



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Staff Report: Limited Site Plan Amendment 81984118A, CRI Building**

ITEM #: \_\_\_\_\_

**MCPB HEARING DATE:** October 14, 2010

**REPORT DATE:** October 4, 2010

**TO:** Montgomery County Planning Board

**VIA:** Rose Krasnow, Chief *RK*  
 Robert Kronenberg, Supervisor *RK*  
 Development Review Division

**FROM:** Molline Smith, Senior Planner *MS*  
 Development Review Division  
 Molline.smith@mncppc-mc.org  
 301.495.4573



**APPLICATION DESCRIPTION:**

The 2.58 acre property is within the White Flint Master Plan and zoned O-M. Located at the intersection of Rockville Pike (Route 355) and Edson Lane, this site is situated directly across from the White Flint Mall. The Applicant is proposing 1) a 15% parking waiver; 2) to add approximately 26 parking spaces; 3) to restripe the existing structured parking garage; and 4) to modify the existing Landscape and Lighting Plans.

**APPLICANT:** McShea Management Inc.

**FILING DATE:** December 5, 2008

**RECOMMENDATION:** Approval of the site plan amendment with conditions.

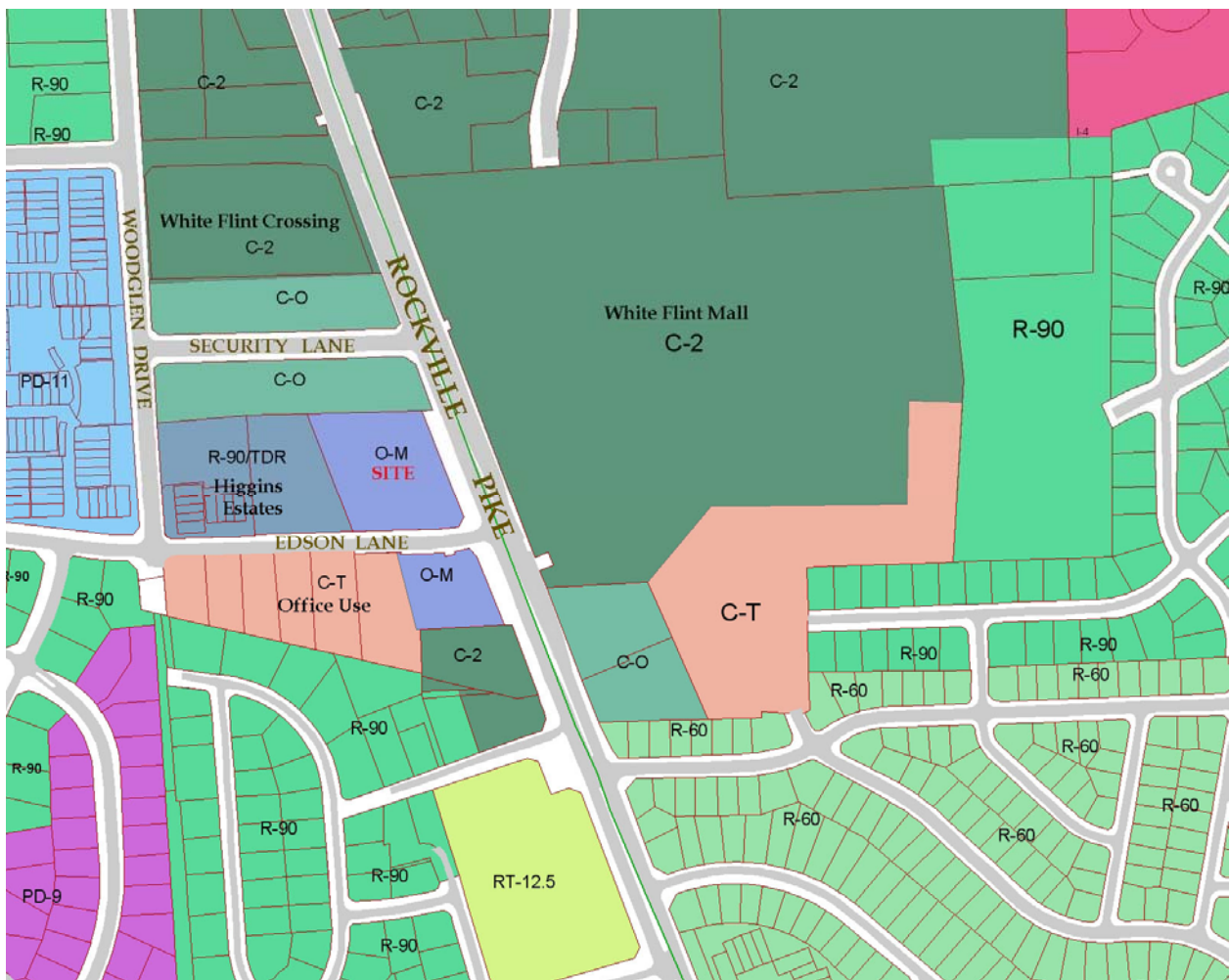
**EXECUTIVE SUMMARY:**

Approved in November 1984 the original site plan (No. 819841180) required 521 required parking spaces; however the total number of required parking spaces was never fully constructed. This amendment mainly intends to provide additional parking spaces that will reduce the parking constraints and bring the existing parking facilities into partial compliance with the current zoning requirements. There are currently 415 parking spaces; however with the inclusion of approximately 30 additional parking spaces the site will still require a 15% parking waiver for the 76 missing spaces. In accordance with Section 59E-4.5; the Planning Board may waive any requirement not necessary to accomplish the objectives in Section 59E-4.2.

## SITE DESCRIPTION

### Vicinity

The site is located in North Bethesda at the corner of Rockville Pike (I-355, on the southbound side) and Edson Lane directly across from White Flint Mall. The White Flint Metro Station is located approximately ½ mile to the north, and the Garrett Park MARC train station is located approximately 1 mile to the south. Residential lots (mainly zoned R-90 and R-60) were strategically developed around the immediate area and within walking distance of office and retail uses. The Higgins Estates (zoned R-90/TDR) abut the property to the west; while North Bethesda Market (formally known as White Flint Crossing, 820060170) is a mixed residential/retail development located to the north.



*Zoning Map*

## Site Analysis

This amendment is the first substantial modification to the site since its construction in 1986. The site is currently improved with a 5-story office building on approximately 2.5 acres of land zoned O-M. The footprint of the existing building is set back from the property line approximately 43 feet, and spans more than half the property with green space and landscape buffering on all four sides. The main entrance and access driveway front onto Rockville Pike and the secondary entrances and access driveways are located to the northern side of Edson Lane. There are not any existing surface parking spaces onsite; instead all onsite parking is provided within a structured parking facility located beneath the office building. The stormwater management pond for this site is shared with the residential development (Huggins Estates) to the west.



*Aerial Photo*

## PROJECT DESCRIPTION

### Previous Approvals

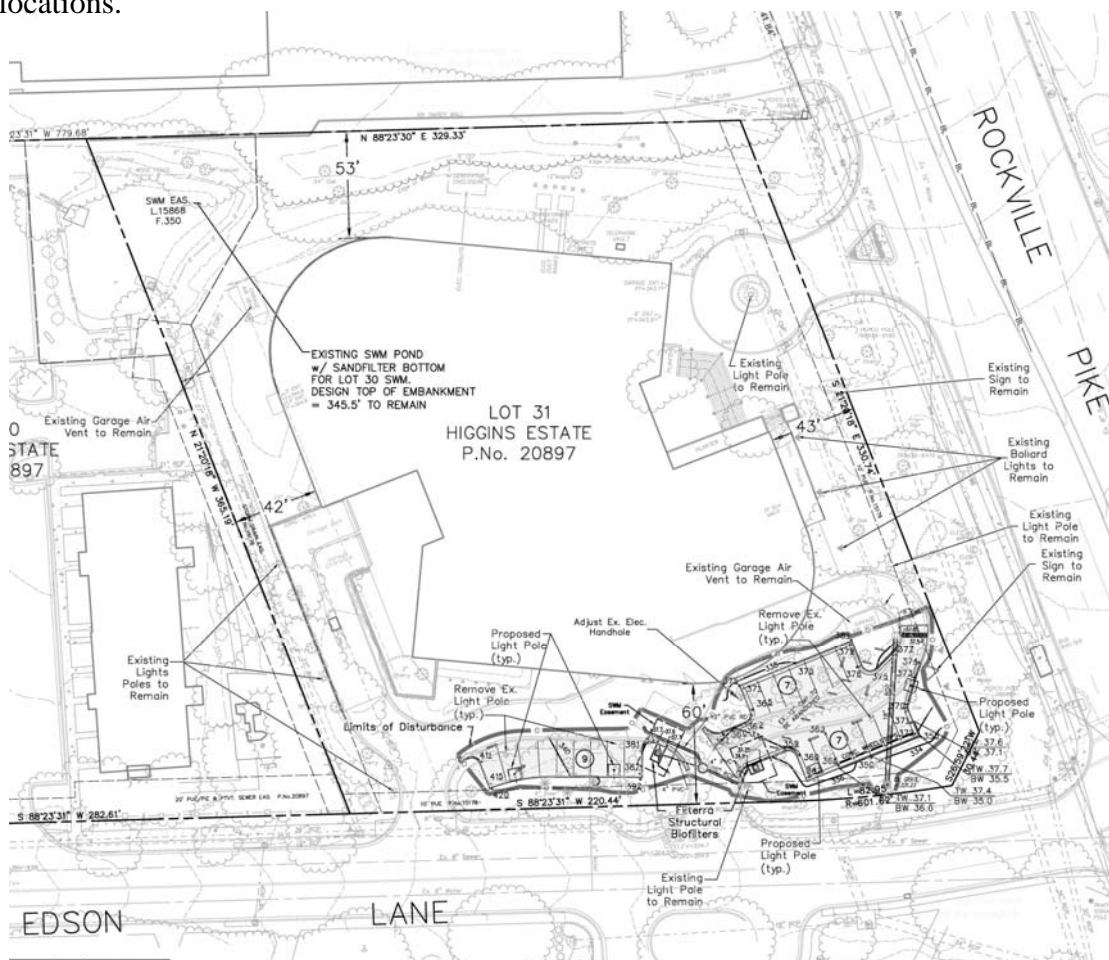
Preliminary Plan 119842000 was approved for 192,930 square feet of office space within the O-M zone.

Site Plan 819841180, Edson Lane Office Building, was approved on November 1, 1984 for 192,930 square feet on 2.585 acres. The Site Plan required 521 parking spaces including 10 motorcycle spaces, 20 bicycle spaces, 100 attendant parking spaces, and 10 handicap spaces.

# Proposal

This amendment was specifically initiated to accommodate a new bank tenant, reduce parking constraints, and bring the site into greater compliance with the current zoning requirements and White Flint Master Plan. The bank tenant has expressed a need to have parking spaces in close proximity to the bank entrance due to safety concerns. The total number of approved parking spaces (521 spaces) was never fully constructed; instead 415 spaces currently exist onsite within the structured parking facility. In accordance to the original approval, this site is lacking 106 parking spaces.

