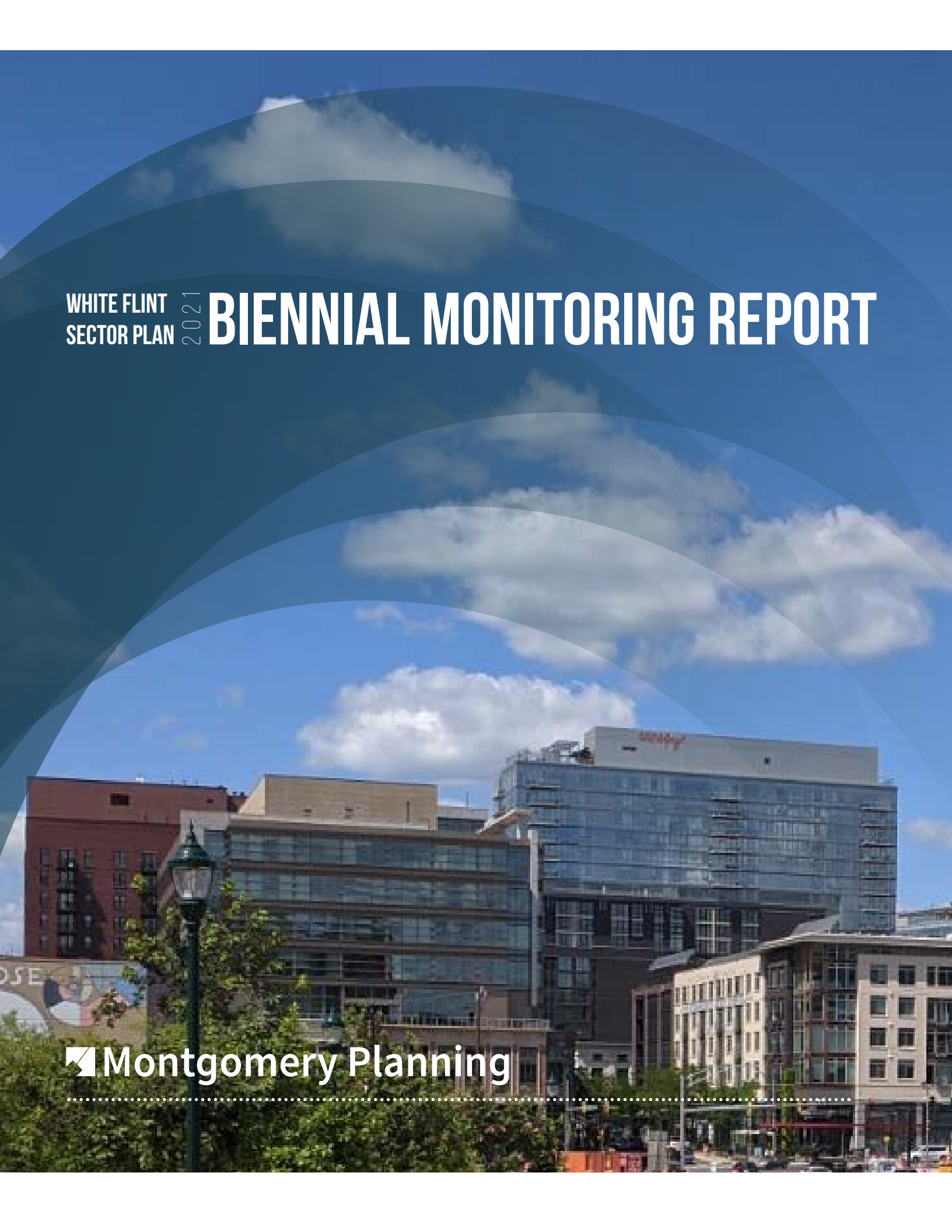




WHITE FLINT
SECTOR PLAN 2021

BIENNIAL MONITORING REPORT

Montgomery Planning

WHITE FLINT
SECTOR PLAN

2021

BIENNIAL MONITORING REPORT

ABSTRACT

This report meets the 2010 White Flint Sector Plan requirements for monitoring and providing the County Executive and County Council with advance guidance regarding implementation of these plans for FY2021-2026. This report does not include information pertaining to the 2006 *Shady Grove Sector Plan* and the 2010 *Great Seneca Science Corridor Master Plan*, due to recently completed and ongoing updates to these plans.

Sources of Copies

The Maryland-National Capital Park and Planning Commission

2425 Reedy Drive, 14th Floor

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Online at:

<https://montgomeryplanning.org/planning/communities/area-2/white-flint/>

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The Commission is charged with preparing, adopting and amending or extending The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George’s Counties. The Commission operates in each county through Planning Boards appointed by those county governments. The Planning Boards are responsible for implementation of local plans, zoning ordinances, and subdivision regulations and the administration of the bi-county park system.

