

Silver Spring Downtown Design Advisory Panel (DAP)

Submission Form

Revised February 2023

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 Additional 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 administrator: Cashielle Nelson: SSDAP-Admin@mncppc.org
2. At least two weeks prior to the scheduled Panel meeting, provide via email to the Design Advisory Panel administrator the completed Submission Form and required drawings in PDF format. Incomplete applications will be returned for revision. **Applications deemed incomplete by the DAP 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 3D model that show the proposal in the built context, as well as with nearby building massings as approved by the Planning Board. (Bring the 3D model to the Panel review.)
 - 3D building massing diagrams illustrating:
 - the maximum mapped density and height on site;
 - Design Guidelines conformance;
 - how the proposed design conforms to the Design Guidelines and where it does not conform, how it still meets the Guidelines' intent;
 - Precedent images showing scale, architectural character, materiality, etc. (Concept & Sketch Plans only).
4. Except as noted, Site Plan applications must include all of the above, as well as, at a minimum:
 - Site landscape plan;
 - 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 Silver Spring. Simple compliance with the numerical standards in the Design Guidelines does not in itself achieve Design Excellence.

STREETS

List the Street Type(s) that are part of this project and fill in the Active Zone Elements chart with the recommended dimensions from the Design Guidelines and the proposed provided dimensions. Streets that do not include separated bike facilities will not have a Pedestrian/Bike Buffer.

STREET TYPE(S): _____

ACTIVE ZONE ELEMENTS	Recommended	Provided	Justification
Frontage Zone			
Sidewalk / Sidepath			
Pedestrian/Bike Buffer			
Separated Bike Lane (one-way or two-way)			
Street Buffer			

BUILDING FORM

Fill in the chart below with the number of floors for each Building Massing Component and with the horizontal distance (in feet) of step-backs or tower separations. If a Building Massing Component is not provided, indicate with n/a.

BUILDING MASSING COMPONENTS	# of Floors	Dimension Provided	Comments
Pedestrian Level		--	
Base		--	
Middle / Tower		--	
Top		--	
Cap		--	
Step-back above Base	--		
Step-back above Middle	--		
Tower Separation	--		



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

Yes No

- If yes, please provide diagrams demonstrating conformance with Section 2.4.3.B of the Guidelines

IS THE PROJECT ONE OF THE SITES IDENTIFIED IN CHAPTER 3 OF THE DESIGN GUIDELINES?

Yes No

- If yes, please provide diagrams demonstrating conformance with the Site-Specific Guidelines in Chapter 3.

EXCEPTIONAL DESIGN POINTS REQUIREMENT:

All projects are required to achieve the maximum 10 Public Benefit points for Exceptional Design. Below are the criteria from the [CR Implementation Guidelines](#). Project submissions should address the points below:

1. Provide innovative solutions in response to the immediate context.
2. Create a sense of place and serves as a landmark.
3. Enhance the public realm in a distinct and original manner.
4. Introduce materials, forms or building methods unique to the immediate vicinity or applied in a unique way.
5. Design compact, infill development so living, working and shopping environments are more pleasurable and desirable on a site.
6. Integrate low-impact development methods into the overall design of the site and building, beyond green building or site requirements.



DESIGN ADVISORY PANEL

8676 Georgia Avenue and 8601 Cameron Street, Silver Spring, Maryland Architectural Narrative

June 23, 2023

I. Introduction

In June of 2022, the County Council adopted the Silver Spring Downtown and Adjacent Communities Sector Plan (“Sector Plan”). As part of this approval, the County Council rezoned 8676 Georgia Avenue and 8601 Cameron Street (the “Property”) to the CR-5.0, C-5.0, R-5.0 zone, allowing heights of up to 300 feet. Additionally, the Council identified 8676 Georgia Avenue as an “opportunity site” that is underutilized. The proposed mixed use, predominately residential community will deliver exceptional design qualities that enhance the public realm, preserve and respect the historic Tastee Diner, use materials and forms that are unique to the immediate vicinity, implement the recommendations of the Sector Plan and serve as a compact infill development in Downtown Silver Spring.

A. Design Guideline Flexibility

The Approved and Adopted Silver Spring Downtown and Adjacent Communities Plan Design Guidelines (the “Design Guidelines”) appropriately recognize that the guidelines are not intended to be rigid requirements. Rather, “[t]he Planning Board may approve alternative design approaches that meet the intent of the Design Guidelines for both buildings and open spaces.” (See page 5). To this end, the Design Guidelines recognize that “[t]his review flexibility will allow room for truly exceptional and unexpected creative solutions to improve the downtown”, in a manner that responds to and takes into consideration existing site conditions and constraints. (See page 5). The Applicant seeks to take advantage of this flexibility, to allow for this infill redevelopment, which replaces two existing – low rise auto-oriented uses with a mixed-use, predominately residential building that responds to the transit-oriented nature of its location, and unique constraints of the site and its surroundings.

B. Property Background and Existing Site Constraints

The Property is a long narrow site (only approximately 75 feet wide) that has an overall net lot area of approximately 36,649 square feet. Immediately adjacent to the Property to the east is a six-story Verizon substation building located at 8670 Georgia Avenue, which presents as a tall blank façade next to the Property. The proposed building has been designed to respond to its designation as an Opportunity Site, with its prominent frontage on Georgia Avenue, while simultaneously providing a transition to the existing residential townhomes (mapped for up to 300 feet in height) located along Ramsey Avenue, to the rear. In addition to these existing site constraints and site contexts, the Project also proposes to preserve and adaptively re-use the

historic Tastee Diner that is located on the Property. As such, the Applicant is proposing to utilize the flexibility provided by the Design Guidelines to respond to all of these constraints and conditions, in a manner that achieves the Sector Plan recommendations and the exceptional design intended by the Design Guidelines.

II. Proposed Design

A. Overview of Project

The Applicant is proposing to comprehensively redevelop the low-density, single-use commercial buildings and associated surface parking on the Property with a high-rise, mixed-use, predominately residential development containing up to 550,000 square feet of density, including up to 525,000 square feet of residential use (or up to 525 units) and up to 25,000 square feet of ground floor commercial use, with any given combination of commercial and/or residential density not to exceed 550,000 square feet.

The Project is located in the Downtown Silver Spring Overlay Zone, and utilizes the Overlay Zone allowances to achieve up to 550,000 square feet of total development (or 12.08 FAR) (which exceeds the Property's mapped zoning of 5.0 FAR). The Project will make a Civic Improvement Fund ("CIF") payment for up to 272,432 square feet of DSS density (*i.e.* 550,000 square feet proposed, less 277,568 square feet of mapped/MPDU bonus density) at the time of building permit. The final CIF payment will be determined at the time of Site Plan.

In connection with the Project, the Applicant is proposing preserve and incorporate the historic Tastee Diner into the overall development by relocating it approximately 45 feet to the southwest. This will result in the Diner Car becoming more prominently located with a wider open space at its front at the corner of the intersection of Cameron Street and Ramsey Avenue. The architecture of the Project has been strategically designed to complement and not compete with the historic building. The Tastee Diner resource will be preserved and incorporated into the first floor of the mixed-use building façade, but stand proud of the new mixed use building. The Tastee Diner element is currently anticipated to function as a retail, restaurant or other street activating space. The overall massing of the building turns away from Cameron Street as it approaches Ramsey Avenue. This massing, in combination with the location of the Tastee Diner, allows the diner car to stand proud of the main building, resulting in it becoming a prominent street activating element. Furthermore, the relocation of the Tastee Diner, closer to the intersection of Ramsey Avenue and Cameron Street, in combination with the on-site open space and streetscape proposed, will allow for the celebration of this historic structure. Specifically, while public open space is not required on the Property, the Applicant proposes to strategically set the building back from the street by the relocated Tastee Diner to allow room for open space and an interpretive Node. This will provide a stopping opportunity to celebrate and highlight the Diner Car's historical contribution and legacy to the area. This node will include seating opportunities, planting, historic interpretive signage and wayfinding.

B. Architectural Design Concept

The building façade is comprised of multiple masses and variant façade treatments to break down the scale. The building design incorporates a series of step-backs, unique geometry, modulated and articulated facades, and/or variations in building materials and colors, which combined will greatly reduce the perceived mass of the building as viewed from different perspectives. The overall massing of the building is derived from the simple diagram of two intersecting forms. As the site widens near Ramsey Avenue, the western form turns to widen the view corridor down Cameron Street as it transitions from bustling, at Georgia Avenue, to more calm, at Ramsey Avenue. This angle in the building creates open space at the street level as the base turns with the tower above. The south tower is stepped down several floors from the taller form, and it is set back from the property lines on Cameron Street and Ramsey Avenue to provide a compatible transition to the surrounding development.

As mentioned above, the Property is significantly constrained by its long, narrow configuration and the presence of the seven-story party wall of the adjacent Verizon building. As such, to accommodate these constraints, the building has been designed to locate the above-grade parking adjacent to this blank façade so that the residential units above have views to the east above the Verizon building. The above-grade parking will be architecturally treated through either a mural, decorative metal panels or similar design treatment to visually conceal the parking from view. The façade of the parking floors will be broken up by the nature of the faceted building masses, the rhythmic distribution of wall openings, and by utilizing rich materials. The materials will be a delicate combination of brick, glazing and perforated metal panels that will obscure the interior of the parking garage from the street while amplifying curb appeal through careful patterning.

C. Building Massing Components

The Design Guidelines recommend differentiation between the base, middle and top of a building. While tower-step backs are one mechanism through which to provide this differentiation, the Design Guidelines recognize that other architectural elements or a change in color and/or material can also accomplish this objective.

a. Building Base, Middle and Top

The Design Guidelines recommend a building base between two and six stories, with the pedestrian level being the lower one- to two-floors of the base. The Project proposes a six-story building base. The Applicant currently envisions (with further detail refined at time of Site Plan) that the base will be a combination of brick, glazing, and perforated metal panels and the tower at Georgia Avenue will be metal and glass with a significantly different fenestration pattern. The ground plane of the project will have a double-height (+20' open) commercial/lobby space with floor to ceiling glass along Cameron and Georgia to maximize street activation. At the location of the relocated diner car the glass will transition into the historic diner façade.

The building middle is defined as the floors between the base and the top. Here, the building middle is floors 7 to 27 on the north tower and floors 7 to 23 on the south tower. The north tower will be glass with metal panels and the base will be primarily composed of masonry, perforated metal panels and a transparent glazing system at the ground level. The south tower is envisioned to utilize masonry in a contrasting tone to the base and the north tower, so that the materials will differentiate the three distinct building forms.

The Design Guidelines recommend an architecturally significant feature on the top of buildings with height over 120 feet. As discussed above, the building incorporates two distinct tower elements. Above the roofs of the two tower forms, the top of the building will bridge between the different heights of the forms to create a distinctive sculptural cap that enhances the skyline. The building cap will have a step-back to separate it from the two main building forms and will be clad with a material that is separate from, but harmonious with the masonry and metal panels below. The cap will be lit, so that it will be visible from the ground level and will mark this architecturally significant corner in downtown Silver Spring.

b. Tower Step-Back

The Design Guidelines recommend providing a step-back above the building base of 15 feet on Downtown Boulevards and Downtown Streets. Towers can partially extend to the ground in important locations (*see* Page 53). Additionally, the Design Guidelines note that “[i]f a step-back is not provided, then the differentiation may be an architectural element that is not in the same plane as the primary façade, or a change in color and/or material.” (See Page 52).

As discussed above, the Property is a constrained, narrow site, however the flexibility in the Silver Spring Design Guidelines allows for this building to comply with the base and tower requirements. The intersection of Georgia Avenue and Cameron Street is an architecturally significant corner, so the tower continues to the ground at this important location and on the narrow face at Georgia Avenue. Along Cameron Street the important tower continues partially down the block but has a plane change and material difference from the base to visually separate these two building elements. On the Georgia Avenue face, the tower steps in near the existing adjacent Verizon substation (which has a blank wall) and the entire Georgia Avenue face has a further setback from the street than the Verizon substation. The tower is separated from the rear property line at the Southeast by approximately 22 feet for the majority of the building length with the exception at the Georgia Avenue face where the site narrows and space is required to maintain a viable residential floor plate. As the building goes down Cameron Street, the building form rotates away from the street, and the tower is set back from the Property line approximately 30 feet beyond the prescribed distance. At the location of the preserved diner resource, the tower is set back from the Property line more than approximately 40 feet and there is an open space at street level in front of the historic Tastee Diner. Along Ramsey Avenue, the tower is set back approximately 23’ from the Property line and it steps down 3-4 floors from the approved maximum 300 foot height (although not recommended or required by Code) to promote compatibility with the confronting

townhomes. Additionally there is a two level setback that is directly above the base, which allows the tower to appear separated from the base along the Ramsey Avenue elevation.

c. Corners

The Design Guidelines identify the corner of Georgia Avenue and Cameron Street as an “architecturally significant corner” deserving of architecturally interesting elements. Reflective of this prominent corner, the taller metal and glass tower of the building will come to the ground and pierce through the masonry base for a dramatic architectural moment.

d. Tower Separation

The Design Guidelines generally recommend that towers be separated by at least 45 feet (minimum of 22.5 feet from the side and rear property lines). The Property has three street frontages and, as discussed above, the majority of the Property’s eastern boundary is bordered by the Verizon substation, blank party wall. Based on these adjacencies and the narrowness of the Property, tower separation is not appropriate for this Project.

D. Streetscape Design

The Design Guidelines designate Cameron Street as the “Central Green Loop” that is envisioned to “promote walking and biking as accessible and healthy ways to travel in and around downtown Silver Spring.” Georgia Avenue is designated as a Downtown Boulevard and Cameron Street is further designated as a Downtown Street Type B. Bicycle and pedestrian facilities, and uninterrupted streetscapes, are the priority on Georgia Avenue and Cameron Street.

The building has been designed to establish a continuous street edge and incorporates ample transparency and articulation at the ground plane along Georgia Avenue and Cameron Street, to further define and actively engage the street. Specifically, consistent with the Design Guideline recommendations, the building will be setback approximate 23.5 feet from the curb on Georgia Avenue, consistent with the recommended building placement for Downtown Boulevards (*i.e.* 8 foot street buffer, 10.5’ sidewalk and 5’ outdoor dining zone); and 15.5 feet from the curb on Cameron Street, consistent with the recommended building placement for Downtown Streets (*i.e.* 8 foot sidewalk, 6 foot pedestrian/bike buffer). In addition, Ramsey Avenue is recommended as a Downtown Street (8’ sidewalk, 6’ buffer) and the project proposes a 14.5’ minimum curb setback.

