



PRINCE GEORGE'S
PLAN 2035

FIVE-YEAR EVALUATION II



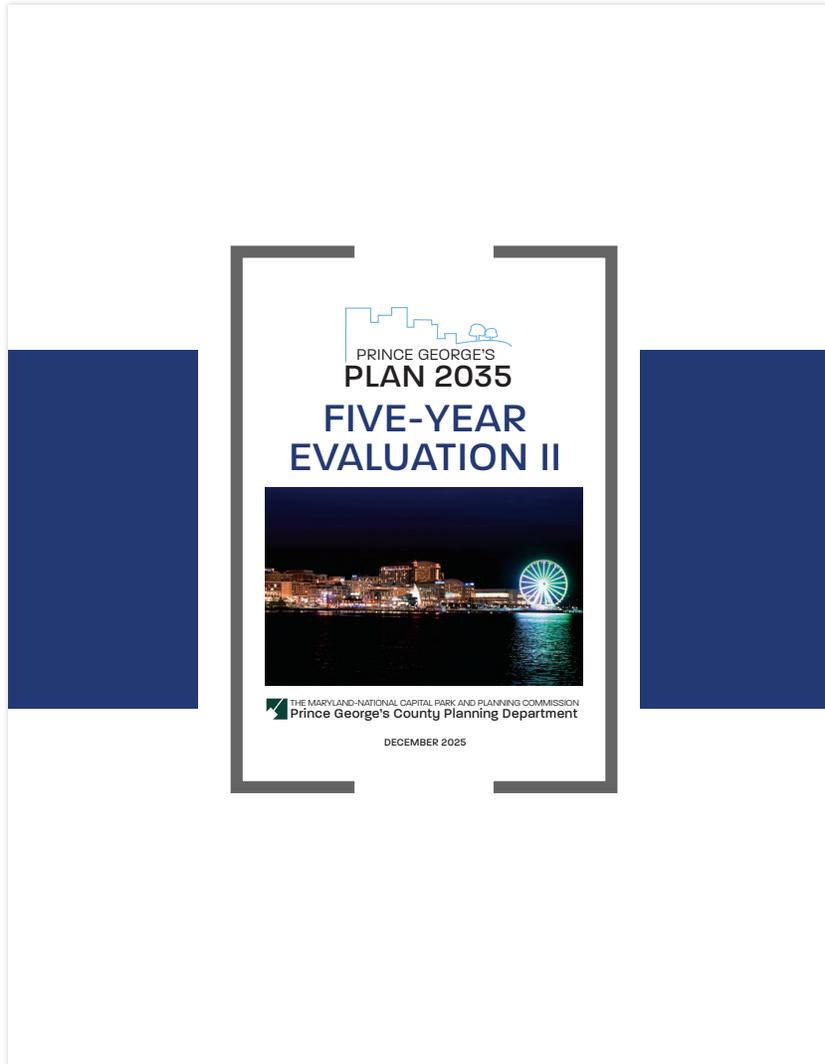
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

DECEMBER 2025

Abstract

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A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals outlined in the plan. This Plan 2035 Five-Year Evaluation II report quantifies these indicators of success and assesses the progress made since the first evaluation in 2019, highlighting areas of improvement and ongoing challenges. The report also evaluates growth management policies concerning dwelling units and job targets across designated growth policy areas, providing a comprehensive overview of the County's advancement in achieving its objectives.



December 2025

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

www.pgplanning.org

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The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change

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The County Council has three main responsibilities in the planning process: setting policy, plan approval, and plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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Introduction

A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. As part of the ongoing commitment to this vision, the second Five-Year Evaluation provides an opportunity to assess the plan's effectiveness since the last evaluation.

Plan 2035 encompasses eight key elements: land use; economic prosperity; transportation and mobility; the natural environment; housing and neighborhoods; community heritage, culture, and design; healthy communities; and public facilities. Each element is supported by comprehensive policies and strategies, along with growth management goals, which are critical for measuring progress and identifying areas for improvement. This second evaluation builds on the findings from the first review, helping to ensure that the plan continues to be effective.

OUR VISION FOR THE FUTURE

In 2035, Prince George's County is the community of choice for families, businesses, and workers in the region. It is distinguished by strong, green, and healthy communities; a competitive, innovative, and adaptive economy; vibrant and walkable mixed-use centers; quality open space; restored ecosystems; and iconic destinations. It meets the diverse needs of all Prince Georgians and embraces and builds on the momentum generated by new residents, technology, and business opportunities.

— Plan 2035

THE PLAN CALLS FOR A FIVE-YEAR EVALUATION TO



Assess the plan's effectiveness and inform the County Council and stakeholders on progress toward meeting Plan 2035's vision and goals



Ensure accountability for implementation



Adapt, manage, and adjust goals, policies and strategies to stay current with demographic, economic, social, and environmental trends impacting Prince George's County

PHOTO BY RYAN CRAUN/M-NCPPC



Growth Management Goals

Plan 2035 designates eight regional transit districts and 26 local centers as the focus of the County’s planned growth (Map 1). The regional transit districts and centers are part of the County’s growth management policies, which specify targets for the number of dwelling units and jobs brought to these areas. Realization of the Plan 2035 growth management goals (Table 1) means periodic monitoring of current conditions and strategically focusing efforts and resources over time. The Growth Policy Map (Map 1) shows how the County is recommended to grow over the next 25 years. It classifies different areas based on their function and desired density and intensity of development.

Table 1. Growth Management Goals

Growth Policy Map Areas	New Dwelling Units	Projected New Dwelling Units	New Jobs	Projected New Jobs
Regional Transit Districts	50%	31,500	50%	57,000
Local Center	25%	15,750	20%	22,800
Local Transit, Neighborhood, & Campus Centers	15%	9,450	15%	17,100
Town Centers	10%	6,300	5%	5,700
Employment Areas	4%	2,520	20%	22,800
Established Communities	20%	12,600	9%	10,260
Future Water and Sewer Service Areas	0%	0	0%	0
Rural and Agricultural Areas	1%	630	1%	1,140
Total County Projected Growth	100%	63,000	100%	114,000

*The goals identified in Table 1 are 25-year goals that provide guidance on the success of the Growth Policy Map and Plan 2035. These goals are not designed to be applied to, and shall not be tested against, individual development projects.

SOURCES: PLAN 2035, PAGE 110; MWC0G 8.1 PROJECTIONS, 2012

RYAN CRAUN/M-NCPPC ►

Growth is directed away from rural agricultural areas like Aquasco, shown at right.



Map 1. Plan 2035 Growth Policy Map (2014)



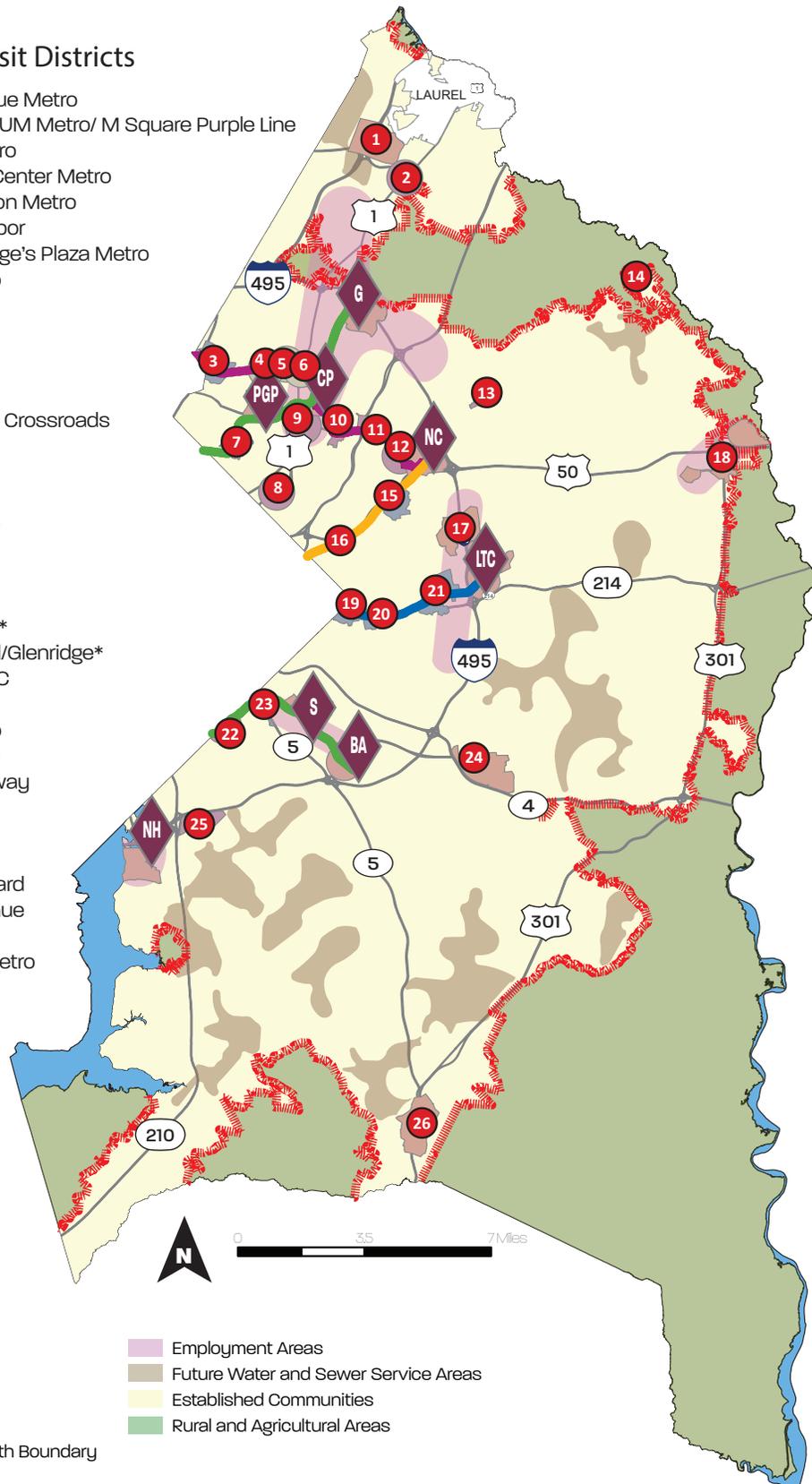
Regional Transit Districts

- BA - Branch Avenue Metro
- CP - College Park/UM Metro/ M Square Purple Line
- G - Greenbelt Metro
- LTC - Largo Town Center Metro
- NC - New Carrollton Metro
- NH - National Harbor
- PGP - Prince George's Plaza Metro
- S - Suitland Metro



Local Centers

1. Konterra
 2. Muirkirk MARC
 3. Takoma/Langley Crossroads
 4. UMD West*
 5. UMD Center*
 6. UMD East *
 7. West Hyattsville
 8. Port Towns
 9. Riverdale MARC
 10. Riverdale Park*
 11. Beacon Heights*
 12. Annapolis Road/Glenridge*
 13. Seabrook MARC
 14. Bowie MARC
 15. Landover Metro
 16. Cheverly Metro
 17. Landover Gateway
 18. Bowie
 19. Capitol Heights
 20. Addison Road
 21. Morgan Boulevard
 22. Southern Avenue Metro
 23. Naylor Road Metro
 24. Westphalia
 25. Oxon Hill
 26. Brandywine
- *Future Purple Line Centers



- Blue Line
- Green Line
- Orange Line
- Purple Line
- - - - Plan 2035 Growth Boundary

- Employment Areas
- Future Water and Sewer Service Areas
- Established Communities
- Rural and Agricultural Areas

Growth Areas

Regional transit districts are high-density, vibrant, transit-rich, mixed-use areas envisioned to capture most of the future residential and employment growth and development. Three of the regional transit districts, Prince George's Plaza Metro, New Carrollton, and Largo Town Center, are further designated as downtowns. Downtowns are areas selected for strategic, long-term, public and private investment.

Local centers are focal points of concentrated residential development and limited commercial activity serving the established communities. Plan 2035 designated four types of local centers:

- ▶ **Local transit centers** are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas have an established street grid and offer local-serving retail and limited office uses. Designated local transit centers include Addison Road Metro, Capitol Heights Metro, Cheverly Metro, Landover Metro, Takoma/Langley Crossroads, Morgan Boulevard Metro, Naylor Road Metro, and West Hyattsville Metro.
- ▶ **Neighborhood centers** are primarily lower density, residential areas. These areas have fewer transit options and offer neighborhood-serving retail and office uses. Designated neighborhood centers include Annapolis Road/Glenridge, Beacon Heights, Muirkirk MARC, Oxon Hill, Port Towns, Riverdale MARC, Riverdale Park, Seabrook MARC, and Southern Avenue Metro.
- ▶ **Campus centers** are transit accessible, low- to medium-density, mixed-use development oriented toward supporting university research, student and community housing, and local retail needs. Designated campus centers include Bowie MARC, UMD East, UMD Central, and Adelphi Road - UMGC - UMD (West Campus).
- ▶ **Town centers** are less dense and are automobile-centric areas that primarily comprise suburban subdivisions. They are typically larger than a half-mile, with a walkable town center. Often the mix of uses is horizontal across the center rather than vertical within individual buildings. Designated local town centers include Bowie, Brandywine, Konterra, Landover Gateway, and Westphalia.

Employment Areas are areas that have the highest concentrations of economic activity in four industry clusters—healthcare and life sciences; business services; information, communication, and electronics; and the federal government.

Established Communities are the County's existing neighborhoods, municipalities, and unincorporated areas outside designated centers.

Future Water and Sewer Service Areas are areas located inside the growth boundary that have not been approved for water and sewer.

Rural and Agricultural Areas are areas with significant natural and agricultural resources, best suited for low-density residential development on well and septic; agriculture; and forest preservation.



Original Indicators of Success

Plan 2035 recommends measuring success of the plan through periodic data collection. The recommended data sets are called indicators of success.

The indicators are not necessarily linked to a single policy or strategy but are meant to be a general gauge of how Plan 2035 and the County are performing. This approach is in addition to monitoring the growth management policies and the implementation of the policies and strategies listed under each of the plan elements.

Each of the indicators of success targets are identified as a positive or negative change as opposed to a specific value. The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* revised some of the indicators of success due to difficulties with data availability. The evaluation also added new indicators to better link each of the plan elements to a plan indicator. Table 2 lists the original 26 indicators of success as presented in Plan 2035.

Table 2. Original Indicators of Success

INDICATORS OF SUCCESS	TARGET
Agricultural land preserved, acres	↑
Bike and pedestrian facilities constructed*	↑
Commercial vacancy rates	↓
Commercial versus residential tax base	↑
Commuting patterns	↑
County greenhouse gas emissions	↓
Crime rates*	↓
Fast food restaurants	↓
Foreclosure rates	↓
Forest planted and preserved, acres	↑
Higher education attainment*	↑
Households burdened by housing costs, percent	↓
Household net worth or wealth	↑
Housing and transportation affordability*	↑
Impervious surfaces retrofitted, acres	↑
LEED®-certified buildings*	↑
Mode split—walk, bike, transit, and auto trips*	↑
Obesity/overweight rates for adults and youths	↓
Occupied housing units	↑
Poverty rates	↓
Recycling rates	↑
Regional share of employment	↑
Unemployment rates	↓
Vehicle miles traveled (per capita)	↓
Wage growth	↑
Waterway health*	↑

* Region Forward Indicator

SOURCE: PLAN 2035

Understanding the Indicators

Each indicator shows a target that relates to a desired increase in the indicator (such as acres of agricultural land preserved) or a desired decrease (such as commercial vacancy rates). Table 7 shows the performance of each indicator to date. Positive performance (denoted in green) is determined if data moves in the same direction as the target. Where the performance shows no change, this is referred to as a neutral performance and is in yellow. Where the performance is in the opposite direction from the target, this is referred to as negative performance and is red. Throughout the rest of the report, these arrows and colors are used to denote if the indicator is moving in the desired direction.

↑↓ POSITIVE PERFORMANCE

↑↓ NEGATIVE PERFORMANCE

↔ NEUTRAL



RYAN CRAUN/M-NOPPO

A electric vehicle charging station is seen in Accokeek. EVs have lower greenhouse gas emissions, which is in line with the indicator of success to reduce GHG emissions.

Region Forward Indicators

Some of the indicators of success are known as Region Forward indicators. Region Forward indicators were established by the Metropolitan Washington Council of Governments (MWCOC) as part of the 2010 Region Forward plan, the region's comprehensive vision plan. The 2010 Region Forward plan encourages leaders and stakeholders to think regionally when acting locally and focuses on establishing a collaborative framework and vision for how the region can tackle future challenges. By including Region Forward indicators as indicators of success, Prince George's County is not only measuring the success of Plan 2035 but also how Prince George's County contributes to the success of the region.

Data Collection

To analyze progress for the second five-year evaluation of Plan 2035, the growth management goals and each of the 26 indicators, as modified by the 2019 evaluation report, were examined at the Countywide level for the period roughly between 2019-2024. The baseline measurement used in most instances was the latest measure available in the *2019 Plan Prince George's 2035 Approved General Plan Five-Year Evaluation*. In some instances, the baseline has been updated or corrected using a more reliable data source. The baselines are then compared to the most up-to-date data available for this report.

Furthermore, new indicators of success have been added as recommended in the previous five-year evaluation. These new indicators also use a baseline

REGION FORWARD VISION

Region Forward's vision is for a more accessible, sustainable, prosperous, and livable Washington, D.C. metropolitan area, and includes:

- **Accessibility:** Walkable, mixed-use communities with housing and transportation choices.
- **Sustainability:** Healthy air, water, and land; abundant renewable energy sources; and a smaller carbon footprint.
- **Prosperity:** Resilient economy and preeminent knowledge hub.
- **Livability:** Vibrant, safe, and healthy neighborhoods.

as close to 2019 as is available. Some of the original indicators have been replaced by their proxy measure due to data sets being unavailable. Additionally, changes in the boundaries for designated centers have occurred since 2014 with additional changes since 2019, which theoretically impact the measurement of the growth management goals for certain centers (such as Bowie Local Town Center). To remain consistent across evaluations, the original boundaries established for each center in 2014 were used for this report. Boundaries were either defined as a half-mile radius around a central point as specified by Plan 2035, or as defined in the applicable master or sector plans approved at the time Plan 2035 was approved in 2014.



Miss CHELVE

Countywide Data Report

Dwelling Units—Growth Management

While Prince George’s County is generally progressing toward its overall 2035 housing targets, the geographic distribution of new housing remains misaligned with Plan 2035’s intended growth areas.

Development has been overly occurring in the established communities, far exceeding their target share, while regional transit districts, designated for most future growth, continue to underperform significantly. Local centers are showing steady, albeit slower-than-expected progress, and employment areas are generally on track with their limited housing development goals. Meanwhile, both future water and sewer service areas and rural and agricultural areas are largely adhering to expectations, with minimal growth occurring beyond the County’s designated growth boundary and in areas lacking water and sewer.

Overall, the observed trends highlight the need to better align future development with long-term planning goals, especially when it comes to accelerating growth in the transit-accessible areas.

OVERALL

Between 2019 and 2024, the County added a net total of 11,807 dwelling units across all Plan 2035 geographies (Table 3). This is a decrease compared to the 16,544 units added from 2014 to 2019, as reported in the *2019 Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation*, a drop of 4,737 units, or 28.6 percent. This marks a significant slowdown in

housing development in the County, some of which can be attributed to the COVID-19 pandemic.

Despite the recent decline, the County remains relatively on track to meet the Plan 2035 goal of 63,000 new units by 2035. As of 2024, a total of 28,252 units have been delivered since 2014, reaching 44.8 percent of the target and falling just 5.2 percent behind the ideal pace at the 10-year mark.

While the pace has slowed, the County is approaching its long-term housing goal, though it currently is behind target projections.

Moreover, as shown in Figure 1, Plan 2035 recommends directing the most projected new residential development to the regional transit districts (50 percent) followed by local centers (25 percent), and established communities (20 percent). Conversely, Plan 2035 recommends the lowest percentage of housing growth in employment areas (4 percent) and rural and agricultural areas (1 percent), with no housing growth (0 percent) in future water and sewer service areas.

REGIONAL TRANSIT DISTRICTS

In the regional transit districts, between the years 2019 and 2024, housing units increased by 3,079, the second largest increase by sub geography. The regional transit districts only captured 26 percent of new housing units as opposed to the goal of 50 percent. This is a modest increase from 25 percent as previously reported for the last five-year period. Overall, regional transit districts only captured 25 percent (7,114 units) of all housing units since 2014,

Clearly, the County is not directing enough growth to the regional transit districts where it is most desired but is instead seeing most of the housing growth in the established communities.

PHOTO BY RYAN CRAUN/M-NCPPC
A mural adorns the parking garage of the Sovern apartments in Hyattsville, which were completed in 2024.

Table 3. Dwelling Unit Change by Geography

Growth Policy Map Areas	Estimated Dwelling Units (2014)	Estimated Dwelling Units (2019)	Estimated Dwelling Units (2024)	Net Change (2019-2024)	Percent Change (2019-2024)	Total Units Since 2014	Plan 2035 Goal (Total Units by 2035)
Regional Transit Districts	15,065	19,100	22,179	3,079	16%	7,114	31,500
Local Centers	33,315	36,716	39,336	2,620	7%	6,021	15,750
Local Transit, Neighborhood, & Campus Centers	29,699	32,122	33,529	1,407	4%	3,830	9,450
Town Centers	3,616	4,594	5,807	1,213	26%	2,191	6,300
Employment Areas	21,897	22,976	23,115	139	1%	1,218	2,520
Established Communities	256,099	263,596	269,389	5,793	2%	13,290	12,600
Future Water and Sewer Service Areas	6,218	6,522	6,636	114	2%	418	0
Rural and Agricultural Areas	4,785	4,914	4,976	62	1%	191	630
Total Countywide	337,379	353,824	365,631	11,807	3%	28,252	63,000

SOURCE: MARYLAND STATE DEPARTMENT OF ASSESSMENTS AND TAXATION (SDAT), 2025.

which is significantly less than the 2035 target of 31,500 dwelling units (only 22.5 percent of the target). The County is behind the targets for housing growth in the regional transit districts.