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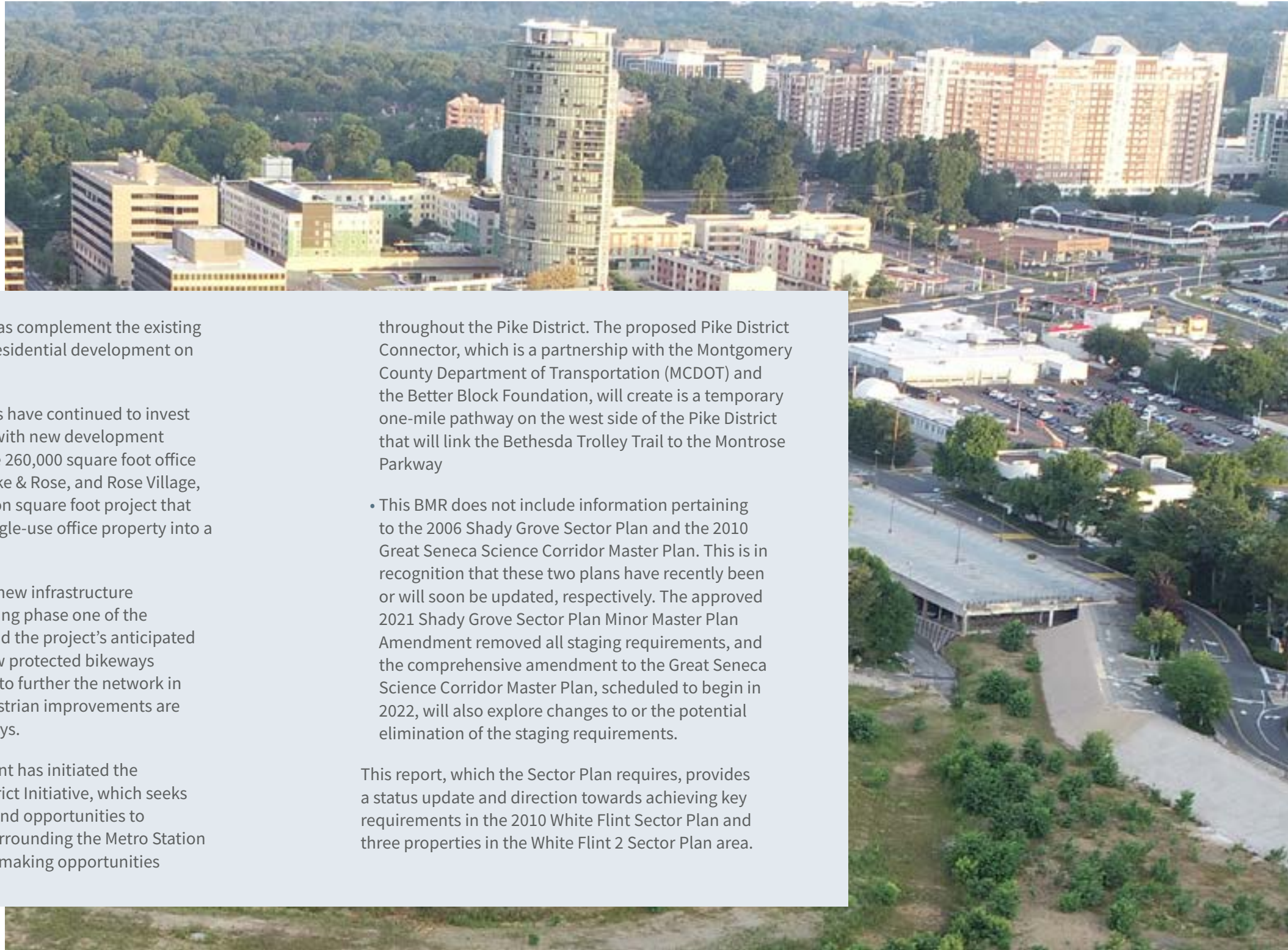
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EXECUTIVE SUMMARY



The 2021 Biennial Monitoring Report (BMR) is a comprehensive update on development, infrastructure and staging requirements as required by the *2010 White Flint Sector Plan* and three properties in the 2018 White Flint 2 Sector Plan.

The ongoing COVID-19 pandemic has impacted the use of existing non-residential development, especially offices, due to increased telework and reduction in the use of public transit. Some traditional transportation system performance information provided in prior reports have not been included in this BMR because of the challenge of gathering traffic information representative of typical conditions during the pandemic.

While the COVID-19 pandemic has persisted for a significant portion of this monitoring period, several initiatives have advanced progress toward the vision of the *2010 White Flint Sector Plan*, including:

- The County Executive's announcement to create a future Global Pandemic and Prevention Center on the vacant Washington Metropolitan Area Transit Authority (WMATA) property at the White Flint Metro Station will advance the County's existing bio and life

sciences assets, as well as complement the existing office and multifamily residential development on the WMATA property.