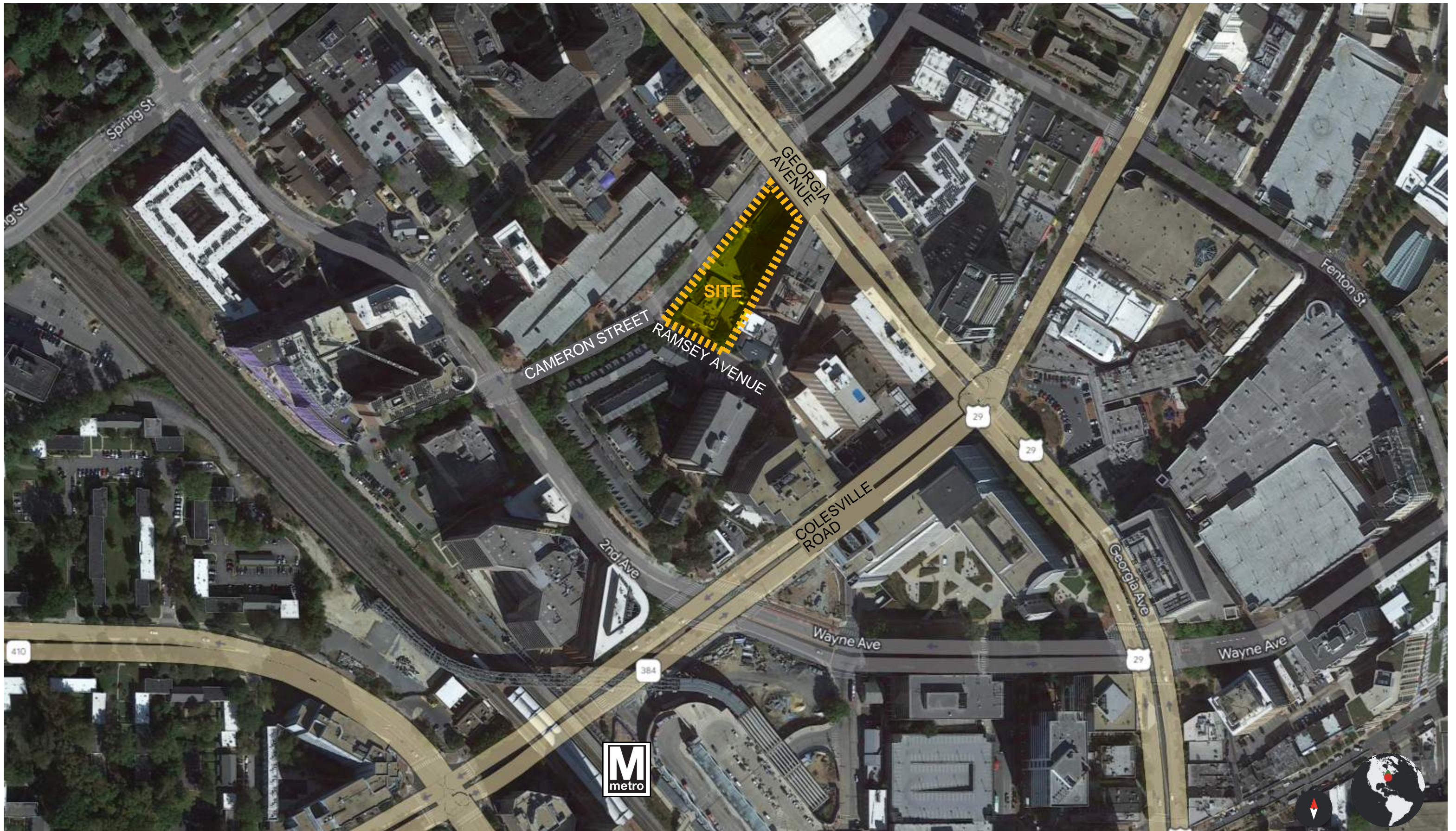
Another important component of these streetscape improvements is the elimination of the existing curb cut on Cameron Street, which, in combination with the streetscape improvements, will implement the “Central Green Loop” recommendations along the Property’s frontage. The streetscape design along Cameron will be designed to incorporate elements that reinforce the Silver Spring Downtown Plan Vision for the Green Loop. The design envisions creating a space that is pedestrian, bike and environmentally friendly. To this effect, the design will incorporate regularly

spaced street trees with adequate soil volumes to sustain long term growth. These trees will provide the much-needed canopy in urban areas, creating a pleasant and recognizable loop that connects major areas of the downtown. In addition, there will be other elements incorporated in the streetscape such as cool surfaces, native vegetation, dark sky lighting and storm water management features to reinforce the goals of a resilient downtown. At the corner of Cameron Street and Ramsey Avenue an interpretative node will provide a stopping opportunity to celebrate and highlight the Diner Car historical contribution and legacy to the area. This node will include seating opportunities, planting, historic interpretive signage and wayfinding.

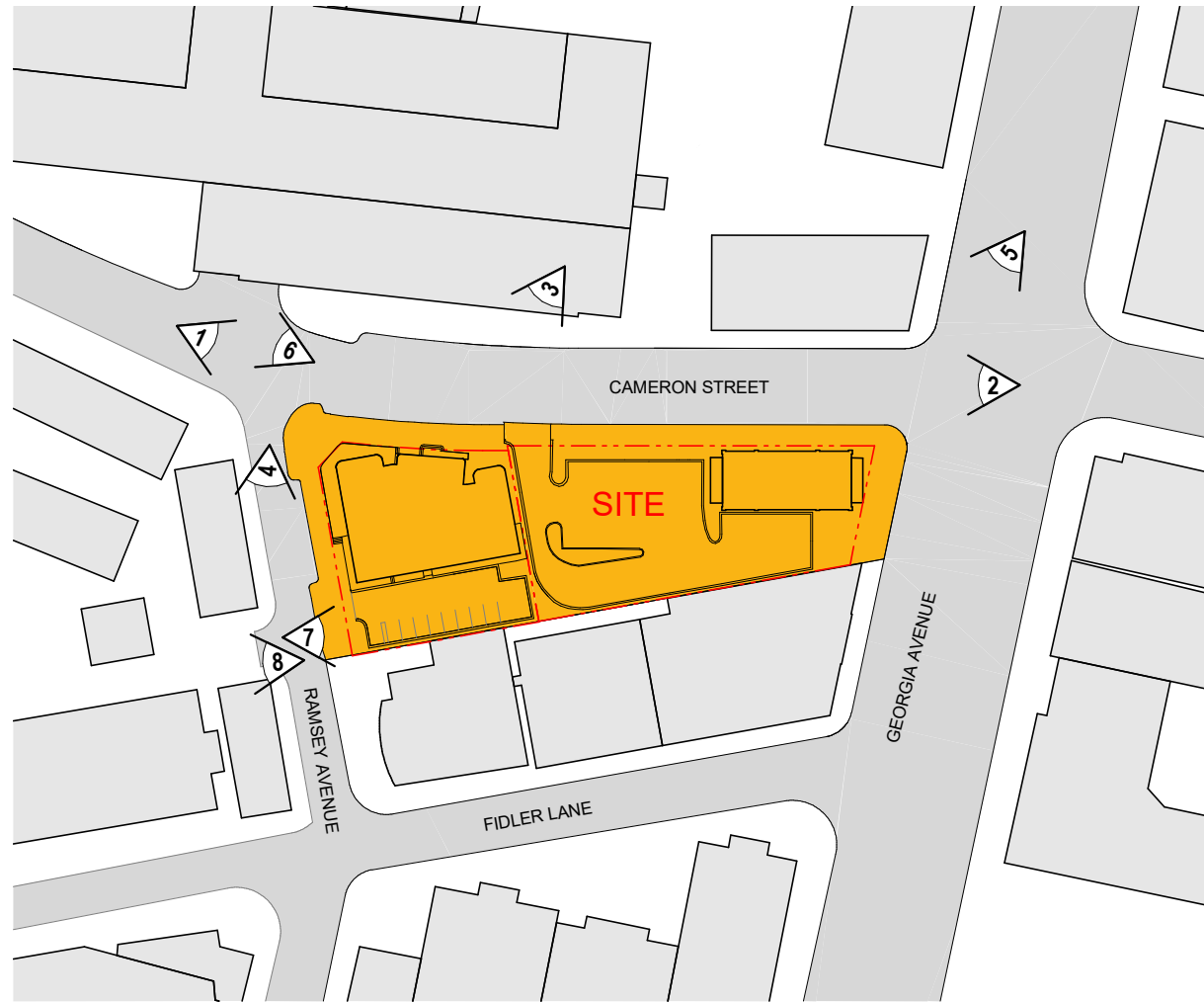
**8676 GEORGIA AVENUE
SILVER SPRING, MD**