The Applicant originally requested the installation of 50 surface parking spaces to the north and south of the existing office building; in addition to a waiver for the northern landscape buffer and 10% parking waiver. However upon Staff’s initial review, the Applicant was strongly encouraged to research more sustainable solutions. Revising their original request, the existing parking garage will be restriped with the intent to provide 7 additional parking spaces; and 23 proposed surface parking spaces will be carved into the existing landscaped areas located to the north of Edson Lane. This proposal will essentially only alter the vehicular circulation on the south side of the building; all of the secondary entrances and access driveways will remain in the same locations.



Site Plan

The proposed modifications are limited to only a small portion of the property; thereby the total green space calculations will be slightly reduced by 1.6%. However; the green space and internal landscape percentages are still over and above the zoning requirement. The right-of-way and streetscape will be enhanced with additional landscape buffering along Edson Lane and Rockville Pike; providing adequate screening for the drive aisles and the surface parking facilities. The proposed lighting is also compatible with the existing light fixtures.



*Rendered Landscape Plan*

### **Project Issues**

Staff was initially concerned with the addition of surface parking facilities considering the commuting goals set by the White Flint Master Plan. Alternative solutions were suggested to the Applicant in order to accommodate future parking needs (i.e. additional bike racks, reserved parking spaces, the promotion of carpooling/vanpooling etc.); however these solutions could not adequately address the bank's immediate need for short-term, safe and convenient access to the bank entrance.

## PROJECT ANALYSIS

### Master Plan

The White Flint Master Plan strongly promotes an increase in more walkable, greener communities that fully integrate all aspects of sustainability. The plan's mobility principles recommend the following to improve the street grid and allow for better traffic flow patterns:

- 1) A grid street network that includes business district streets and a finer grained system of local connections, including private streets, for more direct vehicular and pedestrian circulation; and
- 2) Walkable streets with direct access to transit to reduce reliance on the automobile.

Future commercial development in the White Flint area can be expected to have a lower vehicle trip generation rate, because of the County's commitment to transportation demand management strategies. Over time these new policies and programs such as parking management, connected sidewalks and bikeway facilities, improved access to Metro and MARC, expanded circulator bus service, and efficient parking management will be designed to gradually affect commuter behavior.



*Master Plans  
(Location & Density maps, pg. 34 of 94)*

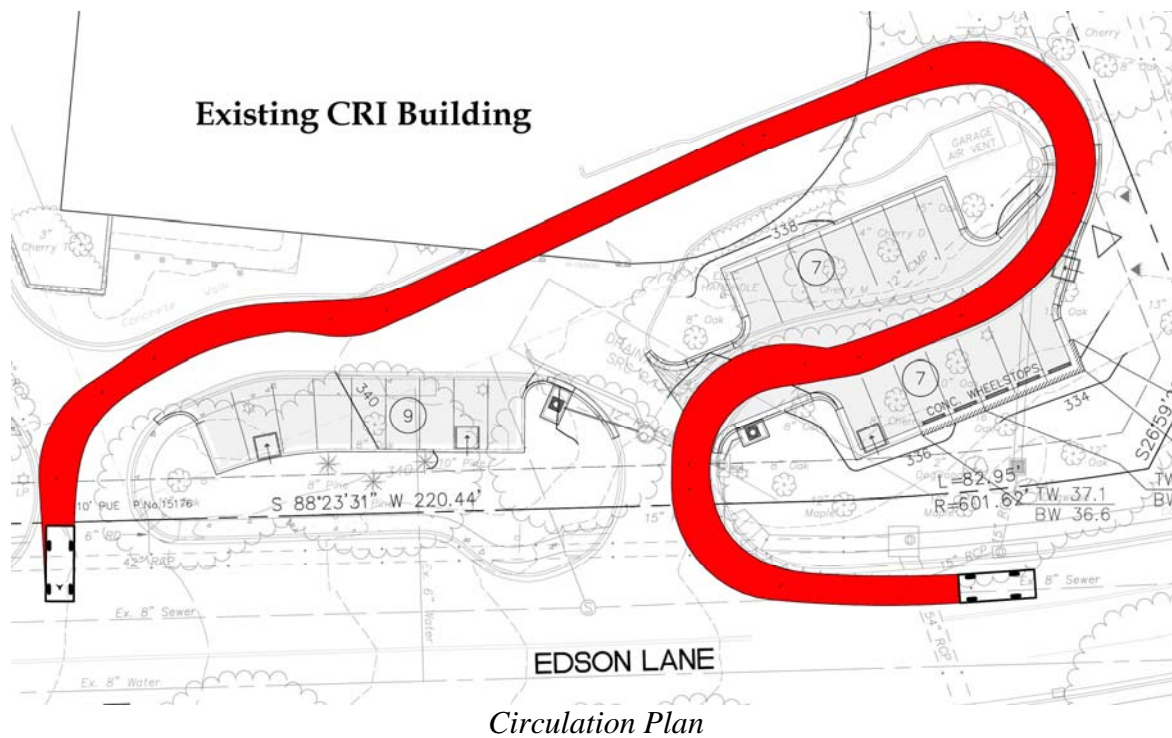
The subject site is located within the North Bethesda (NoBe) District, which contains office buildings, commercial properties, and the North Bethesda Market mixed-use development. The land use and zoning recommendations will provide opportunities for new mixed-uses and public use spaces; while still buffering and encouraging compatibility between the new uses and existing residential and office uses.

Consistent with the Master Plan and more specific to this site, the proposed modifications are mainly derived from the existing site layout and will have virtually the same traffic flow patterns. Vehicular circulation will still enter and exit the site from Edson Lane, while pedestrian circulation patterns will be unchanged. Additional plant material will be installed to further

screen the proposed modifications from Rockville Pike and Edson Lane; which will help to maintain the green street edge along the roadways. The leaseholders of the CRI Building will have the added benefit of direct parking access to the existing building to accommodate short term parking needs. The Applicant is also providing additional bike racks near the main entrance of the building, reserved parking spaces for the handicap, car/vanpool commuters, and a mass transit information kiosk will be located in the lobby of the building.

### **Transportation and Circulation**

This site is within the boundary of the North Bethesda TMD. The original APF approval did not require the applicant to enter into a traffic mitigation agreement in order to participate the North Bethesda Transportation Management Organization (TMO), because it was not yet established. The applicant is still not required to participate with the TMO; however Staff has strongly encouraged the Applicant to support the TMO to further promote non-single vehicular commuting and to resolve parking constraints. The Applicant will offer alternative commuting options to the leaseholders.



Although the site-generated trips for the existing general office building (192,930 square feet) currently exceeds 30-peak hour trips within the weekday morning and evening peak periods; the Applicant is not proposing to increase the square footage of the existing building nor the number of site-generated vehicular trips. Therefore, a traffic study is not required to satisfy Local Area Transportation Review test and non-auto transportation improvements are not required to satisfy Policy Area Mobility Review Test.

The existing stormwater management pond has a sand filter bottom, and is shared with the Huggins Estate property to the north of the office building. The recently approved stormwater

management concept consists of a waiver of the channel protection due to site constraints. On-site water quality control is provided via the use of flow through filtration.

### Development Standards

The subject site is zoned O-M. The purpose of the O-M Zone is to provide locations for moderate-intensity office buildings in areas outside of central business districts. It is intended that the O-M zone will be located in areas where high-intensity uses are not appropriate, but where moderate intensity office buildings will not have an adverse impact on the adjoining neighborhood. The proposed development meets the purpose and requirements of the zone.

The following data table indicates the proposed development’s compliance with the Zoning Ordinance. Only the standards that are affected by the proposed amendment are listed; a comprehensive modified data table is included on the certified site plan.

*Project Data Table for the O-M Zone*

<b>Development Standard</b>	<b>Permitted/Required</b>	<b>Proposed for Approval</b>
<b>Lot Area</b>	N/A	112,587 sf. (2.5 acres)
<b>Building Area<sup>1</sup></b>	192,930 sf.	192,930 sf.
<b>Parking &amp; Driveway Setbacks (feet)</b>		
Front	N/A	3 feet
Right-of-Way	N/A	10 feet
Rear	N/A	57 feet
Side	N/A	15 feet
<b>Landscape Strip</b>	10 feet	26 feet (Rockville Pike)
	10 feet	10 feet (Edson Lane)
<b>Total Parking</b>	<b>521 spaces</b>	<b>445 spaces<sup>2</sup></b>
Garage Standard Spaces (8.5’ x 18’)	510 spaces	350 spaces
Surface Standard Spaces (8.5’ x 18’)	N/A	23 spaces
Small Car Spaces (7.5’ x 16.5’)	51 (10% max)	29 (5.6%)
Attendant Parking	100 spaces	32 spaces
Handicap Spaces	11 spaces	11 spaces
Motorcycle Spaces <sup>3</sup>	10 spaces	10 spaces
Bicycle Spaces <sup>3</sup>	20 spaces	20 spaces
<b>Surface Parking Area</b>	N/A	6,750 sf.
<b>Green Area (% of lot)</b>	15%	46.4%
<b>Parking Facility Internal Landscaping (%)</b>	5%	12.3% <sup>4</sup>

<sup>1</sup> For office general office use, 2.7 parking spaces are required per 1,000 gross square feet (192,930 sf. / 1,000 sf. x 2.7 = 521 required parking spaces).

<sup>2</sup> The Applicant is requesting a 15% Parking Waiver for the remaining 76 spaces, in accordance to Section 59E-4.5.

<sup>3</sup> Not included in the total parking tabulations.

<sup>4</sup> This calculation is only based on the Surface Parking Area (830 sf. / 6750 sf. = 12.3%)



## COMMUNITY OUTREACH

The Applicant has met all proper signage, noticing, and submission meeting requirements. Notice of the subject amendment was sent to all parties of record on November 3, 2008 giving 15 days for comments. Staff has not received correspondence on this matter.

A community meeting was held June 16, 2008 where participants were invited to review the proposed plans, ask questions, and express any unresolved issues and/or concerns. The Applicant has recently updated the community regarding the recent revised modifications (August 2010 plans) compared to the originally submitted plans (Appendix C).

## RECOMMENDATION AND CONDITIONS

The proposed modifications to the site plan do not alter the overall design character of the development in relation to the original approval and the site remains compatible with existing and proposed development adjacent to the site. These modifications do not impact the efficiency, adequacy, or safety of the site with respect to vehicular and pedestrian circulation, open space, landscaping, or lighting.

Staff recommends approval of site plan 81984118A, CRI Building, for the amendments delineated above inclusive of the 15% parking waiver. All site development elements shown on the site and landscape plans stamped "Received" by the M-NCPPC on August 27, 2010 are required except as modified by the following conditions.

### Conformance with Previous Approvals

1. Preliminary Plan Conformance

The proposed development must comply with the conditions of approval for preliminary plan 119842000 as listed in the Planning Board Resolution unless amended. This includes but is not limited to all references to density, rights-of-way, dedications, easements, transportation conditions, DPWT conditions, and DPS stormwater conditions.

2. Site Plan Conformance

The proposed development must comply with the conditions of approval for site plan 819841180 as listed in the Planning Board Resolution dated November 1, 1984, unless amended.

