

Silver Spring Downtown Design Advisory Panel (DAP)

Submission Form

Revised February 2023

Project Name	8676 Georgia Avenue
File Number(s)	Sketch Plan No. 320230060; Preliminary Plan No. 120230150; Site Plan No. 82024XXXX
Project Address	8676 Georgia Avenue and 8601 Cameron Street

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

APPLICANT TEAM

	Name	Phone	Email
Primary Contact	Stacy P. Silber, Lerch Early & Brewer, Chtd.	301-841-3833	spsilber@lercheearly.com
Architect	Ronnie Ali with Bonstra Haresign Architects, (202)328-5730, mali@bonstra.com		
Landscape Architect	Trini Rodriguez with Parker Roderiguez, (703)548-5010, trodriguez@parkerrodriguez.com		

PROJECT DESCRIPTION

	Zone	Proposed Height	Proposed Density (SF/FAR)	Requested Additional Density (SF/FAR)	MPDU %
Project Data	CR-5.0, C-5.0, R-5.0, H-300' and Downtown Silver Spring Overlay Zone	312'	550,000 sf/12.08 FAR	272,432 sf/ 9.08 FAR	15
Proposed Land Uses	A high-rise, mixed-use, predominately residential development				



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 Types(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): Downtown Boulevards and Downtown Street Type B

ACTIVE ZONE ELEMENTS	Recommended	Provided	Justification
Frontage Zone	Blvd: 5' Min.; St: 0' Min.	Blvd: 4.7'; St: 0'	
Sidewalk / Sidepath	Blvd: 10' Min.; St: 8' Min.	Blvd: 10.5'; St: 8'	
Pedestrian/Bike Buffer	Blvd: N/A; St: 2' Min.	Blvd: 0'; St: 6'	Bike Lanes not recommended on Blvd
Separated Bike Lane (one-way or two-way)	Blvd: N/A.; St: 5' min. (one way)	Blvd: N/A; St: 5' (one way, Cameron) 	Bike Lanes not recommended on Blvd
Street Buffer	Blvd: 6' Min.; St: 6' Min.	Blvd: 8'; St: 3' (Cameron), 6' (Ramsey)	Cameron street buffer per sector plan x-section

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	1	--	
Base	Varies. See Narrative.	--	
Middle / Tower	up to 29	--	
Top	1	--	
Cap		--	
Step-back above Base	--	Approximately 4'-23'	
Step-back above Middle	--	Approximately 15'-20'	
Tower Separation	--	NA	



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 Site Plan - Architectural Narrative

October 2, 2024

I. Introduction

8676 Georgia Avenue LLC, and affiliate of Roadside Development, (the “Applicant”) is submitting this application to receive input from the Design Advisory Panel (“DAP”) on the Site Plan for the properties located at 8676 Georgia Avenue and 8601 Cameron Street in Silver Spring (the “Property”).

The DAP reviewed the proposed redevelopment of the Property on two prior occasion – on July 19, 2023 and October 18, 2023, in connection with the Sketch Plan Application (No. 320230060). The Applicant is now in the process of seeking Site Plan approval for the project.

II. Background

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 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 car, 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 car 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.

III. 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. The Planning Board approved Sketch Plan No. 320230060 for 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 Site Plan seeks approval for up to 550,000 square feet, including up to 500,000 square feet residential density (or up to 500 units) and up to 20,000 square feet of ground floor commercial use. 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 Applicant will make a Civic Improvement Fund ("CIF") payment for up to 277,932 square feet of DSS density (*i.e.* 550,000 square feet proposed, less 277,515 square feet of mapped/MPDU bonus density) at the time of building permit.

In connection with the Project, the Applicant is proposing to preserve and incorporate the historic Tastee Diner car into the overall development by relocating it approximately 45 feet to the southwest. This will result in the Diner Car becoming more prominently located at the corner of the intersection of Cameron Street and Ramsey Avenue. DAP and the Historic Preservation Commission ("HPC"), through the Sketch Plan review, have confirmed that they agree with the proposed location of the historic Tastee Diner car.

The architecture of the Project has been strategically designed to complement and not compete with the historic building. The historic Tastee Diner car 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 historic Tastee Diner car, to allow room for open space. The Applicant believes that the evolution of the building design, as reflected by the updated drawings and discussed below, further achieves the HPC and DAP's goal of ensuring the historic Tastee Diner car reads independently and that the new building design does not compete with the historic structure.

B. Overall Architectural Design

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.

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 includes a building base that is broken horizontally and planarly to reduce its visual verticality. With intentionality, the design team used building materials, window placement and horizontal elements so that the elevation reads as 4-story base on Ramsey and as a 3 to 6 story base on Cameron Street.

Along Georgia Avenue the tower breaks through the base so there is a continuous strong tower at this prominent corner. Along Cameron Street the twenty foot ground floor and the first parking floor are in the same plane and use the same materials to read as a continuous floor. The portion of the base above is slightly pulled out from the ground floors and uses a contrasting material. These floors have two to three story openings that lower the visual height of the base by creating a horizontal datum at level 6 that breaks the facade into two sections. At the corner of Ramsey and Cameron Street above the ground floor, the façade of the base uses angles and materials to relate to the horizontality of the historic diner car. Above the visual base, the façade employs more vertical architectural elements and materials, which tie the façade along Cameron Street to the base on Ramsey Avenue.

The building middle is defined as the floors between the base and the top. Here, the building middle goes up to floor 29 on the Georgia Avenue facing East tower and floor 25 on the Ramsey Avenue facing West tower. The East tower and West tower will use complementary but contrasting materials that 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 utilize a material that is separate from, but harmonious with the façade expression below.

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 has been pulled up to the street, as much as possible to help visually conceal the existing adjacent Verizon substation (which has a blank wall). However, due to the street dedication required for Georgia Avenue, the entire Georgia Avenue face is further setback from the street than the Verizon substation. While the Applicant has no control over this, and also cannot provide above-grade encroachments into the right-of-

way, the Applicant is proposing to utilize a gently curved sidewalk and ground level plantings to help to soften this edge and guide pedestrians around this interior corner.

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. Along Ramsey Avenue, the tower is set back approximately 23' from the Property line and it steps down 3-4 floors (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. The DAP in their previous review of the Application at time of Sketch Plan confirmed that “[t]he DAP is satisfied with the massing relationship between the building and the townhomes across the street...” (DAP Letter, dated October 24, 2023, page 3).

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 tower of the building will come to the ground and pierce through the 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. The Applicant is constructing the separated bike lane along Cameron Street, between Georgia Avenue and Ramsey Avenue, which is a key element of the Central Green Loop. The streetscape also 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.

The streetscape design uses the Silver Spring Streetscape Standards and includes precast concrete london paver for sidewalks with brick paving between tree pits in the planter/furnish zones. Special paving is proposed to accent the base of the building and key building features as shown on the plans. Trees along all frontages are planted within tree wells with amended soil panels and are planted with low understory shrubs, perennials and groundcover with an emphasis on using native vegetation. Openings between tree wells include features such as site furniture, including bike racks, trash receptacles, and light fixtures, further blending the Project into the existing pedestrian-oriented context of downtown Silver Spring.

The private amenity rooftop terrace will have green roof areas used for stormwater management purposes as well as amenity space. The occupied space will include a pool and surrounding deck, seating nodes, and grilling areas. Mechanical equipment space on the rooftop will be screened by panels, planters, and layered plantings. Amenity components of the rooftop are designed as a series of outdoor rooms to accommodate relatively small groups of people for social interaction, grilling, and enjoyment of the views and open air.

IV. Response to DAP’s Previous Comments

The Applicant has made additional revisions to address DAP’s feedback on the Sketch Plan application. These changes are described below, in response to the specific comments raised.

- *Treatment of building façade behind the Tastee Diner Car.*

The Applicant has made a number of revisions to the building design to address DAP's desire to ensure that the façade design integrates with the overall design of the tower but does not overpower the Tastee Diner car. DAP had expressed some concerns that the horizontal elements at the building base behind the Tastee Diner car would detract from the historic Tastee Diner car itself. As such, DAP recommended a balance between horizontal and vertical elements, expressed through the base and the tower. However, the Historic Preservation Commission ("HPC") has specifically encouraged the Applicant to incorporate horizontal elements in the building base that will better relate to the Tastee Diner car.

The Applicant is balancing these two recommendations. To ensure the new building design does not overpower the historic Tastee Diner car, the applicant has deepened the first floor building recess to provide more relief and physical separation between the Tastee Diner car and the new building. Additionally, to respond to DAP's request to introduce some more verticality in the building base, the Applicant has designed the two upper floors of the building base, behind the historic Tastee Diner car, to have the same vertical expression and materiality as the base along Cameron Street, so that the base wraps around the corner and is continuous.