**SKETCH PLAN
DAP**

07/10/2023







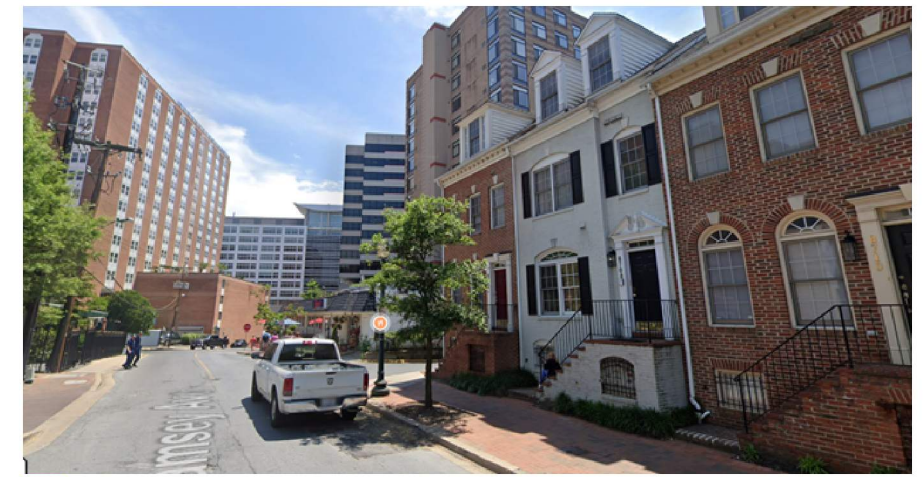
1 VIEW FROM CAMERON STREET LOOKING SOUTHEAST



2 VIEW FROM GEORGIA AVE LOOKING WEST



3 TASTEE DINER LOOKING SOUTH



4 RAMSEY AVENUE LOOKING SOUTH



5 VIEW FROM GEORGIA AVENUE LOOKING SOUTH



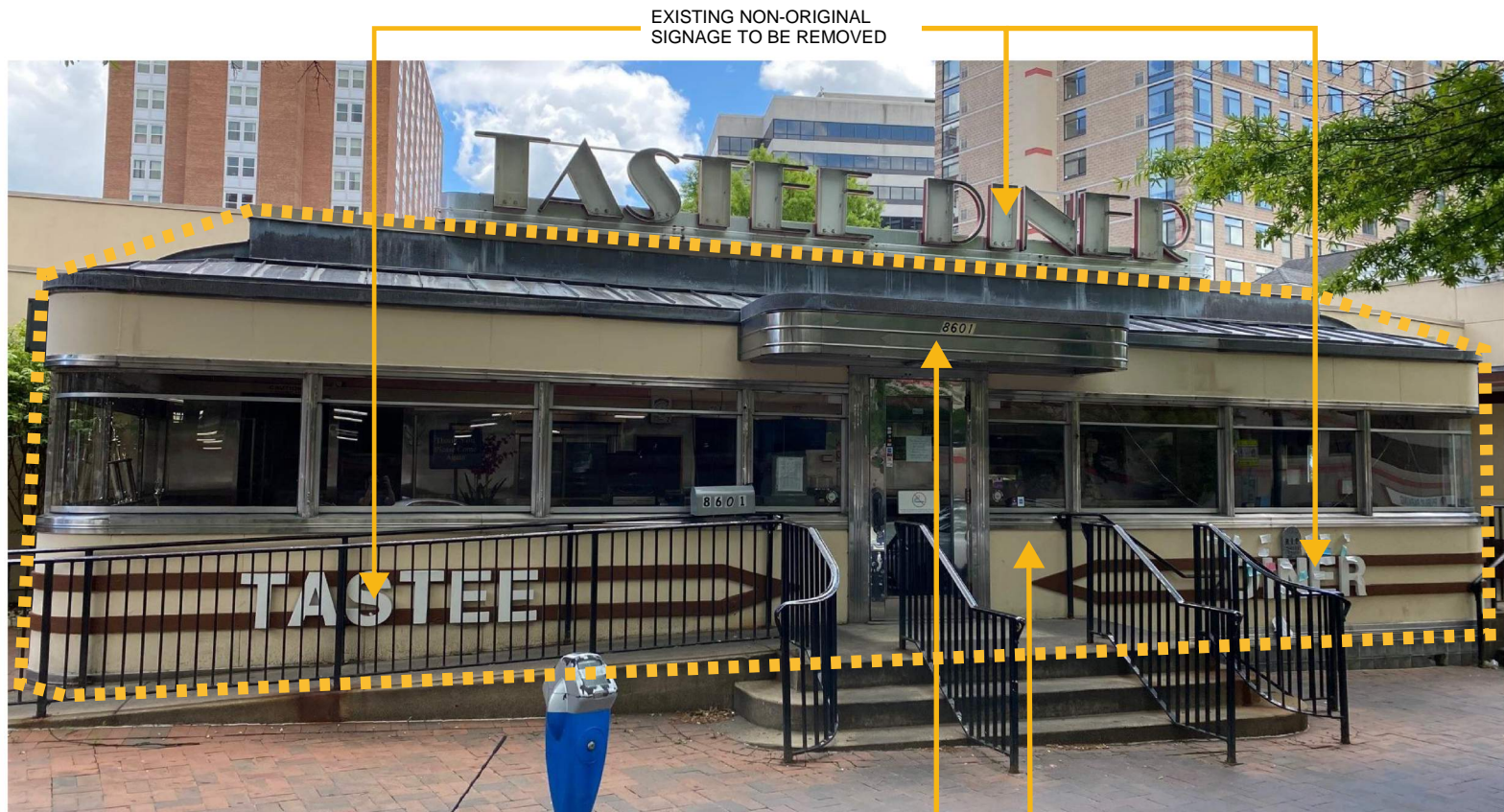
6 VIEW FROM CAMERON STREET LOOKING WEST



7 RAMSEY AVENUE LOOKING EAST



8 RAMSEY AVENUE LOOKING WEST



EXISTING VIEW FROM NORTH

EXISTING NON-ORIGINAL SIGNAGE TO BE REMOVED

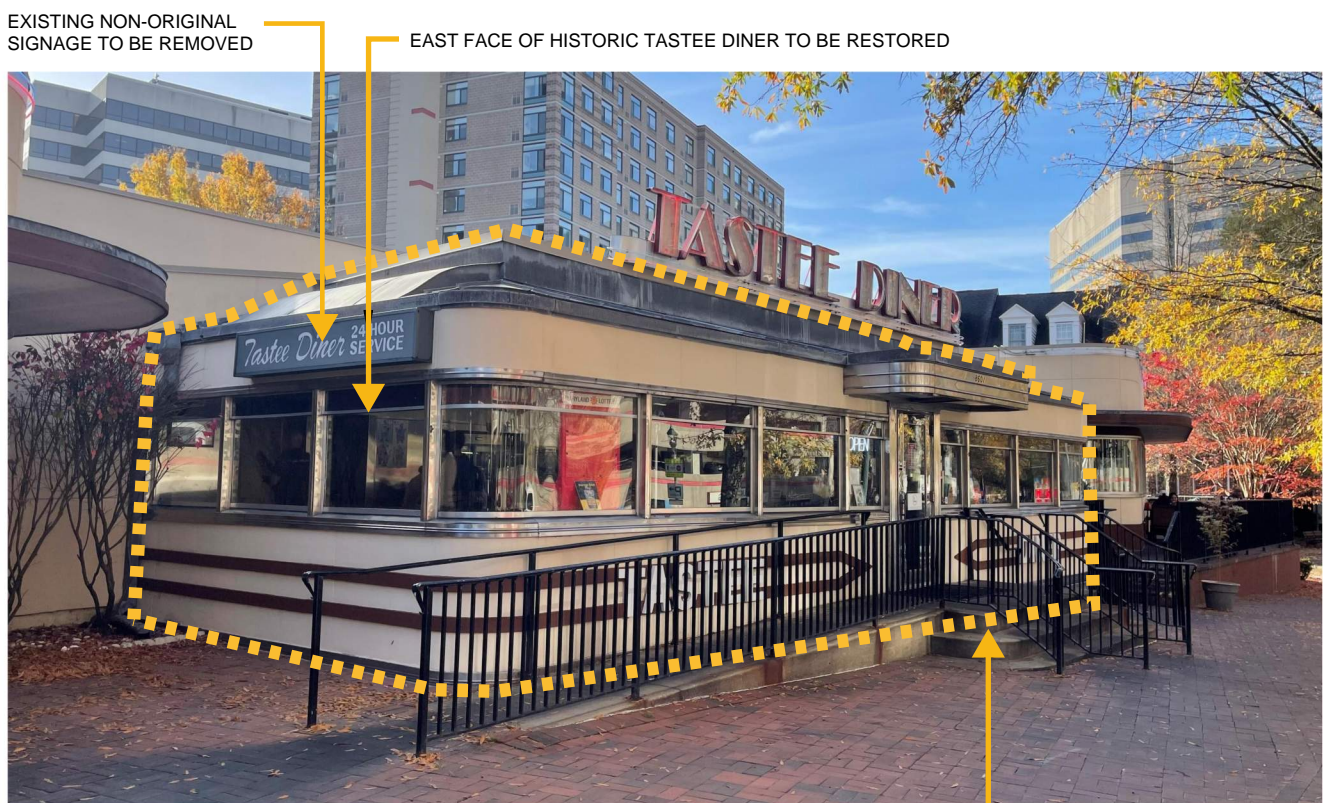
STAINLESS STEEL CANOPY TO BE PRESERVED

NORTH FACE OF HISTORIC TASTEE DINER TO BE RESTORED



EXISTING AERIAL VIEW

RESTORE AND REBUILD EXISTING ROOF

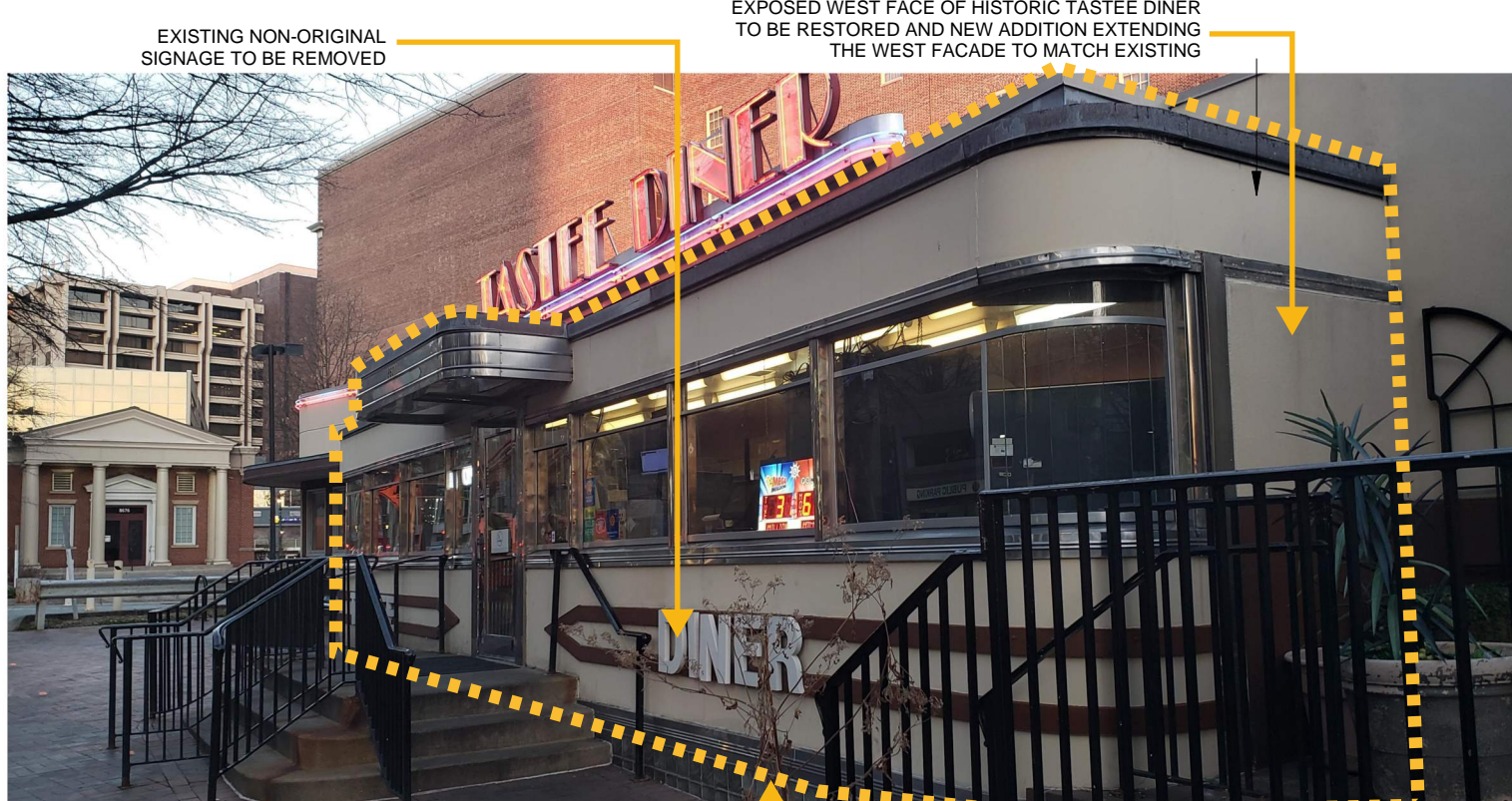


EXISTING VIEW FROM NORTHEAST

EXISTING NON-ORIGINAL SIGNAGE TO BE REMOVED

EAST FACE OF HISTORIC TASTEE DINER TO BE RESTORED

INCOMPATIBLE STEPS, RAILING, AND RAMP TO BE REMOVED

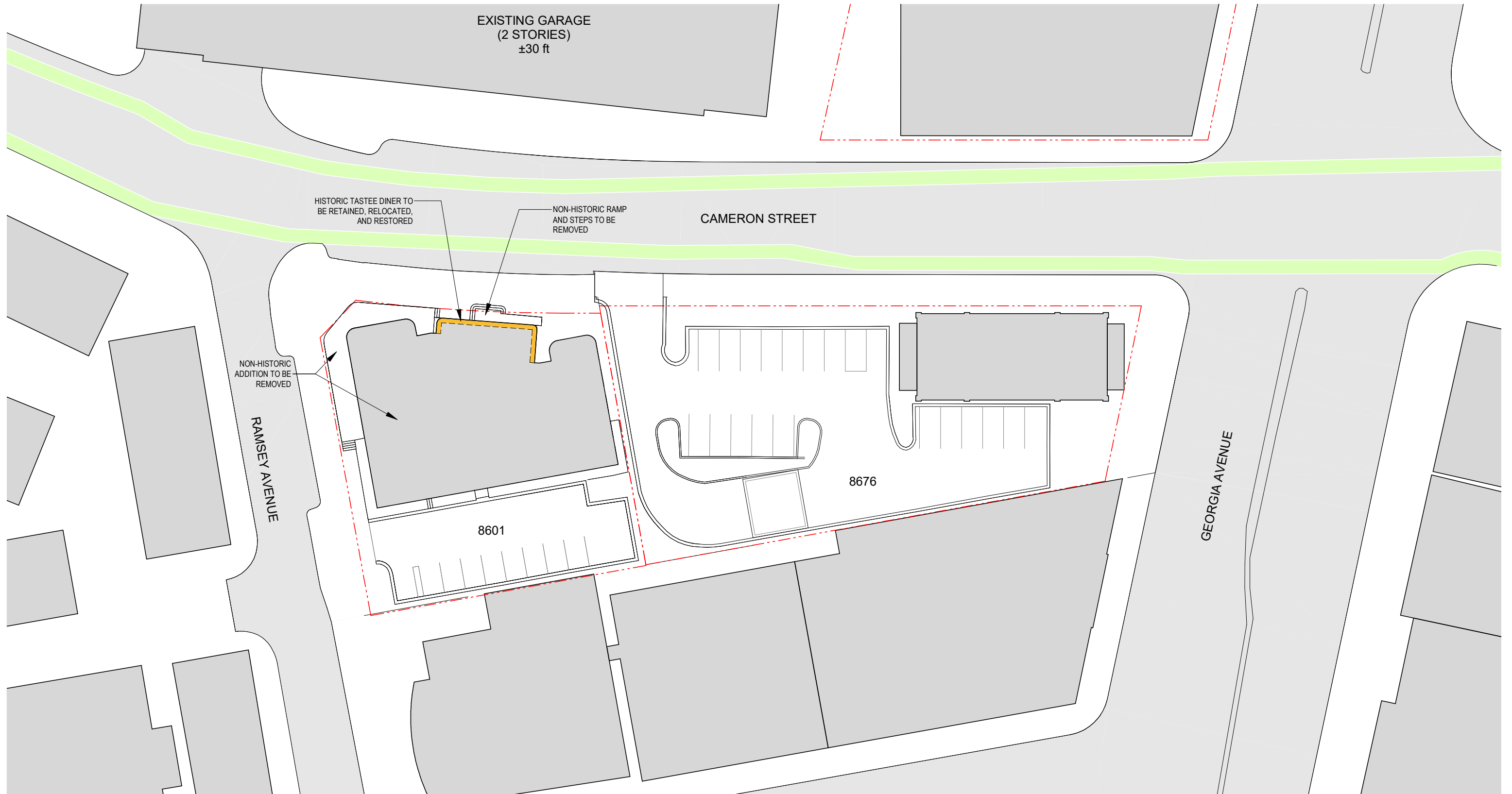


EXISTING VIEW FROM NORTHWEST


EXISTING NON-ORIGINAL SIGNAGE TO BE REMOVED

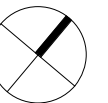
EXPOSED WEST FACE OF HISTORIC TASTEE DINER TO BE RESTORED AND NEW ADDITION EXTENDING THE WEST FACADE TO MATCH EXISTING

GLASS BLOCK BASE TO BE REPLACED WITH STONE



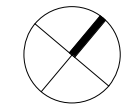
LEGEND

 BIKE LANES





- DESIGN GOALS:**
- PROVIDE RESIDENTIAL UNITS IN DOWNTOWN SILVER SPRING
 - HISTORIC TASTEE DINER TO BE RETAINED, RESTORED AND RELOCATED TO THE EAST ON THE GROUND FLOOR OF THE PROPOSED BUILDING. THE SURROUNDING BUILDING WILL BE DESIGNED IN A MANNER THAT ENSURES COMPATIBILITY.
 - PROVIDE ARCHITECTURAL DESIGN THAT RESPONDS AND RELATES TO THE URBAN CONTEXT ALONG GEORGIA AVENUE, CAMERON STREET, AND RAMSEY AVENUE WHILE ALSO ENSURING COMPATIBILITY WITH THE SURROUNDING DEVELOPMENT.
 - CREATE AN INTERPRETIVE NODE AT STREET LEVEL AT THE CORNER OF CAMERON STREET AND RAMSEY AVENUE, ACTIVATING SIDEWALK IN FRONT OF THE RELOCATED HISTORIC TASTEE DINER.
 - FURTHER THE SILVER SPRING DOWNTOWN AND ADJACENT COMMUNITIES PLAN (SS-DAC) GOAL OF ACTIVATING CAMERON STREET AS A GREEN LOOP CONNECTOR.



SILVER SPRING DESIGN GUIDELINES

1.2.2 DESIGN GUIDELINES AND FLEXIBILITY

The Planning Board may approve alternative design approaches that meet the intent of the Design Guidelines for both buildings and open spaces. This review flexibility will allow room for truly exceptional and unexpected creative solutions to improve the downtown. Certain guidelines provide a range of recommended metrics (e.g. dimensions, number of floors) to appropriately meet the intent. These ranges are not rigid requirements but instead provide predictability for applicants as to what will be expected during development review and provide staff and the Planning Board with a framework to guide the review process. Design proposals will be evaluated during the development review process based on the surrounding context, site conditions, site constraints, and how the project meets the Sector Plan goals and Design Guidelines intent. Design proposals for public open spaces will also be evaluated based on the Energized Public Spaces (EPS) Design Guidelines.

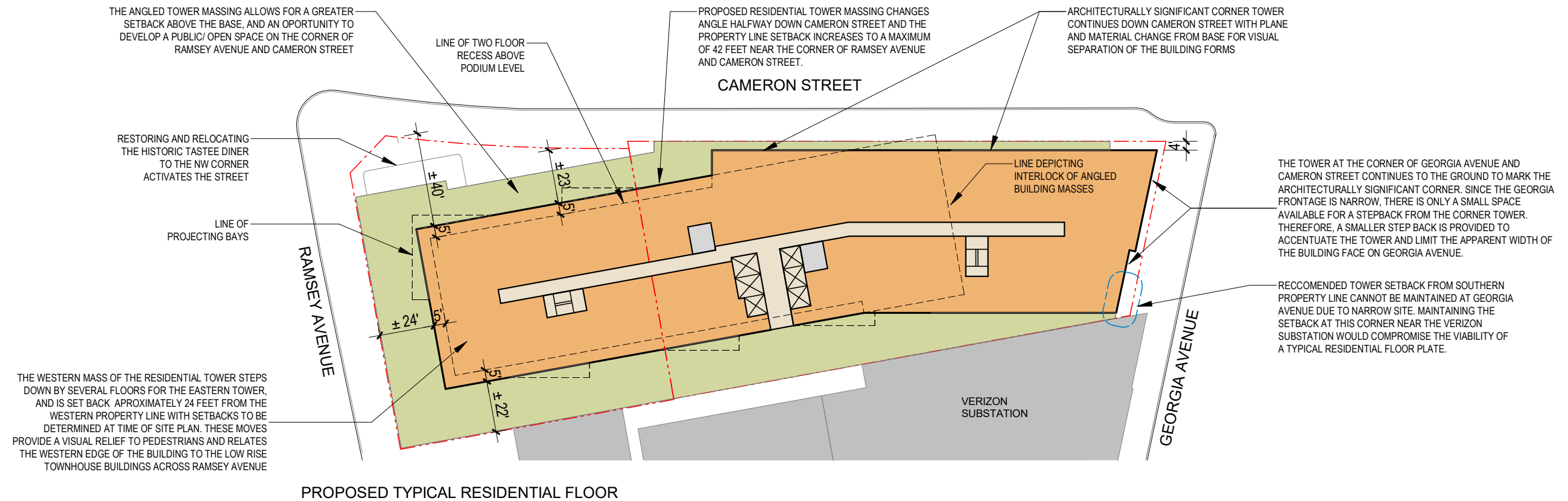
The Zoning Map sets building height limits and maximum Floor Area Ratio (FAR) densities, but it will be these limits and the Design Guidelines that will ultimately shape the future buildings and public spaces in the Plan area. Application of the Guidelines may, in certain cases, result in limiting the amount of density that can be built on a site. However, because of their importance in achieving the urban design goals of the Plan, these Guidelines should be met even where it may not be possible for a site to be developed to its maximum theoretical density and/or height.