### Environment

3. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated April 16, 2008 unless amended and approved by the Montgomery County Department of Permitting Services.

## Transportation & Circulation

### 4. Transportation:

Transportation Planning Staff recommends the following conditions as part of the review requirements as related to approval of this limited site plan amendment:

- a. The Applicant must limit the existing office building to 192,930 gross square feet as approved under the Preliminary Plan (119842000) and Site Plan (819841180).
- b. The Applicant must provide the following to support a parking waiver of 15% reduction in the number of required parking spaces.
  - i. At least two (2) reserved parking spaces for car/vanpool (i.e. preferably free or at a reduced market rate).
  - ii. A real time information sign and kiosk with information on non-auto commuting options (i.e. mass transit, ridesharing, etc.) to be located in the lobby of the office building near the main entrance.
  - iii. Two (2) inverted-U bike racks located within 50 feet of the main entrance; preferably a weather-protected area to facilitate this non-auto transportation mode alternative.

## Site Plan

### 5. Site Design

- a. Directional arrows shall be painted within the drive aisle(s) and used to reinforce traffic flow patterns.
- b. Incorporate reserved handicap parking within the proposed 23 additional surface parking spaces to be located in close proximity to the bank entrance.
- c. Provide site details for any newly added bike racks and trash cans.

### 6. Landscaping

- a. The proposed plant materials shall be installed to meet the standards of the American Standards for Nursery Stock (AAN) with regard to the correct size and type as specified within the plant list and planting plan.
- b. An alternate plant list may be provided on the Landscape and Lighting plan to accommodate plant substitutions.

### 7. Lighting

- a. The lighting distribution and photometric plan with summary report and tabulations must conform to IESNA standards for residential/commercial development.
- b. All onsite light fixtures must be full cut-off fixtures.
- c. Deflectors shall be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties.
- d. Illumination levels shall not exceed 0.5 footcandles (fc) at any property line abutting county roads.
- e. The height of the light poles shall not exceed 16 feet including the mounting base.

8. Development Program

The Applicant must construct the proposed development in accordance with a development program that will be reviewed and approved prior to the approval of the Certified Site Plan. The development program must include the following items in its phasing schedule:

- a. Clearing and grading must correspond to the construction phasing to minimize soil erosion and must not occur prior to the approval of the Sediment Control Plan, M-NCPPC inspection and approval of all tree-save areas and protection devices.
- b. The development program must include the installation of on-site landscaping and lighting.
- c. Landscaping associated with the surface parking areas shall be completed as construction of the parking areas has been completed.
- d. The development program must provide phasing of stormwater management, sediment and erosion control, and other features.

9. Certified Site Plan

Prior to approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the final forest conservation exemption, stormwater management concept approval, development program, inspection schedule, and site plan resolution on the approval or cover sheet.
- b. Add a note to the site plan stating that “M-NCPPC staff must inspect all tree-save areas and protection devices prior to clearing and grading”.
- c. Modify data table to reflect development standards enumerated in the staff report.
- d. Ensure consistency of all details and layout between site plan and landscape plan.

## **APPENDICES**

- A. Approval Documents
- B. Statement of Justification
- C. Community Outreach
- D. Revised Plans

## **APPENDIX A (Approvals Documents)**



Date Mailed: Friday, November 2, 1984  
8787 Georgia Avenue • Silver Spring, Maryland 20907

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Site Plan Review # 8-84118

Project Edson Lane Office Building

On August 13, 1984, Dewberry & Davis submitted an application for the approval of a site plan for property in the O-M & R-90 zone. The application was designated Site Plan Review # 8-84118.

On November 1, 1984, Site Plan Review # 8-84118 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the testimony and evidence presented by the staff and on the staff report with modifications to the conditions hereby adopted by the Montgomery County Planning Board, which is attached hereto and made a part hereof, the Montgomery County Planning Board finds

1. the site plan meets all of the requirements of the zone in which it is located;
2. the locations of the buildings and structures, the open spaces, the landscaping, and the pedestrian and vehicular circulation systems are adequate, safe and efficient;
3. each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.

and approves Site Plan Review # 8-84118 subject to the following conditions:

(See Attachment)

Attachment:

O P I N I O N (Conditions)  
Site Plan Review #8-84118

1. The applicant shall submit a site plan enforcement agreement, including a prohibition on construction related parking on Edson Lane and attendant parking conditions and development program to staff for approval prior to release of permits.
2. Final structure parking plans shall be submitted to staff for approval prior to release of a building permit.
3. Sidewalks shall be included as follows:
  - a. Both sides of the entrance off Rockville Pike.
  - b. Provide a connection from the southwest entrance to Edson Lane.
4. Provision of outdoor eating facilities for employees.
5. Approval of a preliminary plan of subdivision.

Agenda Item: 17

Agenda Date: November 1, 1984



October 29, 1984

MEMORANDUM

TO: Montgomery County Planning Board

FROM: Staff, Urban Design Division

SUBJECT: Site Plan Review # 8-84118  
Edson Lane Office Building  
O-M and R-90 Zones  
Rockville Pike, North Bethesda

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On August 13, 1984 Dewberry and Davis submitted the site plan. The preliminary plan is scheduled on the same Planning Board agenda.

Staff Recommendation

APPROVAL subject to the following:

1. The applicant shall submit a site plan enforcement agreement and development program to staff for approval prior to release of permits.
2. Final structure parking plans shall be submitted to staff for approval prior to release of a building permit.
3. Sidewalks shall be included as follows:
  - a. Both sides of the entrance off Rockville Pike.
  - b. Provide a connection from the southwest entrance to Edson Lane

### Nicholson Lane Sector Plan

The O-M Zoning was recommended in the Nicholson Lane Sector Plan for this site in order to provide a step-down in intensity from the Security Lane development to the north and to assure compatibility with the abutting residential community through site plan review.

### Existing Conditions

The site consists of 4.847 acres of land zoned O-M and R-90, located at the intersection of Rt. 355 and Edson Lane. Right-of-way dedication will reduce the O-M area to 2.585 acres. Land to the west is developed with detached homes. Land to the north is developed with office buildings in the C-O zone. Land to the south across Edson Lane is developed with office buildings in the O-M and C-T Zones.

The site slopes down from the northwest to the southeast about 28 feet and contains a small stream. The site is heavily wooded.

### Proposed Development

The proposal consists of an office building containing 192,930 gross square feet, with 5 floors of office and 3 floors of parking, two of which are underground. Vehicular access will be from Rockville Pike and from Edson Lane. A drive-in bank is included at the southeast corner of the building. (Staff does not interpret the ordinance as intending to exclude drive-in banks from all of the commercial zones except C-3. This is a matter which the Planning Board has dealt with in the clarifying text amendment due for introduction.)

### Conformance to O-M Zone

	O-M Optional	Provided
Lot area, ac	one-half ac. (min.)	2.585 ac.
Density, FAR	1.5 (max.)	1.5
Coverage, %	75 (max.)	39.3
Green Space, %	15 (min.)	48
Bldg. Height, ft.	72 (max.)	70
Setbacks:		
ft. street	15 (min.)	45
lot line	23 (min.)	51



Parking:	511 (min.)	511
handicap	10	10
motorcycle	10	10
bicycle	20	20

→ Attendant parking will be provided for about one hundred spaces.

#### Vehicular and Pedestrian Circulation

Vehicular access to be provided includes a right-in/right-out off Rockville Pike, which will serve a garage, building entrance and drop-off at the northeast corner of the site, and a one-way system off Edson Lane, which will serve a second garage and building entrance at the southwest corner.

\* Two entrances to the building located at diagonally opposite corners will serve a first-floor atrium. Additional connections of this pedestrian system to the streets are required in condition #3 to provide adequate circulation between the public sidewalk system and the building.

#### Landscaping, Screening and Lighting

A strong effort to preserve trees on the site is reflected in the design, including preservation of trees between the building and Rockville, Pike. Additional trees will be planted around the building and in the areas to be graded. The entirety of the 1.894 acres of R-90 zoned area of the site to the west will be retained in green.

Lighting of the driveways and building entrances will be provided by means of a 12 ft. tall pole light with adequate out-offs to preclude spillage of light off the site.

#### Environmental Concerns

Stormwater management has been waived. Water quality will be provided by means of oil and grease traps in the garage drainage system.

#### Location of Buildings and Open Spaces and Compatibility

The building is located to the north and west on the Q-M portion of the site. It is 20 feet farther from Rockville Pike than the Dynamac I building to the south, but is no further to the west from Rockville Pike than the Dynamac II building. The southwest corner of the building is set back 80 feet from Edson Lane so that the trees cover on the R-90 portion will screen the building from the residences on the south side of Edson Lane. Five floors of the building will be visible from the west, but will provide a step-down in height from the Security Lane development to the north.



**MEMORANDUM**

DATE: September 22, 2010

TO: Molline Smith, Site Planner  
Development Review Division

VIA: Shahriar Etamadi, Supervisor *EA*  
Transportation Planning Division

FROM: Ed Axler, Planner/Coordinator *EA*  
Transportation Planning Division

SUBJECT: Limited Site Plan Amendment No. 8-1984118A  
CRI Building (Higgins Estate)  
11200 Rockville Pike, Rockville  
White Flint Policy Area

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This memorandum is Transportation Planning staff's transportation review for the subject limited site plan amendment to increase the number of parking spaces by 30 spaces with associated landscaping modifications at the existing CRI Building. The increase of 30 parking spaces to the existing 415 spaces would result in 445 total parking spaces on the site but still would be 15% less than the required 521 spaces.

**RECOMMENDATIONS**

Transportation Planning staff finds the following conditions as part of our review of the transportation requirements related to approval of this limited site plan amendment:

1. The Applicant must limit the existing office building to 192,930 gross square feet as approved under Preliminary Plan No. 11984200 and Site Plan No. 8200841180, Edson Lane Office Building.
2. The Applicant must provide the following to support a parking waiver of 15% reduction in the number of required parking spaces:
  - a. At least two reserved parking space for car/vanpools (i.e., preferably free or at reduced market rate).

- b. A real-time transit information sign and a kiosk with information on non-auto commuting options (such a transit, ridesharing, etc.) both located in the CRI Building lobby.
- c. Two inverted-U bike racks located within 50 feet from the main entrance to the CRI building and if possible, in a weather-protected area to facilitate this non-auto transportation mode alternative.

## **DISCUSSION**

### Site Location and Vehicular Access Points

The subject office building is located in the northwest corner of Rockville Pike (MD 355) and Edson Lane. The vehicular access points are a *paired* full-movement access from Edson Lane and right-turn-in/right-turn-out access from Rockville Pike.

### Available Transit Service

Ride-On routes 5 and 46 Metrobus route J-5 operate along Rockville Pike. Transit service does not operate on Edson Lane. The subject site is approximately a half mile from the White Flint Metrorail Station.

### Pedestrian and Bicycle Facilities

Five-foot-wide sidewalks exist along Rockville Pike and parts of Edson Lane. A four-foot-wide sidewalk exists along Edson Lane between Rockville Pike and the site's paired access points. All vehicular access points have lead-in sidewalks.