- *Differentiation of retail and residential lobby, to respond to their unique programs.*

DAP expressed a desire to clearly differentiate the commercial and residential lobby entrances, noting that typically retail/commercial entrances are primary and residential entrances are secondary. Considering this comment, the Applicant has rotated the residential lobby entrance – instead of directly facing Cameron Street, the residential lobby entrance is now turned 90 degrees, to face southeast. This allows the residential entrance to not have a direct adjacency to the retail frontage, and creates a landscaped residential plaza separate from the outdoor seating surrounding the historic Tastee Diner car.

- *Mitigating of Grade Change along Cameron Street.*

DAP previously requested the Applicant evaluate ways that the grade change along Cameron Street could be accommodated to eliminate the need for a stair, so that the gathering spaces around the historic Tastee Diner car and the building entrances are easily accessed at-grade. The Applicant has revised the grade and lowered the elevation of the entry door to the historic Tastee Diner car to allow the entrance to be flush with the Cameron Street Sidewalk. This provides a flush connection to the main plaza adjacent to the Tastee Diner car, with the change in grade located closer to the residential lobby entrance, which creates a secondary entrance plaza.

- *Emphasis on Georgia Avenue and Cameron Street corner.*

DAP expressed that they would like to see more emphasis, both in terms of massing and materials, for the Georgia Avenue/Cameron Street corner. The Applicant believes the proposed

design accomplishes this. Reflective of this prominent corner, the taller tower of the building will come to the ground and pierce through the base for a dramatic architectural moment. The corner is also differentiated from the rest of the tower by a shift in material. The corner will be a darker material, as compared to the primary façade for the rest of the East tower. This is the only part of the building where the tower and base blend together and this design move works to create a continuous street façade on Georgia while marking the intersection with an iconic visual.

- *Treatment of building design and right-of-way to address the Verizon Building façade.*

As noted above, the existing Verizon building will protrude beyond the building façade along Georgia Avenue given the existing/proposed right-of-way dedication that this Property accommodates. The Applicant has pulled the building as far up to the Georgia Avenue property boundary as possible, while still accommodating necessary door swings. However, to help address this concern the Applicant is proposing to utilize landscaping to soften this edge and redirect pedestrian views past the Verizon building.

- *Mitigate lighting impacts from the parking garage on the confronting residential townhomes.*

The garage building façade incorporates solid crash walls that will be designed to complement the overall building façade and material pallet, which serve a dual purpose of providing safety for motorists, as well as obscuring headlights from within the garage.

- *Shaping and sculpting of the tower top per the Design Guidelines.*

The Applicant has included several building perspectives that show the tower top. As illustrated, the updated building design includes both a change in elevation and distinct materials to create a unique skyline in Silver Spring. Specifically, above the tower a sculptural building top will tie the two tower masses together and create a unique skyline feature. The top of the tower steps down four floors from the Georgia Avenue side of the building, as it approaches Ramsey Avenue.

...

DAP also requested that the following materials be submitted at time of Site Plan:

- *Overall massing of the building, including the design of the tower and the top so that impact on the skyline can be assessed;*

The Applicant has included several renderings that show the overall building massing, including the design of the tower and top. *See* pages 14, 17, 22, and 23

- *Views that demonstrate the design of all sides of the building. This includes clear views of all sides of the base so the relationship to the context and to the diner car is clear from all angles;*

Renderings have been included to show the building from multiple angles, to clearly show the relationship of the building base with the diner car.

- *Full elevations of all sides of the whole building that show overall material palette and how those materials are working together;*

The Applicant has included elevations of the building with proposed materials. See pages 9-10.

- *Views from down Georgia Avenue from several blocks away to understand the impact on the context;*

Page 13 provides a view down Georgia Avenue, taken from North on Georgia Avenue, to show the building within the surrounding context.

- *A view from the courthouse towards the diner and tower;*

Sheet 17 shows a view from the courthouse towards the proposed building.

- *Design of the corner at Georgia Avenue and Cameron Street in response to the DAP's comment about how this corner should be prominent, along with views that show how it relates to the diner car location and design;*

Sheets 15 and 16 illustrate the design of the prominent building corner at the intersection of Georgia Avenue and Cameron Street.

- *Plan, elevation and sections that describe how the change in grade from the sidewalk to the public space is being addressed; and*

As discussed above, the Applicant has worked with the grades along Cameron Street to allow the entrance to the historic Tastee Diner car to be flush with the sidewalk and the adjacent plaza. This site design is illustrated on sheets 3 and 9.

- *A ground floor plan that addresses possible back-of-house space for Tastee Diner tenant and how that impacts the façade.*

A ground floor plan is provided on page 3. The final design of this space will be finalized once a tenant is selected. However, as the ground floor plan illustrates, there is adequate space internal to the building to accommodate any necessary back-of-house space, without impacting the exterior building design. Any potential service and venting spaces will be coordinated with the façade to align with the design and not disrupt the massing or material patterns.

V. Exceptional Design Narrative

The Project seeks 10 Public Benefit Points for Exceptional Design. As previously stated, the Project's design is in compliance with the intents and prescriptions of the Downtown Silver Spring Design Guidelines. The Project meets all criteria established by the Zoning Ordinance and the Commercial/Residential and Employment Incentive Density Implementation Guidelines for Exceptional Design. Each are addressed below:

- *Providing innovative solutions in response to the immediate context;*

The building massing provides an innovative solution in response to the immediate context and responds to the Property's urban location, while simultaneously providing a compatible transition to the existing townhomes along Ramsey Avenue. Specifically, the building massing turns and steps down as it extends down Cameron Street to expand the view corridor and relate to the low-rise buildings on Ramsey Avenue.

- *Creating a sense of place, that serves as a landmark;*

The Project will transform these more suburban sites (with low-rise buildings and surface parking) into a vibrant mixed-use development that creates a sense of place and serves as a landmark in Silver Spring. The tower at the corner of Georgia Avenue and Cameron Street will have a distinct articulation, utilizing materials to emphasize this architecturally significant corner. Additionally, at the corner of Ramsey and Cameron Street, the preserved Historic Tastee Diner car will be a prominent feature, an actual landmark, that will activate the streetscape and the corner.

- *Enhancing the public realm in a distinct and original manner;*

The ground floor façade will be designed to enhance the public realm. The site frontages on Georgia Avenue and Cameron Street will be visually transparent, to create a façade for the commercial/lobby space. This connected street activating façade will continue and provide an open area around the Historic Tastee Diner. Behind the historic Tastee Diner car this building recess has been expanded to provide a larger relief for the Tastee Diner car.

- *Introducing materials, forms, or building methods unique to the immediate vicinity or applied in a unique way;*

The building composition follows the simple diagram of the two intersecting forms with a base. Each of the three forms will have a unique material palette to break down the mass of the building. The buildings on sites immediately adjacent to 8676 Georgia Avenue are primarily brick. The proposed building design will relate to those buildings in scale, material, and fenestration, while successfully transforming this area as envision in the Downtown Plan and Design Guidelines. The base of the building will have a complementary material and be at a similar scale to the surrounding context. The tower at Ramsey Avenue is set back from the base and will utilize different materials and/or colors to differentiate it from the base. The tower at Georgia

Avenue will utilize various materials to its gridded façade. The corner of Cameron and Georgia will pierce through the base to create a contrast in materials and mark this prominent corner.

- *Designing compact, infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site; and*

The proposed building incorporates commercial and residential space so that the more public and street activating functions of the building are highly visible at the ground level. The parking and loading entrances are tucked away from the main entrances of the building, consistent with the recommendations of the Sector Plan and Design Guidelines. The parking garage facade above the ground plane will be treated in an inviting and materially rich way. Specifically, the parking facade will utilize materials to lower the visual height of the base and minimize views from the street into the garage and break down the height into two or three easily distinguishable tiers.

- *Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.*

The Project will replace the existing, vehicular oriented commercial uses with a mixed-use, predominately residential development that responds to the Property's transit-oriented location. The proposed development will help to reinvigorate Silver Spring, which will allow existing and future residents to access more basic services within walking distance. Additionally, the residential component of the Project, in close proximity of multiple forms of transportation, including a bike network on the proposed Green Loop, multiple bus lines, and the Metro station only blocks away, will promote alternative methods of transportation.