2.3.2.C BUILDING MASSING COMPONENTS: MIDDLE GUIDELINES

Differentiate between the Base of the building and the Middle. If a step-back is not provided, then the differentiation may be an architectural element that is not in the same plane as the primary façade, or a change in color and/or material. This differentiation does not have to occur for the full length of the Base but should be a primary feature of the building massing.

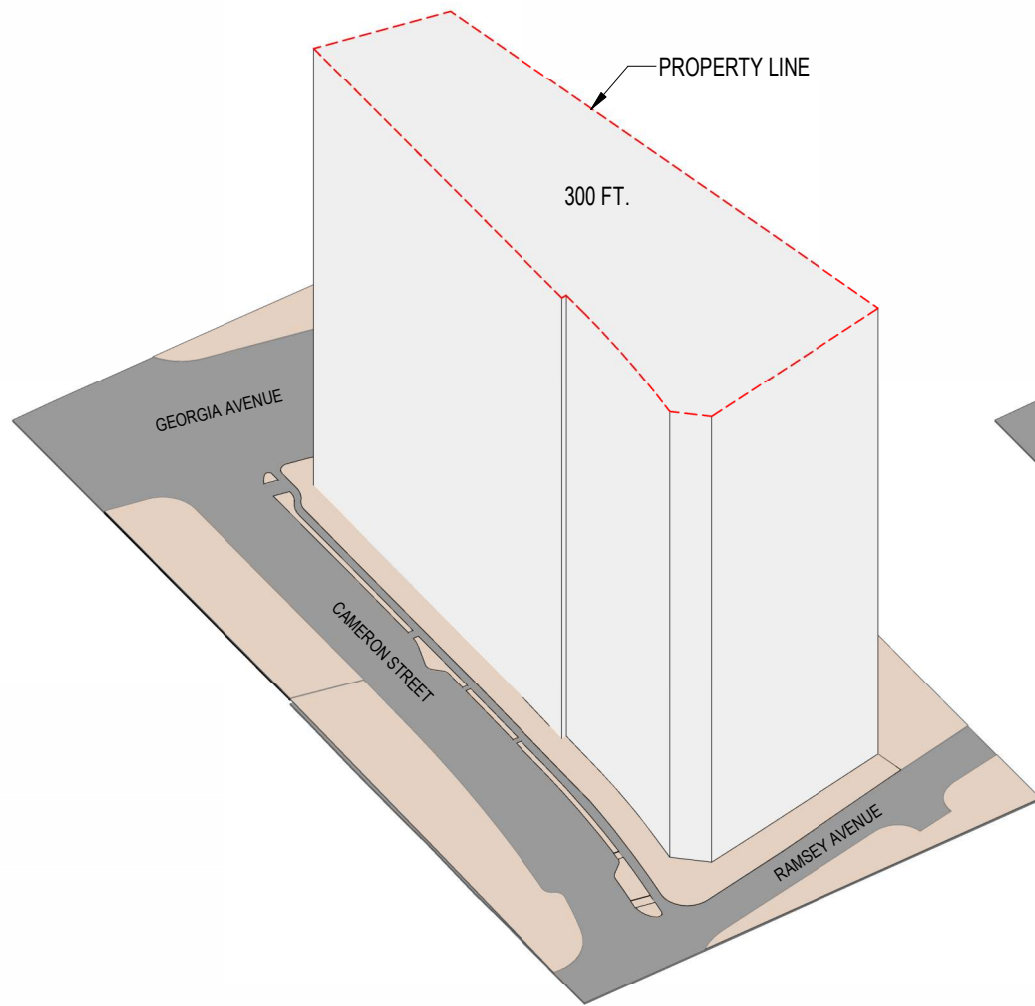
2.3.2.C.1 TOWER

- Provide a step-back above the Base. Step-backs should be provided across the majority of the building frontage but Towers can partially extend to the ground in important locations. Tower step-backs should be a minimum of:
 - 15 feet above the base on Downtown Boulevards and Downtown Streets (wide; ROW > 80’).
 - 10 feet above the base on Downtown Streets (typical; ROW < 80 feet) and Neighborhood or Area Connectors.
- Secondary upper step-backs are encouraged for buildings above 150 feet. Secondary step-backs should be several floors above the step-back that separates the Base from the Tower and should be smaller than the primary step-back above the Base.
- Separate towers by at least 45 feet (minimum of 22.5 feet from the side and rear property lines).
- 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.



NOTE: SETBACKS ARE APPROXIMATE, WITH FINAL SETBACKS TO BE DETERMINED AT TIME OF SITE PLAN

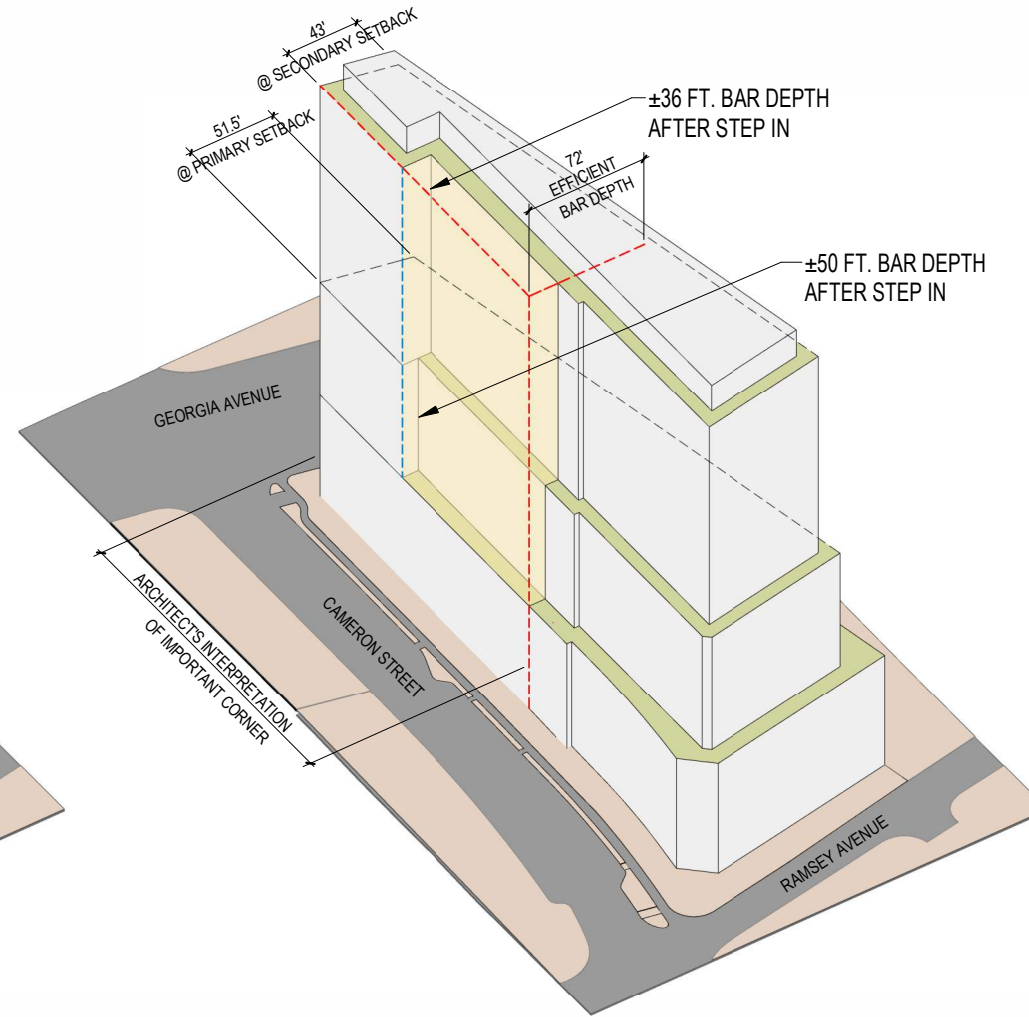
DIAGRAM 1:
ALLOWABLE ZONING HEIGHT



NOTES:

MASSING SHOWING ALLOWABLE BUILDING HEIGHT OF 300FT AS PER ZONING RECOMMENDED IN THE SILVER SPRING DOWNTOWN AND ADJACENT COMMUNITIES PLAN.

DIAGRAM 2:
RECOMMENDED SILVER SPRING GUIDELINES APPLIED RESULTING IN INFEASIBLE MASSING



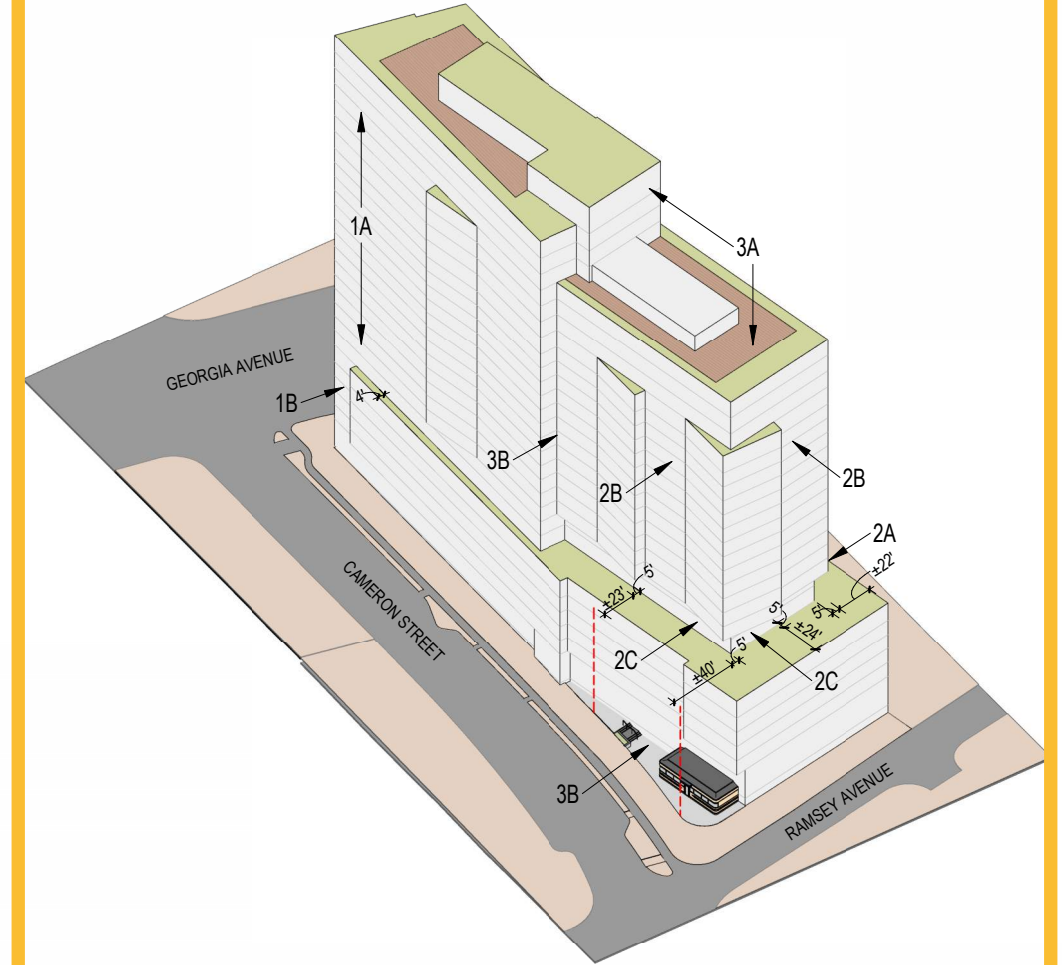
NOTES:

1. INTERSECTION OF GEORGIA AVENUE AND CAMERON STREET IS AN ARCHITECTURALLY SIGNIFICANT CORNER WHERE THE TOWER COMES TO THE GROUND.
2. RECOMMENDED BUILDING SETBACKS:
 - A. 22.5 FT. SETBACK AT REAR PROPERTY LINE.
 - B. 10 FT. PRIMARY SETBACK AT PODIUM LEVEL ON CAMERON STREET AND RAMSEY AVENUE (ROW <80 FT.)
 - C. SUGGESTED SECONDARY SETBACK OF LESS THAN PRIMARY SETBACK (<10 FT.) FOR BUILDINGS TALLER THAN 150 FT.
 - D. TOTAL OF PRIMARY (10 FT.)+ SECONDARY (<10 FT.) SETBACKS IS ≤ 20 FT.

RECOMMENDED MASSING GUIDELINES ARE INFEASIBLE FOR REASONS INCLUDING:

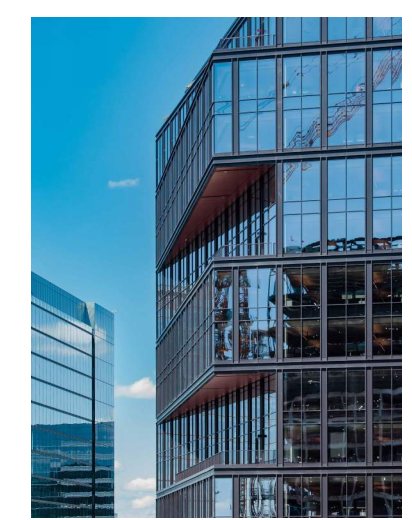
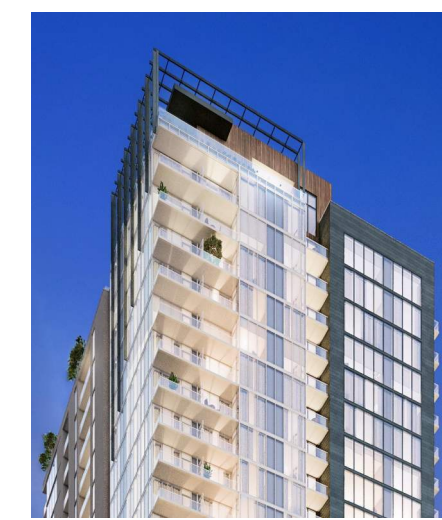
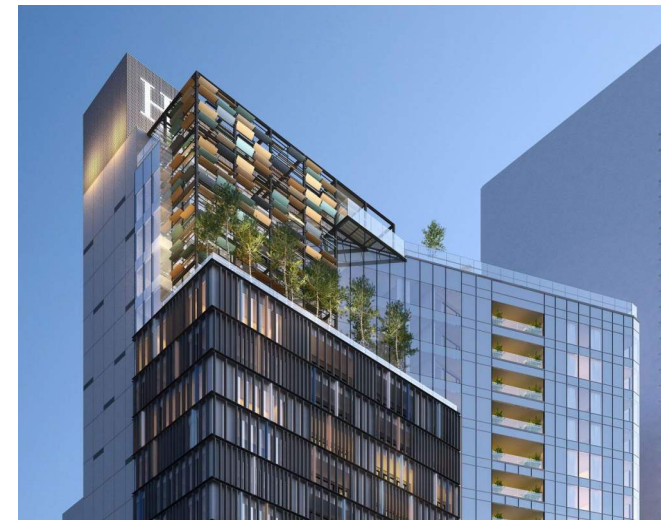
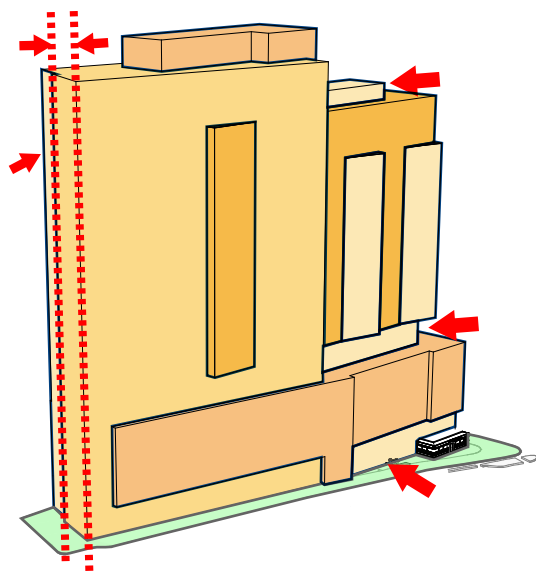
- SITE IS VERY NARROW AT CORNER OF GEORGIA AVENUE AND CAMERON STREET AND THE DEPTH INCREASES TOWARDS RAMSEY AVENUE.
 - AFTER REAR SETBACK, RESIDENTIAL BAR DEPTH WOULD BE TOO NARROW (±50 FT.) AT GEORGIA AVENUE AND TOO WIDE AT RAMSEY AVENUE (±95 FT.)
 - APPROXIMATELY 60% OF THE BUILDING AREA ALONG CAMERON STREET HAS INFEASIBLE BAR DEPTH REQUIRED FOR AN EFFICIENT RESIDENTIAL UNIT DESIGN.
- MASSING DOES NOT RESPOND TO THE SCALE OF EXISTING LOW-HEIGHT RESIDENTIAL TOWNHOUSES WEST OF RAMSEY AVENUE.