### Public Policies Supporting the Parking Waiver

The reduction in the required number of on-site parking spaces would discourage vehicular trips by single-occupant-vehicles during weekday morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.). Those motorists would be encouraged to use viable alternative transportation modes (e.g., car/vanpooling or using transit) given the site's location within the share-a-ride district and the distance of approximately one half mile from the White Flint Metrorail Station.

Such a parking waiver is consistent with goals of the following:

1. The trip-reduction goals of the North Bethesda Transportation Management District (TMD) and *White Flint Sector Plan*.
2. The "Smart Growth" policy to encourage higher-density development near and served by Metrorail stations.

## Transportation Demand Management

This site is within the boundary of the North Bethesda TMD. The original APF approval in 1984 did not require the applicant to enter into a traffic mitigation agreement to participate in the North Bethesda Transportation Management Organization (TMO) because it was not yet established. As a site plan amendment and not a subdivision case, the applicant is not required to participate with the North Bethesda Transportation Management Organization (TMO).

Although participation in the TMO was not required, the CRI building management and businesses located in the building have been working voluntarily and cooperatively with the TMO staff to promote non-single-vehicular commuting modes. One example is the TMO's "commuter information days" had been hosted in the CRI building lobby. The *White Flint Sector Plan* recommends that the TMO achieve a 39% non-auto driver mode share (NADMS) goal for employees that consist of a 26% transit mode share, 5% ridesharing, and 8% other commuting modes of transportation.

## Sector Plan Roadways and Bikeways

In accordance with the *White Flint Sector Plan* and *Countywide Bikeways Functional Master Plan*, the sector-planned roadways and bikeway are as follows:

1. Rockville Pike (MD 355) is designated as a major highway, M-6, with a recommended 150-foot right-of-way and a recommended shared use path, Local Bikeway, LB-5. The right-of-way can be expanded to 162 feet that is to be obtained from reservation.
2. Edson Lane is designated as a business street, B-5, with a recommended 70-foot right-of-way and a recommended dual bikeway, DB-13.

## Transportation Adequate Public Facilities Review

The existing general office building of 192,930 square feet generates 320 peak-hour vehicular trips within the weekday morning and evening peak period and 298 peak-hour vehicular trips within the weekday evening peak period. Although the site-generated trips exceed 30 peak-hour trips within the weekday morning and evening peak periods, the applicant is not proposing to increase the square footage of the existing office building nor the number of site-generated vehicular trips. Therefore, a traffic study is not required to satisfy Local Area Transportation Review test and non-auto transportation improvements are not required to satisfy Policy Area Mobility Review test.

EA:tc

cc: Stuart Barr  
Bill Barron  
Sande Brecher  
Peggy Schwartz

mmo smith re 81984118A CRI Building.doc



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett  
County Executive

Carla Reid Joyner  
Director

April 16, 2008

Mr. Pearce Wroe  
Macris, Hendricks, and Glascock  
9220 Wightman Road, Suite 120  
Montgomery Village, MD 20878

Re: Stormwater Management **CONCEPT** Request  
for CRI Building  
Preliminary Plan #: N/A  
SM File #: 232942  
Tract Size/Zone: 2.58/O-M  
Total Concept Area: 2.58ac  
Lots/Block: N/A  
Parcel(s): N261  
Watershed: Lower Rock Creek

Dear Mr. Wroe:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is acceptable. The stormwater management concept consists of a waiver of channel protection due to site constraints. On-site water quality control is provided via the use of flow through filtration.

The following items will need to be addressed during/prior to the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Thomas Weedon at 240-777-6309.

Sincerely,

Richard R. Brush, Manager  
Water Resources Section  
Division of Land Development Services

RRE:dm CN 232942

cc: C. Conlon  
S. Federline  
SM File # 232942

ON - Waived; Acres: 45ac  
CL - On Site; Acres: 46ac  
Recharge is not provided

**APPENDIX B (Statement of Justification)**



ATTORNEYS

STUART R. BARR  
DIRECT 301.961.6095  
SRBARR@LERCHEARLY.COM

September 30, 2010

**BY ELECTRONIC MAIL**

Mr. Robert Kronenberg  
Ms. Molline Smith  
Maryland National Capital Park and Planning Commission  
Development Review Division  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Project: CRI Building, 11200 Rockville Pike, Rockville  
Applicant: PRIM Rockville Pike LLC c/o McShea Management Inc.  
Plan Number 81984118A: Site Plan Amendment (Limited Plan Amendment) for  
Additional Parking Spaces and Request for Parking Waivers  
**Updated Information and Statement in Support of Requests**

Dear Mr. Kronenberg and Ms. Smith:

As you requested, we are submitting this updated information in support of the proposed Site Plan Amendment application (Limited Plan Amendment) and Request for Parking Waivers for the CRI Building property located at 11200 Rockville Pike in North Bethesda (the "Property"). As we have discussed, the applicant is proposing to update the Property's Parking Facilities Plan to bring it into compliance with current zoning requirements. The applicant seeks an amendment to the approved Site Plan to add twenty-three (23) surface parking spaces to the Property. As explained below, even if those additional spaces are approved, the Property still requires a parking waiver to account for a shortage in the number of required parking spaces. Additionally, a waiver of the current driveway setback requirement is needed simply to account for the difference between existing conditions and current code requirements.

**I. Background Information and Existing Parking Conditions**

The Property is approximately 2.5 acres and is located on the west side of Rockville Pike across from White Flint Mall. It is currently improved with an office building (the CRI Building) and drive aisles serving parking levels beneath the building and drive-in tellers for a previous bank use, interior to the building footprint. No surface parking spaces currently exist. Commercial uses adjoin the Property to the north, east (across Rockville Pike), and

south (across Edson Lane). The Edson Park residential condominium development adjoins the Property to the west.

The Planning Board approved the original Site Plan for the Property on November 2, 1984. The corresponding Staff Report dated October 29, 1984 specified that the building will have five floors of office and three floors of parking, two of which will be underground for a total of 192,930 gross square feet of building office area. The data table contained in the Staff Report specifies a minimum of 511 parking spaces and 10 handicap spaces (521 spaces total). Below the data table in the Staff Report, it states that "Attendant parking will be provided for about one hundred spaces."

Currently, there are 415 striped parking spaces on the three parking levels, although due to column layout and the current configuration of spaces, not all of these spaces meet current code requirements for space size, depth, and handicap requirements. No attendant parking is currently needed or used because the building is not 100% occupied currently.

## **II. Proposed Parking Facilities Plan**

The applicant first proposes to bring the parking garage up to current code standards by restriping some spaces, adding additional access for the existing handicap spaces, and converting some current undersized spaces to "small car" or motorcycle spaces. This restriping and reconfiguration of the garage will result in a total of 390 standard, handicapped, and small car spaces (i.e., not including any attendant parking).

The original 1984 parking plan contained in Park and Planning records shows attendant parking on the two underground floors with stacking up to four cars-deep. The current Montgomery County Zoning Ordinance Section 59-E-2.4, access and circulation, states that for attendant parking at least 50 percent of all parking spaces must have direct access to interior aisles. The four-deep stacking configuration shown on the parking plan approved in 1984 is inconsistent with current zoning regulations. Additionally, as noted previously, several of the spaces are too small to meet current standards for standard parking spaces.

As shown on the proposed Parking Facilities Plan, providing code-compliant attendant parking on the lowest level of the parking garage where an attendant booth is located would yield an additional 32 parking spaces, for a total of 422 code-compliant spaces, making the overall shortfall of parking between the 1984 Site Plan approval (requiring 521 spaces) and a code-compliant condition of 99 spaces.



Mr. Robert Kronenberg/Ms. Molline Smith  
September 30, 2010  
Page 3

### **III. Proposed Site Plan Amendment for Additional Surface Parking Spaces**

To help address the shortfall of spaces in the parking garage, the applicant proposes to construct surface parking spaces on the Property. When we initially filed the Site Plan Amendment application in 2008, the applicant proposed to add fifty (50) surface parking spaces to the Property. The applicant proposed twenty-seven (27) spaces along the northern property line and twenty-three (23) spaces along the southern property line adjacent to Edson Lane. When we met with Staff concerning that proposal, Staff asked the applicant to consider ways to reduce parking demand on the Property. Since the time of the initial application and meeting with Staff, the applicant has carefully considered its parking needs and has worked hard to respond to Staff's suggestions.

Over the past couple of years, the applicant has worked with Peggy Schwartz from the North Bethesda Transportation Management District to educate the building's tenants about alternative transportation possibilities. The applicant has provided information to the tenants about carpool, vanpool, public transit, telework, subsidies from the County, tax credits, bicycling, and other possibilities to reduce parking demand.

After careful evaluation, the applicant determined that it could remove from its initial plans the proposed 27 spaces on the north side of the building, thereby reducing the request for additional parking from 50 to 23 spaces. The applicant still requires the 23 spaces on the south side of the building, as shown on the latest proposed plans, to address the parking shortfall and to serve a tenant on the ground level of the building. The Property lost the prior bank tenant located on the southeast corner of the building and has had difficulty finding a replacement tenant because of the lack of surface parking.

The proposed surface parking spaces utilize the existing driveways on-site to the extent possible and maintain the same entrance locations. The spaces will be screened with landscaping as shown on the proposed Landscape Plan. The addition of these 23 surface spaces, together with attendant parking on the third floor of the parking garage, would yield a total of 445 spaces, resulting in a net shortage of 76 spaces. The table below reflects the proposed parking conditions on the property.

<b>PARKING</b>	<b><u>REQUIRED</u></b>	<b><u>PROPOSED</u></b>
<u>Garage Parking</u>		
Standard Spaces (8.5' x 18') 59-E-2.22 (g)	-	350
Attendant Parking on Level P-3	-	32
Small Car Spaces (7.5' x 16.5') 59-E-2.22 (e) & (g)	max 10%*	29 (5.6%)
<u>Exterior Surface Parking</u>		
Standard Spaces (8.5' x 18') 59-E-2.22 (g)	-	23
<b><u>Totals</u></b>		
Standard Spaces (8.5' x 18') 59-E-2.22 (g)	510	405
Small Car Spaces (7.5' x 16.5') 59-E-2.22 (e) & (g)	max 10%*	29 (5.6%)
Subtotal	510	434
Handicapped Accessible Parking	11	11
<b>Total Parking Spaces</b>	<b>521</b>	<b>445</b>

\* Due to existing column locations there are some parking spaces that are not in compliance with current code dimensions for standard spaces but are large enough to meet the requirements of small car spaces. Under Section 59-E-2.22(e), the director/planning board may permit up to 10 percent of all required spaces to be small car spaces in exceptional cases where the configuration of the site prevents exclusive use of standard space dimensions.

#### **IV. Request for Waivers from Parking Requirements**

Given the inconsistency between existing parking conditions and current zoning requirements, this project will require waivers of the number of parking spaces and drive aisle setback requirements.