8676 GEORGIA AVENUE

SILVER SPRING, MD

OCTOBER 02, 2024

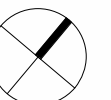
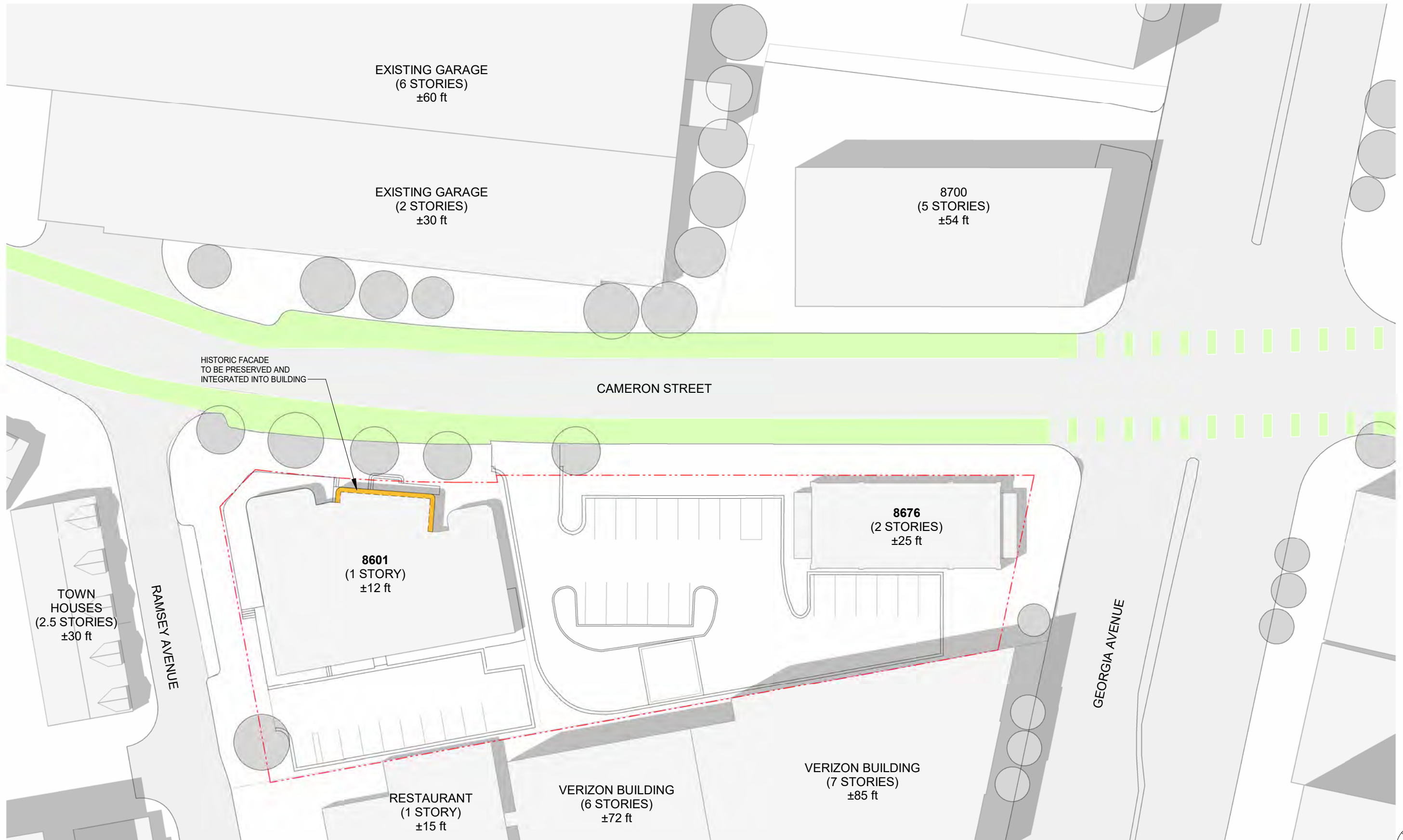