ESTABLISHED COMMUNITIES

Instead, most of the County’s housing growth has occurred in the established communities, receiving 49 percent of the growth as opposed to the recommended 20 percent of new housing units. The 49 percent is an increase from the previous review period, with the established communities previously capturing 46 percent. The overall growth for established communities saw an increase of 13,290 units, which is already exceeding the 2035 target of only 12,600 units.

Clearly, the County is not directing enough growth to the regional transit districts where it is most desired but is instead seeing most of the housing growth in the established communities.

LOCAL CENTERS

On a positive note, the local centers, between the years 2019 and 2024, did receive nearly a quarter of the growth as is the goal, capturing 22 percent (2,620 units) of the new housing units, up from 21 percent from the previous five-year period. Of the center subtypes, Town Centers grew the fastest, with an increase of 1,213 units, a 26 percent change, while the remaining subtypes grew the most overall, increasing by 3,830 units since 2014. The growth of the local centers is still behind the growth target projections of 15,750 units by 2035, only reaching 38 percent (6,021 units) of the 2035 target.

EMPLOYMENT AREAS

Employment areas have experienced a decline in the share of new residential development over the past decade, dropping from 7 percent of new units between 2014 and 2019 to just 1 percent between 2019 and 2024, with an overall 4 percent capture across the full 2014 to 2024 period. This means that

Plan 2035 goal of 4 percent is currently being realized. Employment areas are also on track in terms of total number of units, adding 1,218 units (48 percent of the 2035 target) since 2014 against the targeted 2,520 total units.

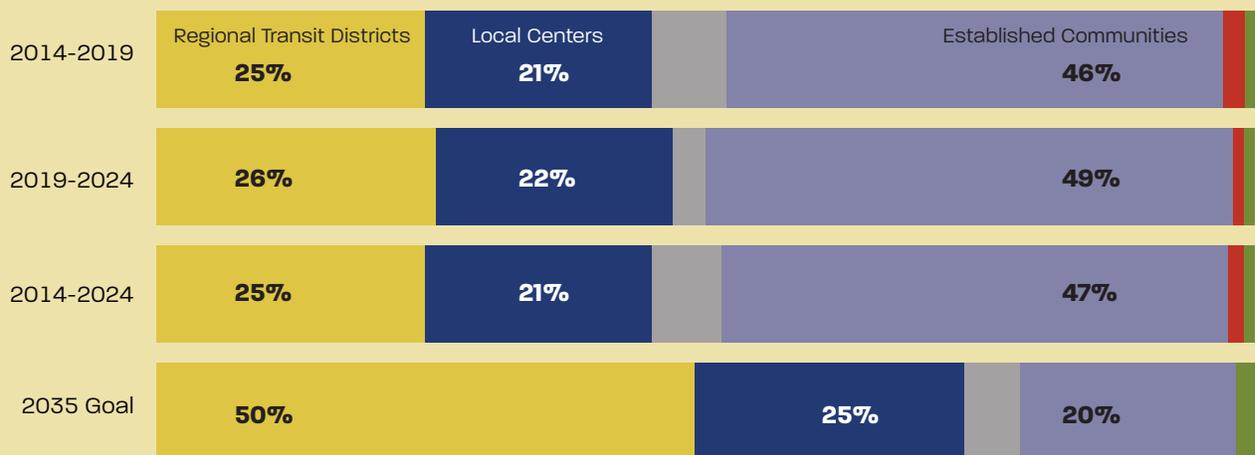
FUTURE WATER AND SEWER SERVICE AREAS

Future water and sewer service areas, where no development is recommended, did see some housing development, capturing 1 percent of housing growth between 2019 and 2024. This is an improvement from the prior period between 2014 and 2019, which saw the area capturing 2 percent. The area overall increased by 418 dwelling units.

RURAL AND AGRICULTURAL AREAS

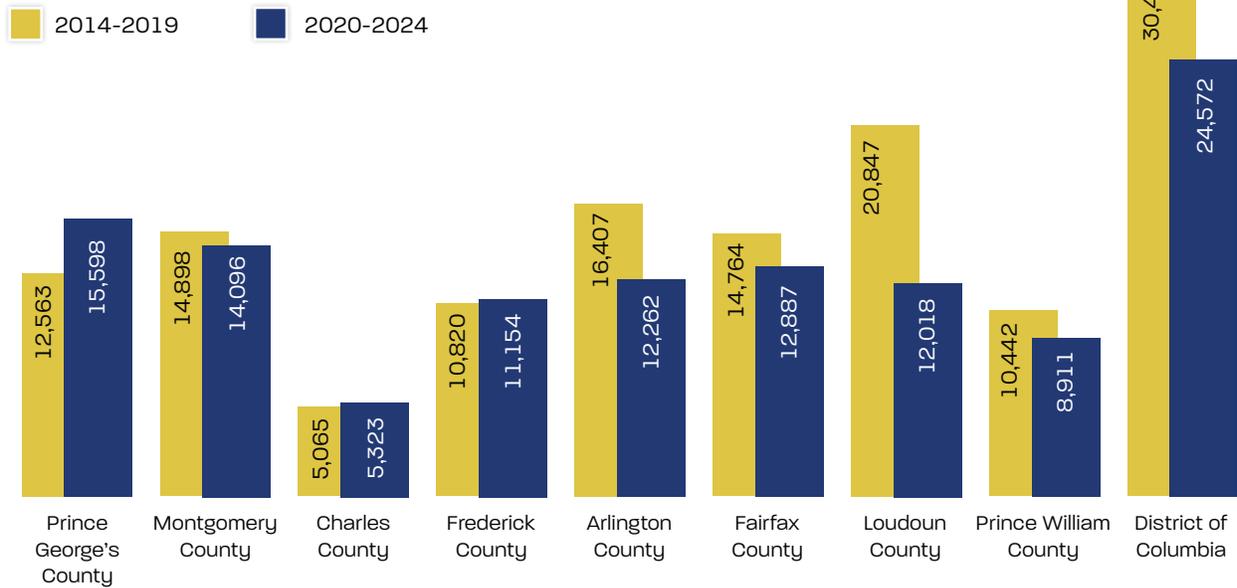
The rural and agricultural areas showed limited growth, as is recommended, consistently capturing just 1 percent of total new housing units for each of the measured timeframes, adding 191 units for the more recent period between 2019 and 2024. The 2035 goal was set at 1 percent. Rural and Agricultural Areas are recommended for a minimal level of housing development to accommodate low-impact rural residences and farming communities. Plan 2035 sets a goal of only 630 units, of which only 30 percent has been realized since 2014. This means that the County is performing better than expected when it comes to discouraging development beyond the County’s growth boundary, in rural and agricultural areas.

Figure 1. Distribution of New Dwelling Units by Geography



SOURCE: MARYLAND STATE DEPARTMENT OF ASSESSMENTS AND TAXATION (SDAT), 2025.

Figure 2. Regional Housing Units Permitted by Jurisdiction



SOURCE: U.S. CENSUS BUILDING PERMITS SURVEY. PROVIDED BY WMCOG. www.census.gov/construction/bps/index.html,

Regional Comparison—Dwelling Units

The data in Figure 2 shows that Prince George’s County experienced notable growth in residential permitting compared to several nearby jurisdictions and was the second largest housing permitter between 2020 to 2024. From 2014 to 2019, the County issued 12,563 housing unit permits, and 15,598 between 2020 to 2024. This rising trend makes Prince George’s County one of the few jurisdictions, among only Charles and Frederick Counties, that increased the permits issued across the two time periods.

When Prince George’s County is compared directly to Montgomery County, Prince George’s County was outpaced by 2,335 permits from 2014 to 2019 but reversed the trend between 2020 and 2024 by outpacing Montgomery County by 1,502 permits. This highlights a shifting regional dynamic where Prince George’s County is the prominent permitter and potentially the largest contributor of housing supply in the Washington metropolitan area.

The contrast with other jurisdictions further reinforces this trend. For example, several counties in Northern Virginia, such as Arlington, Fairfax, Loudoun, and Prince William, witnessed significant slowdowns in new housing permitting during the 2020 and 2024 period. Even the District of Columbia, the largest permitter overall, showed a drop from 30,432 to 24,572 permits. Against this backdrop, Prince George’s County stands out as one of the few counties not only maintaining but increasing its housing permitting. This upward trajectory positions the County as an increasingly important player in accommodating regional housing demand.

Prince George’s County stands out as one of the few counties not only maintaining but increasing its housing permitting.

Housing Pipeline

The housing pipeline data reveals a significant misalignment between current development patterns and the growth distribution goals outlined in Plan 2035. While the County has more than 48,000 approved but unbuilt dwelling units, only 20 percent are in regional transit districts, areas intended to absorb half of the County’s housing growth (Table 4). This shortfall suggests that the County is not capitalizing on its transit infrastructure to support compact, transit-oriented development. Conversely, local centers are slightly exceeding the target with 28.9 percent of pipeline units compared to a 25 percent goal. More specifically, town centers are receiving more than double their intended share (23.67 percent versus 10 percent).

Established communities, which are meant to receive a more limited share of growth, are currently slated to absorb 39.11 percent of pipeline units, nearly double the 20 percent target. This trend strains existing infrastructure and services in these areas and does not support the County’s long-term growth management goals. Additionally, employment areas, future water and sewer service areas, and rural and agricultural areas are all receiving more than their planned share, which raises concerns about sprawl and inefficient land use. The current Zoning Ordinance came into sole effect on April 1, 2024. Prior to this date, a transition period was in effect, during which applicants could elect to have their application processed under the prior ordinance. Many applications are still in the pipeline that were determined under the prior ordinance. The incentives provided in the new ordinance for higher densities in transit-oriented development have yet to be fully realized. Nevertheless, the data underscores the need for stronger policies or incentives to guide development toward the County’s designated growth areas, particularly the regional transit districts, to better align with Plan 2035’s vision.

Table 4. Housing Pipeline

Growth Policy Maps Areas	Current Pipeline Units	Distribution of Pipeline Units	Distribution of New Units (2035 Goal)
Regional Transit District	9,653	20.07%	50%
Local Centers	13,899	28.90%	25%
Local Transit, Neighborhood, & Campus Centers	2,517	5.23%	15%
Town Centers	11,382	23.67%	10%
Employment Areas	3,617	7.52%	4%
Established Communities	18,810	39.11%	20%
Future Water and Sewer Service Areas	1,813	3.77%	0%
Rural and Agricultural Areas	297	0.62%	1%
Total Countywide	48,089	100%	100%

SOURCES: M-NOPPC, COMPILED OCTOBER 2025.

NOTE: The information in this summary is not comprehensive of all development in the County and may not reflect the most up-to-date buildout information. The source of development activity information is the Prince George’s County Planning Department development pipeline dataset, which was updated through August 2022.

Job Creation—Growth Management

Across the entire County, a total of 4,600 new jobs were added between 2014 and 2022, amounting to a modest 2 percent increase (Table 5). This is far below the Plan 2035 goal of 114,000 new jobs, with only 4 percent of the target reached Countywide. This implies significant challenges for the County regarding employment growth. Notably, there was a net loss of 23,723 jobs between 2019 and 2022 indicating that the COVID-19 pandemic most likely played a pivotal role in stagnating job growth and accelerating job loss. However, since 2022, job growth has more than likely rebounded, but until County-level data is available it remains unknown.

REGIONAL TRANSIT DISTRICTS

Despite the County’s overall slow job growth performance, the regional transit districts experienced a net employment gain of 5,709 jobs between 2014 and 2022, representing a 16 percent increase over the period. However, this growth remains well below the pace needed to meet the Plan 2035 goal of 57,000 new jobs, with only 10 percent of the goal achieved thus far. While greater job growth occurred in this area, peaking in 2019 with over 50,000 primary jobs, there has been a notable decline by 2022. The slow progress is particularly concerning given that regional transit districts are meant to anchor the County’s strategy to concentrate both residential and employment growth near transit.

Table 5. Estimated Change in Employment

Growth Policy Maps Areas	Estimated Primary Jobs (2014)	Estimated Primary Jobs (2017)	Estimated Primary Jobs (2019)	Estimated Primary Jobs (2022)	Net Change (2014-2022)	Percent Change (2014-2022)	Plan 2035 Goal	Percent of Goal Reached
Regional Transit District	36,792	40,300	50,099	42,501	5,709	16%	57,000	10%
Local Centers	50,200	51,669	37,998	38,676	-11,524	-23%	22,800	-51%
Local Transit, Neighborhood, & Campus Centers	42,202	42,847	30,116	30,931	-11,271	-27%	17,100	-66%
Town Centers	7,998	8,822	7,882	7,745	-253	-3%	5,700	4%
Employment Areas	35,617	43,114	43,999	42,789	7,172	20%	22,800	31%
Established Communities	174,166	186,552	192,502	178,005	3,839	2%	10,260	37%
Future Water and Sewer Service Areas	4,756	4,545	4,789	4,536	-220	-5%	0	N/A
Rural and Agricultural Areas	3,309	4,545	3,776	2,933	-376	-11%	1,140	-33%
Total Countywide	304,840	329,743	333,163	309,440	4,600	2%	114,000	4%

SOURCES: U.S. CENSUS BUREAU, ONTHEMAP APPLICATION EMPLOYMENT STATISTICS; M-NOPPC, COMPILED APRIL 7, 2025.

NOTE: When comparing the total subarea job statistics to Countywide statistics, the growth policy area-level statistics were obtained from the U.S. Census Bureau OnTheMap application, which includes “All Jobs” public and private sector jobs. Total Prince George’s County jobs statistics obtained from the U.S. Census OnTheMap application vary slightly (±2 percent) and are considered within the margin of error according to the U.S. Census Bureau data standards.

LOCAL CENTERS

Local centers overall, which include local transit, neighborhood, campus, and town centers, have experienced a substantial decline in employment, with a total net loss of 11,524 jobs, marking a 23 percent decrease since 2014. Broken down, the local transit, neighborhood, and campus centers lost 11,271 jobs (a 27 percent decrease), and town centers lost 253 jobs (a 3 percent decrease). These trends represent a major setback in achieving Plan 2035's employment goals for these areas. Against a combined goal of 22,800 new jobs (17,100 in town centers and 5,700 in local centers), the County has not progressed, with a negative 51 percent of the overall goal reached, and a negative 66 percent specifically in town centers. This decline suggests that these areas are struggling to attract or retain employers and highlights the need for targeted economic development strategies to revitalize employment.

COVID-19 negatively affected employment throughout National Harbor, including a loss of 2,077 jobs at the Gaylord.

RYAN CRAUN/M-NCPPC ▼



A CLOSER LOOK

The employment data used in this report is generalized by industry to protect the privacy of businesses and individuals. However, in certain cases, the exit or downsizing of a major employer is publicly known. One useful source of information is the Worker Adjustment and Retraining Notification (WARN) Act, which requires private employers with 100 or more employees to provide at least 60 days' notice of location closings or layoffs. This data is publicly available and provides valuable insight into where job losses occurred and what companies experienced job loss.

For example, the data shows a significant drop in Accommodation and Food Services jobs at National Harbor Regional Transit District between 2019 and 2022, largely attributed to the effects of the COVID-19 pandemic. The Gaylord National Resort and Convention Center reported 2,077 layoffs during this period,¹ while MGM National Harbor reported 518. Additional employers in hospitality also reported reductions, including Rosa Mexicano (115 jobs), SP Plus Corporation (85 jobs), The Westin Hotel (68 jobs), Bond 45 (62 jobs), and the AC Hotel (54 jobs).

Another example includes WMATA. The transit authority's own data and public service announcements reveal similarly sharp reductions (1,200 job between Prince George's and Montgomery County) in staffing during the pandemic years. In late 2020, WMATA conducted massive job cuts across 11 different locations throughout the County alongside drastic service reductions, including weekend rail suspension, reduced weekday hours, and the elimination of dozens of bus routes and stations.²

These examples provide some insight into the slowed job growth and how the COVID-19 pandemic impacted key employment centers in the County. Understanding the scale and nature of these job losses is critical for resetting realistic job targets in the future.

1 Rebecca Cooper, "Gaylord National Files Layoff Notice for Thousands of Employees," Washington Business Journal, June 19, 2020, www.bizjournals.com/washington/news/2020/06/19/gaylord-national-files-huge-layoff-notice.html

2 Paul James, "WMATA Prepares to Drastically Cut Service," The Georgetown Voice, December 14, 2020, georgetownvoice.com/2020/12/14/wmata-prepares-to-drastically-cut-service/

EMPLOYMENT AREAS

Employment areas have been one of the most successful Growth Policy Map Areas in terms of job creation. Between 2014 and 2022, these areas added 7,172 new jobs, reflecting a 20 percent increase. This places them well ahead of other areas in terms of progress toward the goal of 22,800 jobs, having achieved 31 percent of the Plan 2035 target. The steady employment gains suggest these areas remain attractive to businesses and industries, likely due to existing infrastructure, commercial zoning, and proximity to transportation corridors. Continued support and potential expansion of employment areas could help maintain this momentum.

ESTABLISHED COMMUNITIES

Established communities, despite not being a primary target for future employment growth under Plan 2035, have added 3,839 new jobs, a 2 percent increase over the eight-year period. While the growth rate is relatively low, the County has nonetheless reached 37 percent of its target of 10,260 new jobs in these areas. This suggests that while job growth is steady, it is not booming in these primarily residential neighborhoods.

FUTURE WATER AND SEWER SERVICE AREAS

Future water and sewer service areas saw a net job loss of 220 positions, a 5 percent decrease between 2014 and 2022. While the Plan 2035 goal for this area is zero new jobs, meaning no active growth is encouraged, the slight loss aligns with the broader policy goal of discouraging development in these areas. No percentage goal is applied due to the zero-growth target, so this performance is consistent with policy expectations.

RURAL AND AGRICULTURAL AREAS

The rural and agricultural areas experienced a net job loss of 376 jobs, equating to an 11 percent decrease. With a modest goal of 1,140 new jobs set under Plan 2035, the County had a negative 33 percent of the target, indicating significant underperformance. The loss reflects the limited commercial activity in these



RYAN CRAUN/M-NOPPO

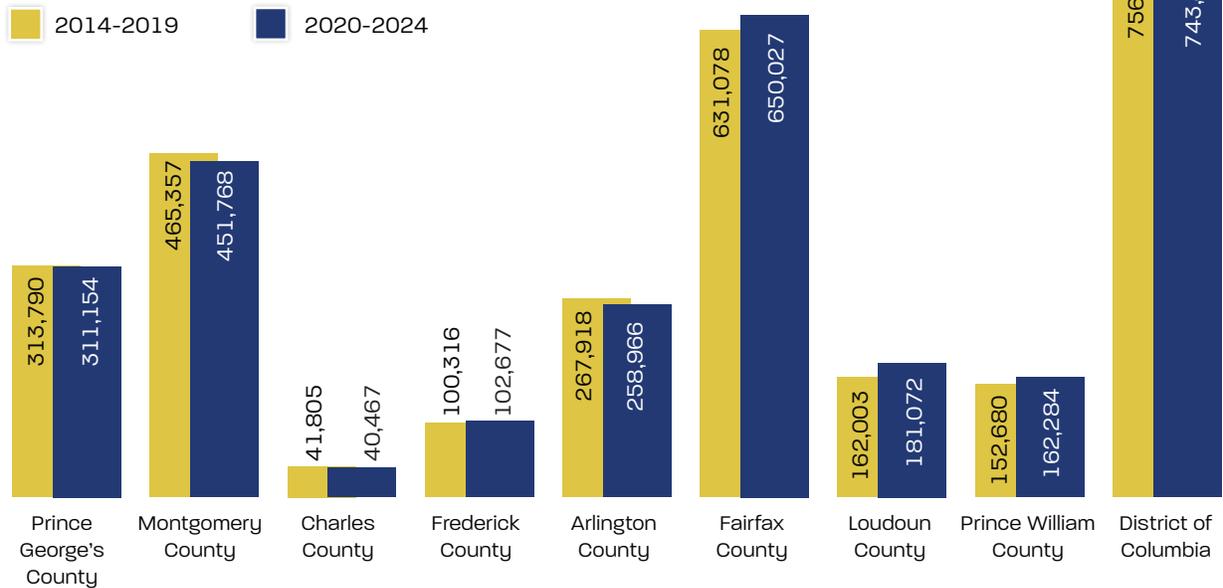
Streetcar Brewing is a local business in Hyattsville.

rural zones. However, this area was never intended to support major job growth, but the negative trajectory suggests that even the desired growth in certain industry sectors such as agriculture or agritourism is falling short.

In summary, the overall job growth in the County has been minimal, falling significantly short of long-term economic development goals. The COVID-19 pandemic contributed to widespread job losses during this period, further stalling progress. Regional transit districts experienced moderate growth but remain well behind targets, especially considering their strategic importance for concentrated development. Local centers, including town, neighborhood, transit and campus, have seen substantial employment declines, signaling serious challenges in retaining and attracting businesses. In contrast, employment areas have shown the most robust growth, emerging as a key area for job creation. Established communities have experienced modest job gains, performing better than expected despite not being a primary focus for job growth. Meanwhile, rural and agricultural areas, and future water and sewer service areas generally saw job losses, which, while somewhat aligned with policy expectations, still indicate missed opportunities in niche sectors like agriculture.