- Several property owners have continued to invest in the Sector Plan area with new development proposals, including the 260,000 square foot office building proposed at Pike & Rose, and Rose Village, the proposed 2.58 million square foot project that seeks to redevelop a single-use office property into a mixed-use destination.
- The implementation of new infrastructure continues with completing phase one of the Western Workaround and the project's anticipated completion in 2022. New protected bikeways are being implemented to further the network in the plan area, and pedestrian improvements are occurring at key roadways.
- The Planning Department has initiated the Advancing the Pike District Initiative, which seeks to examine challenges and opportunities to redevelop properties surrounding the Metro Station and to create new placemaking opportunities

throughout the Pike District. The proposed Pike District Connector, which is a partnership with the Montgomery County Department of Transportation (MCDOT) and the Better Block Foundation, will create a temporary one-mile pathway on the west side of the Pike District that will link the Bethesda Trolley Trail to the Montrose Parkway

- This BMR does not include information pertaining to the 2006 Shady Grove Sector Plan and the 2010 Great Seneca Science Corridor Master Plan. This is in recognition that these two plans have recently been or will soon be updated, respectively. The approved 2021 Shady Grove Sector Plan Minor Master Plan Amendment removed all staging requirements, and the comprehensive amendment to the Great Seneca Science Corridor Master Plan, scheduled to begin in 2022, will also explore changes to or the potential elimination of the staging requirements.

This report, which the Sector Plan requires, provides a status update and direction towards achieving key requirements in the *2010 White Flint Sector Plan* and three properties in the White Flint 2 Sector Plan area.

INTRODUCTION

The 2010 *White Flint Sector Plan* framework is to create a mixed-use downtown destination in North Bethesda with enhanced mobility options, including Bus Rapid Transit (BRT) on Rockville Pike, new amenities and facilities, and the provision of new infrastructure within a three-phase staging plan.

This 2021 BMR is delivered as the COVID-19 pandemic continues. The pandemic has impacted the use of public transit, offices, and commercial development. However, several property owners have submitted new development proposals and infrastructure improvements have advanced to further implement the Sector Plan recommendations. Public engagement has continued through the current pandemic with virtual meetings to monitor and provide public input regarding the implementation of the Sector Plan.

The implementation of Western Workaround, which is the roadway realignment of Old Georgetown Road and Executive Boulevard and the opening of Towne Road, has progressed with the completion of phase one, and phase two should be completed in 2022. Additional bikeways are anticipated later this year on Marinelli Road.

Most of the first phase staging requirements have been implemented. However, some of the critical streetscape and bikeways within a quarter-mile of the Metro Station remain incomplete. Complete funding for the northern White Flint Metro Station entrance is also outstanding. (Please refer to Table 2 for a summary of the first phase staging requirements and status.)

This report is the fourth BMR released by the Planning Department since the approval of the 2010 *White Flint Sector Plan*. The BMR is a Sector Plan requirement to monitor and assess progress made towards implementing key elements in the Sector Plan, and it must be submitted to the County Council and County Executive.



KEY WHITE FLINT MONITORING UPDATES

Western Workaround



- Executive Boulevard extended (future Grand Park Avenue), between the Conference Center and Old Georgetown Road, has been built and is open to traffic. The second phase of the White Flint Western Workaround, including the opening of Towne Road is anticipated in 2022.

Global Pandemic Center



- The County Executive, along with Connected DMV, has signed a Memorandum of Understanding (MOU) with the Washington Metropolitan Area Transit Authority (WMATA) to establish a pandemic-life sciences campus at the unbuilt portion of the White Flint Metro property. The proposed center would take advantage of the County’s growing life sciences and biotechnology industries and the existing presence of the National Institutes of Health (NIH) and the Food and Drug Administration (FDA).

Pedestrian and Bicyclist Improvements



- The Montgomery County Department of Transportation (MCDOT) is beginning to improve pedestrian safety at the intersection of Rockville Pike (MD 355) and Old Georgetown Road by removing the existing free-flow right-turns (sometimes called ‘hot’ rights or slip lanes) at each quadrant of the intersection and the installing new streetscape and sidewalks.
- The implementation of the Marinelli Road bikeway, between MD 355 and Nebel Street, has been delayed to allow coordination with the Pepco substation, which is under construction. This bikeway is anticipated to be completed later in 2021.
- Woodglen Drive is one of the roadways included MCDOT’s ‘20 Is Plenty’ initiative. This initiative aims to increase roadway safety for the county’s urban areas by different measures, including lowering the posted speed limit.

White Flint Metro Station Northern Entrance



- The County Council has approved \$11.2 million, beginning in FY23, for preliminary planning and design for the new northern White Flint Metro Station entrance. The estimated cost for the new entrance is more than \$30 million.

Metro Naming



- Renaming the Metro Station to North Bethesda from White Flint is anticipated in 2022.

BACKGROUND

The 2010 White Flint Sector Plan establishes a framework to create a mixed-use and sustainable downtown in North Bethesda, which is complemented by a new street network, parks and open spaces, and public facilities. Creating an urban boulevard for Rockville Pike (MD 355) is a major goal of the Sector Plan as well as providing new bikeways and increasing the non-auto driver mode share (NADMS). The 2018 White Flint 2 Sector Plan complements the 2010 White Flint Sector Plan by recommending opportunities for infill and transitional development at key locations, including the office park along Executive Boulevard. A special taxing district provides funding for mobility infrastructure that assesses an ad valorem tax on existing commercial properties. Three properties in the 2018 White Flint 2 Sector Plan also follow the staging and transportation standards in the 2010 Sector Plan and are included the special taxing district. and are included the special taxing district.