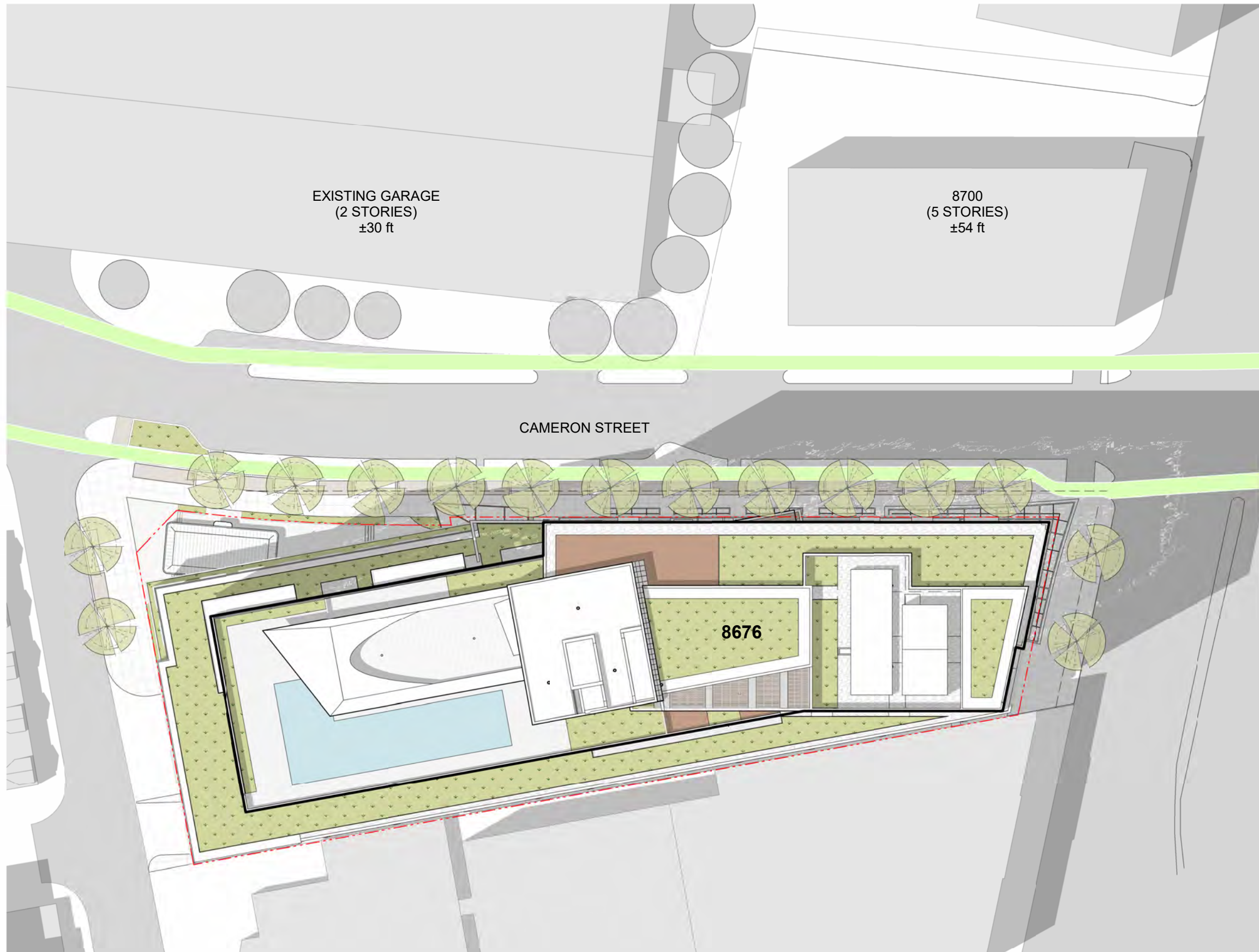
ROADSIDE

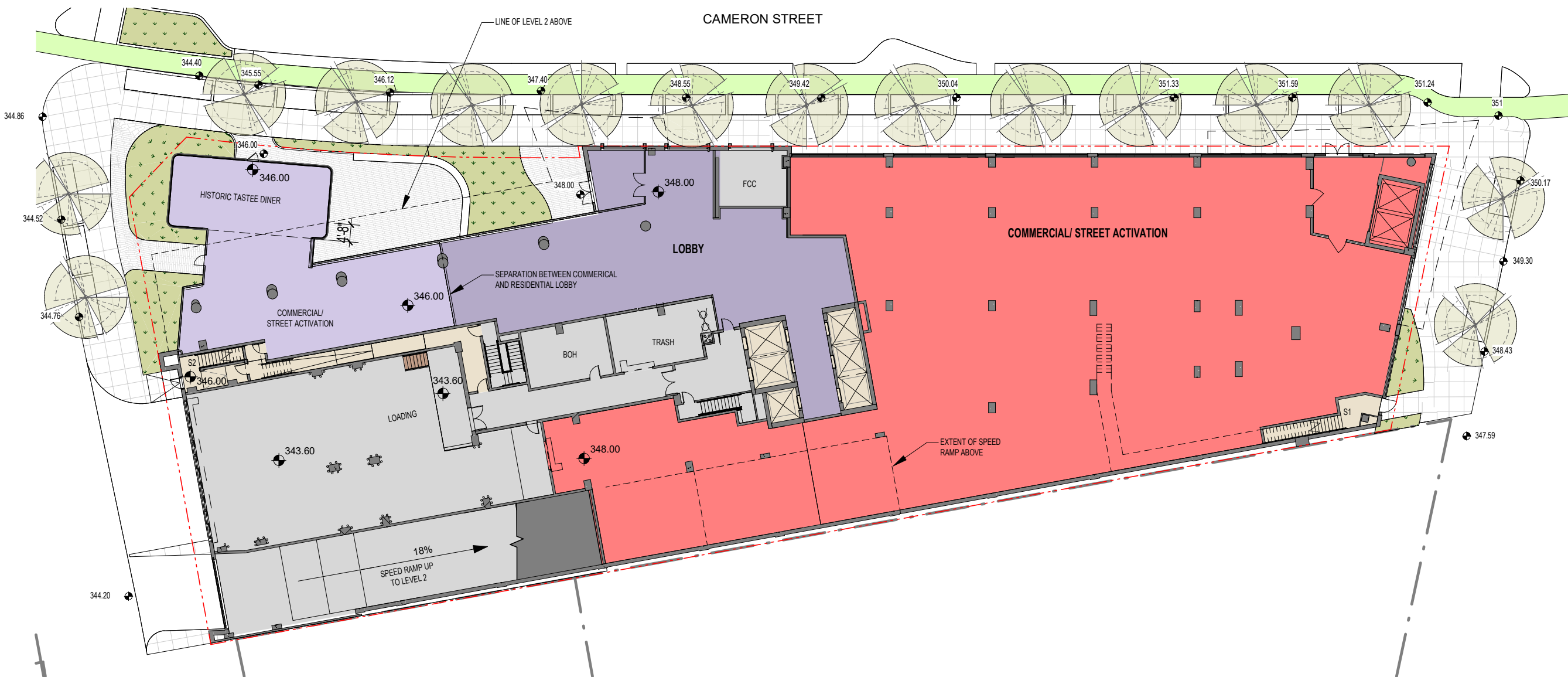


THE WILKES COMPANY

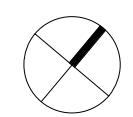
Bonstra Haresign
ARCHITECTS







- LEGEND**
- AMENITY / LOBBY / COMMERCIAL / STREET ACTIVATION
 - COMMERCIAL / STREET ACTIVATION
 - CIRCULATION
 - BOH
 - LOADING / PARKING
 - BIKE LANE
 - BUILD-TO LINE





VISUAL AMENITY

CAMERON STREET

RAMSEY AVENUE

GEORGIA AVENUE

RETAIL

STAIR 02

LOADING

PARKING ENTRY RAMP

STAIR 02

STORAGE

LOBBY

TRASH

RETAIL BACK OF HOUSE

STAIR 03

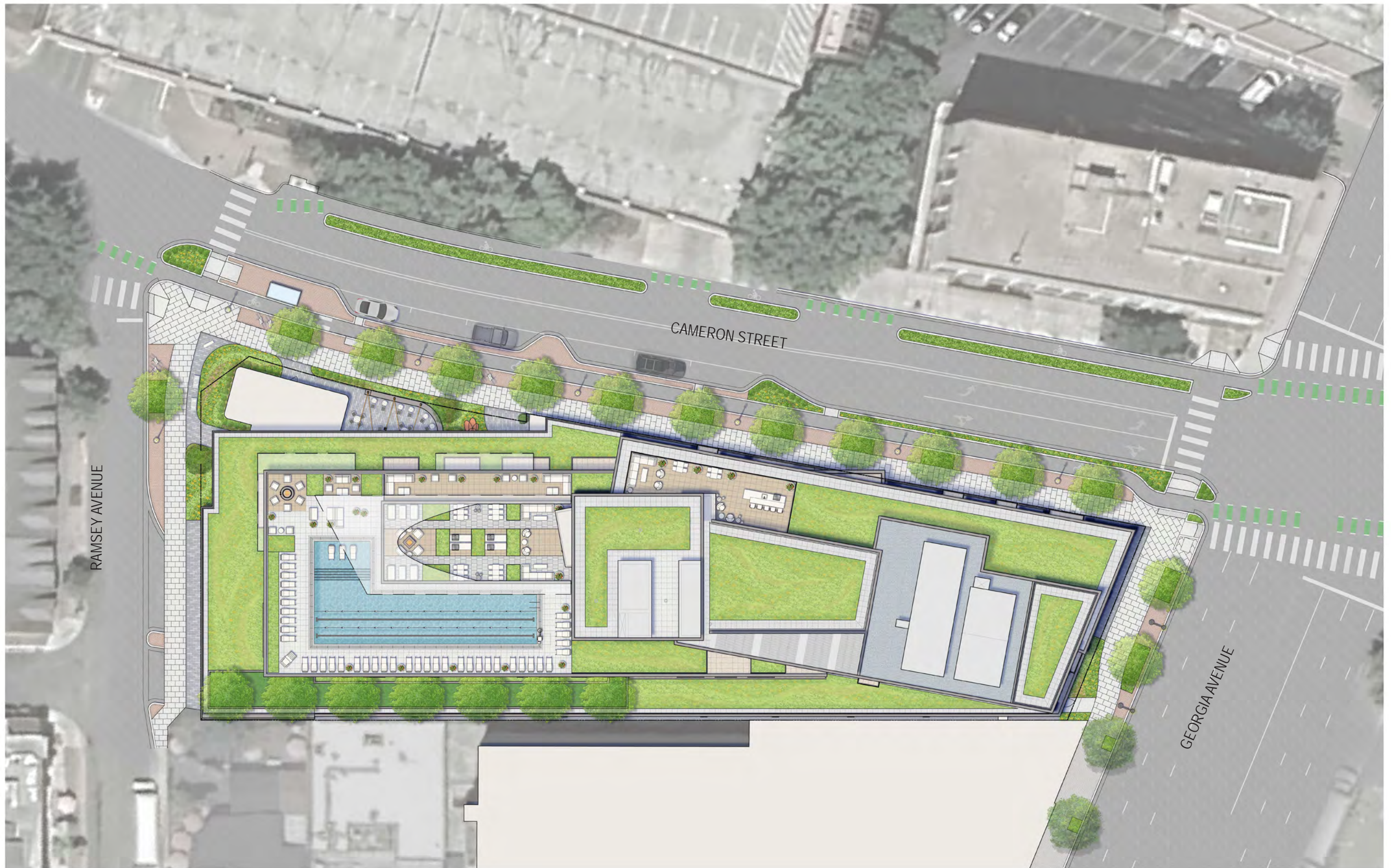
ELEV LOBBY

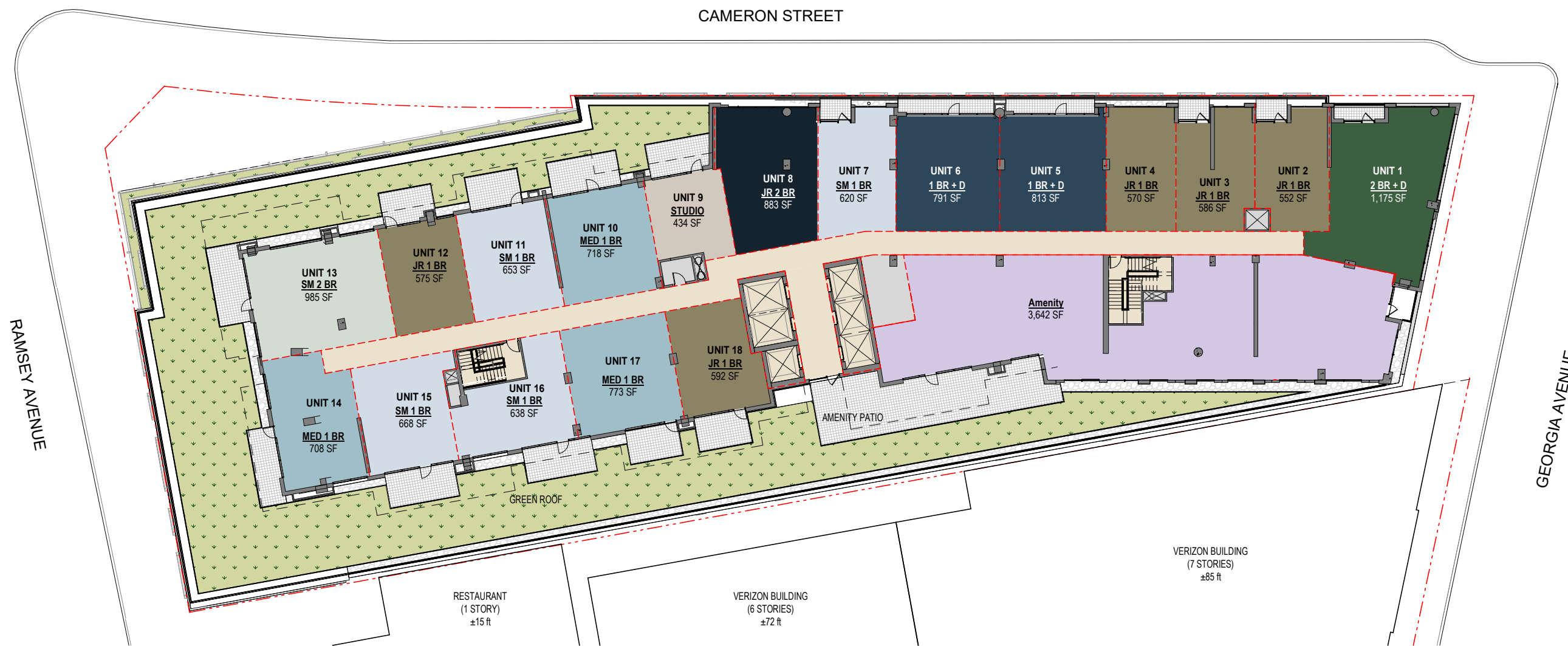
FCR

RETAIL (GROCERY) N.I.C.