... the COVID-19 pandemic most likely played a pivotal role in stagnating job growth and accelerating job loss.

Figure 3. Regional Average Jobs by Jurisdiction



SOURCE: U.S. Bureau of Labor Statistics. Quarterly Census of Employment Wages. Provided by WMCOG. www.bls.gov/cew

Regional Comparison—Job Creation

The data in Figure 3, Regional Average Jobs by Jurisdiction, shows that Prince George’s County is the fourth largest in terms of average jobs across both time periods, though it has experienced a decline in its average number of jobs between the two time periods. From 2014 to 2019, the County supported an average of 313,790 jobs, which decreased slightly to 311,154 jobs between 2020 and 2024. While the decline is not dramatic, it does suggest a leveling of employment opportunities in the County.

In comparison, Montgomery County also showed a downward trend, though on a larger scale. Average jobs declined from 465,357 during 2014 to 2019 to 451,768 in 2020 to 2024, representing a reduction of over 13,000 jobs, versus the 2,636-job decline seen in Prince George’s County. Although Montgomery County continues to maintain a substantially larger employment base than Prince George’s County,

over 140,000 more jobs in the latest period, the rate of decline highlights that both counties are facing challenges in sustaining job growth, particularly during the COVID-19 pandemic years.

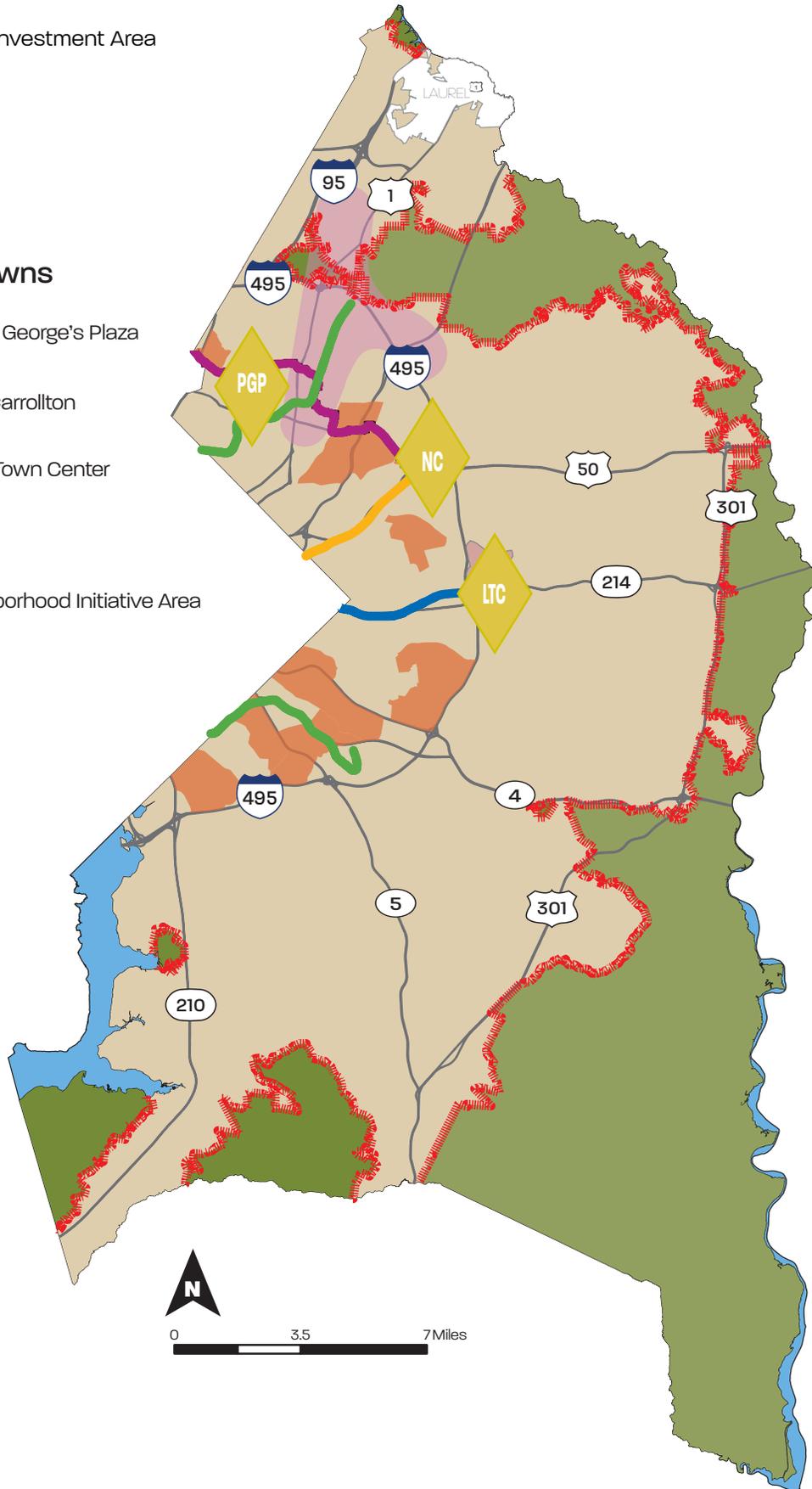
When viewed against other jurisdictions, the differences become sharper. Fairfax and Loudoun Counties in Virginia exhibited job growth, with Fairfax County rising from an average of 631,078 to 650,027 jobs and Loudoun County from 162,003 to 181,072 jobs between the two periods. Prince William County also showed growth, increasing from 152,680 to 162,284 jobs on average. These trends suggest that while parts of Northern Virginia continue to expand the employment base, Prince George’s and Montgomery Counties are contending with slight contractions. Notably, the District of Columbia, like the Maryland counties, also showed a slight decline, of approximately 13,000 jobs.

Map 2. Strategic Investment Area

Downtowns

-  Prince George's Plaza
-  New Carrollton
-  Largo Town Center

 Neighborhood Initiative Area



Employment Forecasts

Table 6 compares the job estimates from 2014, the projected job growth through 2035 based on current trends, and the Plan 2035 employment targets by 2035 across different Plan 2035-defined geographies. The table also highlights the projected changes in jobs and the differences between those projections and the general plan's employment growth and distribution goals.

The regional transit districts (RTD), which are envisioned as the County's major employment areas, show the largest gap between projections and Plan 2035 goals. By 2035, this report's projections estimated a net increase of just 13,016, but the goal is set at 57,000, falling short of the 2035 goal by 43,984 jobs. Similarly, local centers, including both local transit, neighborhood, and campus centers as well as town centers, fall short of the 22,800 Plan 2035 goal,

with a projected deficit of 18,167 jobs. Employment areas also fall short of goals, with projections of 10,852 jobs below the target. By contrast, the established communities growth policy area is projected to significantly exceed the County's desired employment distribution, with projections indicating nearly 27,124 more jobs than targeted. Two categories, future water and sewer service areas and rural and agricultural areas, are projected to exceed Plan 2035 goals as well. Rural and agricultural areas are projected to add 6,958 jobs, which is more than five times the County's goal of 1,140.

Overall, current development patterns are not aligning with the County's growth vision for the projected future and run counter to the County's intent to preserve rural areas and direct growth toward transit and mixed-use centers.

Table 6. Employment (Total Jobs) Forecasts by Plan 2035 Geography

Growth Policy Maps Areas	Estimated Primary Jobs 2014	Projected Primary Jobs by 2035	Projected Change in Jobs by 2035	Plan 2035 Goal	Difference Between Projections and Plan 2035 Goals
Regional Transit District	36,792	49,808	13,016	57,000	-43,984
Local Centers	50,200	54,833	4,633	22,800	-18,167
Local Transit, Neighborhood, & Campus Centers	42,202	45,222	3,020	17,100	-19,780
Town Centers	7,998	9,611	1,613	5,700	-4,087
Employment Areas	35,617	47,565	11,948	22,800	-10,852
Established Communities	174,116	211,500	37,384	10,260	+27,124
Future Water and Sewer Service Areas	4,756	7,729	2,973	0	+2,973
Rural and Agricultural Areas	3,309	10,267	6,958	1,140	+5,818
Total Countywide	304,840	391,313	86,473	114,000	-27,527

SOURCES: U.S. CENSUS BUREAU, ONTHEMAP APPLICATION EMPLOYMENT STATISTICS; M-NOPPC, COMPILED APRIL 7, 2025.

Countywide Indicator of Success Performance

This report provides an evaluation of the performance during the second five-year period of Plan 2035, a comprehensive 20-year plan. While not all policies and strategies have been fully implemented or have

sufficient time to demonstrate their effects, an updated review of performance indicators continues to show that most are trending positively, which is encouraging.

Table 7. Countywide Indicators of Success – Evaluation (2024)

Indicators	Base Year	Current Year	% Change	Target			
Agricultural land preserved, acres	2019	6,400	2023 ~7,300	14.1%	↑	↑	
Archaeological sites preserved**	2019	94	2024	123	30.9%	↑	↑
Bike & pedestrian facilities constructed	2019	34	2023	79	132.4%	↑	↑
Commercial tax base**	2019	45.2%	2023	54.8%	21.2%	↑	↑
Commercial tax base relative to residential tax base							
Residential	2019	81.63%	2023	82.93%	1.6%	-	-
Commercial	2019	18.37%	2023	17.07%	-7.1%	↓	↑
Commercial vacancy rates	2019	3.9%	2024	8.0%	105.1%	↑	↓
Flex	2019	7.6%	2024	6.8%	-10.5%	↓	↓
Industrial	2019	4.8%	2024	6.1%	27.1%	↑	↓
Office	2019	11.8%	2024	12.1%	2.5%	↑	↓
Retail	2019	3.8%	2024	5.3%	39.5%	↑	↓
Crime rate by total population*	2017	2.5%	2020	2.1%	-16%	↓	↓
Fast-food/non-fast-food restaurants, square feet per capita							
Fast Food***	2019	0.59	2023	0.58	-1.69%	↓	↓
Non-Fast Food**	2019	1.17	2023	1.20	2.56%	↑	↑
Foreclosure rates	2019	4%	2024	1%	-75%	↓	↓
Forest planted & preserved, acres	2017	11,732	2024	16,584	41.4%	↑	↑
Greenhouse Gas Emissions (MMTCO2e)	2017	~9.54	2020	8.4	-11.95%	↓	↓
Higher education attainment, bachelor's degree or higher*	2019	33.1%	2022	35.6%	7.55%	↑	↑
Historically designated properties**	2019	453	2024	470	3.8%	↑	↑
Households burdened by housing costs	2017	38.0%	2022	36.2%	-4.7%	↓	↓
Owner	2017	30.8%	2022	27.7%	-10.1%	↓	↓
Renter	2017	49.5%	2022	50.3%	1.62%	↑	↓



Indicators	Base Year	Current Year	% Change	Target
Housing & transportation affordability	2017	38%	2022 36%	-5.3% ↓ ↓
Impervious surfaces retrofitted, acres	2020	2,656	2022 5,231	97% ↑ ↑
LEED®-certified building	2019	32	2024 36	12.5% ↑ ↑
Median home value***	2019	\$338,640	2022 \$380,500	12.4% ↑ ↑
Mode split/shift***				
Walk, bike, transit, & WFH	2019	20.55%	2022 25.20%	22.63% ↑ ↑
Car, truck, van, taxicab, motorcycle or other means	2019	79.45%	2022 74.80%	-5.85% ↓ ↓
Net flow of commuters to work***	2017	-105,610	2021 -110,428	-4.36% ↓ ↑
Obesity/overweight Rates				
Adults	2017	73.5%	2021 76.1%	3.5% ↑ ↓
Youths	2016	16.4%	2021 21.3%	29.88% ↑ ↓
Occupied housing units	2019	93.48%	2022 94.96%	1.58% ↑ ↑
Parks & parkland, acres**	2017	27,327	2022 28,608	4.69% ↑ ↑
Poverty rates	2019	8.5%	2022 9.6%	12.9% ↑ ↓
Recycling rates	2017	55.8%	2022 65.7%	17.74% ↑ ↑
Regional share of employment	2017	11%	2022 11%	0% ↔ ↑
Unemployment rate	2017	4.1%	2023 2.2%	-46.3% ↓ ↓
Vehicle miles traveled, per capita	2018	10,356	2023 9,486	-8.4% ↓ ↓
Wage Growth	2019	\$70,426	2023 \$69,368	-1.5% ↓ ↑
Waterway health, Combined Biotic Index (CBI)	2017	3.5	2023 2.91	-16.86% ↓ ↑

To avoid gaps in data collection, performance is measured using the base year that was available during the drafting of the 2019 Plan Prince George's 2035 Approved General Plan Five-Year Evaluation, and a target year of 2024. However, due to the variability of data availability, the actual target years may have been adjusted. Percent change reflects the rate of change and is affected by sample size; it is different than percentage point change.

*Region Forward Indicator

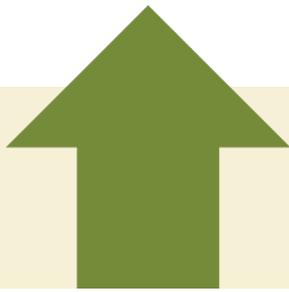
**New Indicator (2019)

***Revised Indicator (2019)



Indicators of Success

PHOTO BY RYAN CRAUN/M-NCPPC
A turtle is seen at Mariton Community Park in Croom.



Agricultural Land Preserved, acres

The acres of agricultural land preserved includes acres preserved through the Historic Agricultural Resource Preservation Program (HARPP), the Maryland Agricultural Land Preservation Foundation (MALPF), and the Maryland Department of Natural Resources Rural Legacy Programs. Data was collected from Prince George's County Approved Operating Budgets for the Soil Conservation District. The reports for Fiscal Years (July-June) FY2021 (FY2019 actual acreage, p. 390) and FY2023 (estimated acreage, p. 423) were referenced for the acreage total for the three noted programs.

Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
6,400	~7,300	14.1	↑	↑	LU 11.1, LU 11.2 EP 8.1

The acreage of agricultural land preserved increased from 6,400 acres to 7,300 acres (estimated) between 2019 and 2023, which is a 14.1 percent increase.

Increasing the number of agricultural acres preserved in Prince George's County is important for many reasons that enhance the quality of life for residents and contributes to environmental sustainability. It helps support local farmers and ensures a local supply of produce. It contributes to the County's economic vitality by promoting agritourism, which can attract visitors and stimulate the local economy. And it prevents urban sprawl and helps retain the County's green spaces, scenic landscapes, and local ecosystems.

There are three major programs that preserve agricultural land in Prince George's County:

- Historic Agricultural Resource Preservation Program (HARPP)
- Maryland Agricultural Land Preservation Foundation (MALPF)
- Department of Natural Resources Rural Legacy Program

HARPP is an initiative designed to protect and preserve agricultural land and promote sustainable farming practices.¹ This program focuses on protecting historic farms and agricultural resources

2019 FIVE-YEAR EVALUATION

The collection methodology changed from the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation*. Previous reporting used the Prince George's County portal known as Open Performance for data collection. This collection method was deemed inaccurate as it double counted land area that may fall under multiple preservation programs and included parkland. For the purposes of this report, parkland acreage is its own indicator of success which greatly reduces the acreage of agricultural land preserved reported in the 2019 report.

2015	2019	Percent Change	Result	Target
47,134	48,787	4%	↑	↑

that are significant to the County's agricultural history. Similarly, the MALPF program, established in 1977, is a state program aimed at preserving agricultural land in Maryland by preventing its conversion to non-agricultural uses.² The Maryland Department of Natural Resources (DNR) Rural Legacy Program, established in 1997, is another state program aimed

1 Prince George's County Soil Conservation District. Historic Agricultural Resource Preservation Program. <https://www.pgscd.org/agricultural-land-preservation/harpp/>. Accessed January 2025.

2 Maryland Agricultural Land Preservation Foundation. The Maryland Agricultural Land Preservation Foundation. <https://mda.maryland.gov/malpf/pages/default.aspx>. Accessed December 2024. Copyright Maryland.gov.



RYAN CRAUN/M-NCPPC

The preservation of agricultural land in Prince George's County is a positive indicator of success.

at preserving rural landscapes by protecting large, contiguous areas of farmland from development.³

This indicator of success reflects significant progress in the preservation of agricultural lands in Prince George's County over the past five years. Though these long-standing, well-established programs are most effective in maintaining agricultural lands in the County, other initiatives are important to note since they also help maintain agriculture landscapes. A key component guiding the protection of agricultural land is dictated by strategy LU 11.1 of the General Plan, which requires the implementation of the 2012 *Adopted and Approved Priority Preservation Plan Functional Master Plan*, which has been superseded by the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*. This functional plan addresses agricultural land conservation through its Agriculture Conservation Plan. This updated plan reinforces existing efforts and establishes new directives for agricultural preservation.

Another achievement related to agricultural land preservation is the completion of strategy LU 11.2, which involved amending the Zoning Ordinance and Subdivision Regulations to better support agricultural

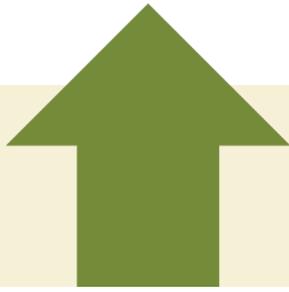
production in the County's rural and agricultural areas. The new Prince George's County Zoning Ordinance, effective April 1, 2022, introduced several significant updates. Notably, it established a new class of rural and agricultural zones, redefined the scope of permitted agricultural uses in those zones, and introduced streamlined development regulations that make it easier for agricultural operations to occur.

Additionally, strategy EP 8.1 focuses on developing a long-term, parkland-based agriculture program that supports the County's agricultural sector while addressing the increasing demand for recreational parkland. Although a formal parkland-based agriculture program has yet to be established, the 2013 *Approved Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space* highlights the importance of identifying suitable locations for food production within parkland. The Department of Recreation has made progress by leasing 1,100 acres of farmland and providing more than 140 garden plots annually through its community garden program, including an urban agricultural site in Riverdale.⁴ All these initiatives, though not reflected in the indicator of success as measured, exemplify the County's commitment to preserving land for agriculture.

³ Maryland Department of Natural Resources. Land Acquisition and Planning: Maryland's Rural Legacy Program. <https://dnr.maryland.gov/land/pages/rurallegacy/home.aspx>. Accessed December 2024. Copyright Maryland.gov.

⁴ M-NCPPC, Prince George's County Department of Parks and Recreation. Land Preservation, Parks, and Recreation Plan. 2022. https://www.pgparcs.com/wp-content/uploads/2024/02/LPPRP_PG_2022_2-15-2023_sm.pdf.





Archaeological Sites Preserved

The documented number of archaeological sites preserved in Prince George’s County includes those identified and protected under the Subdivision Regulations, Zoning, and Historic Preservation Ordinance, but excludes sites protected by state or federal law. Due to the sensitive nature of these sites, specific data, particularly exact locations, is kept confidential. The number of sites that have been recorded and protected by Prince George’s County is documented in archaeological reports and recorded in PGAtlas. The number of preserved sites for this report was provided as of September 9, 2024.

Base Year (2019)	Current Year (2024)	Percent Change	Result	Target	Strategies
94	123	30.9%	↑	↑	HD 5.1

The number of archaeological sites preserved by the County rose by 29 sites from 94 to 123 sites from the years 2019 to 2024. Which is an increase of 30.9 percent.

Preserving archaeological sites in place is crucial for preserving the County’s cultural heritage and understanding of local history. These places provide invaluable insights into the past and can potentially foster learning opportunities and tourism among other opportunities. By maintaining the integrity of these locations, we protect the context of artifacts and ruined structures, which enhances our ability to interpret and learn from them in the future.⁵

The preservation of archaeological sites has been greatly enhanced with the completion of strategy HD 5.1, which recommended evaluating and amending County regulations to strengthen the protection of archaeological resources. In Prince George’s County, the preservation of archaeological sites is supported by different Prince George’s County Code regulations, including Subtitle 24 Subdivision Regulations and Subtitle 27 Zoning Ordinance (both effective April 1, 2022) and Subtitle 29 Historic Preservation Ordinance. The subdivision regulations state that significant archaeological sites identified “shall be preserved in place to the extent practicable” as opposed to “should be preserved in place,” as stated in the prior regulations. The language in the prior Subtitle 24 Subdivision Regulations regarding the preservation of archaeological sites, has been strengthened significantly under the current regulations.

2019 FIVE-YEAR EVALUATION

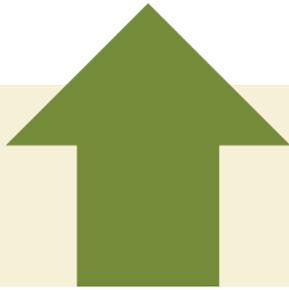
This indicator of success was recommended in the 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* and directly relates to policies concerning Community Heritage, an element of Plan 2035 that previously lacked strong connections to the original indicators.

To adhere to current regulations, applicants and M-NCPPC staff must determine the potential impact a development proposal may have on archaeological resources. Most development applications undergo pre-acceptance to evaluate archaeological potential and determine if additional study is required. In cases where archaeological findings are probable, archaeological surveys are conducted to identify and evaluate resources. If findings are significant, development conditions are drafted that often preserve a site in place. Additionally, Subtitle 29 allows for archaeological sites to become County-designated Historic Sites, which not only lends additional protection, but also recognition and celebration of the historic significance. Overall, the thorough documentation of archaeological findings contributes to an expanding historical knowledge base within the County that enhances ongoing archaeological and preservation efforts as well as our understanding of the past.