DIAGRAM 3:
PROPOSED MASSING REFLECTING CONFORMANCE TO SILVER SPRING GUIDELINES AND FLEXIBILITY

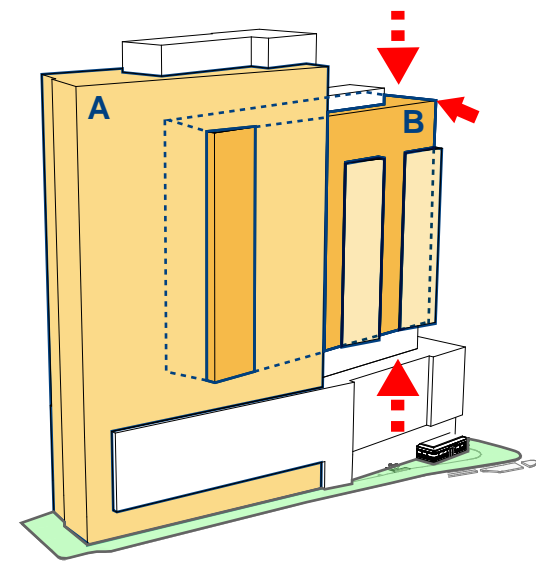


NOTES:

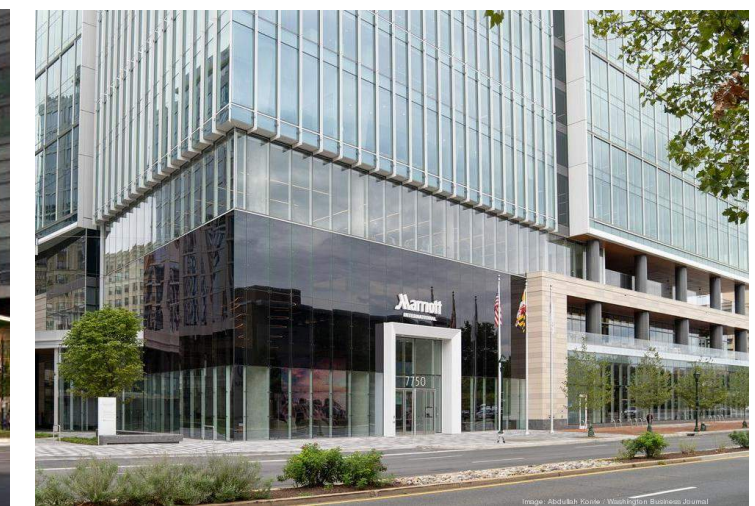
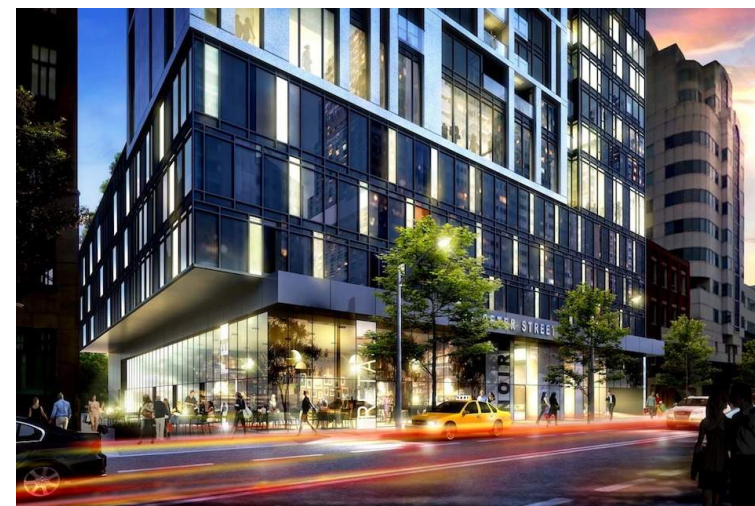
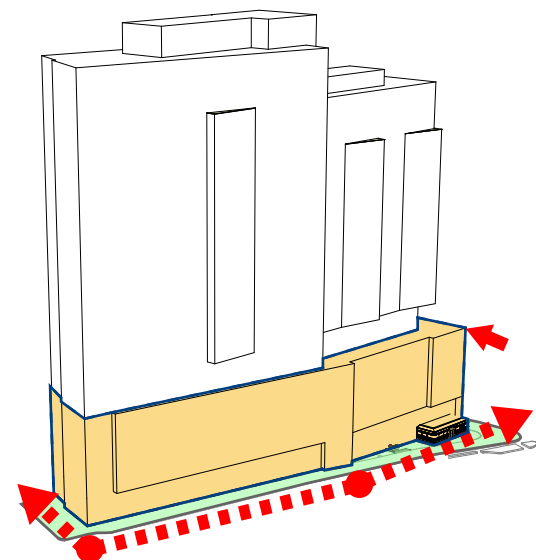
1. INTERSECTION OF GEORGIA AVENUE AND CAMERON STREET IS AN ARCHITECTURALLY SIGNIFICANT CORNER.
 - A. TOWER COMES TO THE GROUND.
 - B. TOWER IS SET BACK AN ADDITIONAL ±4 FT. FROM THE PROPERTY LINE AT CAMERON STREET.
2. BUILDING SETBACKS PROVIDED:
 - A. ±22 FT. SETBACK AT REAR PROPERTY LINE.
 - B. TOTAL RECOMMENDED PRIMARY + SECONDARY SETBACK (≤ 20 FT.) PROVIDED AT PODIUM LEVEL ON CAMERON STREET AND RAMSEY AVENUE.
 - C. ADDITIONAL TWO STORY SETBACK OF ±5 FT. AT PODIUM LEVEL ON CAMERON STREET AND RAMSEY AVENUE.
3. CHANGES TO BUILDING MASSING RESULTS IN EXPRESSIVE GEOMETRY ALONG CAMERON STREET CREATING VISUAL INTEREST AT THE PROMINENT SITE.
 - A. STEPPING DOWN TOWARDS RAMSEY AVENUE RESPONDS TO CHANGE OF SCALE FROM GEORGIA AVENUE TO RAMSEY AVENUE.
 - B. TOWER MASSING IS ANGLED FOR A GREATER SETBACK, ALLOWING FOR MORE OPEN SPACES AND CORNERS.