RETAIL ELEV LOBBY

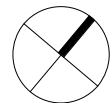
STAIR 01

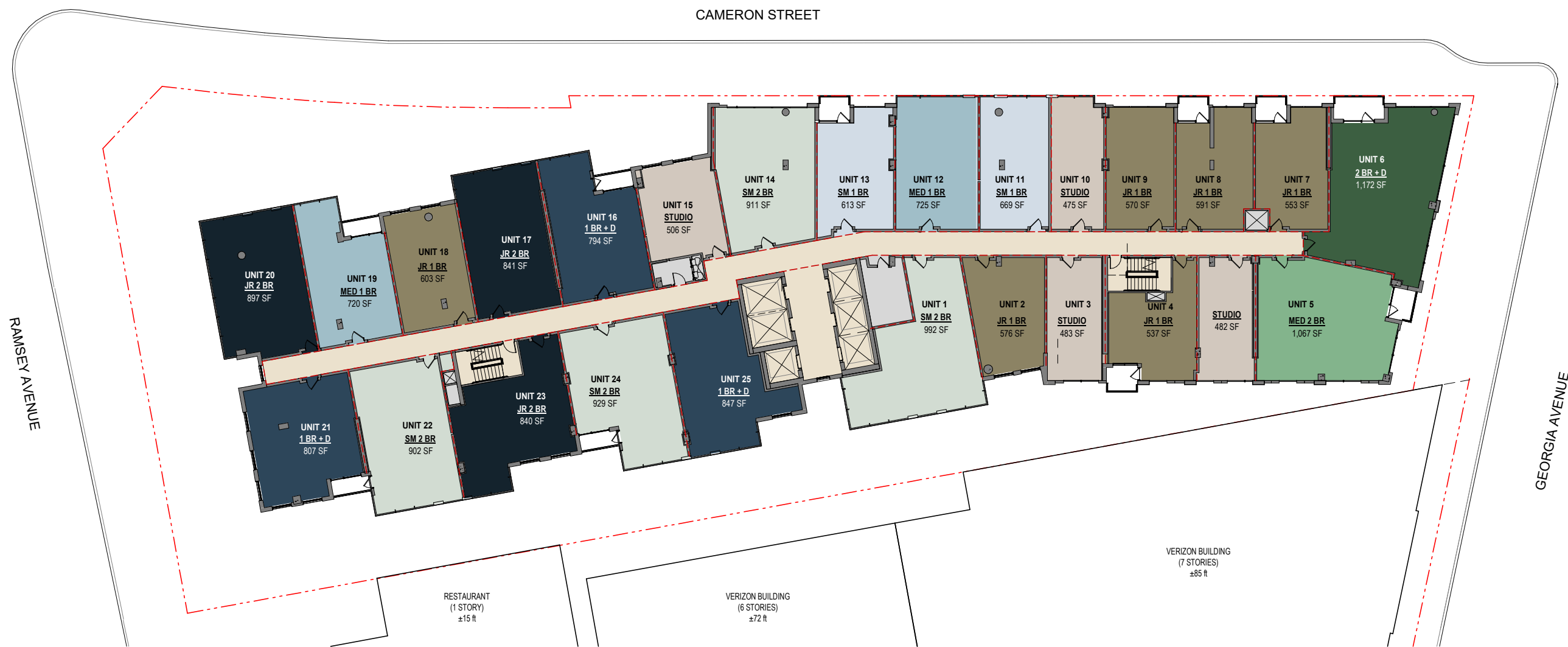




LEGEND

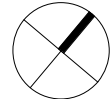
- STUDIO
- JR 1 BR
- SM 1 BR
- MED 1 BR
- 1 BR + DEN
- JR 2 BR
- SM 2 BR
- MED 2 BR
- 2 BR + DEN
- CIRCULATION
- SERVICE
- AMENITY
- BUILD-TO LINE

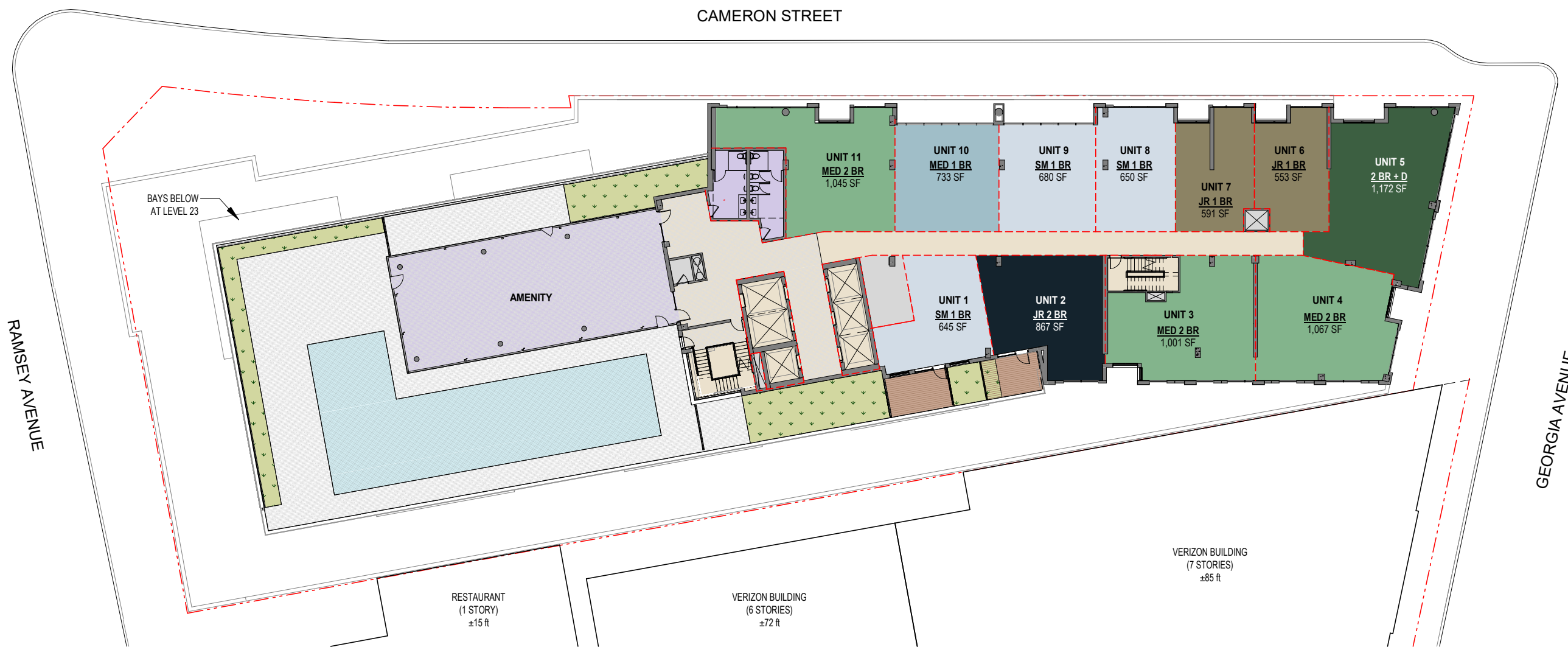




LEGEND

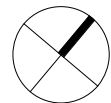
- STUDIO
- JR 1 BR
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- MED 2 BR
- 2 BR + DEN
- CIRCULATION
- SERVICE
- AMENITY
- BUILD-TO LINE