5 Clariza Carizal, RPM, “Why Is Archaeology Important? (14 Reasons to Dig the Past),” Enlighthio, updated April 5, 2024, <https://enlighthio.com/why-is-archaeology-important>. Accessed December 2024.

◀ RYAN GRAUN/M-NCPPC

Archaeologists work at Mount Calvert, which was the first seat of Prince George’s County.



Bike and Pedestrian Facilities Constructed

This indicator aims to measure the number of bike and pedestrian facilities constructed within the County. However, given the variety of facilities (bike racks, crosswalks, shared-use paths, etc.) and the many different agencies (DPW&T, SHA, private developers, etc.) responsible for implementation, it is extremely difficult to comprehensively quantify for the entire County. In lieu of this measurement, this report measures the number of bike/pedestrian facilities reported in the state-mandated Maryland Department of Planning Annual Report for Prince George's County covering the years 2021, 2022, and 2023. These reports documented bicycle and pedestrian projects tied to approved development proposals, although they did not encompass additional facilities completed by other agencies.

Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
34	79	132.4%	↑	↑	TM 1.1, TM 1.2, TM 1.5, TM 1.7, TM 4.4, TM 4.5, TM 4.6, TM 8.1, TM 8.2

The number of bicycle and pedestrian facilities constructed shows an upward trend. In the base year of 2019, there were 34 facilities reported, which has increased to 79 for the year 2023. This represents an increase of 132.4 percent, indicating significant improvement in active transportation infrastructure.

Bicycle and pedestrian facilities provide numerous benefits that enhance community safety and promote sustainable transportation. The construction of safe pathways for cyclists and walkers encourages active transportation, and in turn reduces reliance on cars and lowers greenhouse gas emissions. Facilities can also indirectly improve public health by promoting physical activity (walking, biking, running, etc.), which can lead to lower rates of obesity and other chronic diseases. Additionally, alternative transportation helps create vibrant, walkable neighborhoods that have a strong sense of community.⁶

There are no comprehensive measures for all bicycle and pedestrian facilities constructed, given the vast array of facility types and the large number of implementors responsible for construction of new facilities. Nonetheless, it is evident that Prince George's County has made strides in expanding bicycle and pedestrian infrastructure through a combination of large-scale corridor improvements and smaller, community-focused projects.

2019 FIVE-YEAR EVALUATION

This indicator of success, bicycle and pedestrian facilities constructed, was previously measured in the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* using the facilities reported in the state-mandated Maryland Department of Planning Annual Report for Prince George's County from the years 2015-2018. These reports listed bicycle and pedestrian projects that were required as part of approved development proposals and did not include other facilities that may have been completed by other agencies.

2015	2019	Percent Change	Target
N/A	34	--	↑

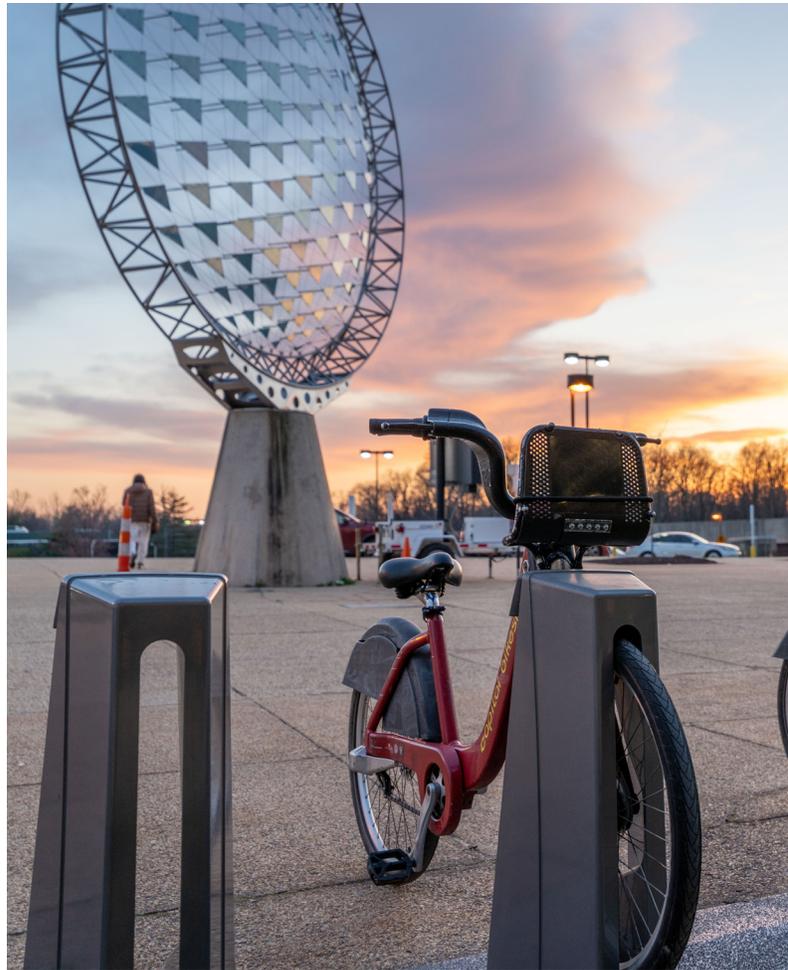
The Department of Public Works and Transportation (DPW&T) has implemented several major projects such as the reconstruction of Addison Road from Walker Mill Road to MD 214 and the Oxon Hill Road improvements to incorporate new sidewalks, bike lanes, and pedestrian safety features to enhance multimodal connectivity. Another project includes

⁶ Chester County Planning Commission, Bicycle and Pedestrian Facilities: Planning and Policy, <https://www.chescoplanning.org/MuniCorner/eTools/88-BikePedPlanning.cfm>. Accessed December 2024.

the Green Street improvements along Ager Road and Montpelier Drive to integrate bicycle lanes, stormwater management, and pedestrian-friendly streetscapes.⁷ Beyond these large County-led projects, a variety of smaller-scale improvements have been implemented that collectively enhance active transportation options. For example, intersection safety has been improved with upgraded crosswalks and pedestrian signals at key locations, such as Metzert Road and Marlboro Pike, making high-traffic areas safer for walkers and cyclists. Additionally, several ADA-compliant curb ramps and sidewalk repairs have been completed across the County, ensuring accessibility for all residents.⁸ These projects are examples of the ongoing implementation of TM 1.8 and TM 4.5 to enhance existing rights-of-way and bicycle and pedestrian facilities with new or improved facilities.

Many small-scale, project-specific bicycle and pedestrian facilities have been incorporated into new developments, ranging from bicycle racks at shopping centers to continuous sidewalks throughout a townhouse community. These projects are generally measured for this indicator of success because they are captured in the Maryland Department of Planning Annual Report for Prince George's County. Some examples include crosswalks along 40th Place, as part of the Suffrage Point subdivision in Hyattsville, and 2,800 linear feet of sidewalks constructed along Presidential Parkway as part of the Vista 95 residential subdivision in Upper Marlboro.

As supported by TM 1.1, M-NCPPC has worked to evaluate and improve bicycle and pedestrian infrastructure in the County's regional transit districts and centers, which is highlighted in the 2023 *Southern Avenue Metro Station Area Pedestrian Accessibility Study* and the 2024 *New Carrollton Downtown Access and Connectivity Strategy*. The Southern Avenue study assesses pedestrian, bicycle, and safety conditions around two major Metro stations, identifying challenges and opportunities for improved access. The New Carrollton Strategy builds on previous studies to address barriers to walkability and multimodal access in the regional transit district, proposing new connections and bicycle and pedestrian enhancements. These reports make unofficial recommendations and inform future County transportation plans.



RYAN CRAUN/M-NCPPC

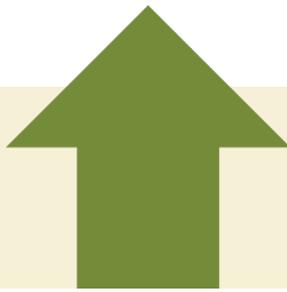
Residents can pick up a Capital Bikeshare at a docking station outside the Largo Metro Station.

As is supported by TM 4.4, Prince George's County is continuing to advance its active transportation goals through the ongoing development of *Go Prince George's*, a Countywide functional master plan for transportation. The preliminary draft of the plan outlines a comprehensive strategy to expand bicycle and pedestrian infrastructure across the County. It emphasizes improved connectivity between neighborhoods, commercial centers, transit hubs, and public facilities, aiming to make walking and biking viable, everyday options for residents of all ages and abilities.

These efforts, combined with ongoing infrastructure upgrades, demonstrate Prince George's County's commitment to building a more walkable, bike-friendly environment. Whether through large infrastructure projects or smaller enhancements, Prince George's County continues to invest in sustainable, active transportation that improves mobility, safety, and quality of life for its residents.

7 Prince George's County Department of Public Works and Transportation (DPW&T), Capital Improvement Program Bicycle and Pedestrian Projects, Fiscal Years 2019–2024 (Upper Marlboro, MD: DPW&T, 2024).

8 Maryland Department of Planning, Annual Report on Growth, Prince George's County, Maryland, 2019–2024.



Commercial Tax Base

The commercial tax base dataset comprises property assessment data collected from the Maryland Department of Assessments and Taxation (SDAT) for Prince George's County, specifically for the years 2019 and 2023. This dataset excludes properties exempt from County taxes, as categorized by their Exempt Class in the SDAT database. Commercial properties are defined as any property that is not classified as residential and includes Office, Industrial, Retail, and Flex. It also included mixed-use properties.

Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
45.2%	54.8%	21.2%	↑	↑	LU 1.1, LU 6.1, LU 9.2, EP 1.1, EP 1.4, EP 1.5, EP 3.1, EP 4.1, EP 4.2, EP 4.3, EP 5.2, EP 6.1, EP 6.2, EP 6.4, EP 6.5, EP 7.2, HD 4.1, HD 4.4, HD 7.4, PF 2.3

The County's commercial tax base increased between 2019 and 2023 from 45.2 percent to 54.8 percent, with a percent change increase of 21.2 percent. This indicator is closely connected to the growth in commercial development and rising property values for commercial real estate.

Growing the County's commercial tax base offers different benefits to the County and its residents. Increased revenue from a robust commercial tax base can enhance essential public services like education, infrastructure, public safety, and community programs, ultimately improving local facilities and the quality of life for residents. A diverse commercial sector also creates job opportunities and stimulates economic growth, providing residents with more employment options. Moreover, heightened commercial activity attracts further investment and development, leading to higher property values and better amenities for the community.⁹ In essence, a growing commercial tax base fosters a more resilient County for all.

Progress is evident in this new indicator of success. In terms of land use strategies LU 1.1 and LU 6.1, the hallmark of the General Plan is to direct commercial growth to key areas, specifically the three downtown regional transit districts and the employment areas. These two land use strategies are complemented by EP 1.4, which recommended revising the County

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This indicator of success, commercial tax base, was recommended in the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* and directly relates to the Economic Prosperity element and several policies concerning the growth of commercial businesses and enterprise within the County.

code to streamline the development review process for the downtowns and the innovation corridor. The implementation of LU 1.1 and EP 1.4 coincides with the approval and implementation of the Zoning Ordinance and Countywide Map Amendment (CMA), that went into effect on April 1, 2022. With approval of the CMA, the properties in the three downtowns have been rezoned primarily to Transit-Oriented/Activity Center zones, such as the Regional Transit-Oriented—High-Intensity (RTO-H) and Regional Transit-Oriented—Low-Intensity (RTO-L) Zones. These zones are characterized by their ability to support highly concentrated commercial land use, increasing the potential to grow the commercial tax base overall. Furthermore, the approval of the CMA has made it easier for developers to navigate the regulatory landscape by reducing complexity and enabling faster approvals.

⁹ Bradley, Neil, and Watson M. McLeish. How Pro-Growth Tax Policy Raises Wages, Improves the Economy. U.S. Chamber of Commerce, August 26, 2024. Accessed January 2025. <https://www.uschamber.com/taxes/how-pro-growth-tax-policy-raises-wages-improves-the-economy>.

Many of the General Plan's economic prosperity strategies relate to expanding the County's commercial tax base. Many actions and programs over the past five years have supported a strong and growing commercial tax base. Some of the most notable accomplishments are:

- **Business Improvement Districts (BIDs):** Supported by EP 1.1, BIDs are designated areas within the County where businesses and property owners come together to fund and manage projects aimed at improving the local economy. BIDs collect additional taxes or fees from the businesses and property owners within the district that are used to finance services and improvements beyond what the County typically provides.¹⁰ M-NCPPC released the 2020 *Prince George's County Business Improvement District Toolkit* to guide community leaders in adopting BIDs. Efforts to form a BID in Hyattsville Crossing have been underway since early 2022. If successful, Hyattsville Crossing would become the first BID in Prince George's County. Additionally, House Bill 1109 (approved May 8, 2023) has exempted Prince George's County from the state's BID law, allowing the County to create their own BID laws to govern BIDs locally. This is a significant step in creating BIDs in the County.
- **Retail Revitalization Online Guide:** M-NCPPC as supported by LU 9.2, launched the Prince George's County Retail Revitalization Guide at pgcrrguide.com, a digital resource for developers, property owners, and investors who want to start or grow a retail business within the County. This guide is complemented by the 2023 *Prince George's County Retail Revitalization Report*, which analyzes local, regional, and national economic conditions, providing insights into the retail typologies and existing conditions across the County. Together, the online guide and report inform retail businesses within the County, ultimately growing the commercial tax base.
- **Economic Development Incentive Fund:** The Prince George's County Economic Development Corporation (PGCEDC) manages several programs supported by EP 1.1 and EP 3.1 that target different sectors. The Economic Development Incentive (EDI) Fund has successfully stimulated job growth and attracted



RYAN CRAUN/M-NCPPC

Diners enjoy a meal al fresco in National Harbor.

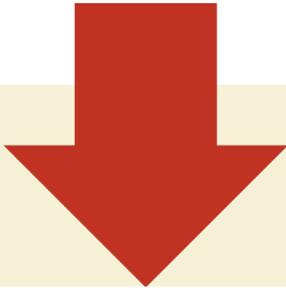
new enterprises. To date, it has approved 62 projects, resulting in more than \$1.28 billion in capital investment and the creation of more than 8,000 jobs. Impressively, 41 percent of these jobs are held by County residents, demonstrating the fund's direct impact on the local workforce. The increased assessed value of commercial property has yielded an additional \$1.8 million in tax revenue between 2012 and 2022, highlighting the financial benefits of these initiatives and impact on growing the commercial tax base.¹¹

- **Economic Strategic Development Plan:** The PGCEDC's 2022 *Economic Strategic Development Plan* outlines updated strategies and targeted recommendations to strengthen the County's economic foundation, attract new business investment, support industry diversification, and foster job creation. By focusing on commercial development, the PGCEDC's planning efforts complement broader planning goals to increase the County's commercial tax base.

Overall, the ongoing implementation of these strategies demonstrates a concerted effort to enhance the commercial tax base in Prince George's County. Through effective zoning, economic incentives, and strategic planning, the County has positioned itself for increased economic vitality. The collaborative approach continues to yield positive results, paving the way for a thriving commercial landscape that will benefit residents and businesses alike.

¹⁰ *Prince George's County Business Improvement District Toolkit*. M-NCPPC, March 2020.

¹¹ Prince George's County Economic Development Corporation (PGCEDC). Economic Development Incentive Fund. 2019-2024. Prince George's County Economic Development Corporation. Accessed November 2024. <https://www.pgcdec.com/edi-fund>.



Commercial Tax Base Relative to Residential Tax Base

The commercial tax base relative to the residential tax base compares the percentage of the County's total tax revenue derived from commercial properties relative to residential properties. The percentage is calculated by dividing the total tax base of commercial or residential properties by the total tax collected respectively, multiplied by 100. The data for this indicator is sourced from the Maryland Department of Assessments and Taxation (SDAT) database.

Type	Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
Residential	81.63%	82.93%	1.6%	—	—	LU 1.1, LU 6.1, LU 9.1, EP 1.1, EP 1.4, EP 1.5, EP 3.1, EP 4.1, EP 4.2, EP 4.3, EP 5.2, EP 6.1, EP 6.2, EP 6.4, EP 6.5, EP 7.2, HD 4.1, HD 4.4, HD 7.4, PF 2.3
Commercial	18.37%	17.07%	-7.1%	↑	↑	

Between 2019 and 2023, the composition of the County's tax base shifted slightly in favor of residential development. During this period, the residential share of the tax base increased from 81.63 percent to 82.93 percent, while the commercial share declined from 18.37 percent to 17.07 percent.

Increasing the commercial tax base more than the residential tax base in Prince George's County is important to the County's overall economic stability. Unlike a residential tax base, which is more susceptible to market fluctuations and economic downturns, a diversified commercial sector provides a stable and resilient source of funding for local government operations and services.¹² Additionally, expanding the commercial tax base creates job opportunities and stimulates economic development, attracting residents and strengthening the residential tax base overall.¹³

Recent efforts to enhance the commercial tax base have yielded significant progress; however, the percentage of the commercial tax base relative to the residential tax base has decreased over the past five-year period. Though not the goal of this indicator, it is still important to have a strong residential base to provide a steady stream of customers for local business and to drive local employment. A thriving residential community attracts new businesses,

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The commercial tax base relative to the residential tax base indicator's name has been changed from "commercial versus residential tax base" to be more descriptive. The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the percent of the commercial tax base, without highlighting the residential tax base. Similarly, the data was sourced from SDAT. It is unclear how the 2019 report defined Commercial properties but for this report commercial includes Office, Industrial, Retail, and Flex. Given this uncertainty, the numbers reported differ slightly for this report.

2014	2019	Percent Change	Result	Target
23%	21%	-9%	↓	↑

creating a positive feedback loop that benefits both sectors. Therefore, fostering a balanced approach that prioritizes both residential and commercial development is essential for long-term economic stability. This dual focus can enhance overall quality of life, create jobs, and ultimately strengthen the local economy.

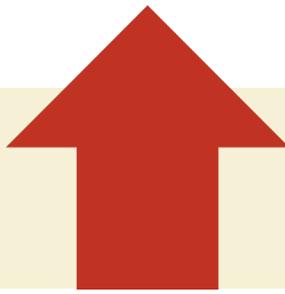
¹² Alm, James. "A Convenient Truth: Property Taxes and Revenue Stability." *Cityscape* 15, no. 1 (2013): 243-45. Published by the U.S. Department of Housing and Urban Development. Accessed January 2025. <https://www.jstor.org/stable/41958967>.

¹³ Guenther, Gary. "Small Business Tax Benefits: Overview and Economic Rationale." Congressional Research Service Report for Congress, March 26, 2009. RL32254. Accessed January 2025. www.crs.gov.



The commercial tax base for the County continues to improve as businesses, including those pictured at National Harbor, thrive.

RYAN CRAUN/M-NOPPC



Commercial Vacancy Rates

The commercial vacancy rate is measured by dividing the vacant rentable space by the property's total rentable space. The measurement includes the vacancy rate for flex, industrial, office, and retail space. The data source is CoStar, a subscription-based, commercial real estate database that provides detailed information on properties and market trends.

Type	Base Year (2019)	Current Year (2024)	Percent Change	Result	Target	Strategies
Flex	7.6%	6.8%	-10.5%	↓	↓	
Industrial	4.8%	6.1%	27.1%	↑	↓	LU 9.2, EP 1.1, EP 1.4, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 7.2, EP 9.4, EP 10.1, HC 2.4, PF 12.1
Office	11.8%	12.1%	2.5%	↑	↓	
Retail	3.8%	5.3%	39.5%	↑	↓	
Total	3.9%	8.0%	105.1%	↑	↓	

The total commercial vacancy shows a significant increase from 2019 to 2024. In 2019, there were 4.9 million square feet of vacant commercial space, representing a 3.9 percent vacancy rate. By 2024, this had risen to 10.6 million square feet, with the vacancy rate doubling to 8.0 percent.

For the flex sector, the total square footage remained constant at 8.8 million, while the vacancy rate decreased from 7.6 percent in 2019 to 6.8 percent in 2024, a 10.5 percent drop, indicating a slight increase in demand. Conversely, the other three commercial use types saw increases in the total square footage and an increase in the vacancy rate. The industrial sector increased from 53 million square feet in 2019 to 55.8 million square feet in 2024. The vacancy rate increased 21.7 percent from 4.8 percent in 2019 to 6.1 percent in 2024. The office sector increased from 27.3 million square feet in 2019 to 28.9 million square feet in 2024. The vacancy rate increased 2.5 percent from 11.8 percent in 2019 to 12.1 percent in 2024. The retail sector increased from 39.1 million square feet in 2019 to 40.3 million square feet in 2024. The vacancy rate increased 39.5 percent from 3.8 percent in 2019 to 5.3 percent in 2024, the largest increase in vacancy rate across the four sub types. Overall, while flex vacancy rates improved slightly, the industrial, office

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The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the commercial vacancy rates using CoStar data. The data collection occurred year to date at that time in or around July 2019. This figure has been updated for this report to reflect the vacancy rate at the end of 2019, which has caused small fluctuations in the values presented.

Type	2010	2019	Percent Change	Result	Target
Flex	13%	9%	-30.8%	↓	↓
Industrial	8%	6%	-25%	↓	↓
Office	17%	13%	-23.5%	↓	↓
Retail	5%	4%	-20%	↓	↓

and retail sector's vacancy rates worsened.