Map 1: White Flint Sector Plan area

DEVELOPMENT APPROVALS

All approved development plans, including Sketch Plans, Preliminary and Site Plans, and Mandatory Referrals are illustrated below (Map 2). Development plans and Mandatory Referrals approved since the 2019 Biennial Monitoring Report are discussed below.



Map 2: Approved White Flint Development

SKETCH PLANS

MHP-Nebel Street is the only new Sketch Plan approved by the Planning Board since the 2019

BMR (Figure 1). This residential development, proposed by the Montgomery Housing Partnership (MHP), is a multifamily residential building with a broad range of affordable housing anticipated, and was approved by the Planning Board in July 2021. Another Sketch Plan is anticipated in the future for the office properties located at 6001, 6003, and 6011 Executive Boulevard.



Figure 1: Site Plan for MHP-Nebel Street

PRELIMINARY AND SITE PLANS

In July 2021, the Planning Board approved the Northpark at Montrose Phase 1 site plan for 141 residential units, including 15 percent of the units as Moderately Priced Dwelling Units (MPDUs). The first phase will include townhouses and two-over-two residential units (Figure 2). Future phases of this development will consist of additional multi-family residential and non-residential buildings.



Figure 2: Overall Site \ Plan for Northpark at Montrose

A new office building for research and development (R&D) was approved at Pike & Rose via a site plan amendment in July 2021. This amendment replaces a previously approved residential building with the new non-residential building (Figures 3 and 4).



Figure 3: New Pike & Rose office building (R&D), view from Grand Park Avenue



Figure 4: New Pike & Rose office building (R&D), view from Montrose Parkway

North Bethesda Market II, located north of Executive Boulevard and east of Woodglen Drive, received approval of a sketch plan amendment and a preliminary plan amendment from the Planning Board in July 2021, which included modifications to the massing of buildings, public benefit categories, and other adjustments.



Figure 5: Different views of North Bethesda Market II amendment

MANDATORY REFERRALS

In May 2021, the Planning Board approved the acquisition of an office building at 11600 Nebel Street for a future emergency homeless shelter. The Planning Board has also reviewed the White Flint Metro Station Access (P502106) project. This proposed project will modify the intersection of Old Georgetown Road and Rockville Pike (MD 355) with new streetscape, sidewalks, and removal of the existing free right-turn lanes (sometimes called “hot rights” or slip lanes).

STAGING ALLOCATION REQUEST

The Staging Allocation Request (SAR) process permits the metering of new development per the residential and non-residential limits established in the Sector Plan. In January 2021, the Planning Board approved a new SAR for Hardwood Flats, which is located at the intersection of Nicholson Lane and Huff Court (Map 3). This two-phase development was issued a SAR for 335 residential units and 5,000 square feet of non-residential development. Another SAR is anticipated for another building at Pike & Rose. Prior approved SARs have been made to Pike & Rose and White Flint Park, previously called Offutt Estates. Table 1 below shows the amount of allocated development in the Sector Plan.



Map 3: Approved White Flint Allocated Developments

TABLE 1: WHITE FLINT PHASE 1 DEVELOPMENT

	Residential	Non-Residential
Sector Plan Phase 1¹	4,800 dwelling units	2.75 million square feet
Allocated Development	1,196 dwelling units	390,640 square feet
Remaining Phase 1 Development	3,604 dwelling units	2,359, 360 square feet

1 The 2018 White Flint 2 Sector Plan added 1,800 dwelling units and 750,000 square feet of non-residential development to the 3,000 dwelling units and 2 million square feet of non-residential development allowed in the Phase 1 Staging Requirements of the 2010 White Flint Plan.

STAGING

STAGING REQUIREMENTS

Most of the Sector Plan’s phase one staging triggers have been implemented or will be implemented soon. The status of each phase one trigger is shown in Table 2.