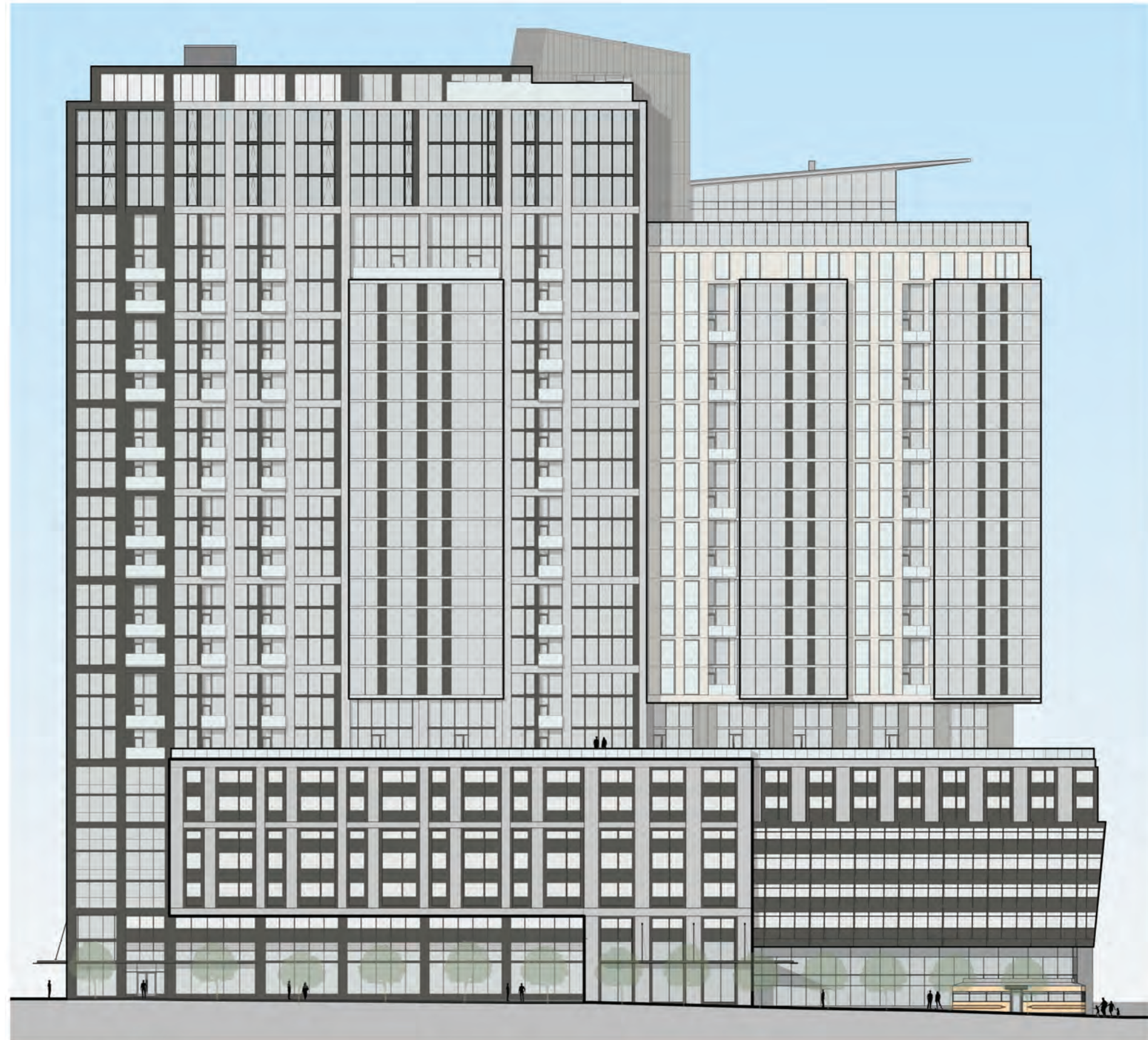
LEGEND

- STUDIO
- JR 1 BR
- SM 1 BR
- MED 1 BR
- 1 BR + DEN
- JR 2 BR
- SM 2 BR
- MED 2 BR
- 2 BR + DEN
- CIRCULATION
- SERVICE
- AMENITY
- BUILD-TO LINE