Number of Parking Spaces. The applicant requests a waiver from the remaining balance of required number of parking spaces as provided in the original Site Plan approval. Under the original approval, 521 parking spaces are required for the Property, and a total of 445 can be provided on-site including the additional 23 surface parking spaces. Thus, the applicant requests a waiver of the remaining 76 parking spaces required. This number of spaces represents approximately 15% of the required number of spaces. The need for this waiver request is primarily based on the change in code requirements for attendant parking. Realistically, 23 additional surface spaces is the maximum number that can be provided on site to address the shortfall. The applicant is confident that with the additional surface spaces, adequate parking will be provided on-site.

Driveway Setback. The applicant requests a waiver from the driveway setback requirement contained in Section 59-E-2.81 as that section applies to the drive aisle located on the southwest corner of the Property. Section 59-E-2.81 requires that where a parking facility adjoins a residential zone, the driveway setback must be equal to the applicable setback required for the property in the residential zone. In this case, a 25-foot setback would appear to apply given the zoning of the adjoining residential property. A 15-foot setback currently exists. The location of this drive aisle has existed on the Property since its development in approximately 1984 and no changes to its configuration are proposed, so this waiver request simply seeks to formalize an existing condition.

For background purposes, when the Property was developed in 1984 it comprised what was then Lot 19 of Higgins Estate (Plat No. 15176). At that time Lot 19 included land to the west of the CRI Building that was later subdivided in 1998 into Lots 30 and 31 of Higgins Estate by Plat No. 20897. The CRI Building was contained on Lot 31, and Lot 30 was developed as the Edson Park residential condominium that exists today. This resubdivision placed a property boundary line between the CRI Building Property and the adjoining residential property that resulted in the existing driveway setback of 15 feet. Again, this driveway existed at the time the resubdivision was approved, and this waiver request simply seeks to formalize the existing condition. This application proposes no alteration to the driveway from its current configuration.

**Justification.** Given the desire of the applicant to bring the parking facilities up to current code standards, the serious difficulty attracting a new tenant to the southeast corner of the building, the unique circumstances of the building on the Property, and for all of the prior reasons as explained in our prior submissions, the applicant requests approval of the additional parking spaces and parking waiver requests. The waivers of these parking standards will be consistent with the parking facilities plan objectives contained in Zoning Ordinance Section 59-E-4.2. As mentioned, the waiver request for the number of parking spaces is based on the hardship imposed by existing site constraints and the change in code requirements for attendant parking. The other waiver request is simply to formalize an existing condition. If granted, these waiver requests will not result in any adverse impact on adjoining properties, any safety or circulation concerns, or any traffic congestion. Appropriate landscaping and lighting are provided as shown on the proposed plans.

**V. Recent Rezoning from O-M Zone to CR Zone**

As you are probably aware, many of the properties in White Flint were recently rezoned as part of the updated White Flint Sector Plan. The CRI Building Property was rezoned to the CR zone (CR-2.5, C-2.0, R-1.25, H-150). This rezoning should not affect the current site plan amendment application since under section 59-C-15.9(d) "Existing approvals," a project with a site plan approval may be altered at any time under either the CR zone or the previous zone, at the option of the owner. Thus, this application can continue to be evaluated under the previous O-M zone.

**VI. Community Outreach**

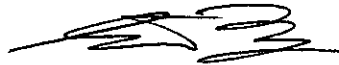
Although not required under the Limited Site Plan Amendment process, the applicant has conducted outreach with the surrounding community concerning the proposed parking changes. In 2008, when the application was first filed, invitations including copies of the original proposed plan showing 50 proposed surface parking spaces, were mailed to all relevant neighboring property owners and civic associations and an outreach meeting was conducted to discuss the project. Only two neighbors attended and their questions were answered by the project team. The relevant materials from the outreach efforts were submitted to Staff previously. The applicant also has sent an updated letter and plan informing the surrounding community of the reduction of proposed surface parking spaces from 50 to 23.

Mr. Robert Kronenberg/Ms. Molline Smith  
September 30, 2010  
Page 7

The applicant also met with Department of Permitting Services officials concerning the proposed plans. No objections were raised, and DPS indicated in correspondence with Park and Planning Staff that it supports the project. This project has an approved forest conservation plan exemption and stormwater management concept approval. DPS also approved the final soil erosion, sediment control and stormwater management plan earlier this year.

Please let us know if you have any questions or need any additional information.  
Thank you very much.

Very Truly Yours,



Stuart Barr  
Lerch Early & Brewer, Chtd.

cc: Dana Izaguirre, McShea Management, Inc.  
Paul Newman, Macris, Hendricks & Glascock, P.A.

**APPENDIX C (Community Outreach)**



ATTORNEYS

June 6, 2008

Dear community associations and nearby property owners:

You are invited to an informational meeting to discuss the addition of approximately 50 surface parking spaces to the property located at 11200 Rockville Pike (the CRI Building). The CRI Building is located on the west side of Rockville Pike directly across from White Flint Mall. The parking spaces will be located along the northern and southern sides of the property in between the building and the property lines as shown on the attached conceptual site plan. No changes to the building are proposed.

The meeting will take place at the CRI Building located at 11200 Rockville Pike on Monday, June 16, 2008 at 7:00 p.m. in the 5<sup>th</sup> floor conference room (please follow the directional signage inside the building for the meeting room).

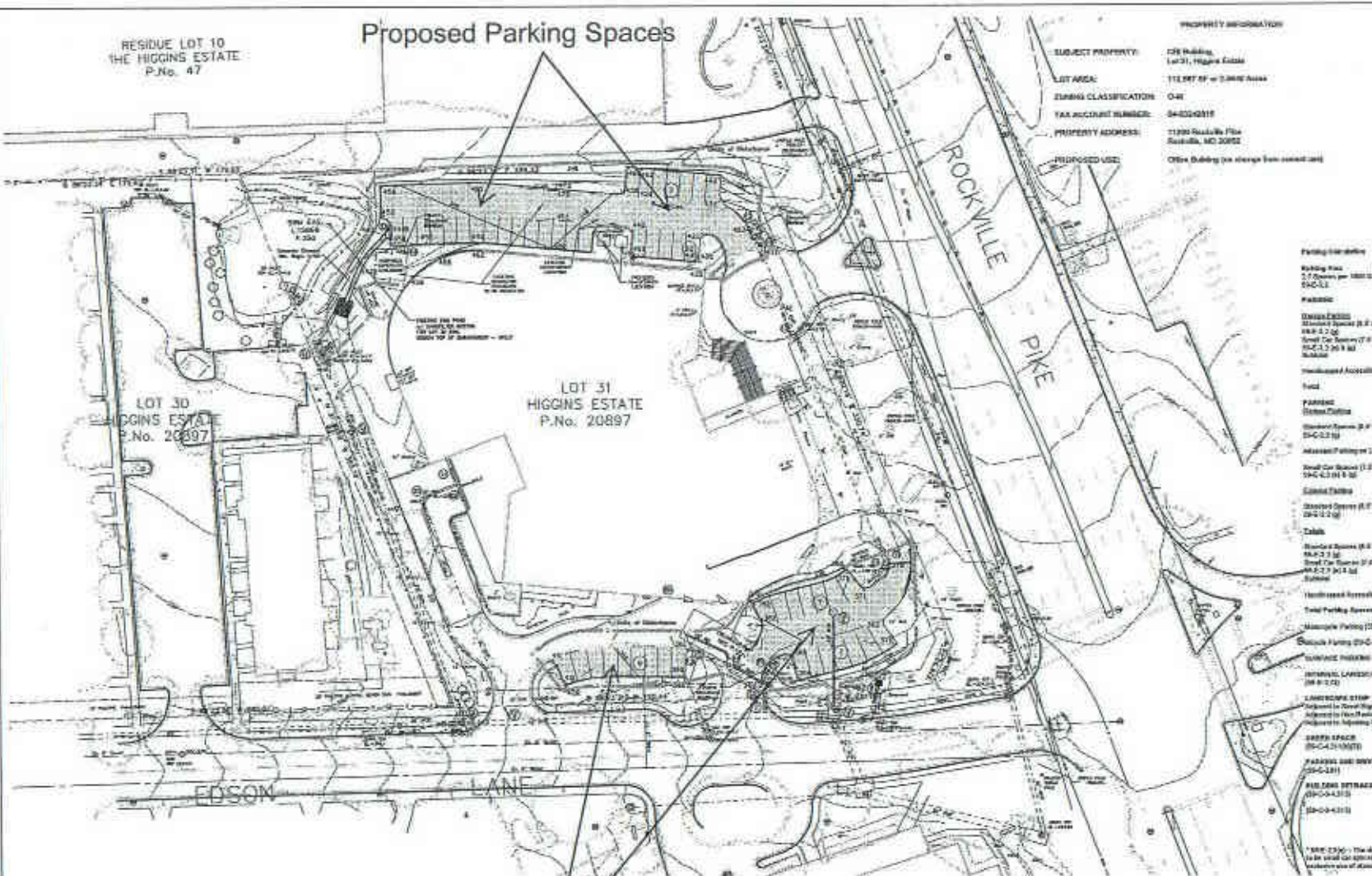
All participants will be invited to review the proposed plans, ask questions, and express any issues or concerns. There is no need to RSVP for the meeting, although if you do plan to attend we would appreciate you notifying us in advance by emailing Stuart Barr at [srbarr@lerchearly.com](mailto:srbarr@lerchearly.com) or by phone at 301-961-6095. If you are unable to be present and would like either a copy of the proposed plan or minutes, please let us know.

We look forward to your participation.

cc: MNCPPC, Development Review Division, Intake Section

RESIDUE LOT 10  
THE HIGGINS ESTATE  
P.No. 47

## Proposed Parking Spaces



**PROPERTY INFORMATION**

SUBJECT PROPERTY: CR Building  
Lot 31, Higgins Estate

LOT AREA: 171,097 SF = 3.9487 Acre

ZONING CLASSIFICATION: O-4E

TAX ACCOUNT NUMBER: 54-0220216

PROPERTY ADDRESS: 17100 Rockville Pike  
Rockville, MD 20852

PROPOSED USE: Other Building (see storage tank record sheet)



VICINITY MAP  
SCALE 1" = 5,000'

Parking Classification	NO. OF SPACES	NO. OF VEHICLES	REMARKS	EXISTING
<b>Handicap</b>				
Standard Spaces (8' x 18')	48	48		0
ADA-Compliant (8' x 18')	1	1		0
<b>Vehicle Accessible Parking</b>				
Total	49	49		0
<b>Other</b>				
Standard Spaces (8' x 18')	310	310		0
ADA-Compliant (8' x 18')	2	2		0
Motorcycle (5' x 8')	10	10		0
Handicap Accessible (5' x 8')	1	1		0
<b>Total</b>	323	323		0
<b>Handicap Accessible (Total)</b>	50	50		0
<b>Other</b>				
Standard Spaces (8' x 18')	118	118		0
ADA-Compliant (8' x 18')	2	2		0
Motorcycle (5' x 8')	10	10		0
Handicap Accessible (5' x 8')	1	1		0
<b>Total</b>	131	131		0
<b>Handicap Accessible (Total)</b>	3	3		0
<b>Total Parking Spaces</b>	454	454		0
<b>Handicap Accessible (Total)</b>	53	53		0
<b>Other</b>				
Standard Spaces (8' x 18')	210	210		0
ADA-Compliant (8' x 18')	2	2		0
Motorcycle (5' x 8')	10	10		0
Handicap Accessible (5' x 8')	1	1		0
<b>Total</b>	223	223		0
<b>Handicap Accessible (Total)</b>	4	4		0
<b>Total Parking Spaces</b>	227	227		0
<b>Handicap Accessible (Total)</b>	4	4		0
<b>Other</b>				
Standard Spaces (8' x 18')	120	120		0
ADA-Compliant (8' x 18')	2	2		0
Motorcycle (5' x 8')	10	10		0
Handicap Accessible (5' x 8')	1	1		0
<b>Total</b>	133	133		0
<b>Handicap Accessible (Total)</b>	3	3		0
<b>Total Parking Spaces</b>	136	136		0
<b>Handicap Accessible (Total)</b>	3	3		0