Lowering commercial vacancies in Prince George's County is vital for strengthening economic prosperity. High vacancies can indicate economic distress and lead to blighted commercial areas.¹⁴ Conversely, filling vacant commercial spaces stimulates business activity, creates jobs, and attracts further investment,

14 Commercial Brokers International. "Understanding the Impact of Vacancy Rates on Retail Buildings." Commercial Brokers International, July 11, 2024. Accessed November 2024. <https://www.cbicommercial.com/blog/understanding-the-impact-of-vacancy-rates-on-retail-buildings>.

contributing to a vibrant local economy.¹⁵ Efforts to lower commercial vacancies, such as incentives for businesses and support for entrepreneurs are vital to revitalizing commercial areas and promoting growth.

A major achievement to this end is the implementation of strategy LU 9.2, to develop a Countywide strategic plan for future retail development. The *Competitive Retail Market Strategic Action Plan*, completed in 2017, established key directives for County agencies including the Economic Development Corporation's Retail Implementation Director, Prince George's County Council, Planning Department, Redevelopment Authority, and DPW&T. This plan outlined pivotal strategies to leverage opportunities, strengthen the retail base, attract high-quality retail, and address underperforming retail centers.

Implementation of the Action Plan involved updating the Zoning Ordinance (completed), continuing the master plan process (ongoing), and fostering public-private partnerships with County agencies (ongoing). Specific ongoing tasks outlined by the Action Plan and led by M-NCPPC include location recommendations for new retail and high-density zoning and evaluating target areas to ensure alignment with the General Plan. This 2017 effort has been expanded upon by the M-NCPPC Retail Revitalization Online Guide and the 2023 *Prince George's County Retail Revitalization Report*. These two resources aid developers, property owners, and investors in establishing or expanding their retail operations in the County.

Over the past five years, Prince George's County has tried to reduce commercial vacancy rates through a variety of financial support programs that help businesses open and grow. PGCEDC allocated \$100,000 from the American Rescue Plan to establish the Micro Business Technology Integration Grant.¹⁶ This initiative provides eligible micro businesses with up to \$2,500 to enhance marketing efforts, adopt remote processing solutions, and invest in other technological upgrades. Additionally, the EDI Fund, with a total of \$50 million, has been instrumental in stimulating job growth and attracting

new enterprises to the area. Other efforts include grants and loan programs such as the Commercial Property Improvement Program Grant and the Small Business Thrive Fund, which have provided essential resources for businesses, most likely contributing to lower vacancy rates than would exist without these programs.

The County's targeted strategies to support burgeoning sectors—particularly strategy EP 4.3, which focuses on nurturing the biotech sector—are vital for local economic growth. By leveraging federal grants such as the Small Business Innovation Research (SBIR) Program Fund and the Maryland Biotechnology Investment Incentive Tax Credit, the County has successfully attracted biotech firms to establish operations within its borders. Notable companies such as Theranostix, Inc. and NextCure, Inc. showcase the County's increasing significance in this advancing field.

In parallel, strategy EP 5.2 has fostered partnerships with research institutions, particularly the University of Maryland, to advance the information, communication, and electronics sector. Collaborations with industry leaders, such as the establishment of the Capital One Tech Incubator and joint initiatives with Northrop Grumman, have created an environment rich in innovation and entrepreneurship. These partnerships have provided startups and students with vital resources and support. This is in addition to the Bowie Business Innovation Center which serves as a business accelerator that nurtures new tech companies.

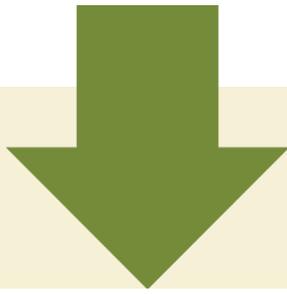
Additionally, the implementation of strategy EP 6.2 to establish creative financing solutions has been crucial in supporting startups. The Maryland Momentum Fund and TEDCO's various initiatives provide necessary funding and guidance for early-stage companies, ensuring they have the resources to scale effectively.¹⁷

Overall, the collective efforts in Prince George's County reflect a strong commitment to fostering a supportive environment for businesses, which helps reduce commercial vacancies.

15 Quicknomics. "Vacancy Rate." Quicknomics, September 8, 2024. Accessed November 2024. quicknomics.com/terms/vacancy-rate/.

16 Prince George's County Economic Development Corporation (PGCEDC). Grow Prince George's Program. 2019-2024. Accessed November 2024. www.pgcedc.com/grow-prince-georges-grants.

17 TEDCO. Funding. Accessed January 2025. <https://www.tedcomd.com/#:~:text=TEDCO%20invests%20in%20NanoBioFAB%20TEDCO%20announced%20a,run%20by%20entrepreneurs%20who%20demonstrate%20economic%20disadvantage>.



Crime Rates

The crime rate is derived using crime data regarding homicide, rape, robbery, aggravated assault, breaking and entering, larceny/theft, and motor vehicle theft. The crime data is available through the Maryland Department of State Police Central Records Division through the Uniform Crime Reporting Program. This source only includes data from the Prince George’s County Police Department and each municipal police department. The dataset is supplemented by data reported from the Metropolitan Washington Council of Governments annual Report on Crime and Crime Control, but only for the Maryland-National Capital Park Police (MNCP). The crime rate is calculated using two methods. The first method divides the number of reported crimes by the total population and the second method divides the number of incidences by total population multiplied by 100,000. For this report, the population estimate for the County was generated using data provided by the U.S. Census Bureau.

Method	Base Year (2017)	Current Year (2020)	Percent Change	Result	Target	Strategies
By Total Population	2.5%	2.1%	-16.0%	↓	↓	HD 10.1, HD 10.2
Per 100,000 Persons	2,524	2,115	-16.2%	↓	↓	

The crime data for Prince George’s County indicates a notable decrease in reported incidents from the base year of 2017 to the most current year of data availability, 2020. In 2017, the total population estimate for the County was 902,320 people. There were 22,770 incidents, translating to a crime rate of 2.5 percent. By 2020 the population increased to 923,857 people. The number of crime incidences dropped to 19,539, with a corresponding decline in the crime rate to 2.1 percent. This is a drop of 16.0 percent, suggesting an improvement in the overall crime rate during this period.

Similarly, the crime rate per 100,000 also shows a positive trend from the base year 2017 to 2020, decreasing from 2,524 to 2,115 incidents per 100,000 persons. This represents an impressive reduction of 16.2 percent. While the reduction in total incidents is encouraging, there is still room for more crime prevention to ensure community safety.

Lowering crime in Prince George’s County is crucial to creating a safer community. A reduction in crime rates enhances the quality of life for residents by promoting a sense of security and well-being.¹⁸ Additionally, a lower crime rate reduces the strain on local law

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The data used in the 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* used the same crime data source as this report but only calculated the crime rate per 100,000 and did not include data from the MNCP. The 2019 report also used the population estimates supplied by the dataset (898,019 for 2014, and 914,736 for 2017) which contradicts the more accurate U.S. Census Bureau population numbers. This report has been updated to only use U.S. Census Bureau population estimates for the target years.

2014	2017	Percent Change	Result	Target
3,415 per 100,000	2,466 per 100,000	-27.8%	↓	↓

enforcement and emergency services, allowing them to allocate resources more effectively.¹⁹ Overall, crime reduction strengthens the County’s overall attractiveness by creating a safe environment in which people want to live.

18 Hanson RF, Sawyer GK, Begle AM, Hubel GS. The impact of crime victimization on quality of life. *J Trauma Stress*. April 23, 2010. National Library of Medicine. <https://pubmed.ncbi.nlm.nih.gov/articles/PMC2910433/>.

19 National Institute of Justice. 2020. Resource Allocation and Law Enforcement Efficiency. <https://nij.ojp.gov>.



RYAN CRAUN/M-NCPPO

Crime rates in Prince George's County have dropped 16 percent overall. Our County is served by many different municipal, County, and state police forces, including the M-NCP Park Police mounted officers.

The reduction in crime rates is possibly attributable to the implementation of strategy HD 10.1, which calls for coordination with County and municipal police agencies during the preparation of master and sector plans, and during development review to incorporate Crime Prevention Through Environmental Design (CPTED)²⁰ principles. This ensures that safety is a consideration in all new developments during the development process. For instance, the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* and the 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* emphasize the need for unobstructed, pedestrian-friendly sidewalks and well-lit public spaces among other CPTED principles. These strategies are applied in the development review process, where new projects are assessed for their alignment with CPTED elements to further enhance community safety.

In addition to collaborative planning efforts, the completion of strategy HD 10.2 has equipped planning staff with the necessary training on CPTED principles. In late 2018, the Community Planning Division underwent comprehensive multiday training, which continues to benefit planning processes. This foundational knowledge has empowered planning staff to apply CPTED strategies more effectively as new development occurs, contributing to safer environments throughout the County.

Overall, while the crime data for Prince George's County shows promising improvements in crime rates from 2017 to 2020, the work toward improving public safety should continue. Specifically, the implementation of CPTED principles and ongoing collaboration with the police.

20 Jeffery, C. R. Crime Prevention through Environmental Design. SAGE Publications, 1971.



Fast-Food Restaurants, Non-Fast-Food Restaurants

The fast-food and non-fast-food restaurants indicators were measured by calculating the total square footage of all establishments per capita using the U.S. Census Bureau's annual population estimates and the annual sum of square footage. This is done by dividing the total square footage for the two types of restaurants in the County by the County's population. The source of the data on fast-food and non-fast-food restaurants is CoStar, a subscription-based, commercial real estate database that provides detailed information on properties and market trends. CoStar defines fast food as a restaurant that provides drive-thru and/or walk-up window service and may also have sit-down dining (such as McDonald's, Burger King, Taco Bell).

Type	Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
Fast-Food Restaurant	0.59 sq. ft. per capita	0.58 sq. ft. per capita	-1.69%	↓	↓	HC 1.1, HC 2.2,
Non-Fast-Food Restaurant	1.17 sq. ft. per capita	1.20 sq. ft. per capita	2.56%	↑	↑	HC 2.5

Between 2019 and 2023, there was a slight reduction in the square footage per capita regarding fast-food restaurants, going from 0.59 square feet per capita to 0.58 square feet per capita, resulting in a 1.69 percent decrease during this period. The raw square footage only had a slight net increase of 11,019 square feet, starting from 537,761 square feet in 2019 to 548,780 square feet in 2023.

On the other hand, between 2019 and 2023, there was a slight increase in the square footage per capita of non-fast-food restaurants, going from 1.17 square feet per capita to 1.20 square feet per capita, resulting in a 2.56 percent increase. The raw square footage had a net increase of 69,574 square feet, starting from 1,062,964 square feet in 2019 to 1,132,538 square feet in 2023.

Lowering the amount of square feet per capita of fast-food restaurants and increasing the amount of square feet per capita of non-fast-food restaurants in Prince George's County is important for promoting healthier lifestyles. By reducing the prevalence of fast-food establishments and increasing non-fast-food restaurants, the County creates more diverse dining options that potentially prioritize fresh, nutritious foods, thereby combating diet-related health issues such as obesity and diabetes.²¹ Additionally, decreasing the footprint of fast-food outlets can free up valuable

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The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the fast-food restaurant square footage using CoStar data. The data collection occurred year to date at that time in or around July 2019.

2010	2019	Percent Change	Result	Target
0.60 sq. ft. per capita	0.60 sq. ft. per capita	0%	↔	↑

land for higher quality commercial land uses including small, independent restaurants that better stimulate the local economy. Ultimately, a strategic reduction in fast food square footage aligns with the County's public health goals as outlined in the 2009 *Primary Healthcare Strategic Plan*.

Clearly, over the past five years, Prince George's County has made modest progress in achieving the goal of decreasing the square footage of fast-food restaurants per capita while simultaneously increasing the square footage of non-fast-food restaurants per capita. Ultimately, the indicator is trying to measure food access, and strategies related to improving community health through access to healthy foods.

²¹ Gagnon, M., Freudenberg, N., and Corporate Accountability International. *Slowing Down Fast Food: A Policy Guide for Healthier Kids and Families*. Boston, MA: Corporate Accountability International, 2012. Available at: StopCorporateAbuse.org.



RYAN CRAUN/M-NOPPOC

A successful measure of growth is a reduction in the per capita number of fast-food restaurants in the County. The intent of this measurement is to improve healthy food options.

Strategy HC 1.1, though not directly tied to decreasing fast-food and increasing non-fast-food restaurants, aims to create development patterns that improve access to healthy foods by improving connectivity. This is an ongoing effort through the approval of master and sector plans as well as *Go Prince George's*, the update to the Countywide master plan of transportation, which has planned for a vast network of bicycle/pedestrian infrastructure across the County. Improving the transportation network should improve access to existing non-fast-food options, but only if the restaurants exist.

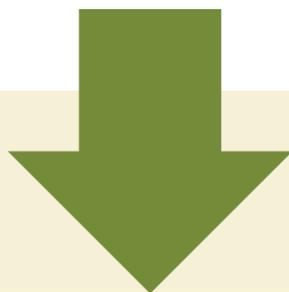
Moreover, the implementation of strategy HC 2.2, which recommends revising the County Code to create an incentive program to combat food deserts and food swamps,²² is ongoing. This strategy was implemented in part with the approval of the Zoning Rewrite, which has made it easier to develop new restaurants. The approved Zoning Ordinance also prohibits drive-thrus in certain high-density zones, such as the center-based zones. Both actions together have likely encouraged new non-fast-food restaurants to open and deterred fast-food restaurants.

Strategy HC 2.5 recommends supporting the Prince George's County Food Equity Council (FEC). The FEC is a nonprofit organization established in 2013 that actively advocates for policies that advance food equity, such as ensuring SNAP benefits are accepted at farmers' markets and advocating for the Maryland Market Money program,²³ both of which provide funding to low-income families when shopping for fresh produce. Overall, the FEC has employed several working groups, with various food-related goals to help strengthen the local food system and increase demand for healthy food options, possibly contributing to the growth of non-fast-food restaurants that cater to that demand.

In conclusion, between 2019 and 2023, Prince George's County made modest progress in reducing the square footage of fast-food restaurants and increasing non-fast-food options, signaling a positive shift toward healthier dining choices. While the changes have been gradual, continued implementation of the general plan strategies will likely drive further positive changes in the County's food landscape.

22 Centers for Disease Control and Prevention (CDC). 2017. The Food Environment Atlas. <https://www.cdc.gov/obesity/downloads/food-desert.pdf>.

23 Maryland Market Money. Accessed December 2024. <https://www.marylandmarketmoney.org/>.



Foreclosure Rates

The foreclosure rate is measured as a percentage of property sales in Prince George's County that are in foreclosure or currently under Real Estate Owned (REO) status. REO is a term used to describe a property that is owned by a lender, usually a bank, after a foreclosure auction fails to sell the property. Foreclosure is the legal process by which a lender takes possession of a property when the borrower fails to make mortgage payments. The dataset is sourced from Zonda, formally known as MetroStudy, which provides comprehensive residential data among others. For this evaluation, Zonda data, as opposed to the Maryland Department of Housing and Community Development data, continues to be utilized for consistency with the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation*.

Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
4%	1%	-75%	↓	↓	HN 3.2, HN 3.3

The evaluation of the General Plan over the past five years shows significant progress in the indicator of success related to foreclosure rates. There was a significant decrease in foreclosure rates in Prince George's County, dropping from 4 percent in 2019 to 1 percent in 2024, reflecting a change of 75 percent, indicating improvement and stability in the overall housing market.

Lowering the foreclosure rate in Prince George's County is important for economic stability. High foreclosure rates lead to decreased property values and community blight, which negatively impact homeowners and neighborhoods alike.²⁴ By reducing foreclosures, the County can enhance housing market stability and alleviate pressure on local government resources and services, which are strained by foreclosures. Ultimately, a focus on preventing foreclosures contributes to more vibrant communities, benefiting current and future residents.

Foreclosure mediation legislation in Maryland, established in 2010 in response to the 2008 foreclosure crisis, built the critical framework for assisting homeowners facing foreclosure. These laws created a formal mediation process, enabling homeowners to negotiate with lenders and explore alternatives to foreclosure, thereby reducing the number of

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the foreclosure rate using Zonda, formally known as MetroStudy. The data collection occurred for the second quarter of 2019 in July 2019. The methodology used in the 2019 evaluation regarding foreclosure rates used a quarterly value, instead of the annual value for the year 2019 because data collection occurred before the end of 2019. The previous report also used the County's percent share of the entire state's foreclosure which yielded a higher percentage overall. This figure has been updated for this report.

2010	2019	Percent Change	Result	Target
40%	16%	-60%	↓	↓

foreclosures and providing essential support to those in financial distress.²⁵ This legislative foundation has played a vital role in improving outcomes for homeowners and stabilizing communities affected by economic challenges in Prince George's County. Other state-level initiatives, such as the Maryland

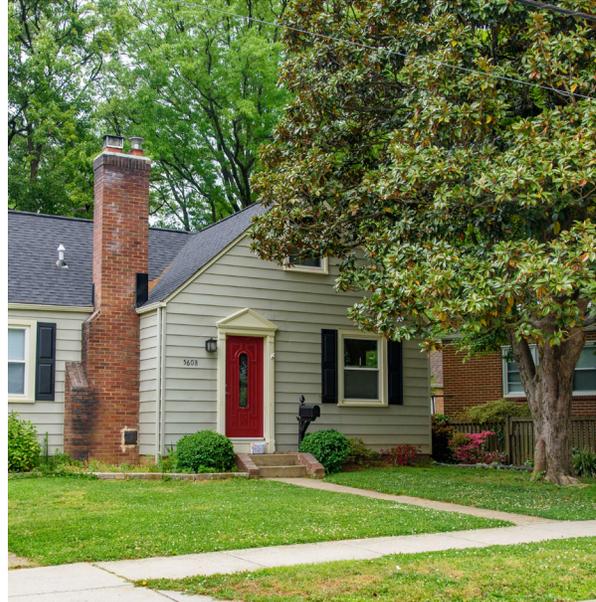
24 Hartley, Daniel A. "The Impact of Foreclosures on the Housing Market." Economic Commentary, Federal Reserve Bank of Cleveland, October 27, 2010. <https://www.clevelandfed.org/publications/economic-commentary/2010/ec-201015-the-impact-of-foreclosures-on-the-housing-market>.

25 Baker Donelson. "Foreclosure Law Update: 2010 Maryland General Assembly." May 26, 2010. <https://www.jdsupra.com/legalnews/foreclosure-law-update-2010-maryland-ge-42717/>.

Homeowner Assistance Fund, provided crucial support to homeowners impacted by the COVID-19 pandemic, from 2021 until September 18, 2023, when dedicated funds were exhausted.²⁶

Prince George's County Department of Housing and Community Development (DHCD) has actively monitored residential foreclosures as recommended in strategy HN 3.2 and has helped link homeowners to foreclosure prevention services as recommended in strategy HN 3.3. DHCD is also responsible for distributing federally funded Community Development Block Grants (CDBG) for initiatives that strengthen foreclosure prevention efforts in the County over the past five years. Many grants have been rewarded to different anti-foreclosure organizations, such as:

- In 2021, United Communities Against Poverty, Inc. used \$32,333 CDBG funds to provide approximately 265 first-time homebuyers with housing counseling, education, and foreclosure prevention or mediation services.
- In 2021, Housing Options and Planning Enterprises, Inc. (H.O.P.E.) used \$50,000 CDBG funds to provide approximately 350 first-time homebuyers coming out of foreclosure with assistance and education to improve financial literacy in the future.
- Between 2021 to 2023, the Centro De Apoyo Familiar used \$120,460 CDBG funds for a housing financial literacy program, which helped 1,900 individuals with housing counseling and education, financial coaching, credit rebuilding, and foreclosure prevention.
- Between 2021 to 2023, Home-Free-USA used \$102,254 CDBG funds to provide financial counseling and foreclosure prevention services to 350 low- to moderate-income individuals.
- In 2023, the United Communities Against Poverty, Inc. used \$43,924 CDBG funds to support approximately 160 homeowners with housing counseling education, foreclosure, or mediation services.



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Foreclosure rates have drastically dropped in the Prince George's County as programs to help homeowners and homebuyers have increased.

- In 2024, the Housing Initiative Partnership, Inc. used \$32,614 CDBG funds to support approximately 450 homeowners, including first-time buyers, with services like pre-purchase counseling, and foreclosure prevention.²⁷

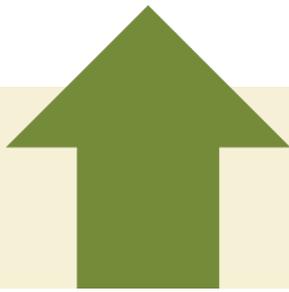
In addition to the use of CDBG funds to prevent foreclosures in the County, the County Council hosted a Foreclosure and Eviction Prevention Workshop on March 4, 2023, and offered free legal advice weekly through the Community Legal Services of Prince George's County, Incorporated Foreclosure Clinic.²⁸

Overall, the cumulative efforts of these programs, alongside the foundational mediation legislation, have likely contributed to a noticeable decrease in the foreclosure rate in Prince George's County. By providing an array of services regarding foreclosure prevention, these initiatives, if continued, will be crucial in sustaining a low foreclosure rate.

26 Maryland Department of Housing and Community Development. "Maryland Homeowner Assistance Fund." Accessed November 2024. <https://dhcd.maryland.gov/Residents/Pages/HomeownerAssistanceFund.aspx>.

27 Prince George's County Department of Housing and Community Development. "Housing and Community Development." Accessed November 2024. <https://www.princegeorgescountymd.gov/departments-offices/housing-community-development>.

