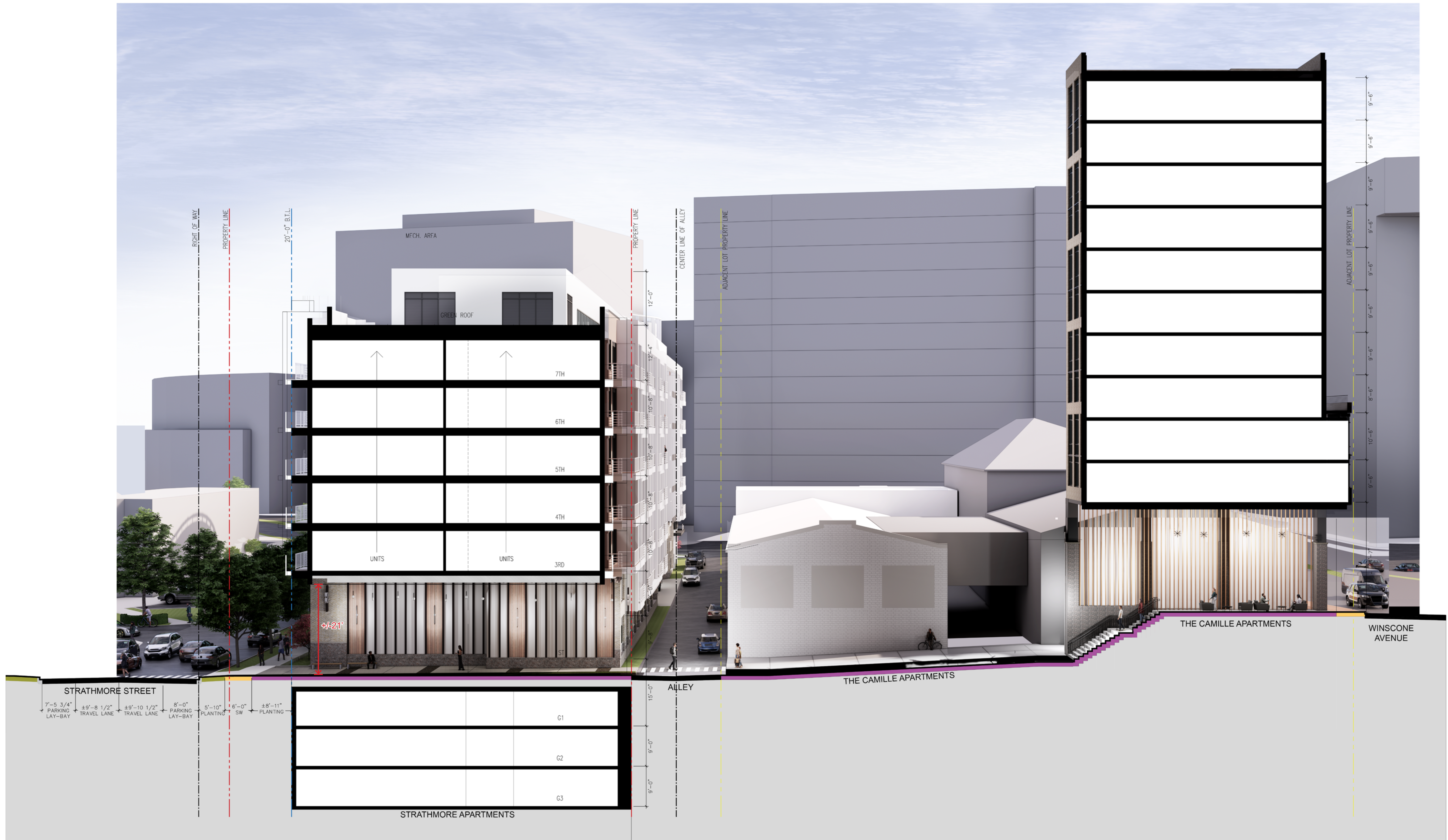
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STREETSCAPE SECTION PERSPECTIVE @ TYPICAL BAY