## Proposed Parking Spaces



DATE: 08/21/2008 12:00 PM

**CONCEPTUAL SITE PLAN**  
**HIGGINS ESTATE**  
**CR BUILDING**  
**LOT 31 - P.20897**  
4TH ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

<b>MHG</b> 11709 Virginia Road, Suite 110 Montgomery Village, Maryland 20814-1214	<b>Moore, Handlick &amp; Glasscock, P.A.</b> Engineers & Planners Landscape Architecture & Surveyors Phone: 301.273.0400 Fax: 301.818.3960 www.mhgpa.com	Proj. No. 08-08-01 Date: 08/21/08 Scale: 1" = 100'	Designer: MGH Check: MGH Date: 08/21/08 Sheet: 1 of 2
--	---	--	--



## Minutes from June 16, 2008 Community Outreach Meeting

### 11200 Rockville Pike

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Attendees: Julie Beard, Sr. Property Manager for McShea Management, Inc.  
Jonathan Daigle, Sr. Vice President of Property Mangement for McShea  
Paul Newman of Macris, Hendricks & Glascock, P.A. on behalf of owner.

Don Backott of 11210 Edson Park within neighboring community.  
Sandy Berlack of 11210 Edson Park within neighboring community.

---

1. Review of overall parking expansion project.
  - a. Locations
  - b. Number of spaces
  - c. Proposed landscaping plan.
  - d. Proposed lighting plan

2. Q & A from attendees.

Q. Why is additional parking necessary?

A. The under ground garage does not house the approved number of spaces by the county at original construction to accommodate a building of this size. Columns within the garage contribute to a reduction in parking spaces.

Q. Will the parking lot be available to the public?

A. No, this lot will be card accessible only to tenants of the CRI building.

Q. How far back will the parking lot comes towards the adjacent community?

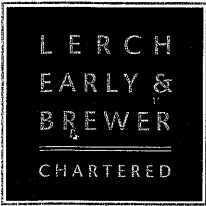
A. The generator will be relocated to the green area on the east side of the under ground garage ventilation currently located behind 11200 Rockville Pike. The lot will be to the north-east of the generator. The generator will be screened by landscaping. All existing trees to remain and some new trees along the parking area.

Q. Who is your landscaping company?

A. Brickman Landscaping.

Q. Is it necessary to take from the green space to the south of Suntrust Bank for these spaces?

A. In order to accommodate our tenants and their patrons we require this additional parking at the building. A portion of this green space is necessary to create seven of the fifty spaces we are seeking.



ATTORNEYS

**STUART R. BARR**  
DIRECT 301.961.6095  
SRBARR@LERCHEARLY.COM

September 30, 2010

Dear community associations and nearby property owners:

We wanted to provide you with an update on the plan to add surface parking spaces to the CRI Building property located at 11200 Rockville Pike. The CRI Building is located on the west side of Rockville Pike directly across from White Flint Mall at the intersection of Edson Lane and Rockville Pike. As you may recall, the original plan was to add 50 surface parking spaces to the property, with 27 spaces to be located on the north side of the building and 23 spaces to be located on the south side of the building. We are now proposing only to add the 23 spaces on the south side of the building, at the intersection of Rockville Pike and Edson Lane, as shown on the attached proposed site plan. Landscape and lighting improvements also will be made to accommodate the additional parking spaces. Given the fact that parking standards have changed since the building was originally constructed, we also are requesting parking waivers simply to formalize the other existing conditions on the property. The only proposed physical change to the property is the addition of 23 surface parking spaces, as shown on the attached plan. No changes to the building are proposed.

The Site Plan Amendment Application Number is 81984118A, and you will probably receive a notification soon from the Montgomery County Planning Board of a public hearing scheduled for October 14<sup>th</sup>. The plan is scheduled to be reviewed as a limited site plan amendment on the Planning Board's agenda. If you have any questions about the proposal for the additional parking spaces, please contact Molline Smith in Park and Planning's Development Review Division by email at [molline.smith@mncppc-mc.org](mailto:molline.smith@mncppc-mc.org) or by phone at (301) 495-4573. You can also feel free to contact me by email at [srbarr@lercheearly.com](mailto:srbarr@lercheearly.com) or by phone at (301) 961-6095 and I would be happy to speak with you and answer any questions that you have. Thank you very much.

Sincerely,

Stuart Barr  
Lerch Early & Brewer, Chtd.