28 Prince George's County. "Foreclosure and Eviction Prevention Workshop." Flier. Accessed November 2024. <https://pgccouncil.us/CivicAlerts.aspx?AID=1340&ARC=1872> and Prince George's County Courts. "Foreclosure Clinic." Accessed November 2024. <https://princegeorgescourts.org/388/Foreclosure-Clinic>.



Forest Planted and Preserved, Acres

The forest planted and preserved data is measured by the number of woodland acres that have been planted, retained, or retained but not certified, with a total calculated for the base and current year. The source of this data is the Prince George's County Planning Department's, Geographic Information System (GIS) Woodland Conservation Area layer. This layer is maintained and updated monthly by the Planning Department. Forest certification means that the forest has received formal recognition under Maryland's forest management program for meeting certain criteria for conservation, as defined by the Maryland Department of Natural Resources. The program is voluntary. The certification of forest confirms that the subject forest is well managed, supports biodiversity, and sustains a level of ecological function. The standards for certification align with those set by the Forest Stewardship Council and the Sustainable Forestry Initiative.

Type	Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
Forest Planted	2,032	2,702	33.0%	↑	↑	
Forest Retained and Certified	9,318	12,821	37.6%	↑	↑	LU 11.1, LU 11.2, NE 5.1, HD 13.3
Forest Retained, Not Certified	382	1,061	178%	↑	↑	
Total	11,732	16,584	41.4%	↑	↑	

Between 2017 and 2024, the amount of forest planted and preserved has significantly increased. The data shows a positive trend, with a change of 33 percent for planted, 37.6 percent for retained and certified, and 178 percent for retained but not certified. This is an overall increase of 41.4 percent in total forest acreage. The data indicates continuous improvement in forest conservation efforts.

Increasing the acres of forest planted and preserved in Prince George's County is vital for enhancing environmental sustainability. Forests play a vital role in absorbing carbon dioxide, thereby helping mitigate climate change and lower greenhouse gas emissions. Additionally, forests provide essential habitats for wildlife, support biodiversity, and help protect watersheds by reducing soil erosion, slowing stormwater, and improving water quality.²⁹ Expanding forested areas can also offer active and passive recreational opportunities, fulfilling recreation needs and contributing to the community's health.³⁰ Overall,

2019 FIVE-YEAR EVALUATION

This Indicator of Success has been updated from the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation*, which used a proxy indicator. The indicator previously calculated used the Tree Canopy layer and only included tracts of canopy that measured 10,000 square feet or greater. This proxy indicator lacked nuance and failed to capture whether a forested area was preserved. This updated indicator is more comprehensive and captures the desired measurement as originally intended by Plan 2035.

2014	2017	Percent Change	Result	Target
152,194	153,676	1%	↑	↑

²⁹ Programme for the Endorsement of Forest Certification (PEFC), "Benefits of Forests," accessed February 2025, <https://pefc.org/what-we-do/why-forests-are-important/the-benefits-of-forests>.

³⁰ The Nature Conservancy, "How We Work with Forests," updated January 29, 2025, <https://www.nature.org/en-us/what-we-do/our-priorities/protect-water-and-land/land-and-water-stories/how-we-protect-forests>.

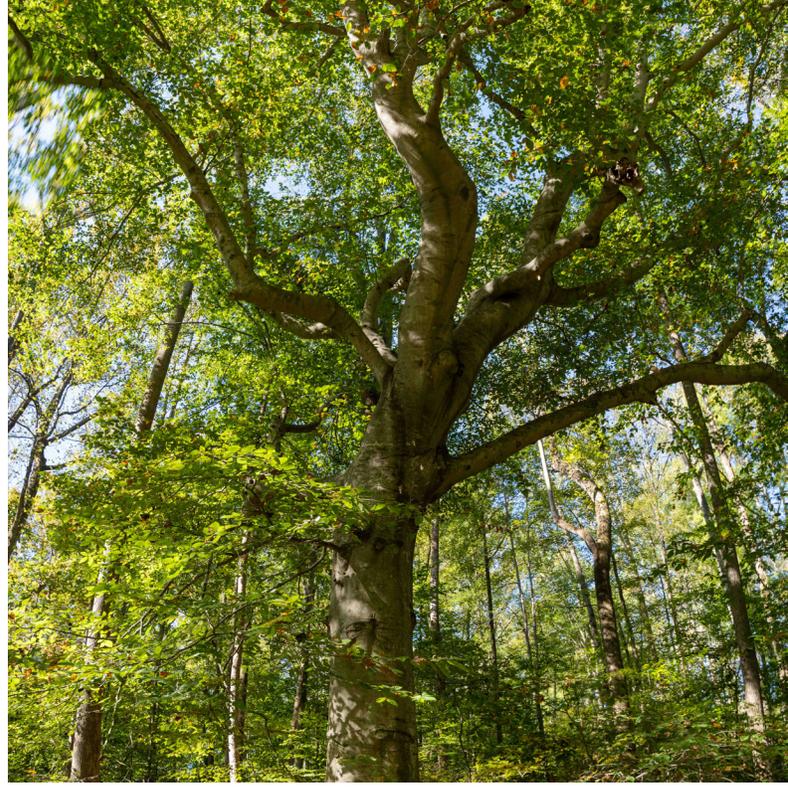
increasing forest acreage is important to the natural environment and the County's ecological health. This is in line with the goals and strategies of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.

Over the past five years, Prince George's County has made significant strides in advancing the goal of forest preservation and expansion, as demonstrated by the acres of forest planted and preserved. The County has implemented several key strategies outlined in the General Plan, which have contributed to the preservation and conservation of forested areas, as well as the promotion of sustainable land use practices in both rural and developed areas.

A major component of the County's forest preservation efforts guided by LU 11.1, has been the continued execution of the Priority Preservation Plan (PPA), which was succeeded by the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*. The Resource Conservation Plan builds on the foundation laid by the PPA, with an emphasis on protecting forestry lands through its Agriculture Conservation Plan and Green Infrastructure Plan. These plans have provided a clear framework for the County to work alongside key stakeholders, including conservation organizations, to ensure the long-term sustainability of forested areas. Additionally, the plan supports the preservation of forest canopy coverage, which directly aligns with the County's environmental goals.

The completion of strategy LU 11.2, which amended the Zoning and Subdivision Ordinances to enhance support for agricultural production and forest preservation in rural and agricultural areas, has also played a crucial role in advancing these objectives. The April 2022 update to the Prince George's County Zoning Ordinance introduced a new class of Rural and Agricultural Zones and restricted the permitted land uses. These changes established development standards that protect forests and have been an important step in ensuring that forested lands are better preserved amidst development pressures in rural and agricultural areas.

Furthermore, the completion of strategy NE 5.1, which involved preparing a comprehensive forest and tree canopy coverage strategy, has significantly contributed to forest preservation efforts. This strategy was essentially implemented in 2017 with approval of the Resource Conservation Plan, since the plan outlines key policies for conserving forest lands. The plan places particular focus on securing



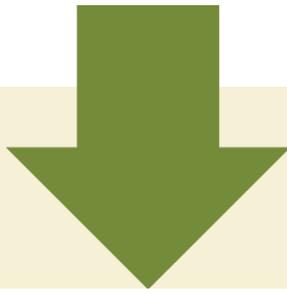
M-NCPPCO

Forest preservation efforts in the County have been effective in increasing planted and preserved areas by 41 percent.

permanent funding for land conservation programs and creating conservation-focused local land trusts. The plan emphasizes the protection of prime forest areas and advocates for strengthening conservation provisions, such as the right-to-farm regulations and conservation subdivision rules. These policies provide the framework for continued preservation and expansion of forested areas in the County.

The implementation of strategy HN 13.3, which promotes the use of conservation subdivisions and other site planning tools to cluster development in Established Communities and Rural and Agricultural Areas, is ongoing. Both the prior and current Zoning Ordinance provide options for Conservation Subdivisions, with four subdivisions approved since 2019. These projects include S-19001 Ridges at Old Chapel in Bowie, S-20001 Richardson Road in Clinton, SKH-2023-001 Iglesia De Jesucristo Palabra Miel in Brandywine, and S-24001 Morton Farm in Accokeek. This strategy illustrates an additional approach to land preservation, even though the preserved land is not captured by the data collected for this indicator of success in this report.

Overall, Prince George's County has made notable progress in preserving and expanding its forested areas over the past five years. Continued success will rely on balancing development and environmental conservation, in a way that ensures forested areas continue to be protected.



Greenhouse Gas Emissions, MMTCO₂e

The County greenhouse gas emissions dataset measures greenhouse gas emissions by million metric tons of carbon dioxide (MMTCO₂e) in Prince George's County. The measure for the base year is provided by the Metropolitan Washington Council of Governments (MWCOCG) and reported in the 2022 Prince George's County Climate Action Plan and follows the International Council for Local Environmental Initiatives' (ICLEI) U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (2019). The dataset categorizes emissions by source, including contributions from transportation and residential and commercial energy.

Base Year (2017)	Current Year (2020)	Percent Change	Result	Target	Strategies
9.54	8.4	-11.95%	↓	↓	EP 1.1, TM 1.1, TM 1.2, TM 2.1, TM 2.3, TM 2.6, TM 4.4, TM 4.5, TM 6.1, TM 7.1, TM 7.2, TM 7.3, TM 7.4, TM 8.1, TM 8.2, NE 8.1, NE 9.4, NE 9.5, NE 10.1, NE 10.3, NE 10.4

Greenhouse gas emissions (GHG) in Prince George's County between 2017 and 2020 decreased 11.95 percent, from 9.54 million metric tons of carbon dioxide equivalent (MMTCO₂e) to 8.4 MMTCO₂e. The decrease in emissions is despite the County's population growth over the same period.

By reducing GHG, the County can do its part to help combat climate change and mitigate the negative impacts on air quality. Though a global issue, lowering GHG locally can help improve health outcomes for residents that suffer from respiratory illnesses. Furthermore, reducing emissions aligns with the County's broader environmental and sustainability goals detailed in the 2022 *Prince George's County Climate Action Plan*. This plan aims to prepare the County's resilience to climate-related challenges and seeks to position Prince George's County as a leader in environmental sustainability.

In addition to encouraging denser communities in downtowns and centers as recommended in EP 1.1, Prince George's County has strived to reduce carbon emissions in several ways. The Transportation and Mobility and the Natural Environment strategies include improving bicycle and pedestrian infrastructure, improving transit efficiency (making it more attractive to riders), promoting electric vehicles (EVs) and the associated infrastructure, reducing parking requirements, and developing alternative

2019 FIVE-YEAR EVALUATION

The original dataset from the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* was from the Maryland Department of the Environment Periodic GHG Inventory, which only measures the annual highway vehicle emissions using the MOVES2014a Model. The updated report uses a more complete measure that includes other sources of GHG. This explains the discrepancies between the two datasets.

2014	2017	Percent Change	Result	Target
4.43	4.44	0.23%	↑	↓

energy sources. There are several important accomplishments related to these strategies and lowering carbon emissions within the County.

Many bicycle and pedestrian facility projects across the County have been completed over the past five years, including the Tucker Road sidewalks and bicycle lanes, the Cherry Hills Road shared-use path, and the Oxon Hill Road separated bicycle lanes, all of which encourage safe alternative modes of travel that in turn lower carbon emissions.³¹ These projects are supported by the General Plan's strategies TM 1.1, TM 1.2, and TM 4.5.

31 Prince George's County Department of Public Works and Transportation. Vision Zero - Completed Projects: Story Map. Accessed January 2025. <https://storymaps.arcgis.com/stories/1412a742ad244514b26ff688615cb81e>.

The ongoing construction of the Purple Line light rail has made great strides toward completion in the past five years. Despite halted production during the COVID-19 pandemic, the projected completion date is now December 2027.³² The Purple Line light rail will improve regional connectivity and offer faster transit options across key employment centers and existing Metro stations in the County. The project ultimately promotes sustainability by encouraging the use of public transportation and reducing traffic congestion, consequently contributing to lower carbon emissions, as is supported by TM 2.3 and TM 4.4.

Prince George's County Council passed Council Bill CB-067-2024 on November 19, 2024, that requires 10 percent of parking spaces to include charging stations for EVs for newly constructed office, multifamily, and mixed-use developments after January 1, 2027. This legislation aligns with the County's broader efforts to transition to cleaner energy and is supported by TM 7.1, TM 7.2, NE 9.4 and NE 9.5. In addition, the County launched its transition to the Zero-Emission Bus Program (ZEB), with a goal of converting 70 percent of buses to zero emissions by 2035 and achieving 100 percent conversion by 2040. This effort supports sustainability and public health by reducing GHG and improving air quality.

Prince George's County has discouraged the use of motor vehicles as part of the new Zoning Ordinance by reducing parking minimums/maximums and promoting more efficient use of parking spaces. This is supported by strategies TM 8.1 and TM 8.2. By lowering parking requirements for new developments, particularly in mixed-use centers, it encourages a shift from excessive parking lots that often go underutilized and supports the County's goals of reducing carbon emissions. The new ordinance also encourages shared parking arrangements, where multiple uses—residential, commercial, and office spaces—can share parking resources. This not only helps reduce the amount of land dedicated to parking but also promotes more walkable, transit-oriented development, ultimately reducing carbon emissions.

WMATA has launched the Better Bus Network Redesign project. The endeavor is a comprehensive overhaul of Metrobus service in the County and beyond, marking the first redesign in 50 years.

Launched June 29, 2025, the redesigned network aims to better connect people to key destinations, offer more frequent and reliable service, and promote equity, particularly for low-income and diverse communities. It also focuses on reducing congestion, improving speed, and creating a more user-friendly system.³³ Additionally, WMATA worked alongside partners like Prince George's County to improve the bus network and complement the County's TheBus system. DPW&T also launched expanded Saturday service on November 7, 2020, for about a dozen routes. Overall, the redesign will make bus transit more attractive and reduce GHG as is supported by TM 2.1, TM 2.6, and TM 6.1.

Strategy NE 10.3 of the General Plan encourages the use of alternative energy sources, such as solar power. Between 2019 and 2023, 15 large-scale solar array projects were constructed, marking a significant step toward expanding renewable energy infrastructure in the County.³⁴ Many more solar projects have been approved but have not yet been built. These large-scale installations, in addition to the individual solar panels installed on private residences, are crucial in the transition to cleaner energy sources.

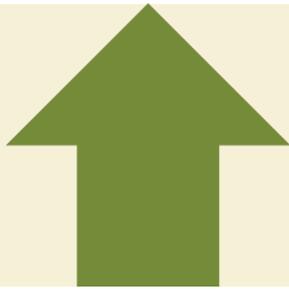
In October 2023, a six-house development in Fairmount Heights broke ground and is set to feature cutting-edge energy technology. Spearheaded by Housing Initiative Partnership, Pepco, and BlockEnergy, the project will include zero-energy homes powered by solar panels and energy-storing batteries, connected via a microgrid that allows energy sharing between the houses. This microgrid technology enables the community to remain operational during power outages. Aimed at first-time homebuyers earning 80 percent or less of the area's median income, these homes will provide affordable, clean, and resilient energy. Beyond energy efficiency, the development aligns with Prince George's County's goals for sustainability in the face of climate change and is supported by strategy NE 10.1 which strives to produce energy positive houses.

In conclusion, Prince George's County has made significant strides in reducing GHG. Through various initiatives, such as promoting alternative transportation options, enhancing renewable energy infrastructure, and encouraging energy-efficient building practices, the County has worked toward achieving its GHG goal.

32 The Purple Line - Project Overview. Accessed January 2025. <https://admin.umd.edu/initiatives-and-projects/purple-line>.

33 Washington Metropolitan Area Transit Authority (WMATA). "Better Bus: About the Project." Last modified 2025. Accessed January 2025. <https://www.wmata.com/initiatives/plans/Better-Bus/about-the-project.cfm>.

34 M-NCPPC, Prince George's County Planning Department, Development Application Monitoring System (DAMS).



Higher Education Attainment, Bachelor's Degree or Higher

The educational attainment indicator is measured by the percentage of residents aged 25 years or older who have earned a bachelor's degree or higher, which includes master's degrees, professional school degrees, or doctorate degrees. The source of this data is the U.S. Census Bureau's American Community Survey (ACS) 5-year estimates.

Base Year (2019)	Current Year (2022)	Percent Change	Result	Target	Strategies
33.1%	35.6%	7.55%	↑	↑	EP 9.1, EP 9.4

Between 2019 and 2022, the percentage of higher education attainment increased from 33.1 percent to 35.6 percent, reflecting a positive change of 7.55 percent. This data demonstrates continued progress in education attainment within the County.

Increasing the percentage of the population in Prince George's County with a bachelor's degree or higher not only creates a skilled workforce but also drives economic growth. Generally, higher education levels of a population correlate with improved employment opportunities, higher earning potential, and reduced unemployment rates, enhancing the overall economic vitality of the community.³⁵ A more educated population also attracts businesses and industries that seek skilled workers, leading to increased job creation and investment in the area.³⁶ Higher education also contributes to social mobility and empowerment, enabling residents to pursue diverse career paths and achieve greater financial stability.³⁷

Over the past five years, Prince George's County has encouraged higher educational attainment of its residents, particularly through the ongoing implementation of the Economic Prosperity strategies in the General Plan. This includes the ongoing commitment to science, technology, engineering, and mathematics (STEM) education. Specifically, strategy EP 9.1 prioritizes STEM learning in both Prince

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the higher education attainment using NeuStar data. Neustar is a data company specializing in real-time analytics. The data collection occurred for the second quarter of 2019 in July 2019. Given the change in data source for this report, the value is slightly different than previously reported.

2010	2019	Percent Change	Result	Target
30%	32%	7%	↑	↑

George's County Public Schools (PGCPS) and Prince George's Community College (PGCC). This strategy has been supported by the PGCPS and PGCC dual enrollment program, which allows high school juniors and seniors to take college-level courses while still in high school.³⁸

PGCPS has made substantial strides in expanding STEM education opportunities, with specialized magnet programs at different high schools that cater to students interested in engineering, technology,

35 Shayna Joubert, "10 Benefits of Having a College Degree," Northeastern University, January 9, 2020, <https://bachelors-completion.northeastern.edu/news/is-a-bachelors-degree-worth-it/>.

36 U.S. Bureau of Labor Statistics. "Education Pays." Last modified June 2023. Accessed May 1, 2025. <https://www.bls.gov/emp/chart-unemployment-earnings-education.htm>.

37 The Pell Institute for the Study of Opportunity in Higher Education and PennAHEAD. Indicators of Higher Education Equity in the United States: 2022 Historical Trend Report. Washington, DC: The Pell Institute, 2022. <https://www.pellinstitute.org/pell-institute-indicators-2022/>.

38 PGCPS, "Dual Enrollment," accessed February 2025, pgcps.org/offices/dual-enrollment



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Bowie State is one of five major higher education institutions in Prince George's County.

and science careers. For instance, DuVal High School offers the Aerospace Engineering & Aviation Technology Program,³⁹ while Charles H. Flowers, Eleanor Roosevelt, and Oxon Hill High Schools provide the more general Science and Technology Program.⁴⁰ Additionally, the Health and Biosciences Program at Bladensburg and Dr. Henry A. Wise, Jr. High Schools,⁴¹ along with the Science, Technology, and Advanced Trades (STAT) program at Crossland High School,⁴² offer students a direct path to future study in high-demand fields. These programs, coupled with Advanced Placement (AP) and honors courses in key STEM subjects (chemistry, physics, calculus, and biology), ensure that students receive a rigorous education, better preparing them for higher education and the workforce.

At PGCC, STEM continues to be a priority; the school offers associate degrees in various fields, including computer, health, natural sciences, engineering, and technology. These programs, supported by state-of-the-art labs and technology, focus on hands-on experience. The PGCC STEM Collegian Center offers academic support, mentoring, internships, and opportunities for field trips and student projects.⁴³ These resources help students build the necessary skills and networks to

excel in their chosen fields, further strengthening the pipeline of STEM talent in the County.

In addition to educational initiatives, the implementation of Strategy EP 9.4, which aims to coordinate workforce development programs, has also been ongoing. This strategy focuses on creating a skilled workforce by aligning higher education with the needs of local industries. Institutions such as the University of Maryland, College Park and Bowie State University have actively worked together to offer college credit for internships and research opportunities. These practical experiences give students the chance to gain hands-on skills while still in school, making them more competitive in the job market. Furthermore, workforce development efforts across the State of Maryland University System have ensured that academic programs are aligned with the demands of local businesses, promoting industry partnerships and mentorship programs.

Overall, Prince George's County has built a strong foundation for a well-educated workforce that values lifelong learning and is equipped to thrive in an evolving economy, which contributes to the increasing percentage of the population with higher educational attainment.

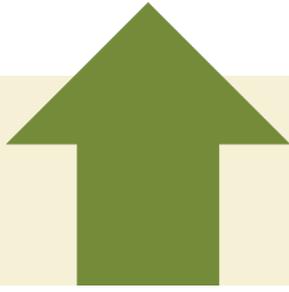
39 PGCCPS, "Aerospace and Aviation Program," Accessed February 2025, pgcps.org/schools/duval-high/departments/aeat.

40 PGCCPS, "Science and Technology," accessed February 2025, pgcps.org/about-pgcps/applications/science-and-technology.

41 PGCCPS, "Health and Biosciences," accessed February 2025, pgcps.org/about-pgcps/applications/career-and-technical-education/health-and-biosciences.

42 PGCCPS, "Crossland S.T.A.T. (Science, Technology, and Advanced Trades) - A CTE Center," accessed February 2025, pgcps.org/offices/career-and-technical-education/crossland-stat.

43 PGCC, "The Science, Technology, Engineering, and Mathematics Collegian Center," Accessed February 2025, pgcc.edu/student-life-support-services/collegian-centers/stem-collegian-center/.