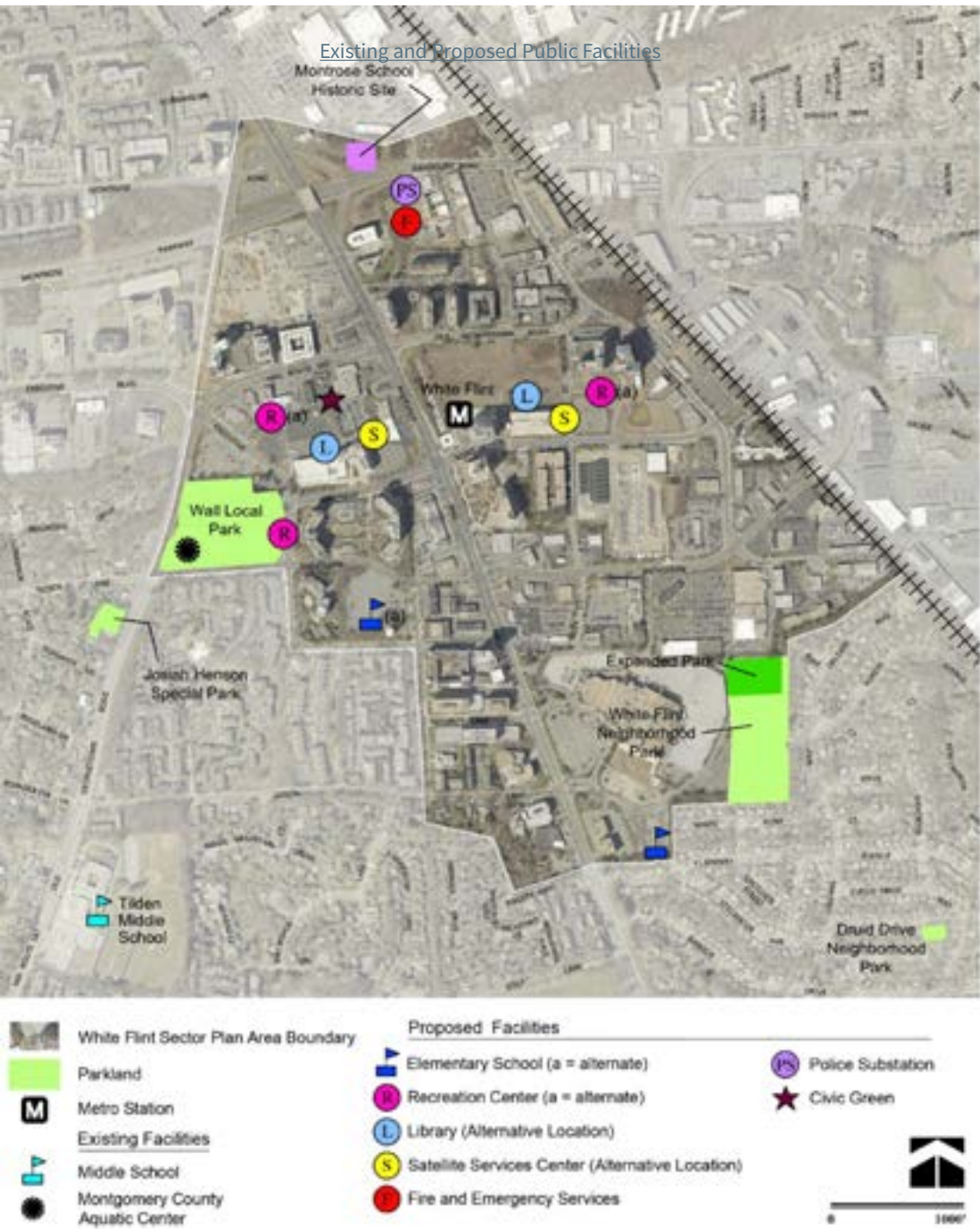
Table 2: Status of Phase 1 Staging Requirements

Phase 1	Staging Requirement	Status
	Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.	This requirement has been implemented with the funding of the Western Workaround via CIP No. 501506.
	Contract for the construction of Market Street (B-10) in the Conference Center block.	This trigger has been achieved for the portion of Banneker Street (formerly Market Street) on the Bethesda North Conference Center property. Other properties in the Conference Center block have not submitted redevelopment plans.
	Fund streetscape improvements, sidewalk improvements and bikeways for substantially all the street frontage within one-quarter mile of the Metrorail station: Old Georgetown Road, Marinelli Road and Nicholson Lane.	The proposed White Flint Metro Station Access project will improve all quadrants at MD 355 and Old Georgetown Road and the future Marinelli Road bikeway, between Rockville Pike and Nebel Street, will provide another bikeway within a ¼ mile of the Metro. However, there are no current projects for Nicholson Lane.
	Fund and complete the design study for Rockville Pike to be coordinated with the Maryland State Highway Administration (SHA), Montgomery County Department of Transportation (MCDOT) and Maryland-National Capital Park and Planning Commission (M-NCPPC).	MCDOT is conducting a Bus Rapid Transit (BRT) study for Rockville Pike (MD 355). Preliminary engineering should be completed in FY24.
	Achieve 34 percent non-auto driver mode share (NADMS) for the plan area.	The 2017 and 2019 BMR reports indicated that this requirement had been achieved. No new assessments have been completed because of the ongoing COVID-19 pandemic.
	The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan’s housing goals.	Most of the approved and built development since 2010 Sector Plan approval has been residential.

PUBLIC FACILITIES AND AMENITIES

Plan Recommendations

An elementary school, library, civic green, fire station and recreation center are some of the public facilities recommended in the 2010 Sector Plan (Map 4). The proposed fire station is the only public facility included in the county’s Capital Improvements Program (CIP).



Fire Station and Emergency Medical Services Station

The proposed White Flint Fire Station and Emergency Medical Services Station is anticipated for completion by 2024. Located at the southeast quadrant of Rockville Pike (MD 355) and Randolph Road, the proposed new five-bay Class I fire station will accommodate various functions for the station and public uses, including a potential police substation.