EAST ELEVATION



NORTH ELEVATION

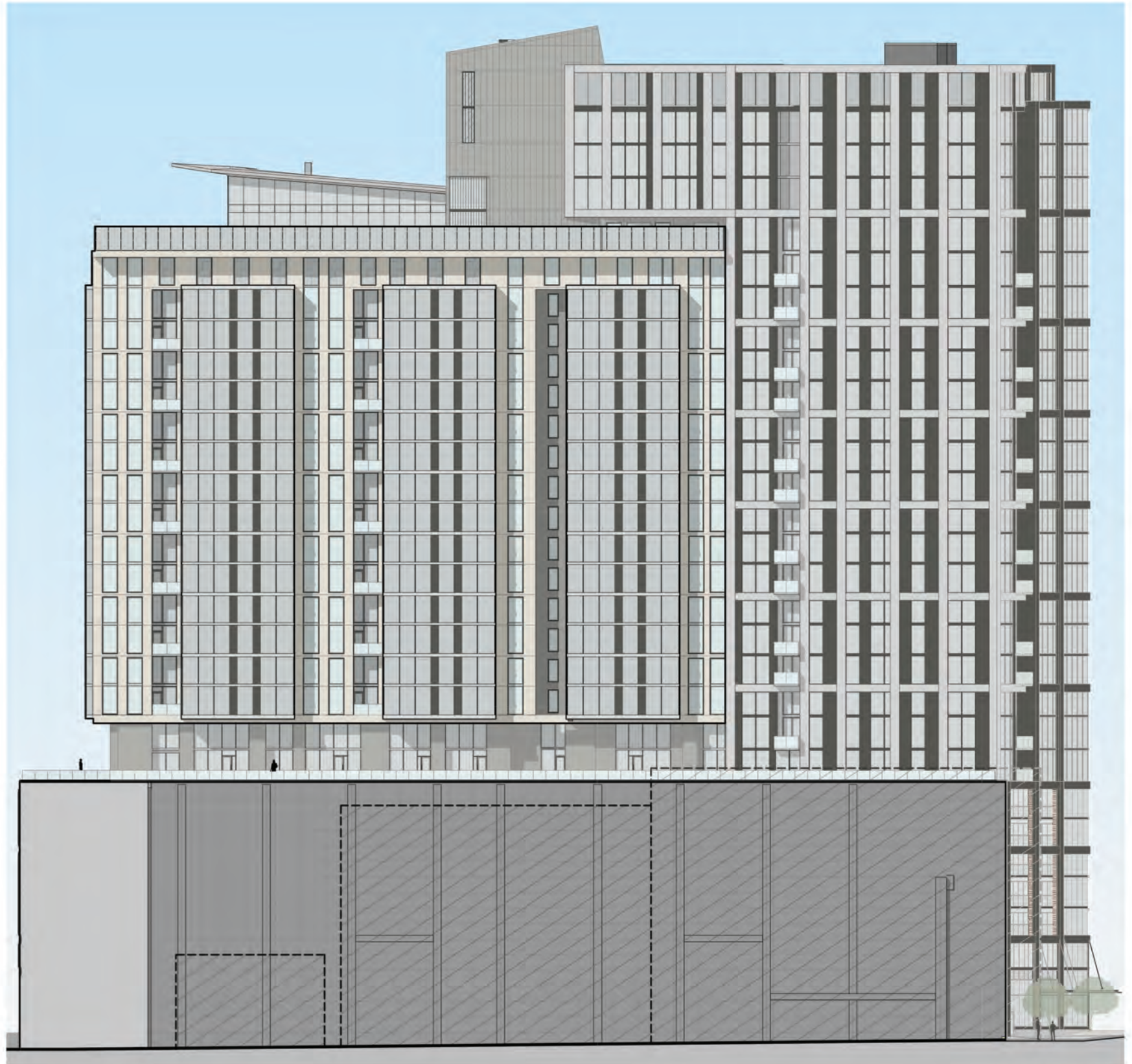
BUILDING ELEVATIONS

Roadside Development

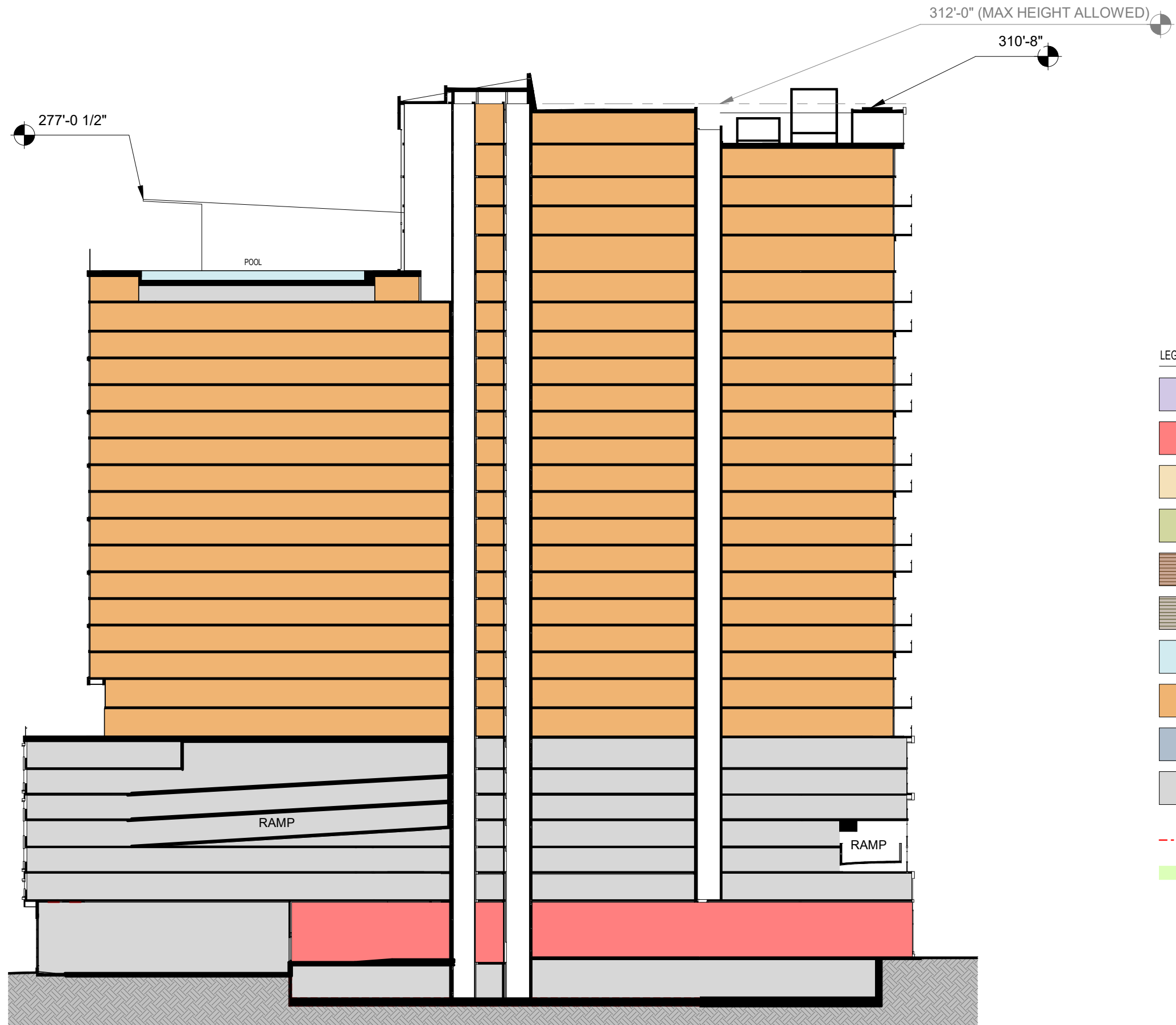
8676 Georgia | SITE PLAN

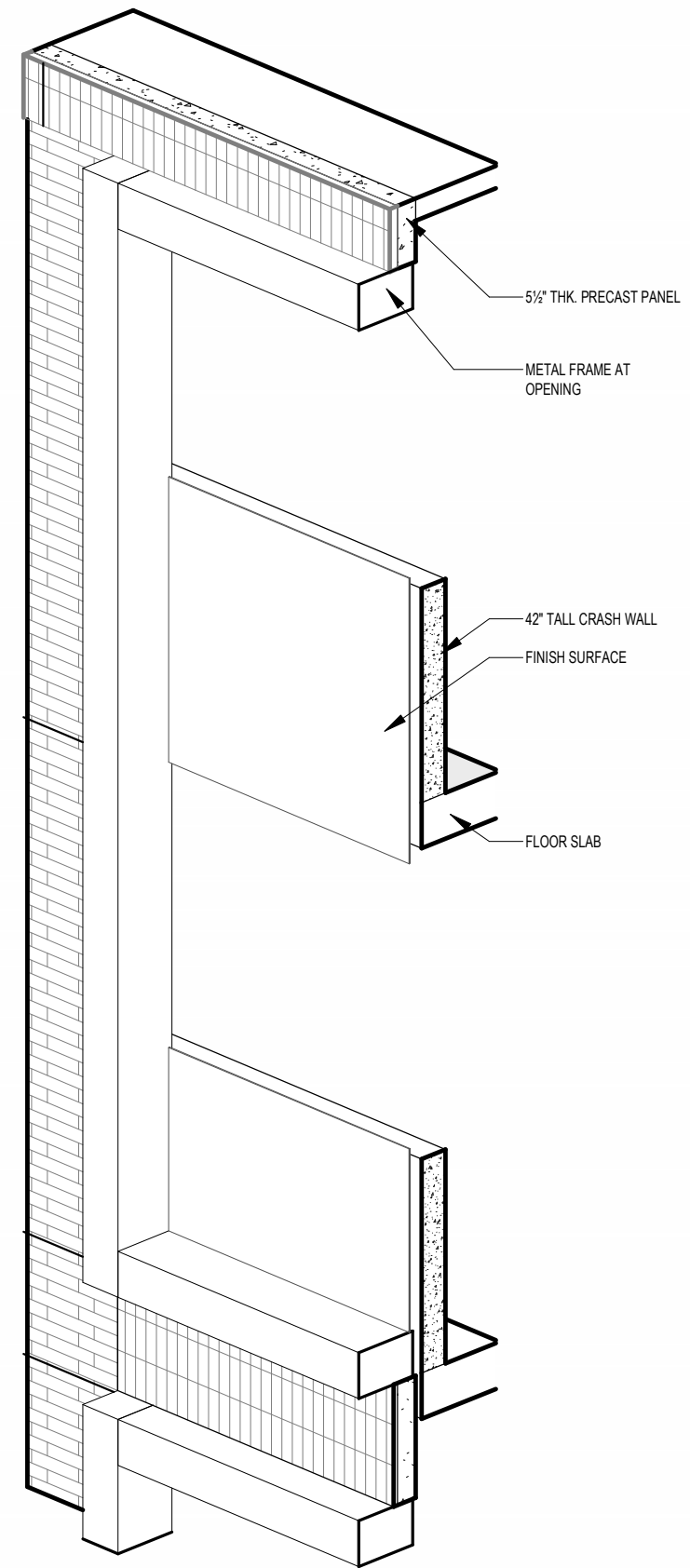
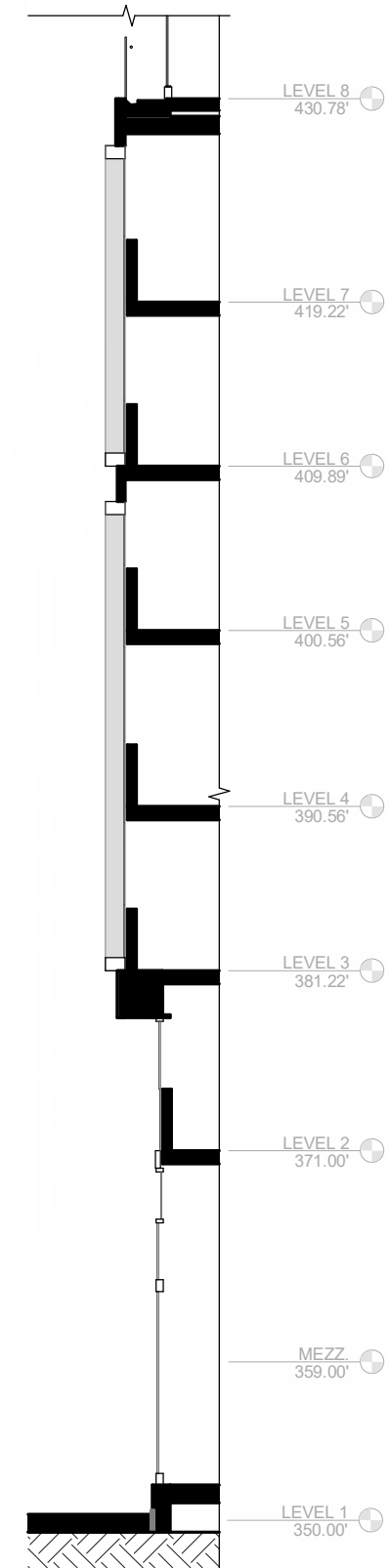