Historically Designated Properties

The historically designated properties indicator is measured by the total number of County-designated Historic Sites within Prince George’s County. The data value does not include County-designated Historic Resources, which do not have the same level of protection as a Historic Site and have not been fully evaluated for historic significance. The data may include sites that are on the National Register of Historic Places, only if they are also a County-designated Historic Site. This dataset is kept by the Historic Preservation Section of the Prince George’s County Planning Department and is maintained in the Historic Properties database.

Base Year (2019)	Current Year (2024)	Percent Change	Result	Target	Strategies
453	470	3.8%	↑	↑	HD 1.3

According to the Historic Preservation Section of the Prince George’s County Planning Department, there were 453 designated Historic Sites by the end of 2019, which increased to 470 by 2024. This represents an increase of 17 sites, reflecting a growth of 3.8 percent during this period.

Increasing the number of properties designated as Historic Sites is vital for preserving the region’s cultural heritage. Historic designations help protect unique architectural styles and significant landmarks in the County. These sites can enhance tourism and boost the local economy by drawing visitors⁴⁴ and enriching the cultural landscape of Prince George’s County, making it a more attractive and engaging place to be.

The historically designated properties indicator of success has shown progress through the ongoing implementation of strategy HD 1.3, which focuses on utilizing the master plan process to evaluate historic sites and districts for designation. During the evaluation period for this report, the Community Planning Department completed two approved master/sector plans: the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* and the 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan*. While these plans included assessments of potential historic sites, they ultimately did not amend the 2010 *Approved Historic Sites and*

2019 FIVE-YEAR EVALUATION

This indicator of success, that counts the number of Historic Sites, was recommended in the 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* and directly relates to policies concerning Community Heritage, an element of Plan 2035 that previously lacked strong connections to the original indicators.

Districts Plans due to their limited geographic scope and a finite number of historic properties.

Outside of the master plan process, progress has been made in recognizing historic properties. The 17 newly listed sites were designated through either Historic Resource review during development review or permitting or, more often, at the request of the property owner. This is because the Historic Preservation section has actively engaged property owners with historically significant properties by advertising the benefits of designation, including M-NCPPC’s grant and tax credit programs. Overall, these have been the driving forces that have led to the increase in the number locally-designated Historic Site in the County.

44 John Canning Perfecting Preservation, "What Are the Benefits of Preservation?" accessed February 2025, <https://johncanningco.com/blog/what-are-the-benefits-of-preservation/#:~:text=Historic%20preservation%20has%20many%20benefits,property%20values%20in%20historic%20districts.>



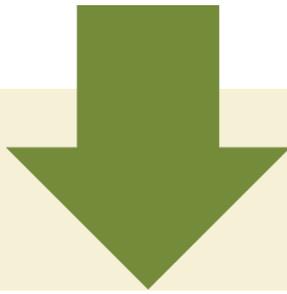
PHOTOS BY M-NOPPC

The Teed House became a Historic Site in 2020.



- ▲ The Yates and Mary Boswell House was designated as a Historic Site in 2023.
- ▶ The Mount Hermon Masonic Lodge became a Historic Site in 2024.





Households Burdened by Housing Costs

The households burdened by housing costs indicator is measured as the percentage of households spending 30 percent or more of their income on housing. The source of this data is the U.S. Census Bureau, specifically from its American Community Survey's (ACS) 5-year estimates. The indicator has been reworded from "percent of housing cost burdened households" to be clearer.

Type	Base Year (2017)	Current Year (2022)	Percent Change	Result	Target	Strategies
Owner	30.8% 58,381 households	27.7% 58,944 households	-10.1%	↓	↓	
Renter	49.5% 58,040 households	50.3% 64,508 households	1.62%	↑	↓	HN 2.1, HN 2.2, HN 6.1, HN 8.2
Total	38.0% 116,421 households	36.2% 123,452 households	-4.7%	↓	↓	

Between 2017 and 2022, the proportion of owner households in the County experiencing a housing cost burden decreased 10.1 percent. In contrast, the proportion of renter households facing a housing cost burden increased by 1.62 percent.

The number of total households in the County grew from 306,371 in 2017 to 341,027 in 2022. Of those, 116,421 households, or 38 percent experienced housing cost burden in 2017. By 2022, this number rose to 123,452, but the percentage decreased to 36.2 percent.

While the total number of cost-burdened households grew, the proportion facing significant housing affordability challenges declined. This shift could indicate improvements in housing affordability and other economic conditions that have lessened the financial pressure on households over the five-year period.

When families spend a disproportionate amount of their income on housing, they often have less available for essential needs such as healthcare, education, and savings, which can perpetuate cycles of poverty and limit social mobility.⁴⁵ By alleviating housing cost burdens, the County can promote financial security among residents and attract a more diverse population. Ultimately, decreasing housing cost burdens is a critical step toward building a more equitable and resilient Prince George's County.

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The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* reported the indicator for total households (owners and renters) without breaking down the values for owners and renters separately. Doing so has highlighted the housing cost challenges for renters, especially when compared to owners.

This indicator was previously collected from the U.S. Census Bureau's American Community Survey's (ACS) 5-Year Estimates (B25106).

2014	2017	Percent Change	Result	Target
42%	38%	-10%	↓	↓

This indicator of success has shown progress overall in addressing housing cost concerns through implementation of various strategies, even though challenges remain in fully achieving some goals. Key strategy HN 2.1, which focuses on adopting an inclusionary zoning ordinance that would require market-rate housing developments to allocate a percentage of units for low- and moderate-income households, is still incomplete. While the Zoning Ordinance, effective April 1, 2022, allows for a variety

⁴⁵ Joint Center for Housing Studies of Harvard University, *The State of the Nation's Housing 2023* (Cambridge, MA: Harvard University, 2023), 4–6, <https://www.jchs.harvard.edu/state-nations-housing-2023>.

of housing types across different price points, it does not yet mandate affordable housing set-asides in new market-rate developments. As a result, the creation of mixed-income communities through inclusionary zoning has not been fully realized. To fully address housing cost burdens, further steps are needed to implement mandatory affordable housing requirements in future developments, ensuring that new growth includes accessible housing options for lower-income households.

In contrast, strategy HN 2.2, which focuses on promoting public-private partnerships and expanding affordable housing programs, has shown notable progress. In 2024, the Federal Transit Administration awarded \$1.6 million to the University of Maryland, College Park for a project aimed at preserving affordable housing along the Purple Line, targeting anti-displacement measures in neighborhoods surrounding its transit stations.⁴⁶ Additionally, the development of The Margaux in New Carrollton, a 291-unit affordable housing project, exemplifies the success of public-private partnerships. With \$25.4 million in low-rate financing from Amazon, this project directly contributes to increasing affordable housing availability, because half of the units are reserved for those making less than 80 percent of Area Median Income. Further, the County also benefits from state and federal funding, such as \$3.5 million annually from the HOME Investment Partnerships Program,⁴⁷ which supports the development and rehabilitation of affordable housing, helping mitigate housing cost burdens for low-income households.

Another critical strategy, HN 6.1 was successfully completed. The Housing Investment Trust Fund (HITF), established through legislation in 2012 and amended in 2017, now has a sustainable funding source. In 2021, the County Council enacted legislation to reallocate a portion of the County's recordation taxes to support HITF, ensuring ongoing financing for the development and preservation of affordable housing. This dedicated source of funding enables the County to address the housing needs of low- and moderate-income residents, contributing to

the reduction of housing cost burdens.

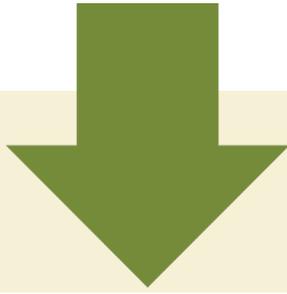
Strategy HN 8.2, which focuses on recruiting national and regional nonprofit housing organizations to support affordable housing development, rehabilitation, and homeowner education, is also ongoing. Nonprofit organizations have made substantial contributions to affordable housing in the County. Habitat for Humanity has completed numerous housing projects, including single-family house developments in Glenarden, Landover, Suitland, Capitol Heights, and District Heights, demonstrating continued progress in increasing affordable housing options. Other regional nonprofits, such as the Housing Initiative Partnership (HIP), have opened new housing developments like the Residents at Springbrook senior housing in Clinton and continued to maintain several previously completed housing projects.

Additionally, national nonprofits such as Enterprise Community Partners are working to convert underutilized land owned by houses of worship into affordable homes, and the National Housing Trust (NHT) is continuing their work in providing financing, technical assistance, and policy advocacy. NHT also rehabilitated and preserved affordable housing units in the County, particularly along the future Purple Line corridor. These efforts help sustain and grow the affordable housing stock, improving access to housing for vulnerable populations and addressing housing cost burdens.

Overall, while challenges remain, significant progress has been made over the past five years in addressing the housing cost burdens faced by many households in Prince George's County. Through a combination of strategic initiatives, public-private partnerships, and nonprofit collaborations, the County has worked to expand affordable housing options, preserve existing stock, and ensure sustainable funding for future development. Continued efforts to implement inclusionary zoning and a Countywide affordable housing program will be key to further reducing housing cost burdens in the coming years.

46 Maggie Haslam, "\$1.6M FTA Grant Aims to Support Communities Along Purple Line Route," Maryland Today, November 5, 2024, <https://today.umd.edu/1-6m-fta-grant-aims-to-support-communities-along-purple-line-route#:~:text=University%20of%20Maryland%20researchers%20will%20work%20to,million%20award%20from%20the%20Federal%20Transit%20Administration>.

47 Prince George's County, "HOME Investment Partnership," accessed February 2025, <https://www.princegeorgescountymd.gov/departments-offices/housing-community-development/new-development-and-preservation/home-investment-partnership>.



Housing and Transportation Affordability

The housing and transportation affordability indicator measures housing and transportation affordability using the Center for Neighborhood Technology's Housing and Transportation (H+T) Affordability Index. This index evaluates affordability not only based on housing costs, which are typically considered affordable if they consume no more than 30 percent of income, but also incorporates transportation expenses, which often represent a household's second-largest financial expense. According to the Center for Neighborhood Technology, housing and transportation costs that exceed 45 percent of gross income are considered unaffordable. This threshold reflects the idea that when housing and transportation costs are too high, it can lead to financial strain and limit residents' ability to meet other essential needs. The H+T Affordability Index relies on data sources including the U.S. Census Bureau, the American Community Survey (ACS), and local transportation agencies.

Base Year (2017)	Current Year (2022)	Percent Change	Result	Target	Strategies
38%	36%	-5.3%	↓	↓	HN 1.1, HN 2.1, HN 2.2, HN 6.1, HN 8.2, TM 1.4, TM 2.1, TM 4.4, TM 4.6, TM 7.2, TM 9.1

The housing and transportation affordability index in Prince George's County decreased from 38 percent in 2017 to 36 percent in 2022, reflecting a decline of 5.3 percent. This change indicates a modest improvement in housing and transportation affordability.

Decreasing the percentage of households burdened by both housing and transportation costs in Prince George's County is vital for promoting equity. When families allocate a significant portion of their income to these expenses, they often struggle to meet other essential needs, which can hinder their long-term financial stability and well-being. Reducing these burdens not only improves individual outcomes but also contributes to broader sustainability goals.

One key strategy is to increase housing density near transit centers and mixed-use areas. Metro access offers a more affordable alternative to car ownership for daily commutes, and proximity to retail and entertainment options reduces the need for vehicle travel for leisure. Currently, much of the new affordable housing stock is located far from transit, limiting access and increasing transportation costs. Expanding housing choices closer to transit will further strengthen affordability and improve overall quality of life.

In addition to the strategies addressing housing affordability mentioned under indicators "households

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The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* also used data from the Neighborhood Technology's Housing and Transportation (H+T) Affordability Index to measure this indicator.

2011	2017	Percent Change	Result	Target
39%	38%	-3%	↓	↓

burdened by housing costs" and "poverty rates," improving transportation affordability has also made significant strides through initiatives aimed at access to cheaper travel options.

One notable program is the Call-a-Bus service, supported by TM 9.1. The program provides free transportation to anyone in underserved areas (outside a certain radius of a bus stop or Metro station) but also accommodates older adults, individuals with disabilities, and children under 18. This program is a curb-to-curb transportation option for those who may not be able to use other transportation methods and allows service animals and can transport mobility devices. Prince George's County also participates and helps fund the pool



RYAN CRAUN/M-NOPPO

A Metrobus services apartments in New Carrollton. Accessible public transportation can improve the H-T Index for an area.

rewards program, which is a regional effort to reduce commuting costs by incentivizing carpooling in some of the area's most congested corridors. Launched in 2009, and managed by Commuter Connections, the program offers a one-dollar incentive for each carpool ride taken. The program is supported by TM 7.2 and was created to help reduce traffic congestion, but also help individuals afford their own transportation.⁴⁸

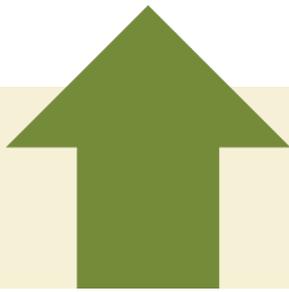
Moreover, the rise in remote work, especially since the COVID-19 pandemic, has contributed to reducing the need for daily commutes, further lowering

transportation expenses for many residents in the County.⁴⁹

Overall, Prince George's County's efforts to improve housing and transportation affordability are evident in the reduced affordability index. Programs like Call-a-Bus, the pool rewards initiative, and the rise in remote work have alleviated transportation costs, enhancing financial stability for residents. These initiatives, alongside ongoing affordable housing strategies, contribute to a more equitable and accessible community.

48 Commuter Connections, "Pool Rewards for Carpools," accessed February 2025, <https://www.commuterconnections.org/programs-and-incentives/pool-rewards/>.

49 "Most of Washington Region's Remote Workers Are in Private Sector," Greater Washington Greater Washington, October 5, 2023, <https://ggwash.org/view/91201/most-of-washington-regions-remote-workers-work-in-the-private-sector>, accessed February 2025.



Impervious Surfaces Retrofitted, Acres

The impervious surfaces retrofitted is measured in acres. Retrofitting impervious surfaces refers to the process of modifying hard surfaces such as roads and parking lots to allow them to absorb stormwater and reduce runoff. The sources of this data are the Annual National Pollutant Discharge Elimination System's (NPDES) Municipal Separate Storm Sewer System (MS4) reports, which are prepared by the Maryland Department of the Environment in collaboration with the Prince George's County Department of the Environment.

Base Year (2020)	Current Year (2022)	Percent Change	Result	Target	Strategies
2,656	5,231	97%	↑	↑	NE 2.5

The acres of impervious surface that have been retrofitted increased 97 percent from 2,656 acres in 2020 to 5,231 acres in 2022. This substantial growth indicates successful stormwater management practices in the County.

Increasing the acres of retrofitted impervious surfaces in Prince George's County is important for enhancing environmental function and stormwater management. By retrofitting impervious surfaces through practices such as permeable pavements and green roofs, the County is better able to effectively manage stormwater runoff, reduce flood risk, and protect local waterways from pollution. This not only promotes better water quality but also helps reduce the heat island effect. Retrofitting impervious surfaces creates more green spaces, contributing to biodiversity. Overall, investing in the retrofitting of impervious surfaces aligns with Prince George's County's goals of sustainability and resilience outlined in the 2022 *Prince George's County Climate Action Plan*.

Over the past five years, Prince George's County has made significant strides in reducing impervious surfaces, a key indicator of success in the General Plan's sustainability efforts. This indicator is supported by NE 2.5, which specifically aims to reduce impervious surfaces. Though not captured in the method used to collect this indicator, the Rain Check Rebate Program, established in 2012, is central to decreasing impervious surface. The program provides financial incentives for property owners to implement

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The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* also used data from the National Pollutant Discharge Elimination System's (NPDES) Municipal Separate Storm Sewer System (MS4) permits reports to measure the acreage of impervious surface retrofitted. The previous evaluation used the annual total for the fiscal years 2017, 2018, and 2019. The 2019 evaluation included the projected completion for FY 2019, but this value ultimately proved less than what occurred. The value has been updated for this report.

2014	2019	Percent Change	Result	Target
--	2,992	--	--	↑

approved stormwater management practices including retrofitting impervious surface. Through a partnership with the Chesapeake Bay Trust, the program has enabled homeowners and businesses to receive rebates of up to \$6,000 for residential projects and \$20,000 for commercial and nonprofit initiatives. Eligible practices under this program include green roofs, pavement removal, and permeable pavement, all of which contribute to mitigating stormwater runoff and improving water quality.⁵⁰

50 Prince George's County, "Rain Check Rebate Program," accessed February 2025, <https://www.princegeorgescountymd.gov/departments-offices/environment/stormwater-management/rain-check-rebates/rebates>.

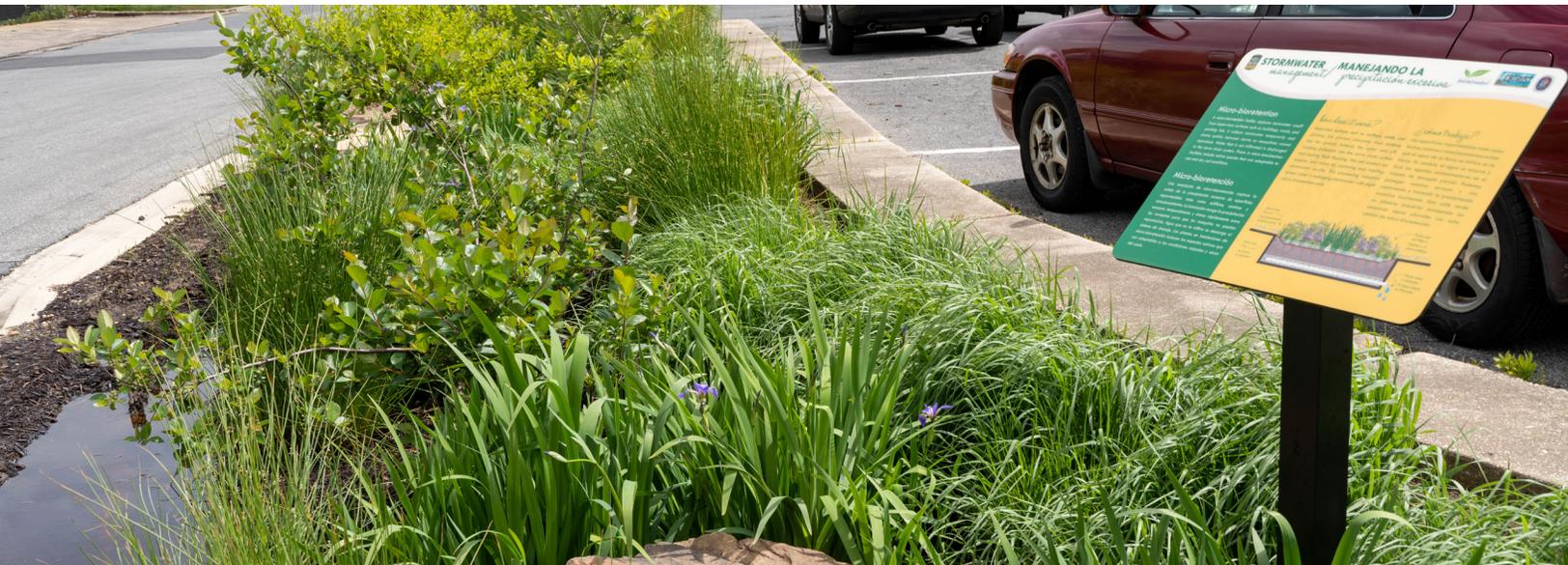
In addition to the Rain Check Rebate Program, the County's updated Zoning Ordinance, effective April 1, 2022, incorporates Green Building Standards that incentivize the reduction of impervious surfaces. These standards include a point system for projects that encourages developers to limit impervious areas, install pervious surfaces, and implement stormwater management features beyond what is typically required, such as rain gardens and cisterns. Furthermore, the Landscape Manual emphasizes sustainable landscaping practices, promoting the use of alternative, porous surfaces to enhance permeability. These updated regulatory measures have created a framework that supports the reduction of impervious surfaces throughout the County for new development.

The National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System (MS4) permits build on these efforts by establishing stringent requirements for managing stormwater runoff. As part of the regulatory landscape, these permits mandate that municipalities implement programs to minimize pollutant discharges, ensuring compliance with water quality standards. The Watershed Implementation Plan (WIP) aligns with

these goals, outlining strategies to achieve pollution reduction objectives set by the U.S. Environmental Protection Agency (EPA).⁵¹ The emphasis on MS4 permits within the WIP encourages Counties and municipalities to adopt proactive measures for stormwater management, further reinforcing the County's commitment to reducing impervious surfaces.

Additionally, the Clean Water Partnership (CWP) between Prince George's County and Corvias, launched in 2015, has played a pivotal role in enhancing stormwater management practices and its impact on the County's waterways. The partnership has successfully retrofitted 4,043 acres for MS4/TMDL permit compliance. The program's goal is to retrofit approximately 5,475 acres by the end of FY 2024, significantly contributing to the reduction of impervious surfaces.⁵² This collaborative effort has been pivotal in the County meeting the targets set by the EPA.

Overall, the efforts of the Rain Check Rebate Program, updated zoning regulations, compliance with NPDES and MS4 permits, and the Clean Water Partnership have collectively advanced the County's objective of reducing impervious surfaces.

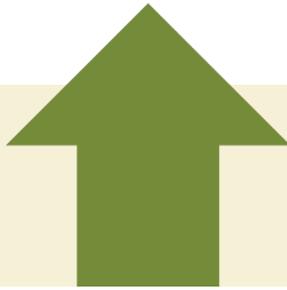


Micro-biorention basins help with stormwater runoff.