Wall Park and Recreation Center

Beginning in FY 24-25, \$6.5 million has been approved for financing a new parking garage that is associated with the future redevelopment of Wall Park and the approved Gables Residential mixed-use project, which is adjacent to Wall Park. As of this publication, it is unknown when the Gables Residential project will begin construction.

Library and Satellite Regional Services Center

A library or satellite regional services center are recommended for the Metro West and Metro East districts of the plan area. Future redevelopment of properties in these districts could provide space for either facility as a public benefit.

PUBLIC PARKS

Civic Green

The approved Grand Park development (formerly VOB-Nissan), located at Grand Park Avenue and Banneker Street, will dedicate approximately half an acre of open space to the Parks Department (Figure 7). This open space, in combination with other properties, could achieve the recommended civic green. Additional properties could be added through public acquisition or public benefit contributions through property redevelopment.



Figure 7: Open space concept for 1/2 acre park.

White Flint Neighborhood Park

The future redevelopment of the former White Flint Mall property is anticipated to dedicate approximately 2.3 acres for the expansion of the White Flint Neighborhood Park. The 2012 approved Sketch Plan for the property received public benefit points for the park. As of the date of this report, the future redevelopment of the former Mall property is unknown.

PUBLIC SCHOOLS

The Walter Johnson School Cluster includes the 2010 Sector Plan and a large portion of the 2018 *White Flint 2 Sector Plan* area. Luxmanor and Garrett Park, which are the two elementary schools for the 2010 Sector Plan area are forecast to remain within their enrollment capacities, per the Board of Education’s FY21-26 CIP. Both cluster middle schools, Tilden and North Bethesda, are projected to be within enrollment capacities in the long-term. Walter Johnson High School is currently overcapacity and is forecast to remain overcapacity throughout this decade.

Key school updates since the 2019 BMR are the following:

- No new development activities have taken place on the two properties recommended in the Sector Plan for an elementary school.
- Luxmanor Elementary expansion project was completed in 2020.
- Tilden Middle School expansion and revitalization was completed in 2020.
- The new Woodward High School is anticipated to open by September 2025.

The 2020-2024 Growth and Infrastructure Policy (GIP) established new rules and procedures to determine the adequacy of public schools, including dividing the county into three school impact areas: greenfield, infill, and turnover. The Sector Plan area is within the infill growth area where high multifamily residential development is anticipated.

MOBILITY

STREET NETWORK

A new street network and the creation of a boulevard for Rockville Pike are key mobility recommendations for the multi-modal environment recommended in the Sector Plan. Since the 2019 BMR, realigned Executive Boulevard (future Grand Park Avenue), which is part of the Western Workaround, has been built and is open to traffic. The opening of Towne Road to Executive Boulevard and Old Georgetown, which is phase two of the Western Workaround, is anticipated to be completed next year.



Grand Park Avenue, looking north



Temporary open space adjacent to Banneker Avenue and Grand Park Avenue.

BICYCLE AND PEDESTRIAN CONNECTIONS

Since the release of the 2019 BMR, a new protected bikeway on Executive Boulevard, between Woodglen Drive and Nicholson Lane, has been implemented by MCDOT.



Another protected bikeway along Marinelli Road, between Rockville Pike (MD 355) and Nebel Street, is anticipated to be implemented later this year. Woodglen Drive is one of the roadways included in the county’s “20 is Plenty” campaign, a pilot program to make streets safer for pedestrians, bicyclists, and motorists by reducing posted speed limits to 20 miles per hour.



Map 5: Existing and under-review bikeways

PIKE DISTRICT CONNECTOR

The COVID-19 pandemic sparked increased demand for outdoor recreation in Montgomery County. In response, Montgomery Planning partnered with the Better Block Foundation, Montgomery County Department of Transportation, and Montgomery Parks to create the Pike District Connector. The Connector is a part of Montgomery Planning's Advancing the Pike District initiative, which seeks to spark implementation of the 2010 *White Flint Sector Plan* by identifying short-term opportunities for success that can be implemented within the next 2-5 years to further the development of the White Flint area, as well as move forward the sector plan.

The Connector is a temporary one-mile pathway that provides socially distanced spaces for residents to safely walk, bike, and recreate in the Pike District (Map 6). The Connector also links the Bethesda Trolley Trail to the Montrose Parkway Trail, facilitating greater regional bike access.



The Connector focused on three primary elements:

- **Wayfinding:** Temporary pavement stickers and signage were placed along the Connector to promote the trail connections, Josiah Henson Museum & Park, and nearby destinations, and included QR codes linking to the project's [interactive webmap](#).
- **Activations and Public Art:** A pollinator garden and temporary seating was installed at Wall Local Park to activate the Pike District's most-central public open space. Two local artists were commissioned to create sidewalk murals at Wall Local Park and the Bethesda Trolley Trail entrance at Edson Lane.
- **Promoting Local Destinations:** The Connector promotes the Josiah Henson Museum & Park and the Banneker Avenue Pop-Up Park, which both opened in 2021. The Josiah Henson Museum tells the story about the life and challenges of Reverend Josiah Henson, enslavement in Maryland, and the ongoing

struggles of racial equality and justice. The Banneker Avenue Pop-Up Park hosted a weekly concert series in the summer of 2021.