CARVING AND ARTICULATING THE MASS



STEPPING THE TOWER MASSING



DEFINING THE BUILDING BASE AND STREETScape



TRANSPARENT GROUND LEVEL FACADE



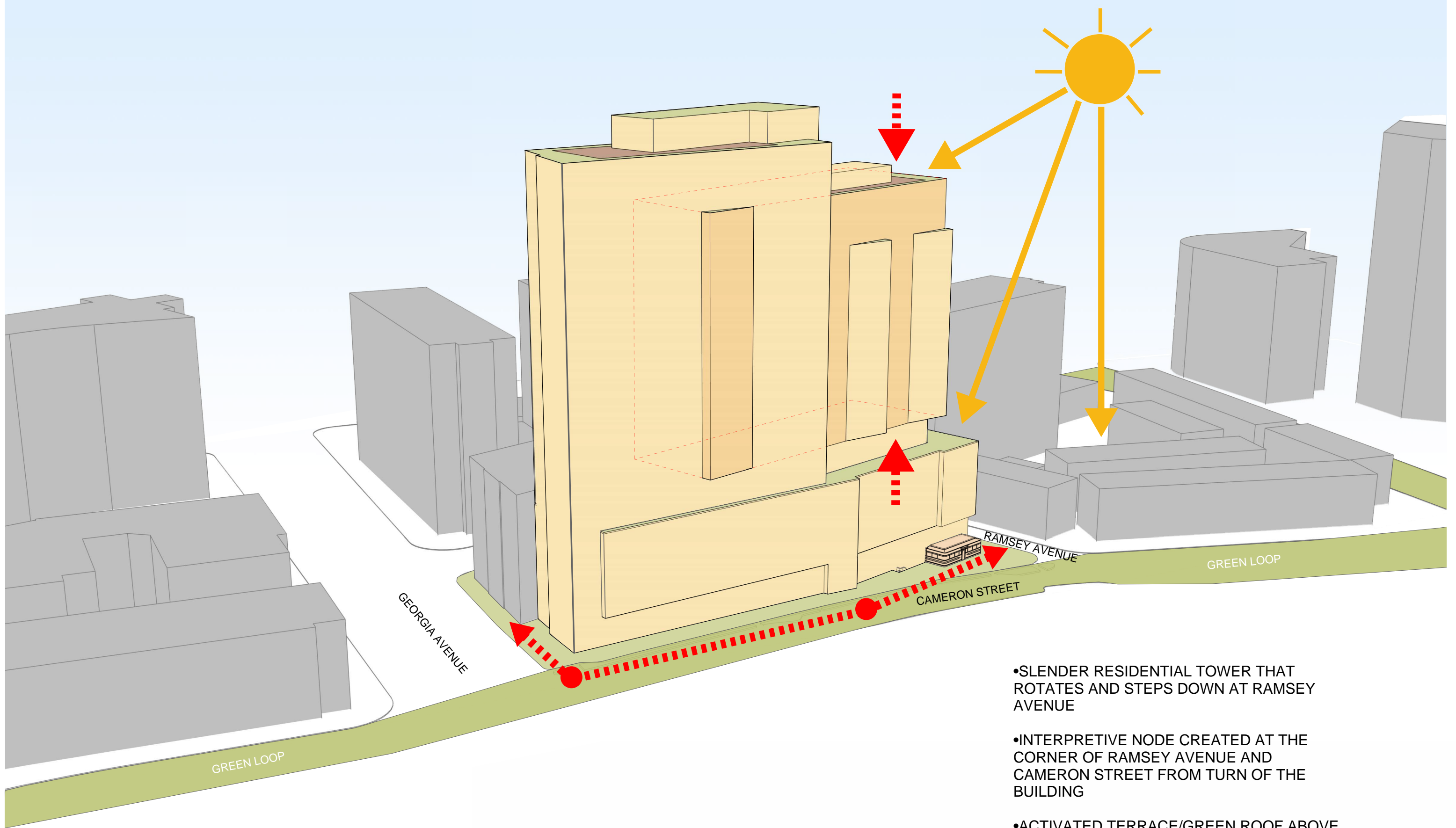
ACTIVATED STREETScape



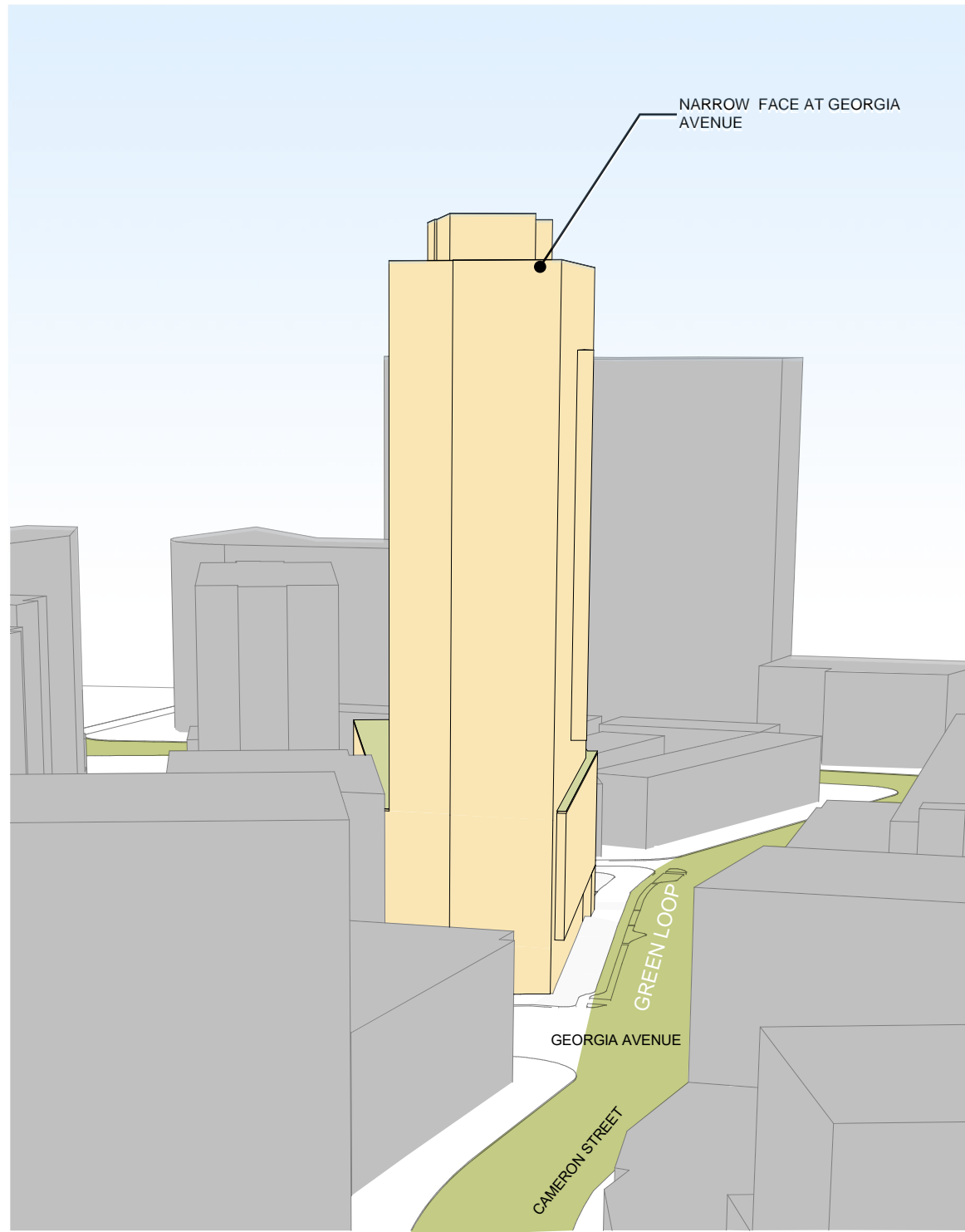
ARTICULATED PARKING FACADE



UNIQUE BASE MASSING

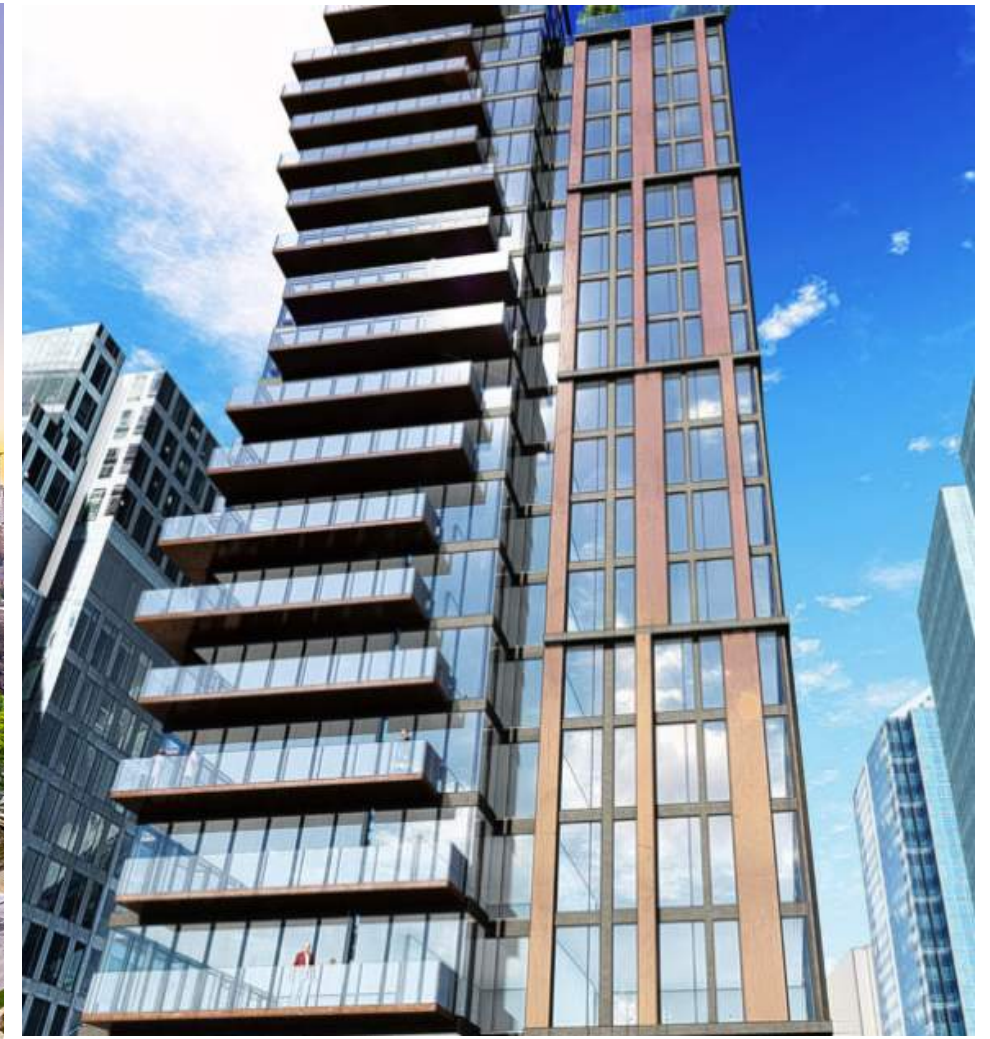


- SLENDER RESIDENTIAL TOWER THAT ROTATES AND STEPS DOWN AT RAMSEY AVENUE
- INTERPRETIVE NODE CREATED AT THE CORNER OF RAMSEY AVENUE AND CAMERON STREET FROM TURN OF THE BUILDING
- ACTIVATED TERRACE/GREEN ROOF ABOVE PODIUM



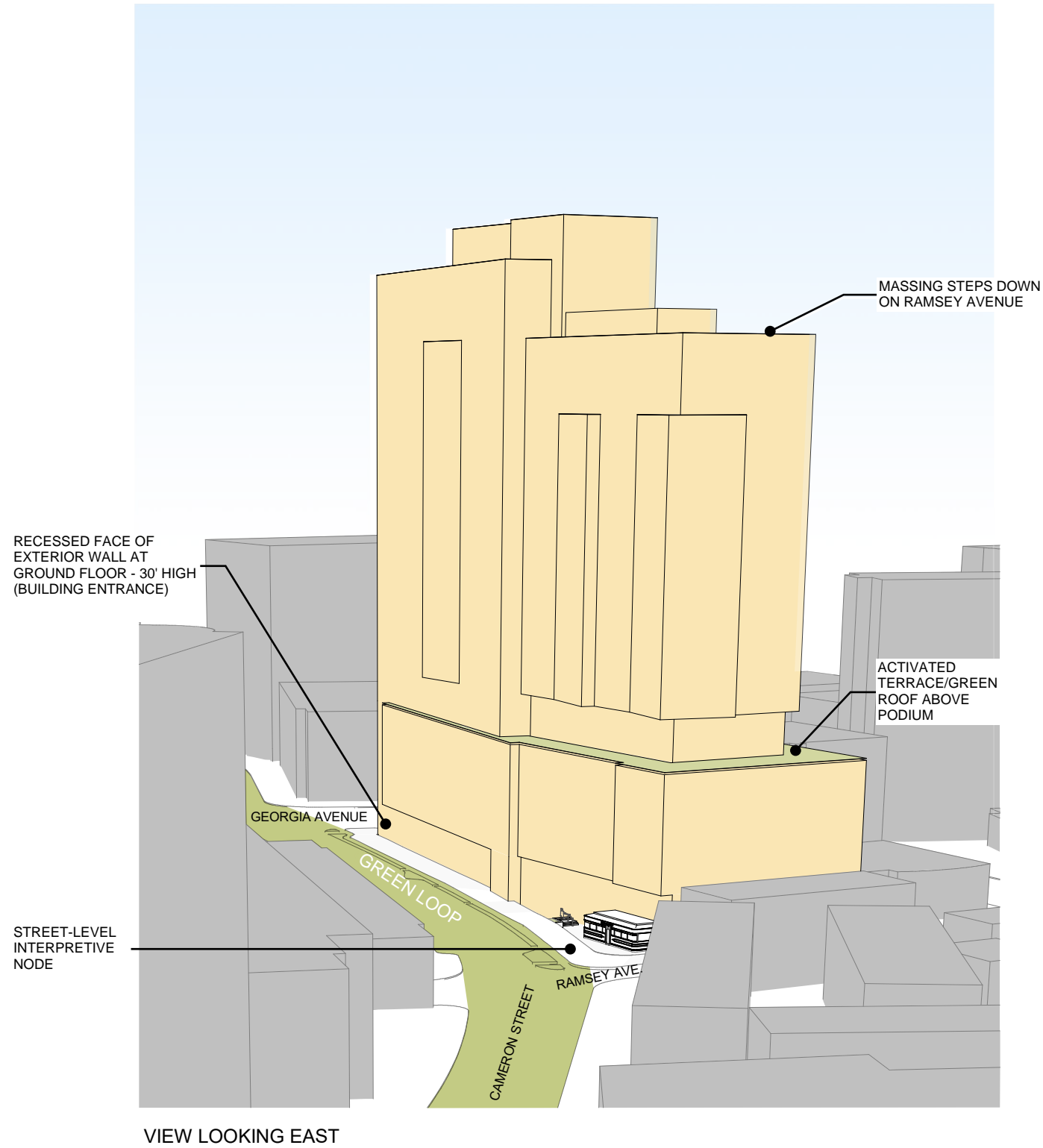
VIEW LOOKING WEST

CORNER TOWER INSPIRATION IMAGES



CONTEXT 3D VIEWS

STEPPED MASSING AND ARTICULATION INSPIRATION IMAGES

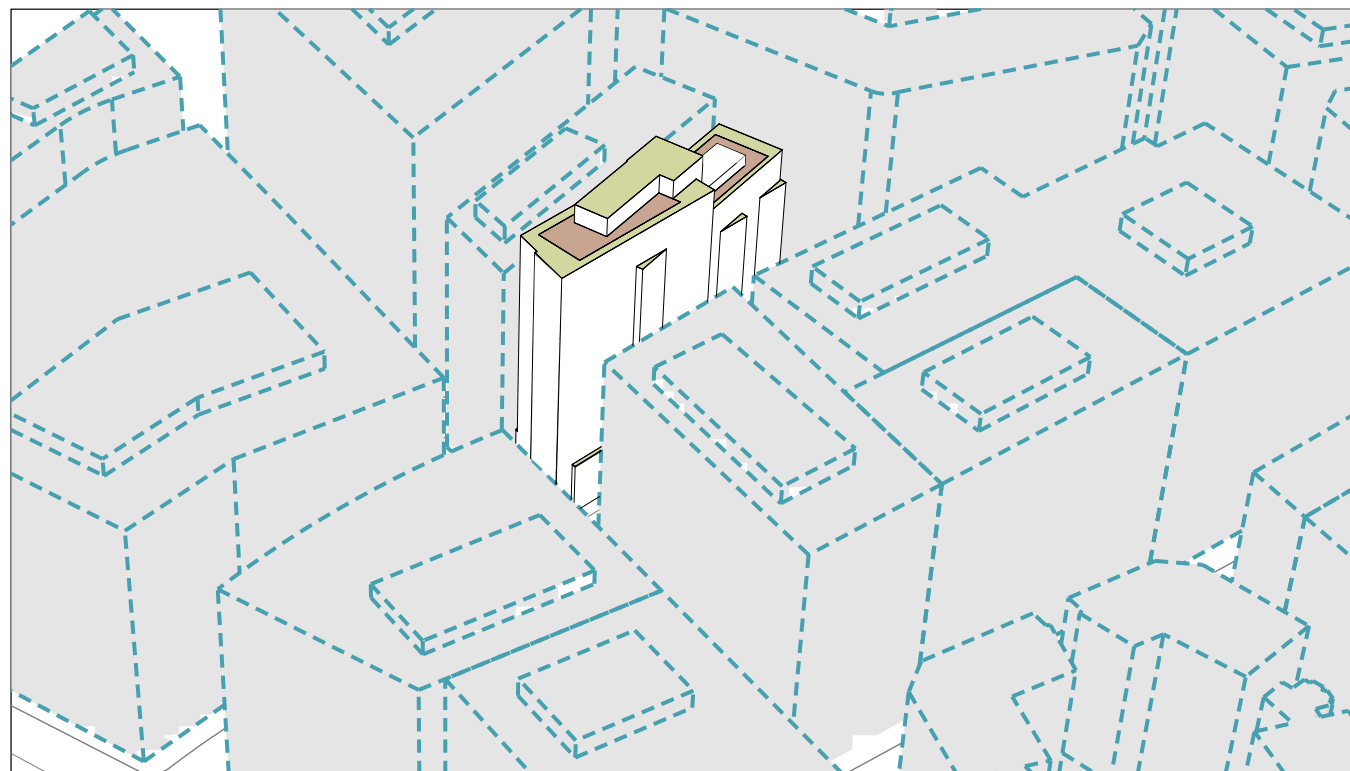




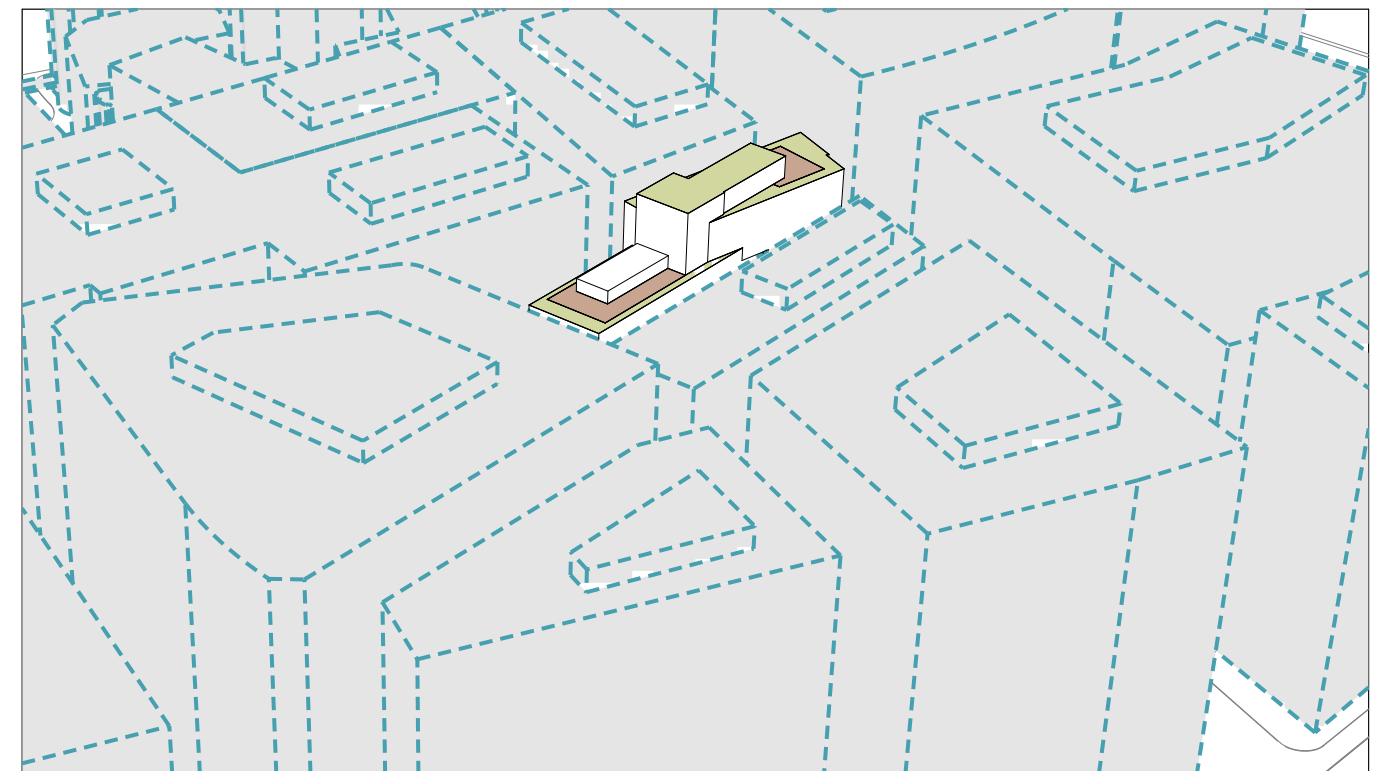
AERIAL VIEW LOOKING SOUTH-WEST (CURRENT CONTEXT)