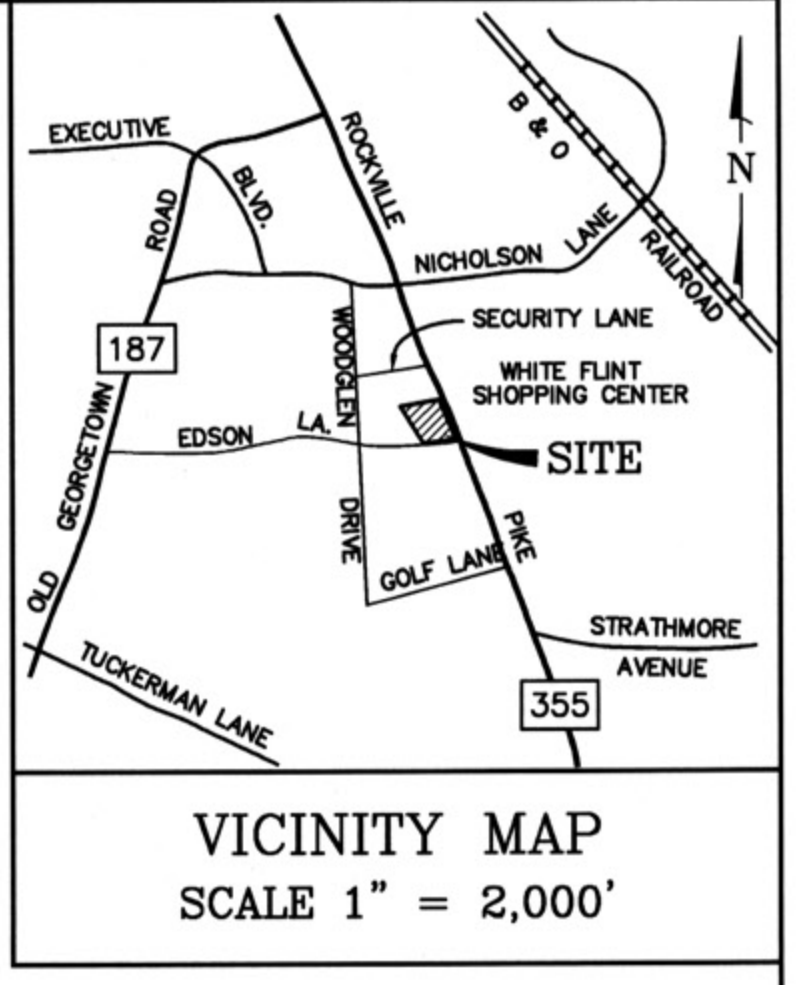
cc: Molline Smith, MNCPPC

**APPENDIX D (Submitted Plans)**

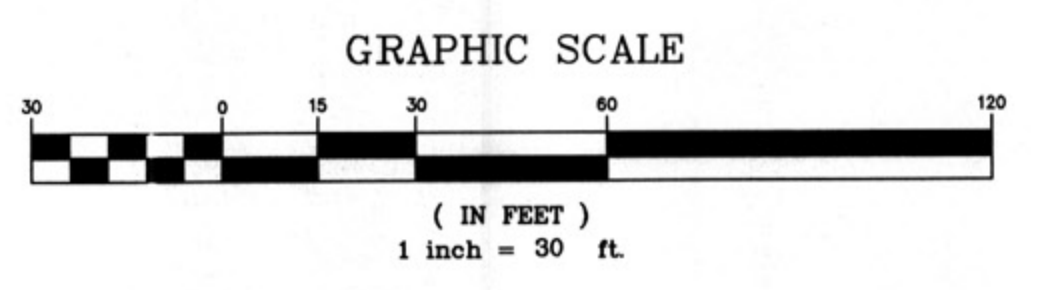
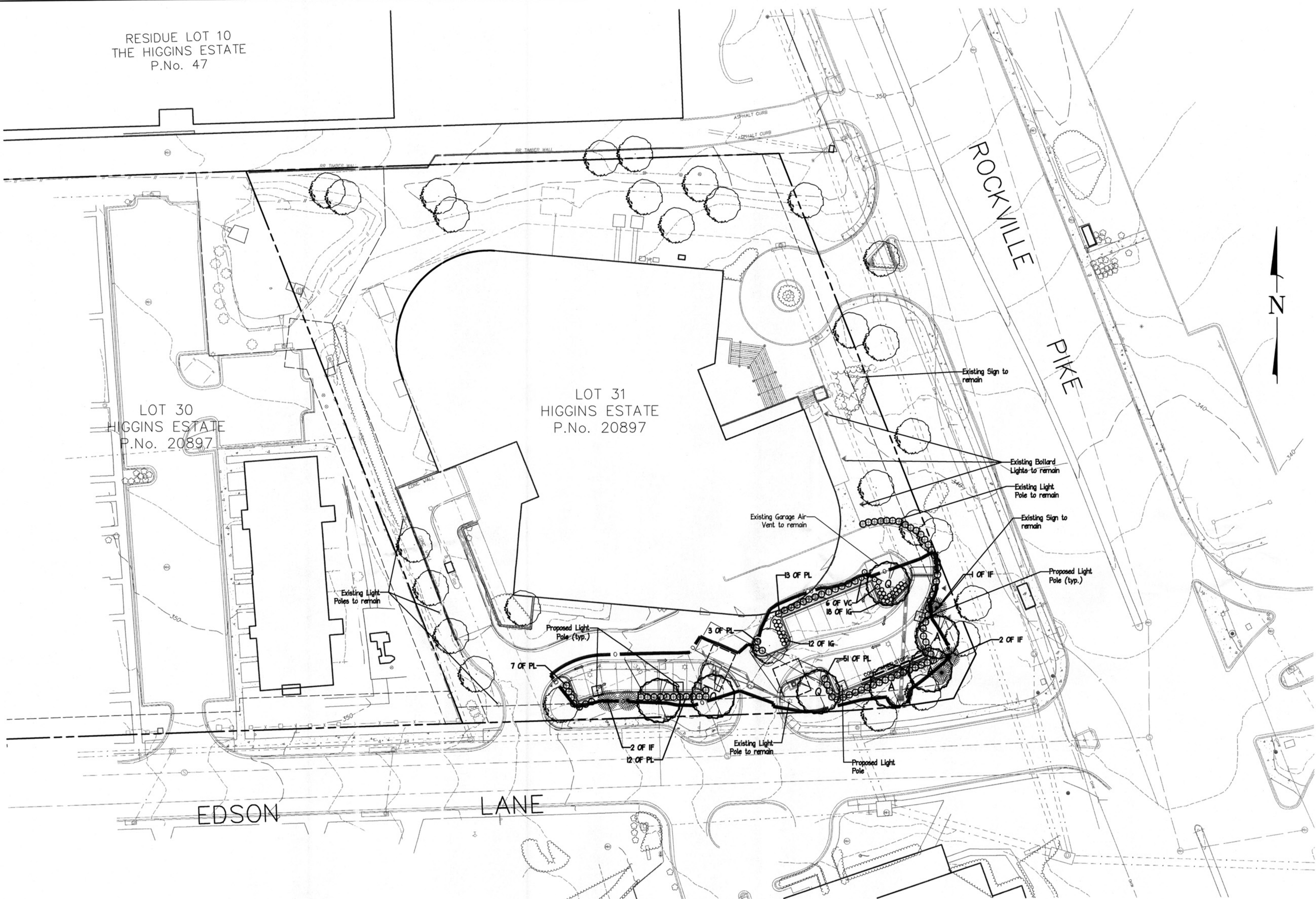
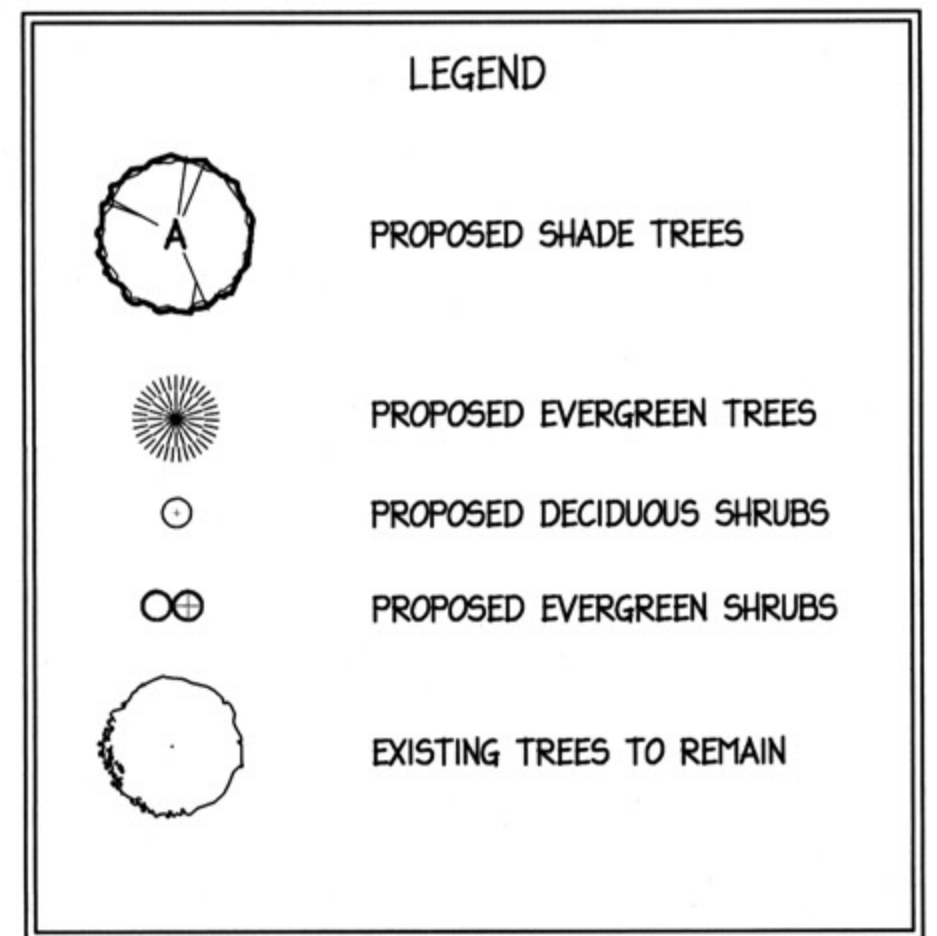
RESIDUE LOT 10  
THE HIGGINS ESTATE  
P.No. 47

LOT 30  
HIGGINS ESTATE  
P.No. 20897

LOT 31  
HIGGINS ESTATE  
P.No. 20897



- Amendment:**
1. Addition of 23 exterior surface parking spaces in existing open space.
  2. Reconfigure below ground parking to meeting existing code requirements.
  3. Reconfigure Landscape and Lighting to accommodate proposed parking area addition.



**DEVELOPER'S CERTIFICATE**  
The Undersigned agrees to execute all the features of the Site Plan Approval No. 81984118A, including Approval Conditions, Development Program, and Certified Site Plan.  
Developer's Name: McShea Management Company Mary McCarthy Contact Person  
Address: 100 Lakeforest Boulevard, Suite 500  
Gaithersburg MD 20877  
Phone: 301-948-2600  
Signature: \_\_\_\_\_

**M-NCPPC APPROVAL STAMP**

Certified Site Plan  
File No. 81984118A  
Montgomery County Planning Board

Chairman or Designee \_\_\_\_\_ Date \_\_\_\_\_

**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

TAX MAP HQ 121 WSSC 214NW05

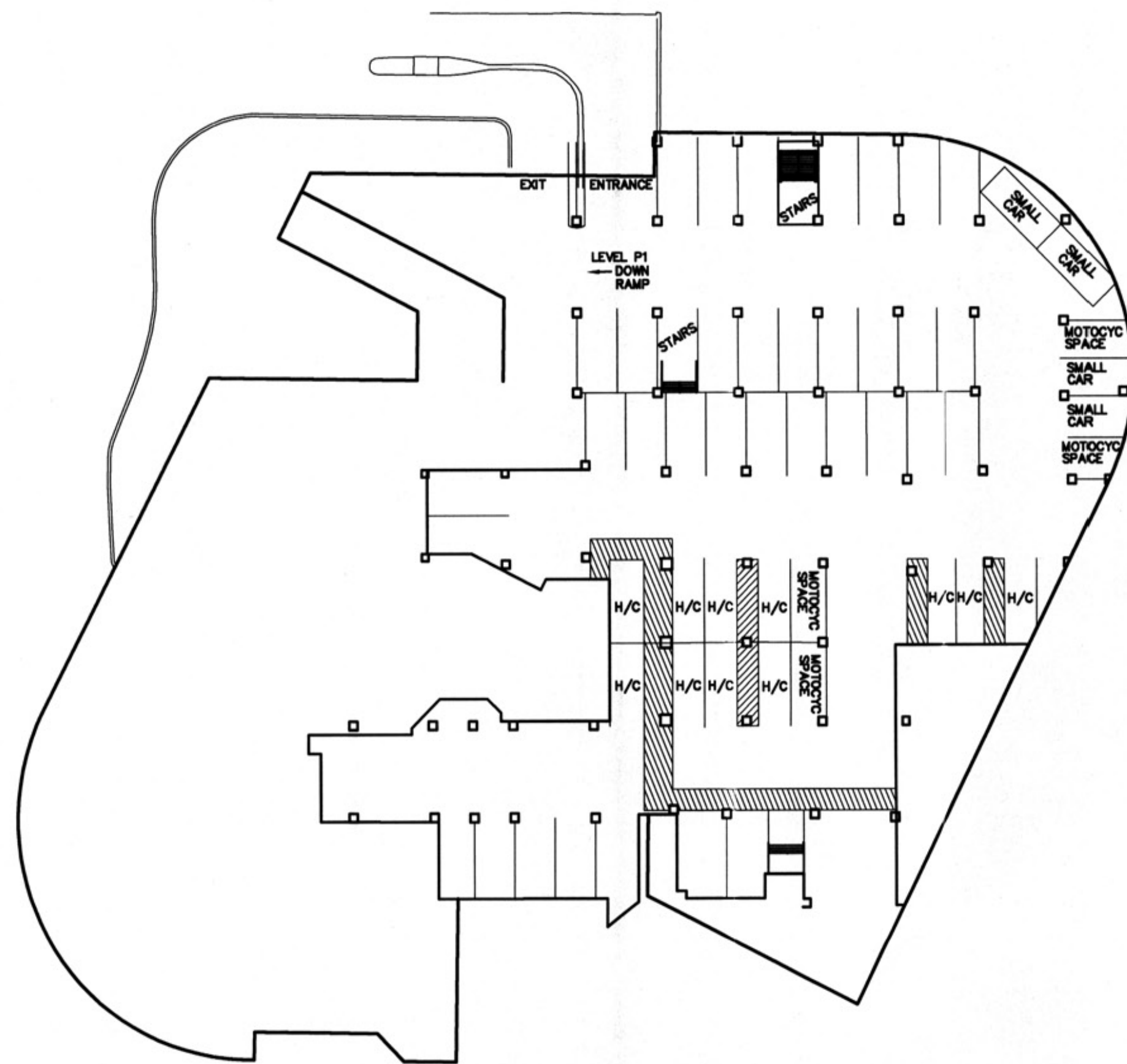
**LANDSCAPE PLAN**  
HIGGINS ESTATE  
**CRI BUILDING**  
LOT 31 ~ P.20897  
4TH ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

AUG 27 2010

**MHG** Macris, Hendricks & Glascock, P.A.  
Engineers ■ Planners  
Landscape Architects ■ Surveyors

9220 Wightman Road, Suite 120  
Montgomery Village, Maryland  
20886-1279  
Phone 301.670.0840  
Fax 301.948.0693  
www.mhgpa.com