The Pike District Connector opened in September 2021 and remained in place through the Fall.

NON-AUTO DRIVER MODE SHARE

To achieve the multimodal environment recommended in the Sector Plan, achieving a higher percentage of non-auto driver mode share (NADMS) is essential. The ultimate NADMS goal for the Sector Plan area is 51 percent for residents and 50 percent for employees in phase three of the staging plan.

MCDOT's Commuter Services Division has not conducted any new commuter surveys due to the ongoing pandemic. Prior NADMS results from 2017 and 2019 indicated that the 34 percent NADMS goal required for phase one of the staging plan was achieved.

TRANSIT RIDERSHIP

Transit use is an essential component of the existing and future growth of the Sector Plan area. The COVID-19 pandemic has severely impacted transit use. Ride On, for example, is providing services at 82 percent of pre-pandemic levels countywide. Free Ride On service will continue through September 2021 for all riders. Seniors, residents younger than 18 years old, and people with disabilities will continue to ride free through June 2022. WMATA anticipates that peak period ridership will take longer to recover due to increased telework and changes to the typical work hours. Table 3 below shows the average daily entrances to the White Flint Metro Station during the last five years.

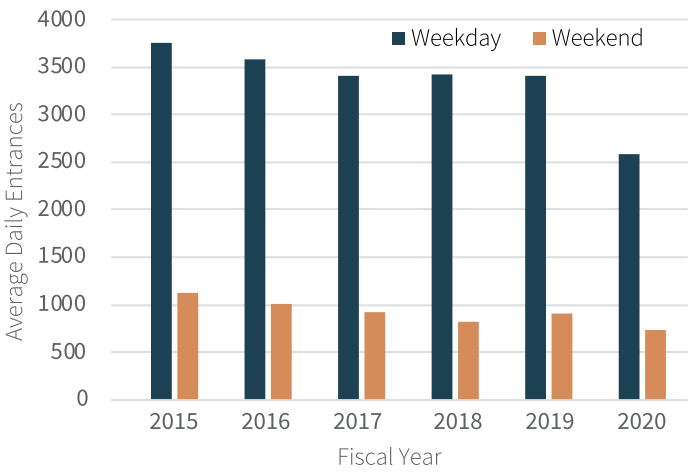
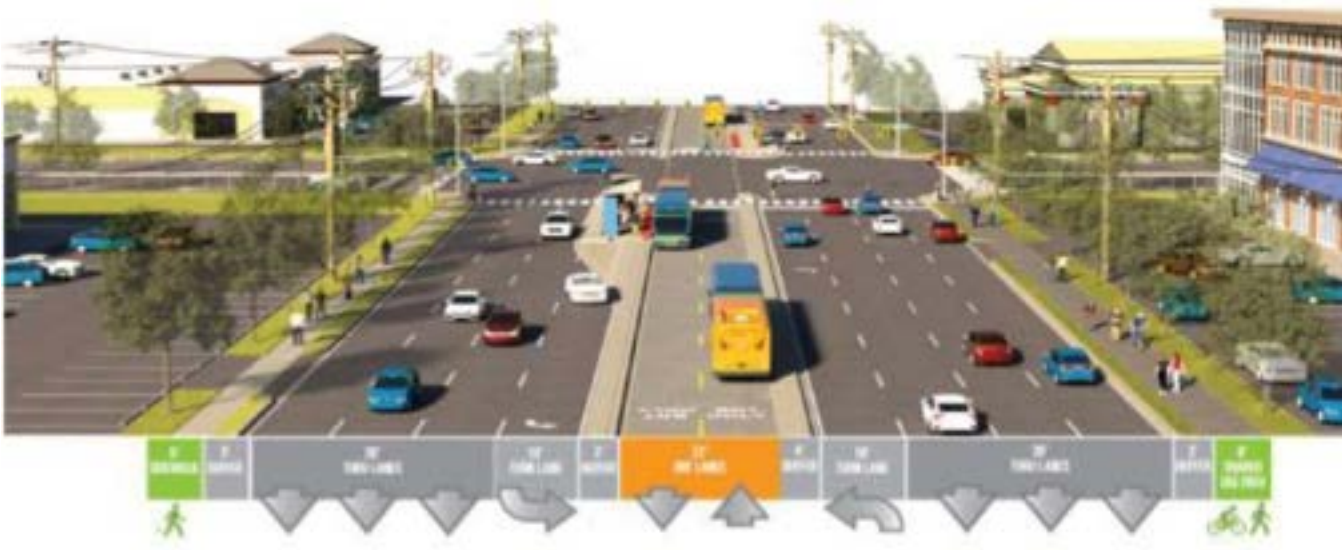


Table 3: Average daily entrances to the White Flint Metro Station

ROCKVILLE PIKE BUS RAPID TRANSIT

The Rockville Pike (MD 355) bus rapid transit (BRT) project is under preliminary engineering review by MCDOT, which will continue through FY 24. The proposed 22-mile BRT corridor, between Clarksburg and Bethesda, will have two stops in Sector Plan area: Marinelli Road and Security Lane. The illustrative concept for BRT in the plan is shown below.