WEST ELEVATION



SOUTH ELEVATION



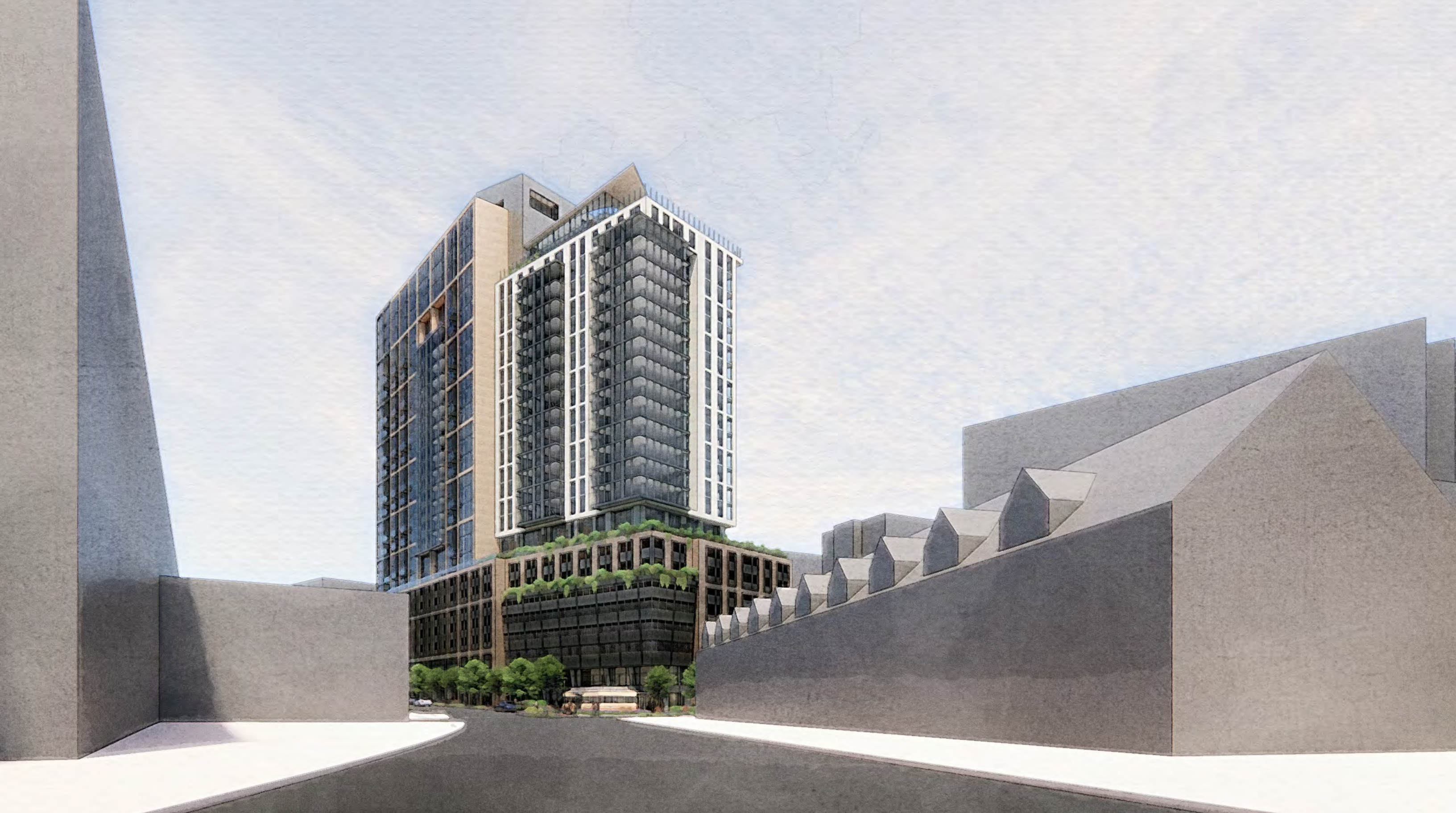






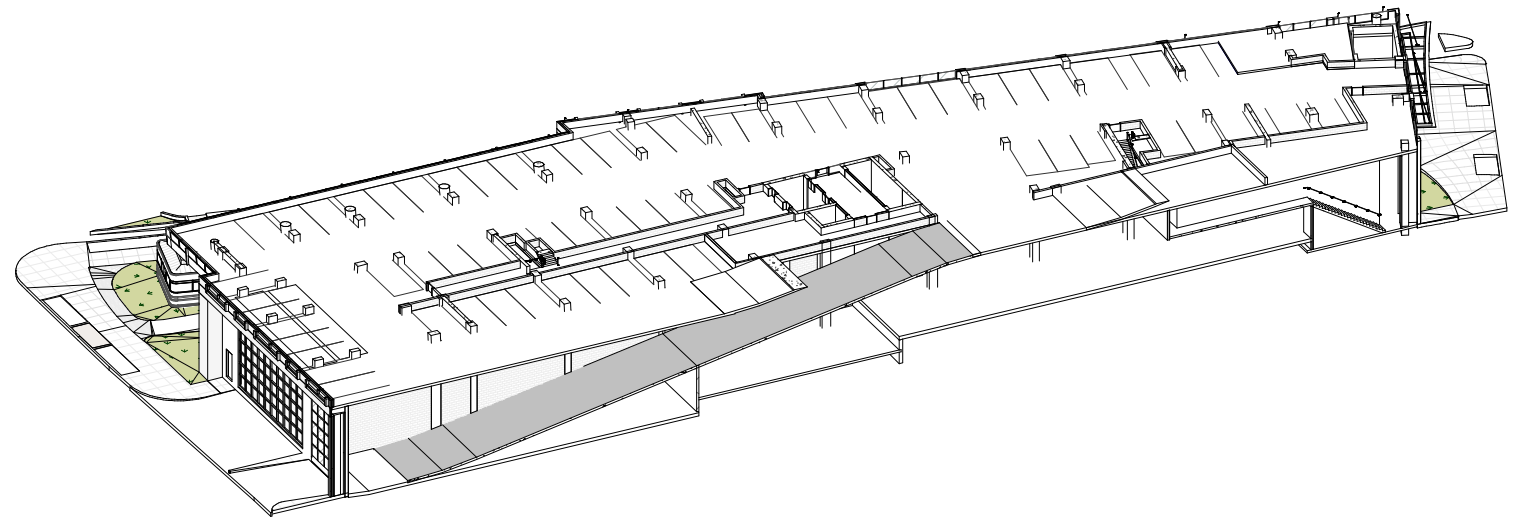




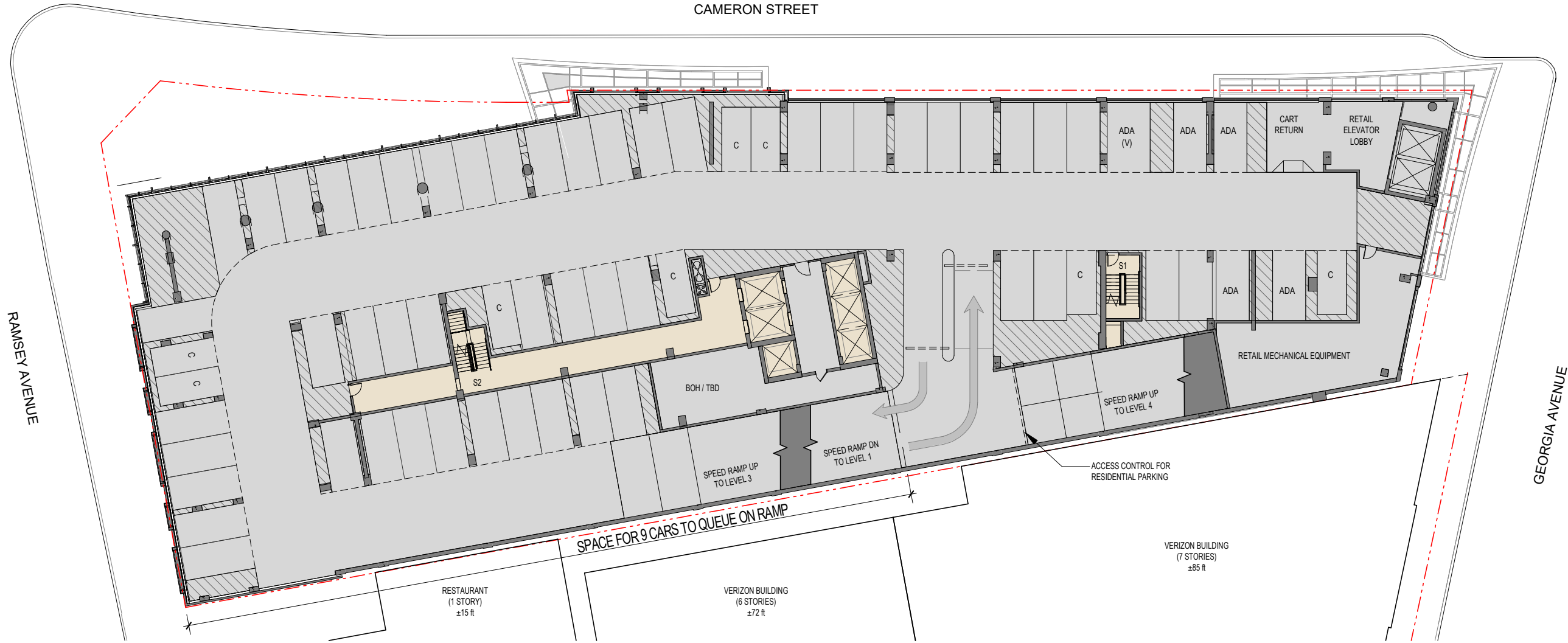






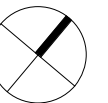


CAMERON STREET



LEGEND

- AMENITY / LOBBY / COMMERCIAL / STREET ACTIVATION
- COMMERCIAL / STREET ACTIVATION
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Roadside Development LLC
The Wilkes Company
Bonstra | Haresign ARCHITECTS
Cecconi Simone Inc.
Lerch Early and Brewer, Chtd.
MHG Engineers
Polysonics
Gorove Slade Associates Inc.
Tadjer-Cohen-Edelson Associates, Inc.
JennErik Engineering
ParkerRodriguez
AquaDesign International
Ray Grill Consulting, PLLC
Jay Hall Associates
Michael Blades & Associates Ltd.
Steven Winter Associates, Inc.
Simpson Gumpertz & Heger
Walker Consultants
RWDI Consulting Engineers
Great Forest
Pro-Bel