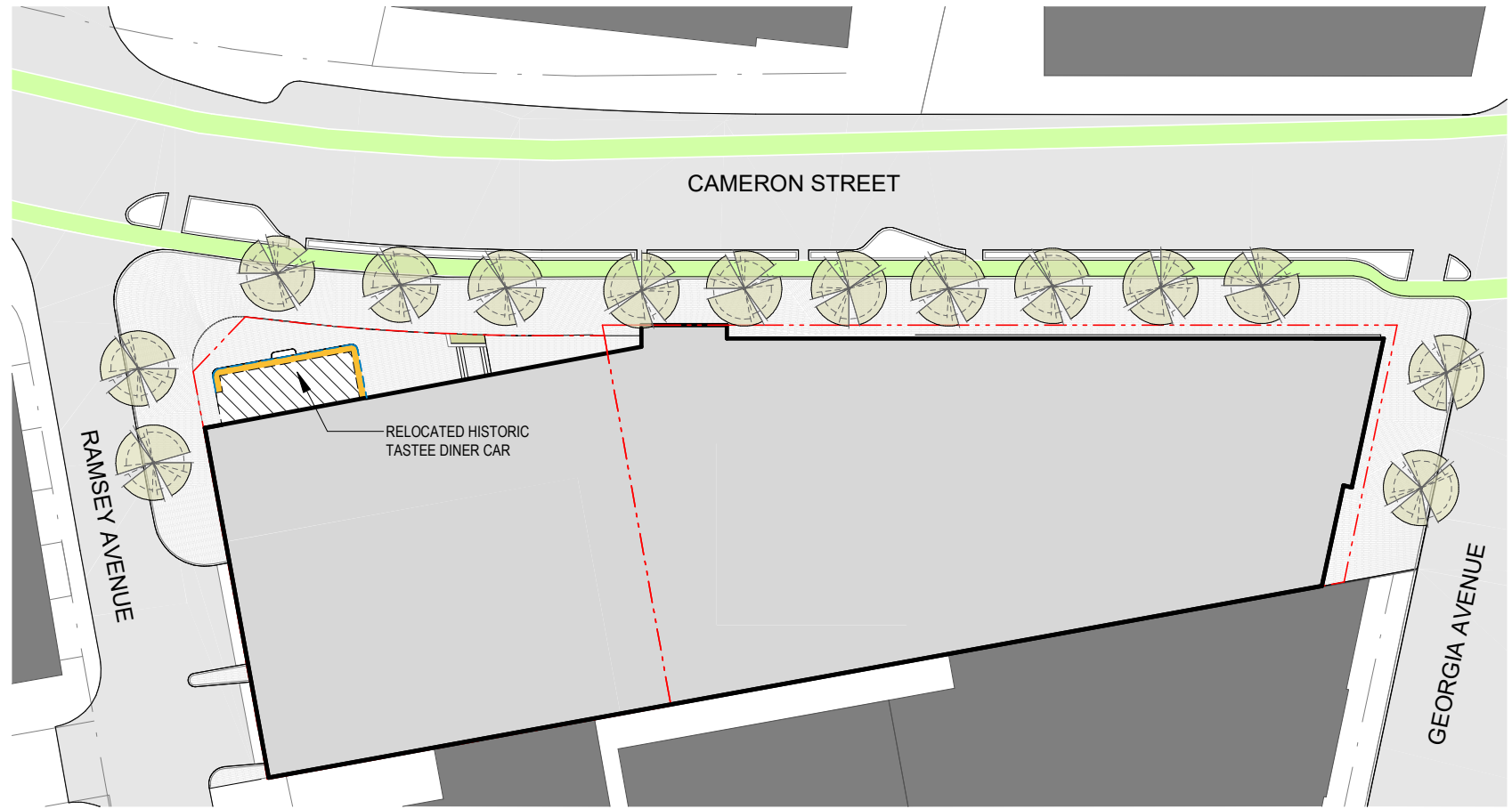
AERIAL VIEW LOOKING NORTH-EAST (CURRENT CONTEXT)



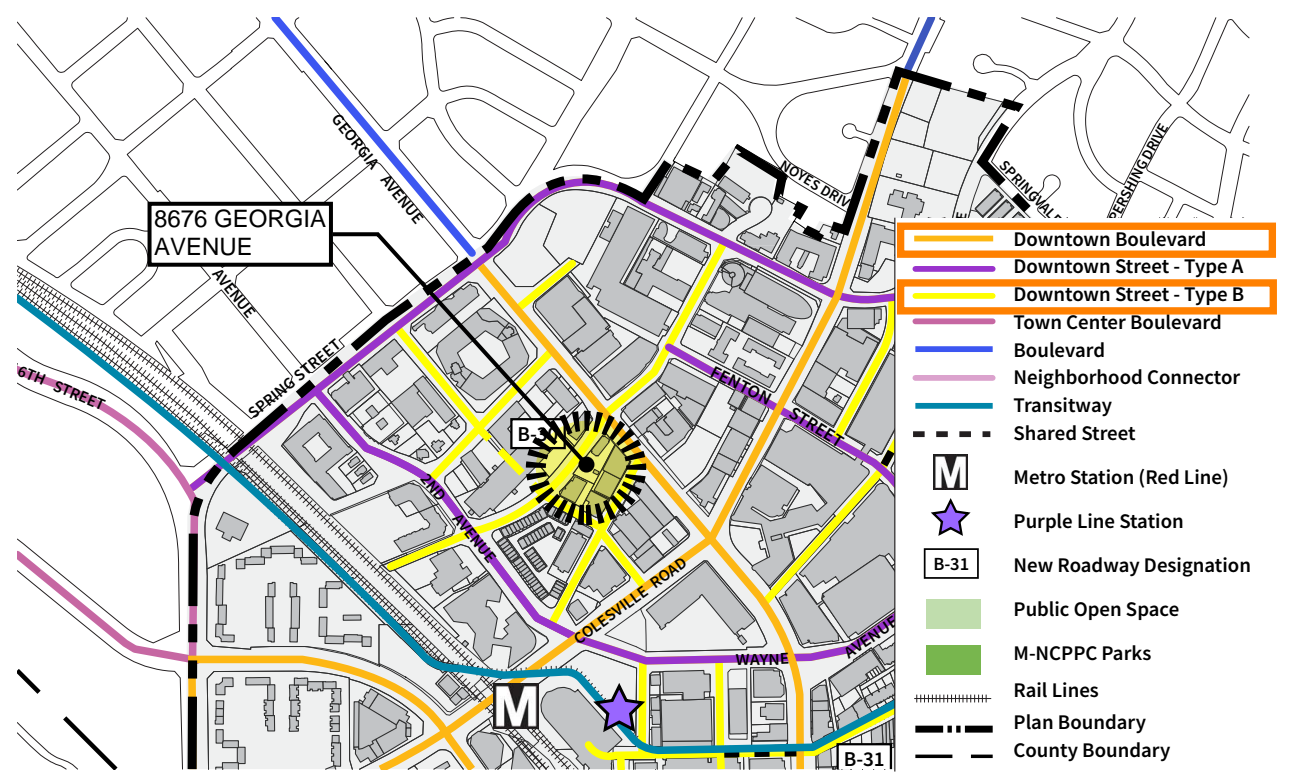
AERIAL VIEW LOOKING SOUTH-WEST (SS SECTOR PLAN FULL BUILDOUT)



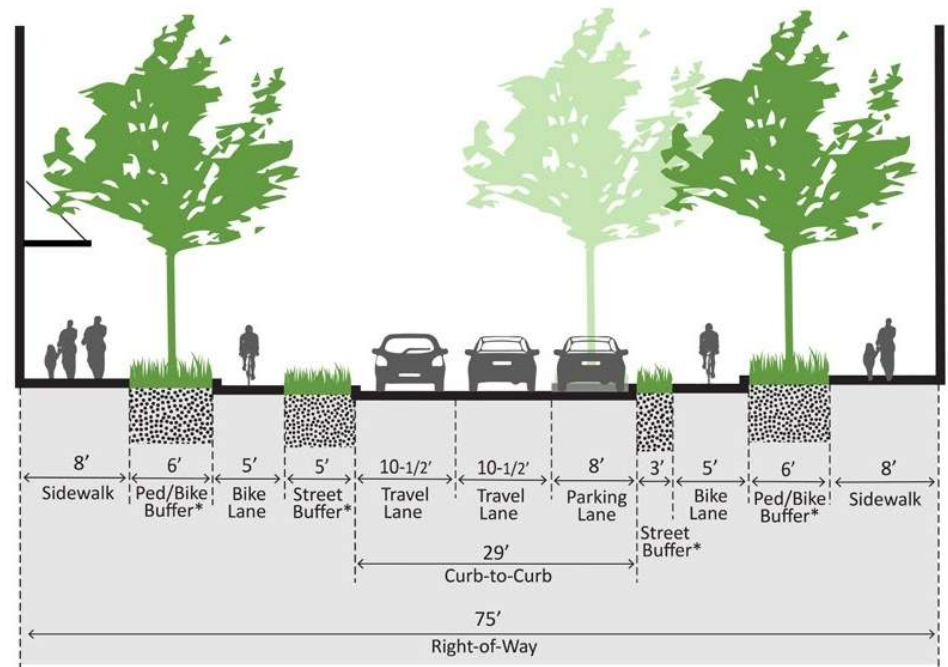
AERIAL VIEW LOOKING NORTH-EAST (SS SECTOR PLAN FULL BUILDOUT)