MD 355 concept with dedicated bus rapid transit service

GROWTH AND INFRASTRUCTURE POLICY

The 2020-2024 Growth and Infrastructure Policy (GIP) continues the Local Area Transportation Review (LATR) exemption for properties in the 2010 *White Flint Sector Plan* area and three properties in the 2018 *White Flint 2 Sector Plan* area: 6000 Executive Boulevard; 6001, 6003 and 6011 Executive Boulevard; and a portion of the Northpark at Montrose (Wilgus) property (Parcels N208, N279, N174 and N231). The

GIP also acknowledges White Flint as a Red Metro Station Policy Area. As LATR analyses are no longer required for projects located within Red Metro Station Policy Areas per the GIP, the process of reviewing capacity at signalized intersections through the White Flint-specific Comprehensive Local Area Transportation Review, as directed by the 2018 *White Flint Implementation Guidelines Update*, is no longer applicable.

TRANSPORTATION STANDARDS

Prior BMRs utilized the applicable Highway Capacity Manual (HCM) or critical lane volume (CLV) standard to evaluate the performance of intersections in the plan area. In this context, none of the evaluated intersections in the plan area exceeded either the HCM or CLV standard. Traffic count data was not collected during 2020 and into 2021 because of the COVID-19 pandemic. Traffic data collected during May 2019 indicated that none of the studied intersections exceeded the applicable HCM standard.

Development projects that fall outside the 2010 *White Flint Sector Plan* area and special taxing district are occasionally required to study intersections within the special taxing district. One purpose of the previously required LATR was to inform the guidelines about how these intersections should be studied. Per the new GIP, intersections within the Metro Station Policy Area will not be included in future LATR analyses for the area.

CAPITAL IMPROVEMENTS PROGRAM

The Montgomery County Department of Transportation (MCDOT) manages different mobility Capital Improvements Program (CIP) projects in the White Flint area. Funding is provided in FY21-26 CIP for key mobility projects, including the following:

- White Flint District West Workaround (No. 501506).
- White Flint Metro Station Access Improvements (No. 502106).
- White Flint Metro Station Northern Entrance (No. 501914).

Since the 2019 BMR, phase one of the Western Workaround is now open for traffic and the second phase is projected to be completed by 2022. The pedestrian and streetscape improvements associated with the Metro Access project, including streetscape, sidewalks, and removal of the existing free right-turn lanes, will begin later this year and the second phase should be completed in 2022.

Initial funding for the northern White Flint Metro Station entrance will begin in FY23. Additional funding will be required for the completion of this project. The MD 355 Bus Rapid Transit (BRT) design (No. 502005) covers the overall route from Bethesda to Clarksburg. Preliminary engineering began in FY 19 for the BRT project and is projected to be completed in FY 24.

There has been no new activity for the White Flint District East: Transportation (No. 501204) project. This project, which includes a bridge over the Metro Station from Rockville Pike, has been delayed beyond FY 26 due to affordability and other factors, including property acquisition. Additional CIP projects, such as the White Flint Redevelopment Program and White Flint Traffic Analysis and Mitigation (No. 501202) continue to receive funding per the FY21-26 CIP.

ADVISORY COMMITTEE

Public engagement has continued throughout the COVID-19 pandemic. The existing White Flint Implementation Advisory Committee has met virtually to receive briefings and updates regarding proposed public and private developments and initiatives in the plan area. Committee members have reviewed this BMR and are supportive of the Sector Plan’s implementation direction.

RECOMMENDATIONS

The continued development implementation of Pike & Rose by Federal Realty Investment Trust and Harwood Flats (formerly East Village at North Bethesda Gateway) by Foulger-Pratt and ProMark, as well as the proposed Rose Village by Willco reflect the mixed-use and urban environment recommended in the White Flint Sector Plans. The completion of the Western Workaround’s first phase, the anticipated completion of the Western Workaround next year, and initial funding for the northern Metro Station entrance highlight the County’s on-going commitment to the plan area.

Over the next two years, the recommendations noted below will contribute towards the continued successful implementation of the Sector Plan.

Mobility

- Per phase one staging requirements, the Montgomery County Department of Transportation (MCDOT) should fund streetscape and bikeways improvements for Marinelli Road and Nicholson Lane, which are within a quarter mile of the Metro Station.
- The existing Nebel Street protected bikeway should extend to Nicholson Lane, to further implement the bikeway network.
- Additional public funding must be provided toward the construction of the northern Metro Station entrance.

Public Facilities and Amenities

- The Parks Department should begin to pursue options to enlarge the dedicated area from the Grand Park (formerly VOB-Nissan) development to create the future Civic Green. Enlargement could include the potential acquisition of adjacent properties or a public-private partnership.
- Montgomery County should maximize its efforts to conclude and sign its development agreements with Gables Residential to permit construction of the shared parking garage to begin.



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