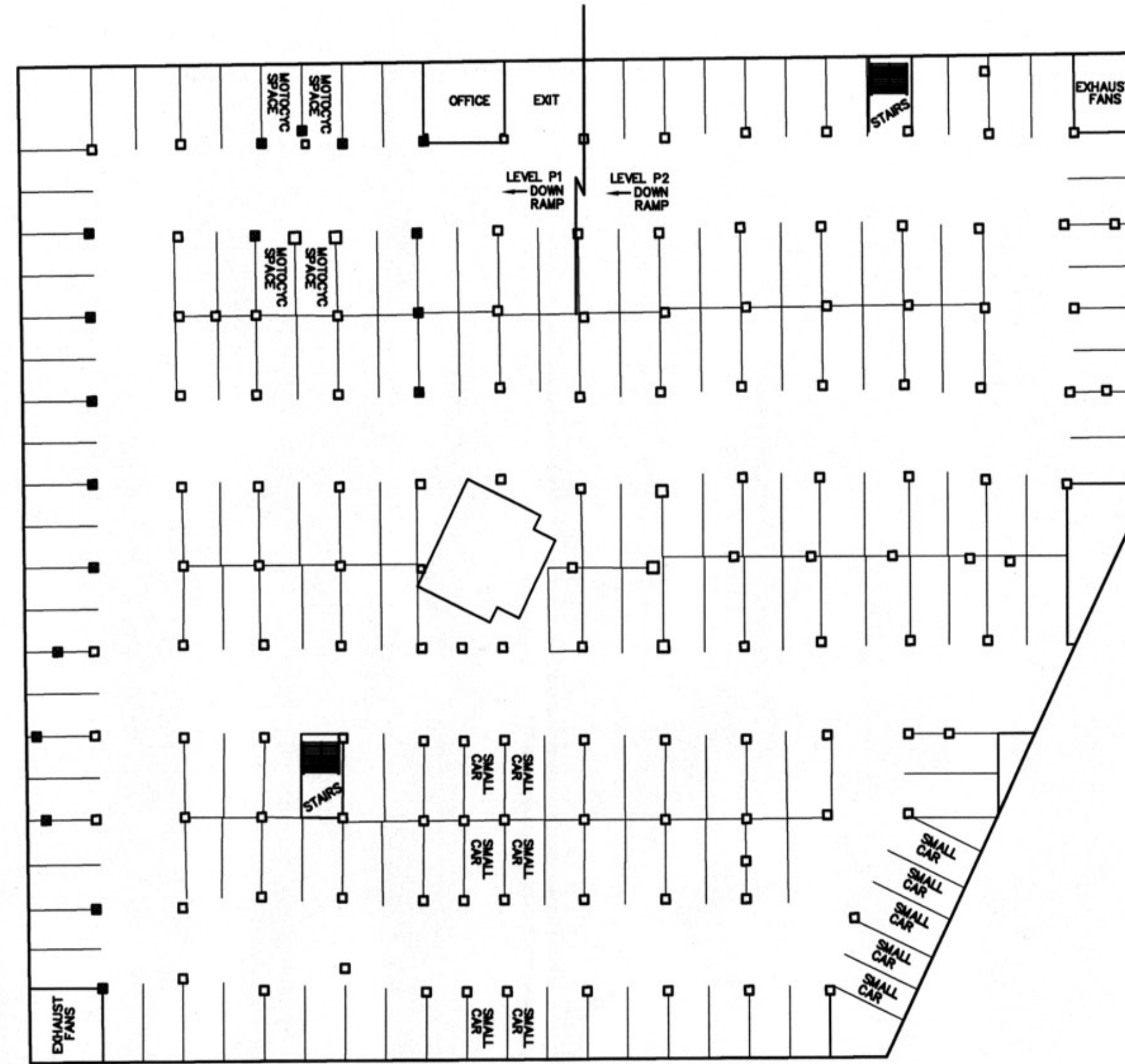
Proj. Mgr. P.J.N.	Designer VSB/GSH
Date 6/3/2010	Scale 1"=30'
Project No. 05.215.12	Sheet 5 of 7



LEVEL P1

PARKING LEVEL P1 TOTALS

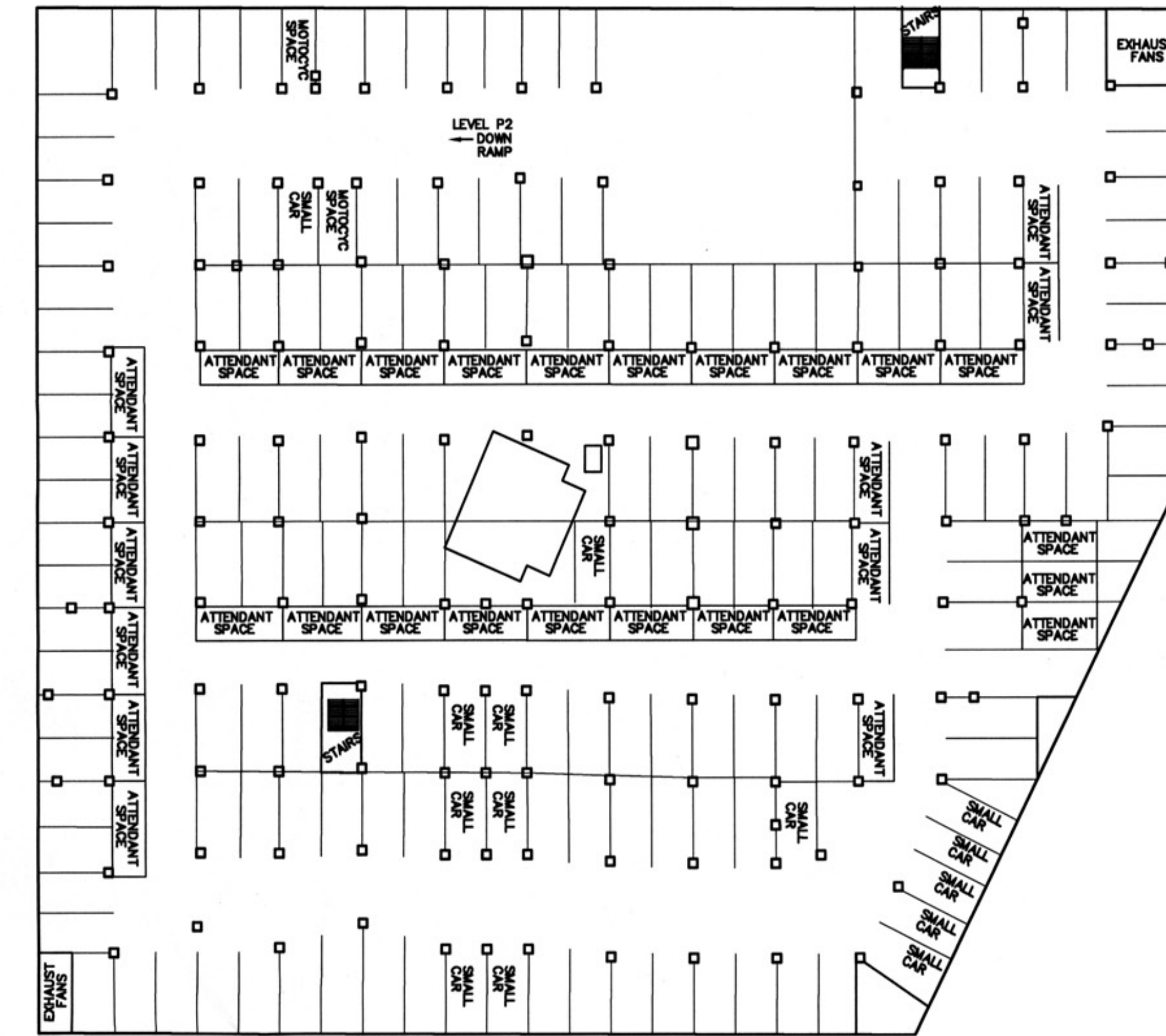
STANDARD PARKING SPACES	- 35
HANDICAPPED SPACES	- 11
SMALL CAR SPACES	- 4
<b>TOTAL AUTO PARKING</b>	<b>- 50</b>
MOTORCYCLE SPACES	- 4



LEVEL P2

PARKING LEVEL P2 TOTALS

STANDARD PARKING SPACES	- 164
HANDICAPPED SPACES	- 0
SMALL CAR SPACES	- 11
<b>TOTAL AUTO PARKING</b>	<b>- 175</b>
MOTORCYCLE SPACES	- 4



LEVEL P3

PARKING LEVEL P3 TOTALS

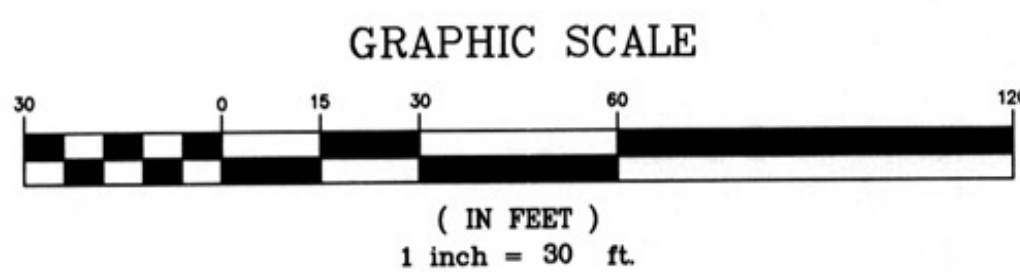
STANDARD PARKING SPACES	- 151
HANDICAPPED SPACES	- 0
ATTENDANT SPACES	- 32
SMALL CAR SPACES	- 14
<b>TOTAL AUTO PARKING</b>	<b>- 197</b>
MOTORCYCLE SPACES	- 2

PROPOSED UNDERGROUND PARKING LAYOUT

GARAGE PARKING

PARKING BREAKDOWN	REQUIRED	PROPOSED
Standard Spaces (8.5' x 18') 59-E-2.2 (g)		350
Small Car Spaces (7.5' x 16.5') 59-E-2.2 (e) & (g)	max 10%*	29 (5.6%)
Attendant Parking		32
<b>Subtotal</b>	<b>510</b>	<b>411</b>
Handicapped Accessible Parking	11	11
<b>Total</b>	<b>521</b>	<b>422</b>
Motorcycle Parking (59-E-2.3(d))	10	10
Bicycle Parking (59-E-2.3(a))	20	20

\* 59-E-2.2 (e) - The director/planning board may permit up to 10 percent of all required spaces to be small car spaces, only in exceptional cases where the configuration of the site prevents exclusive use of standard space dimensions.



Professional Certification:

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland, License No. 16905, Expiration Date: 4-21-2010

Stephen E. Crum

Amendment:

1. Addition of 50 exterior surface parking spaces in existing open space.
2. Reconfigure below ground parking to meet existing code requirements.
3. Reconfigure Landscape and Lighting to accommodate proposed parking area addition.

DEVELOPER'S CERTIFICATE

The Undersigned agrees to execute all the features of the Site Plan Approval No. 81984118A, including Approval Conditions, Development Program, and Certified Site Plan.

Developer's Name: McShea Management Company Mary McCarthy Contact Person  
 Address: 100 Lakeforest Boulevard, Suite 500  
Gaithersburg MD 20877  
 Phone: 301-948-2600  
 Signature: \_\_\_\_\_

M-NCPPC APPROVAL STAMP

Certified Site Plan  
 File No. 81984118A  
 Montgomery County Planning Board

Chairman or Designee \_\_\_\_\_ Date \_\_\_\_\_

**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

TAX MAP HQ11

214

**PARKING FACILITIES PLAN**  
**LOT 31, HIGGINS ESTATE**  
**CRI BUILDING**  
 11200 Rockville Pike

4TH ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

**MHG** Macris, Hendricks & Glascock, P.A.  
 Engineers ■ Planners  
 Landscape Architects ■ Surveyors

9220 Wightman Road, Suite 120  
 Montgomery Village, Maryland  
 20886-1279

Phone 301.670.0840  
 Fax 301.948.0693  
 www.mhgpa.com

Proj. Mgr.  
 PUN  
 Date  
 08-11-08  
 Project No.  
 2005.215

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