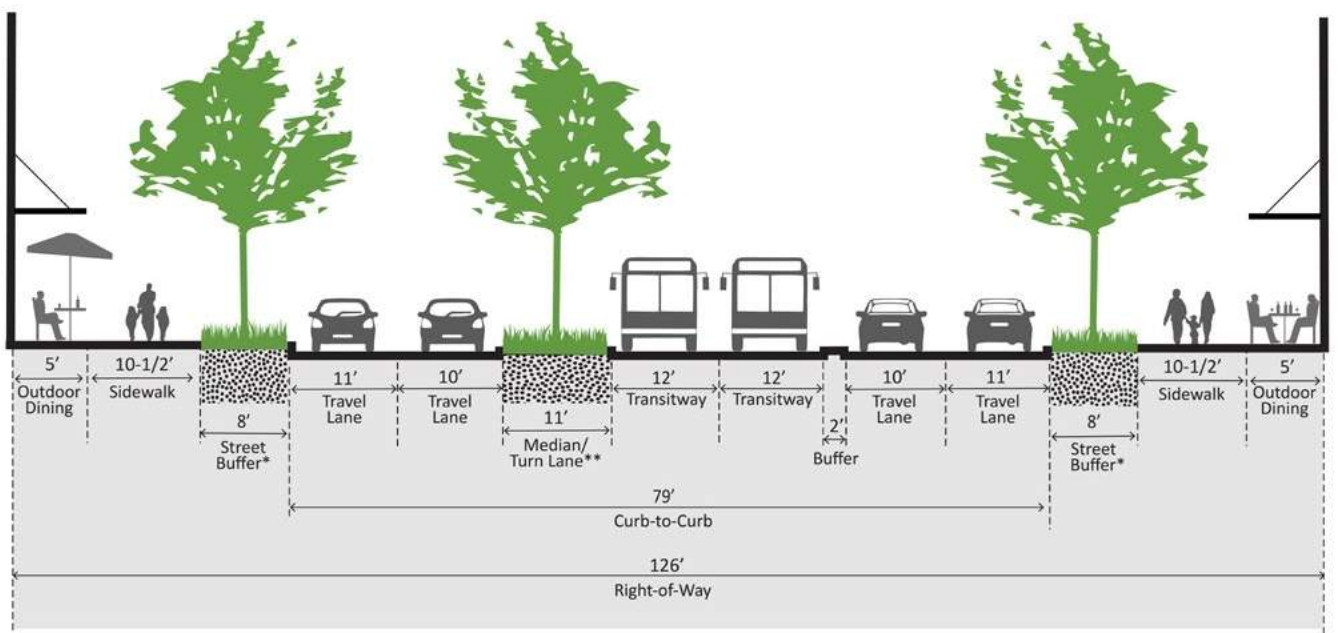
GROUND FLOOR PLAN



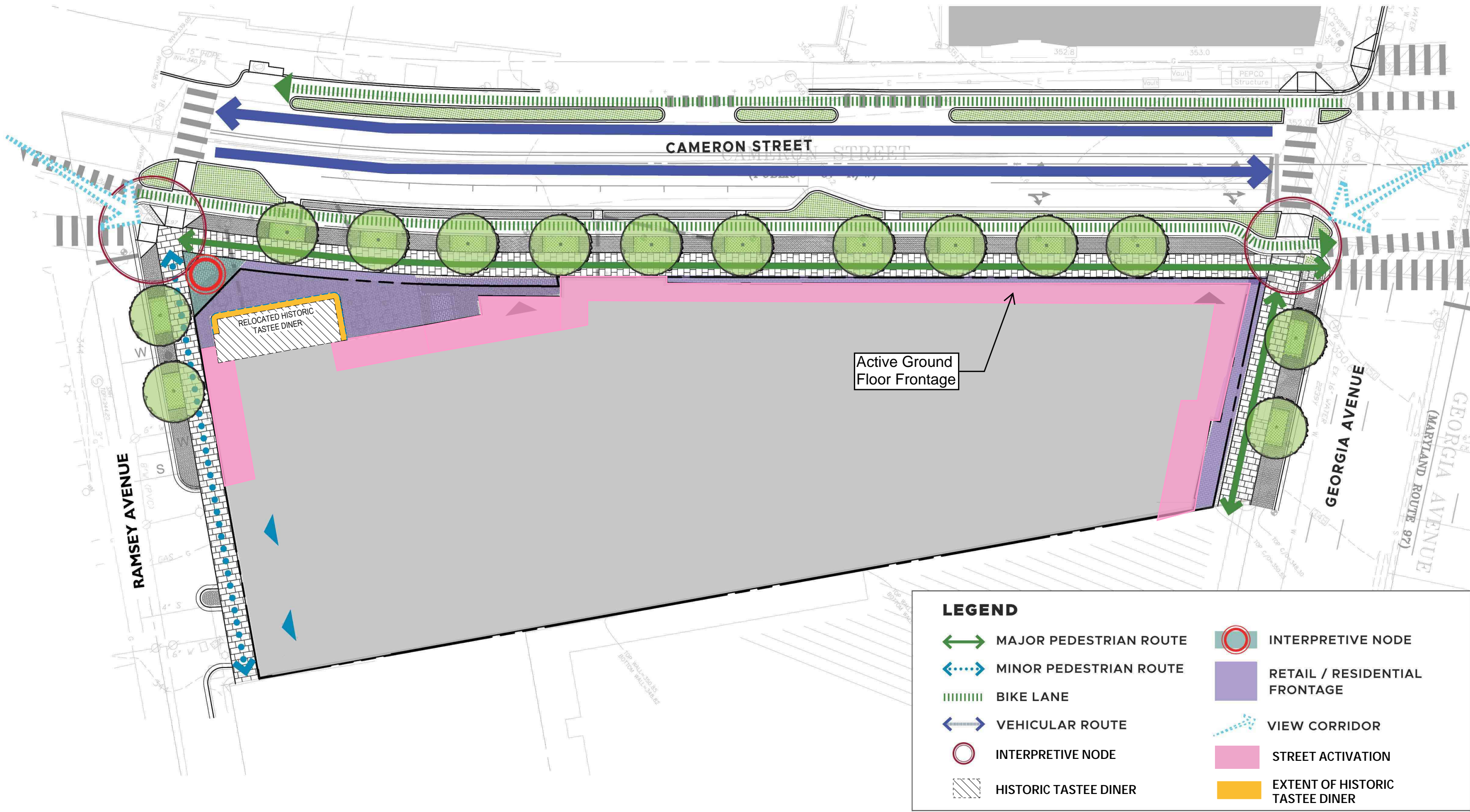
NORTH SILVER SPRING



CAMERON STREET SECTION

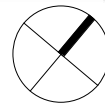


GEORGIA AVENUE SECTION



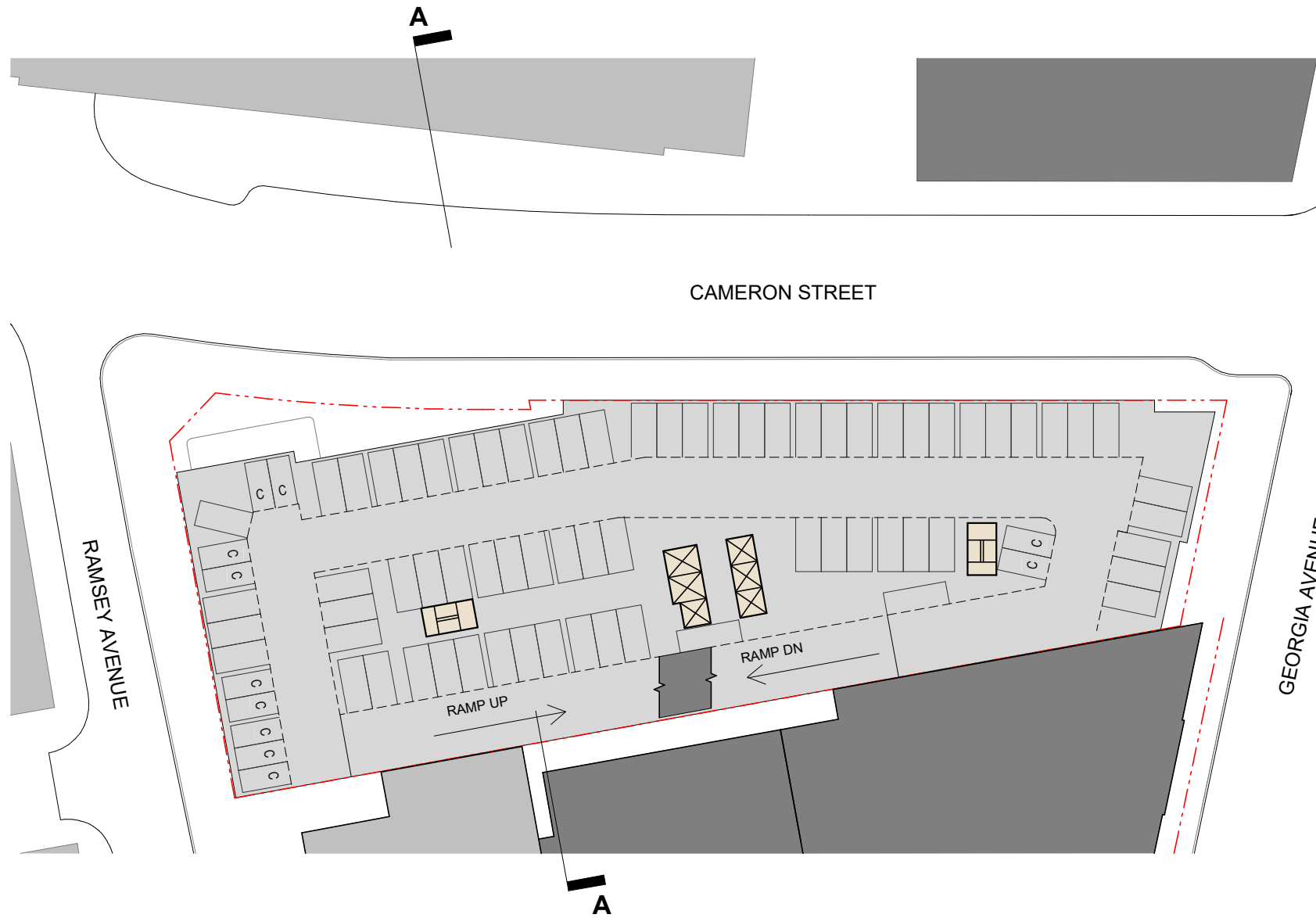
LEGEND

	MAJOR PEDESTRIAN ROUTE		INTERPRETIVE NODE
	MINOR PEDESTRIAN ROUTE		RETAIL / RESIDENTIAL FRONTAGE
	BIKE LANE		VIEW CORRIDOR
	VEHICULAR ROUTE		STREET ACTIVATION
	INTERPRETIVE NODE		EXTENT OF HISTORIC TASTEE DINER
	HISTORIC TASTEE DINER		

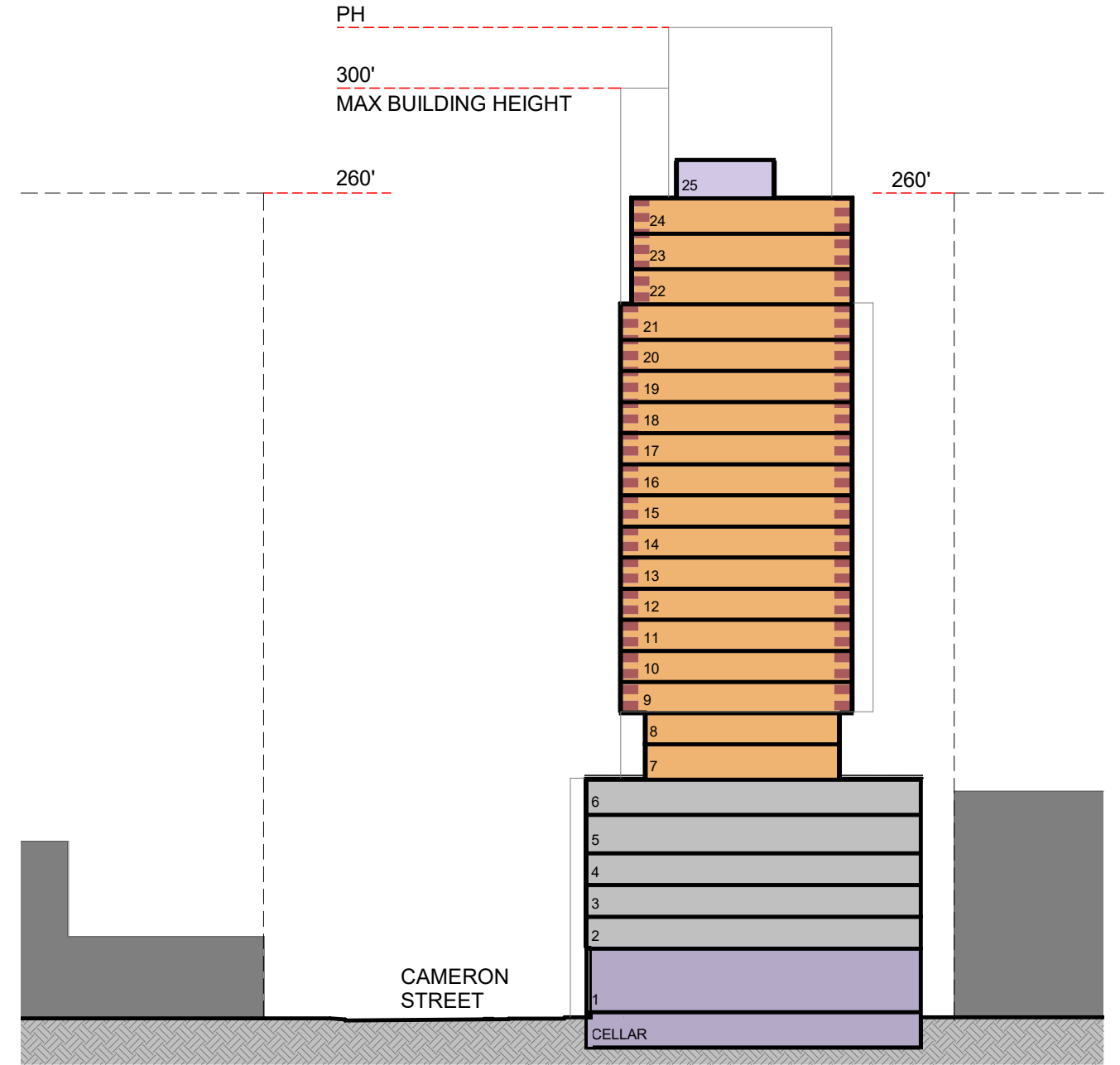


LEGEND

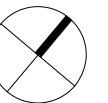
- AMENITY / LOBBY / COMMERCIAL
- RESIDENTIAL
- CIRCULATION
- POTENTIAL BALCONY
- LOADING / PARKING / SERVICE
- COURTYARD / GREEN AREA
- DECK
- PROPERTY LINE

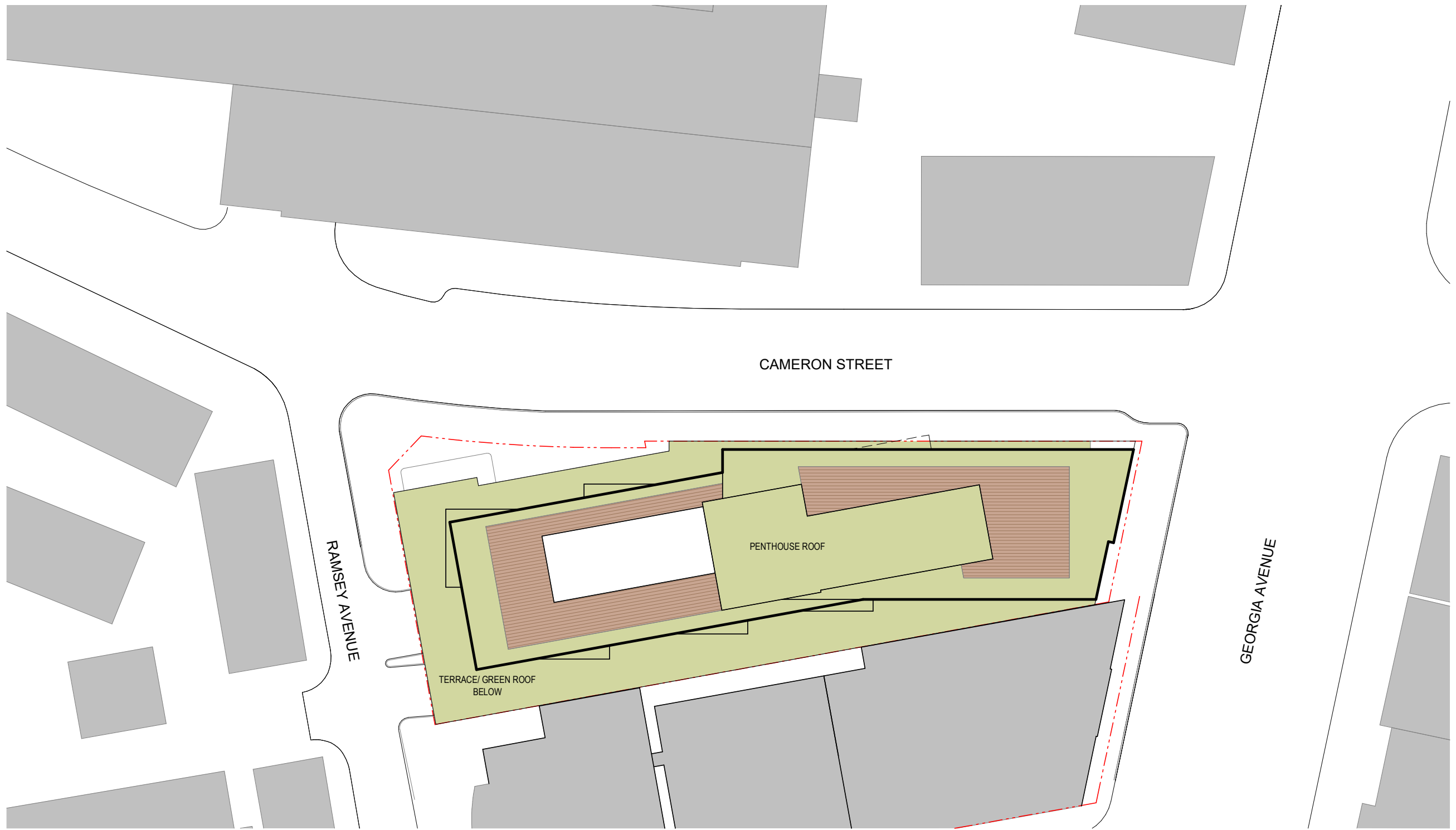


TYPICAL PARKING FLOOR

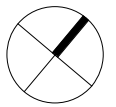


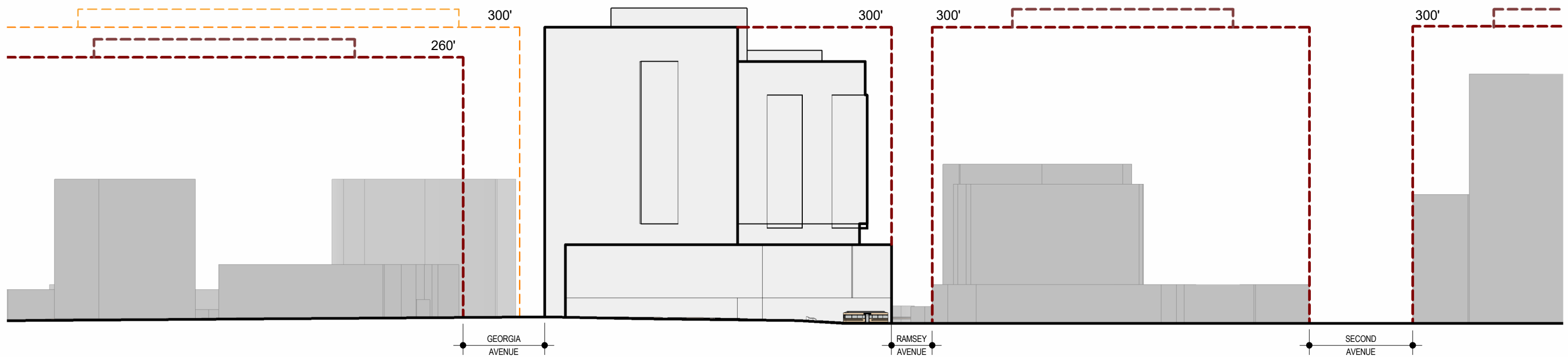
SECTION A1





- LEGEND
- COURTYARD / GREEN AREA
 - DECK
 - CONTEXT BUILDINGS
 - PROPERTY LINE





ELEVATION ALONG CAMERON STREET LOOKING SOUTH

LEGEND

- - - APPROVED MAXIMUM BUILDING HEIGHT OUTLINE
- - - APPROVED MAXIMUM BUILDING HEIGHT OUTLINE AT BLOCK BEYOND
- CURRENT CONTEXT BUILDINGS