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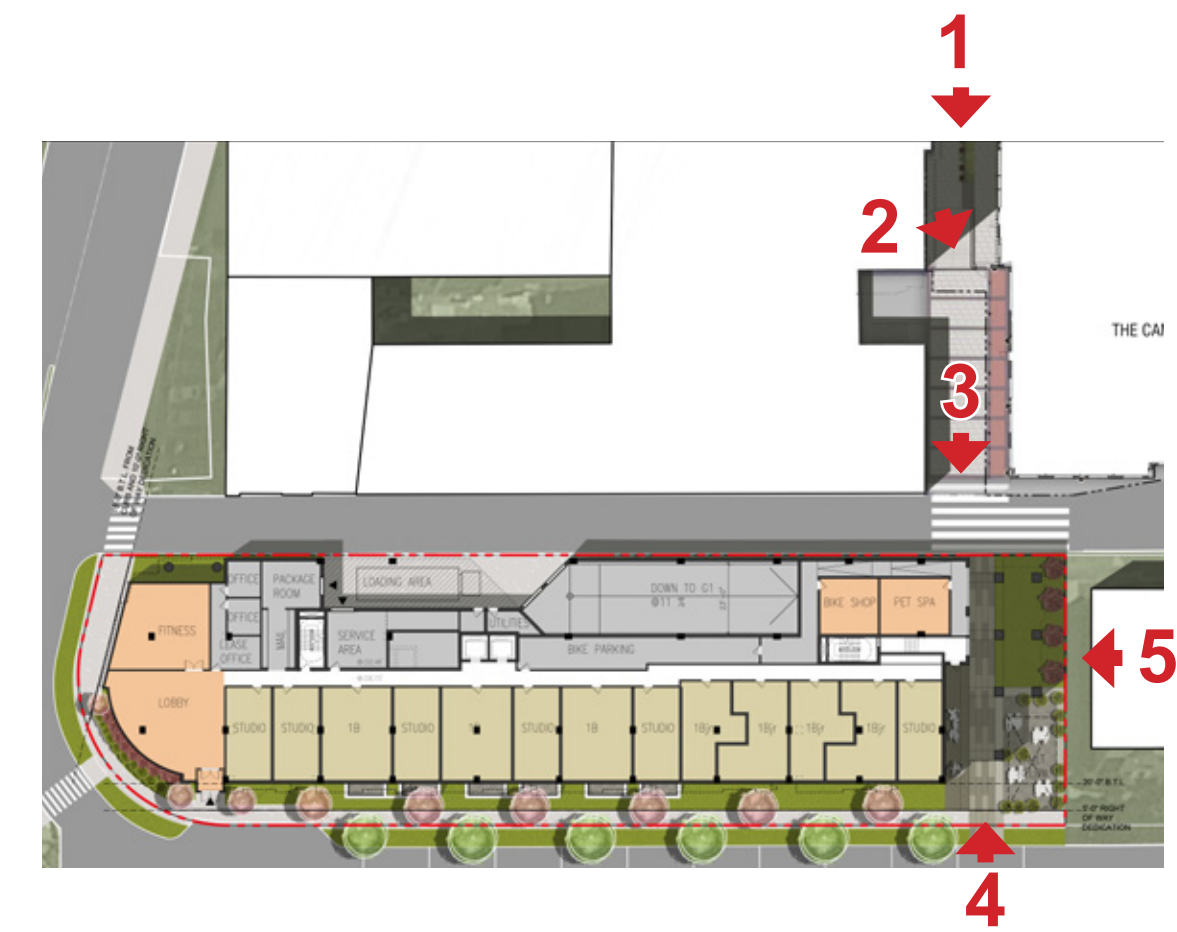
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SECTION @ THROUGH-BLOCK CONNECTION

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THROUGH-BLOCK CONNECTION RENDERINGS

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