RYAN CRAUN/M-NCPPO

51 Prince George's County, "NPDES MS4 Permit," accessed February 2025, <https://www.princegeorgescountymd.gov/departments-offices/environment/stormwater-management/clean-water-program/npdes-ms4-permit>

52 Prince George's County | Corvias Clean Water Partnership, "Prince George's County Clean Water Partnership," accessed February 2025, <https://thecleanwaterpartnership.com/>.



LEED-Certified Buildings

This indicator measures the number of LEED-certified buildings in Prince George's County. LEED-certified refers to a building or development that has met specific standards set by the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. This certification indicates that the project has achieved a certain level of sustainability across various categories, such as energy efficiency and water conservation, among others. The source of this data is CoStar, a subscription-based, commercial real estate database that provides detailed information on properties and market trends.

Base Year (2019)	Current Year (2024)	Percent Change	Result	Target	Strategies
32	36	12.5%	↑	↑	NE 3.2, NE 3.3, NE 3.4, HD 1.5, PF 5.1

The number of LEED-certified (Leadership in Energy and Environmental Design) buildings in Prince George's County increased 12.5 percent from 32 in 2019 to 36 in 2024. This growth suggests that the County is making strides toward its commitment to environmentally friendly construction.

Increasing the number of LEED-certified buildings in Prince George's County is vital for promoting sustainable development overall. LEED certification signifies that a building meets rigorous standards for energy efficiency, water conservation, and the use of sustainable materials, which can significantly reduce a building's carbon footprint. LEED certification not only helps combat climate change, but also leads to long-term cost savings on energy and maintenance for the property.⁵³ Ultimately, this commitment to sustainable construction supports the County's goals outlined in the 2022 *Prince George's County Climate Action Plan*.

Some progress has been made in encouraging the adoption of LEED certifications for buildings across the County, as is evident with the use of tax credits, zoning incentives and other state-level support programs. Specifically, the implementation of strategy NE 3.2, which aims to provide developer incentives for achieving LEED® Silver, Gold, and Platinum certifications, has been successfully completed. Through the High-Performance Building Tax Credit,

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The data used in the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the number of LEED-certified buildings using CoStar data. The data collection occurred year to date at that time in or around July 2019.

2015	2019	Percent Change	Result	Target
29	32	10%	↑	↑

established by legislation under CB-61-2010, Prince George's County offers property tax reductions for buildings that meet high-performance ratings under the LEED system or an equivalent green building program. The tax credits, which vary depending on the level of LEED certification achieved (25 percent for LEED Silver, 50 percent for Gold, and 75 percent for Platinum), have encouraged the construction of sustainable buildings. However, the program is capped at \$5 million per fiscal year, and credits are granted on a first-come, first-served basis.⁵⁴ This incentive has had minor success, but notably the demand for these tax credits has yet to exhaust the annual cap, suggesting that more can be done to raise

⁵³ United States Green Building Council. "LEED Rating System." U.S. Green Building Council. Accessed November 2024. <https://www.usgbc.org/LEED>.

⁵⁴ Prince George's County. "Sec. 10-235.19. - High Performance Building Tax Credit." Code of Ordinances, Subtitle 10: Finance and Taxation, Subdivision 5I. Accessed November 2024.



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The M-NCPPC Largo HQ is a LEED-certified building. While strategy HD 1.5 sought to require public buildings in the County to be LEED certified, that has not yet been mandated.

awareness and participation in the program.

Moreover, strategy NE 3.3, which focused on removing barriers in the County Code that discourage green building, has also been successfully implemented. The new Green Building Standards in the Prince George's County Zoning Ordinance, effective April 1, 2022, provide a framework to incentivize green building practices through a point system. By allowing developers to incorporate energy-efficient, water-conserving, and sustainable materials into their projects, these standards offer regulatory flexibility and other incentives, making it easier for projects to integrate green features. While the use of LEED certification or equivalent green building systems is encouraged, these standards are still optional, and widespread use remains limited, as shown by the low number of LEED-certified buildings in the County.

In contrast, strategy NE 3.4, which aimed to revise and update the Zoning Ordinance and Subdivision Regulations to require green building features consistent with Plan 2035, has not been fully realized. Although the new Green Building Standards incentivize sustainable practices, they do not mandate the use of LEED certification or equivalent standards. This has led to limited use of the incentives, with only a small increase in LEED-certified buildings—four buildings among hundreds of applications. As such, this strategy's goal of mandating green building features across

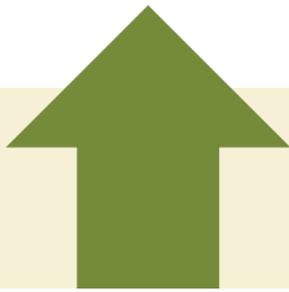
developments has not been achieved.

Additionally, strategy PF 5.1, which sought to require public buildings to be LEED certified, has not been implemented. There is no mandate in Prince George's County for public buildings to be constructed to LEED Gold or equivalent standards, or any standard, hindering progress toward achieving the goal of sustainable public buildings or leading by example.

On a state level, strategy HD 1.5 encourages the rehabilitation of historic buildings to achieve LEED certification through state incentives. To this end, Maryland does provide the Maryland Historic Revitalization Tax Credit which offers financial incentives to rehabilitate historic properties, especially those that incorporate green building standards and achieve LEED certification. While the tax credit is not explicitly tied to LEED, it encourages sustainable renovations and is complementary to green building efforts, enhancing the overall viability of restoring historic buildings to LEED standards.⁵⁵

Overall, while significant strides have been made in incentivizing the construction of LEED-certified buildings through tax credits, zoning ordinance updates, and state-level support, further work is needed to ensure that green building practices are more widely adopted. Strategies such as mandating green features in all projects and expanding the scope of the public sector LEED certification will be key to meeting long-term sustainability goals for the County.

⁵⁵ Maryland Department of Planning, Maryland Historical Trust. "Maryland Historic Revitalization Tax Credit Program." Maryland Historical Trust. Accessed November 2024. <https://mht.maryland.gov/Pages/funding/tax-credits.aspx>.



Median Home Value (Household Net Worth)

Median home value is defined as the middle value of a dataset of home prices, meaning that half of the homes are priced above this value and half are priced below it in the County. The data's source is the U.S. Census Bureau's American Community Survey (ACS) 5-year estimates, which provides median home value as an indicator of household wealth. This report uses median home value, adjusted for inflation using the U.S. Bureau of Labor Statistics' 2022 Consumer Price Index for All Urban Consumers.

Base Year (2019)	Current Year (2022)	Percent Change	Result	Target	Strategies
\$338,640	\$380,500	12.4%	↑	↑	HN 3.1, HN 3.2, HN 3.4, HN 3.5, HN 6.1

Between 2019 and 2022, the median home value in Prince George's County increased from \$338,640 to \$380,500, representing a change of 12.4 percent. This rise in home values suggests a strengthening in the real estate market, likely driven by increased demand and population growth.

Increasing the median home value is important to the stability and economic prosperity of the County. Higher home values often reflect a robust local economy and can attract new residents and businesses, contributing to a vibrant community. As property values rise, homeowners benefit from increased equity, providing them with greater financial security.⁵⁶ Additionally, higher median home values lead to increased property tax revenues, allowing the County to invest more in essential services and other community improvements.⁵⁷

However, it is important to balance this growth with strategies to ensure continued access to affordable housing. Rising property taxes may contribute to cost burdens for lower- and moderate-income households, including existing homeowners. Addressing this challenge through tools such as missing middle housing can help diversify the housing stock and provide affordable options.

Progress in this indicator of success has likely been driven by strategic housing interventions and property revitalization. While several strategies

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The original indicator "household net worth," defined as total assets minus total liabilities, is measured primarily through a composite index that is only available at the national level. While there have been attempts to estimate state-level wealth, no county-level wealth data is available. Therefore, this indicator has been modified to only measure median home value.

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the median home value using Neustar data. Neustar is a data company specializing in real-time analytics. The data collection occurred for the second quarter of 2019 in July 2019. Given the change in data source for this report, the value is slightly different than previously reported.

2010	2019	Percent Change	Result	Target
\$337,296	\$307,956	-9%	↓	↑

initially intended to directly impact neighborhood revitalization have evolved, the continued implementation of housing-related programs has contributed to a more stable housing market.

56 Edina Realty. "Why a Higher Property Value Benefits You, Even if You Don't Plan to Sell." Published May 16, 2022. <https://www.edinarealty.com/real-estate-advice/benefits-of-a-higher-property-value>. Accessed January 2025.

57 McCue, Daniel. "Home Prices and Interest Rates Still Rising, Shutting Out More Potential Homebuyers." Housing Perspectives, Joint Center for Housing Studies, September 28, 2023. <https://www.jchs.harvard.edu/blog/home-prices-and-interest-rates-still-rising-shutting-out-more-potential-homebuyers>.



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Median home values increasing in the County is a sign of a healthy local economy.

One development has been the ongoing implementation of strategy HN 3.2, which created an inventory of foreclosed and neglected properties. Tracking these properties allowed the County to target resources in certain areas where homeowners are facing financial distress. Although the Maryland Homeowner Assistance Fund, which played a critical role during the COVID-19 pandemic, has exhausted its resources, initiatives previously mentioned, like the Foreclosure and Eviction Prevention Workshops and legal services from Community Legal Services of Prince George's County have continued to provide essential support. Additional efforts to mitigate housing blight include the Prince George's County Homeownership Preservation Program (HOPP), which provides repair funds (up to \$30,000) for income-qualifying homeowners.⁵⁸

These blight-fighting strategies are complemented by substantial investments in code enforcement supported by strategy HN 3.4. The Department of Permitting, Inspections, and Enforcement (DPIE) has seen a significant increase in its budget and staff, with the number of Code Enforcement Inspectors rising from 60 to 70 between FY 2019 and FY 2024. These efforts have resulted in a reduction in violations, and notably, the percentage of properties found in compliance during re-inspections increased dramatically from 13 percent in 2019 to 62 percent in

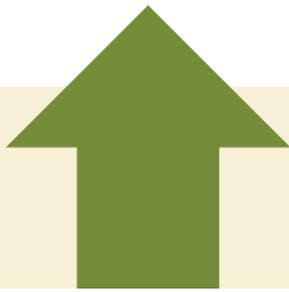
2024. This increased compliance not only contributes to improved safety and neighborhood aesthetics but also plays a key role in stabilizing and increasing property values.

Another critical factor contributing to rising home values is strategy HN 3.5, which focuses on allocating funding for rehabilitating deteriorated properties in Neighborhood Reinvestment Areas. With substantial increases in funding, The DHCD's operating budget grew by 22.7 percent from FY 2019 to FY 2024, and the Redevelopment Authority's budget grew by 47 percent. The County has successfully supported projects like the Glenarden Apartments Redevelopment and the Suitland Manor project.⁵⁹ These rehabilitation efforts, which also involve federal, state, and County funds, improve the physical condition of properties, and contribute to neighborhood desirability and overall property value growth.

While some of the original strategies outlined in the General Plan, such as the Transforming Neighborhoods Initiative (HN 3.1), have been superseded, the County's commitment to improving housing conditions and supporting neighborhood revitalization continues to yield positive results. These ongoing efforts are central to the steady increase in the County's median home values.

58 Habitat for Humanity Metro Maryland. "Prince George's County Homeownership Preservation Program (PG HOPP)." Accessed November 2024. <https://habitatmm.org/how-to-apply/home-repair-services-for-homeowners/prince-georges-county-homeownership-preservation-program-pg-hopp.html>.

59 Prince George's County Approved Operating Budgets, "DPIE," "DHCD," and "Redevelopment Authority." Fiscal Years 2019-2024.



Mode Split/Shift

The transportation mode split is measured by examining means of transportation to work among the employed civilian population aged 16 and over in Prince George's County, based on the U.S. Census Bureau's American Community Survey 5-year estimates. Mode split refers to the distribution of different transportation modes (such as cars, buses, bicycles, and walking) used by people within the County, expressed as a percentage of total trips. Mode shift refers to the change in transportation choices made by travelers within the County over time. In this case, people have shifted from personal vehicles toward alternative transportation (walking, biking, etc.).

Mode	Base Year (2019)	Current Year (2022)	Percent Change	Result	Target	Strategies
Walk, Bike, Transit, and Work from Home	20.55%	25.20%	22.63%	↑	↑	HN 2.1, HN 2.2, HN 6.1, HN 8.2, EP 1.3, TM 1.1, TM 1.2, TM 1.5, TM 1.7, TM 2.1, TM 2.3, TM 2.6, TM 4.4, TM 4.5, TM 6.1, TM 8.1, TM 8.2
Automobile (Car, Truck, Van, Taxicab, Motorcycle, or other)	79.45%	74.80%	-5.85%	↓	↓	

Between 2019 and 2022, there was a shift in the balance of transportation modes used by residents of Prince George's County. The percentage of individuals using alternative modes such as walking, biking, public transit, and working from home increased by 22.63 percent. The share of residents relying on automobiles (including cars, trucks, vans, taxis, motorcycles and other means) decreased from 5.85 percent. This trend suggests a growing preference for non-automobile transportation options, possibly influenced by improvements in public transit and bicycle and pedestrian infrastructure.

Lowering the percentage of commuters who drive cars and encouraging the use of alternative modes of transportation, such as walking, biking, or public transit, is beneficial. It reduces traffic congestion, making travel faster and more efficient for everyone. With fewer cars on the road, air quality improves, leading to better public health outcomes by decreasing pollution and associated respiratory problems. Additionally, promoting walking and biking supports active lifestyles, contributing to reduced rates of chronic illnesses like heart disease, obesity, and diabetes.⁶⁰ Public transit, on the other hand, can reduce transportation costs for individuals and communities, while also minimizing the carbon

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the mode split using NeuStar data. Neustar is a data company specializing in real-time analytics. The data collection occurred for the second quarter of 2019 in July 2019. Given the change in data source for this report, the value is slightly different than previously reported

2010	2019	Percent Change	Result	Target
21%	21%	0%	↔	↑

footprint of commuting. Overall, shifting away from car dependency fosters more sustainable, healthier, and livable urban environments.

As is supported by strategies TM 1.7 and TM 4.4, Prince George's County has made significant investments in bicycle and pedestrian infrastructure since 2019. Investments include sidewalk expansions, new crosswalks, ADA-compliant curb ramps, and bike lanes along key corridors such as Ager Road,

⁶⁰ World Health Organization, Fact Sheet, "Physical Activity," <https://www.who.int/news-room/fact-sheets/detail/physical-activity>.



RYAN CRAUN/M-NOPPC

The Washington Baltimore & Annapolis Trail is 13.2 miles long, 7.4 miles of it is within Prince George's County.

Addison Road, and Montpelier Drive.⁶¹ This is in addition to trail connections, such as the completion of the WB&A Trail bridge which improved regional bike access. These projects have helped make active transportation safer and more viable for everyday trips, which has likely contributed to lowering the use of personal automobiles.

Public transit options have expanded through enhancements to TheBus network through the County's Transit Vision Plan, and the launch of a County-operated microtransit pilot (PGC Link) that offers flexible, app-based shuttle service in underserved neighborhoods.⁶² Both these endeavors are supported by TM 6.1 and TM 9.1 and launched in 2023 collectively known as the Prince George's County Transit Transformation initiative. These services filled gaps in the fixed-route system and improved access to Metro stations and local destinations, contributing to a measurable decline in single-occupancy vehicle use in some areas.

Though not directly tied to a General Plan strategy to reduce commuting, the County's government has nonetheless embraced teleworking. Starting in 2020, in response to the COVID-19 pandemic's stay-at-home directives, a revised telework policy allowed government employees to work from home multiple days per week as opposed to a single day a week, a

MICROTRANSIT

Microtransit is a flexible, on-demand transportation service that uses smaller vehicles, such as vans or shuttles, to provide shared rides along dynamic routes. Unlike traditional fixed-route buses, microtransit adapts to rider demand in real time, often using a mobile app for trip booking and coordination. It is typically used in areas with lower population density or limited public transit access. Most programs try to offer a cost-effective and convenient alternative for first- and last-mile connections.

model widely adopted by both private and public employers.⁶³ As reported, the shift in telework rose from 3.19 percent in 2019 to 13.25 percent of residents who primarily worked remotely in 2022.⁶⁴ The increase in working from home is a key component in the dramatic reduction in daily commuter trips by car.

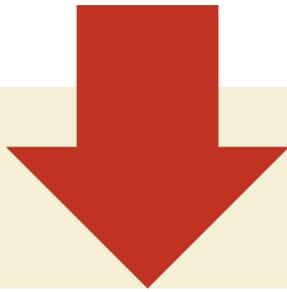
Together, these efforts have improved active transportation infrastructure, expanded local transit, and expanded telework, playing a critical role in reducing automobile dependency and fostering a healthier, more sustainable transportation system in Prince George's County.

61 Prince George's County Department of Public Works and Transportation (DPW&T), Capital Improvement Program Bicycle and Pedestrian Projects FY2019-2024.

62 Prince George's County DPW&T, "Prince George's County Celebrates the Official Launch of Transit Transformation with 'Proud Priority' Event," October 31, 2023, <https://www.princegeorgescountymd.gov>.

63 Metropolitan Washington Council of Governments, State of the Commute Survey 2022 (Washington, DC: MWCOC, 2022), https://gis.mwcog.org/downloads/hub/2022_FINAL_SOC_Technical_Report__092022.pdf.

64 U.S. Census Bureau's American Community Survey (ACS) 5-year estimates



Net Flow of Commuters to Work (Commuting Patterns)

The net flow of commuters to work (commuting patterns) is measured by tracking workers in relation to their residence and workplace locations using the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program data. The LEHD categorizes workers into three groups: those who live in the area but work outside (outflow), those who live outside but commute into the area (inflow), and those who both live and work within the area (interior flow). The net flow of workers is calculated by subtracting the outflow from the inflow. The measurement only accounts for a worker's primary job.

Base Year (2017)	Current Year (2021)	Percent Change	Result	Target	Strategies
-105,610	-110,428	-4.36%	↓	↑	LU 6.1, EP 1.1, EP 2.3, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, EP 11.2, PF 2.3

From 2017 to 2021, Prince George's County experienced a change in net flow of daily commuters into the County. The shift went from a net flow of -105,610 to a net flow of -110,428. This is a 4.36 percent decrease, highlighting a change in daily commuter patterns. The decrease in net flow indicates that more people are leaving the County for work. However, for 2017, 123,907 people who live in the County also work in the County. This has decreased to 93,296 people for 2021.

Increasing the net flow of commuters to work in Prince George's County can provide a range of benefits that help stimulate local economic growth and enhance the County's overall development. By attracting more workers, especially from neighboring jurisdictions or by providing opportunities for existing residents to work within the County, the County can expand its workforce, boosting productivity for local businesses and industries. This influx of workers creates higher demand for goods and services, benefiting everything from retail shops and restaurants to local service providers and entertainment venues. As more people work in the County, a stronger workforce attracts new businesses and industries, creating a positive feedback loop that continues to strengthen the local economy.⁶⁵

This desired transformation reflects the County's strategic efforts to enhance its employment base,

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* referred to "net flow of commuters to work" as "commuting patterns." The name of the indicator has been revised to add clarity.

The data was from the U.S. Census Bureau's OnTheMap Application and the LEHD Origin-Destination Employment Statistics for 2017. The measurement was retrieved on September 26, 2019. However, there is a change in methodology explaining the difference in values for 2017.

2014	2017	Percent Change	Result	Target
-100,147	-80,168	20%	↑	↑

improve transportation access, and invest in workforce development. At the heart of this change there is a push to create local jobs and attract employers. Through its Economic Development Incentive (EDI) Fund, as supported by EP 1.1 and EP 3.1, the County helped generate more than \$1 billion in private investment and supported the

⁶⁵ Moretti, Enrico. *The New Geography of Jobs* (Boston: Houghton Mifflin Harcourt, 2012). https://archive.org/details/newgeographyofjo0000more_x9c2/page/294/mode/2up.



M-NCPPC

The number of commuters who leave Prince George's County for work is growing.

creation or retention of more than 12,000 jobs as of 2018.⁶⁶ Major employers such as Giant Foods, Kaiser Permanente, and WMATA relocated or expanded within the County during this time. Specifically, the Giant Foods' headquarters was relocated back to Landover after leaving 20 years ago to Pennsylvania from a previous merger with Martin's.⁶⁷ Kaiser Permanente expanded throughout the County, but most notably built the new West Hyattsville Medical Center in 2022, the new Bowie Fairwood Medical Center in 2021 and the New Carrollton office building in 2021. Other projects include WMATA's new office building at New Carrollton and the U.S. Citizenship and Immigration Services (USCIS) headquarters near Branch Avenue Metro, which brought 3,700 federal jobs to the area;⁶⁸ however, it is unclear how those federal jobs have been affected by the change in administration in 2025. Overall, these developments were made possible by public-private partnerships and County planning leadership, to bolster employment centers near transit and attract daily commuters from across the region.

Other transportation investments further reinforced this growth. The County supported the Purple Line light rail project and invested in roadway, sidewalk, and bikeway improvements that enhanced connectivity and commuter access to major job hubs. The County's also worked to scale up workforce training through Employ Prince George's and its American Job Center network. Both programs have a successful track record of helping residents gain skills aligned with the County's growing industries. This effort is complemented by youth employment programs, such as Youth@Work's Summer Youth Enrichment Program (SYEP), which provided thousands of young residents early access to professional experiences in the County.⁶⁹

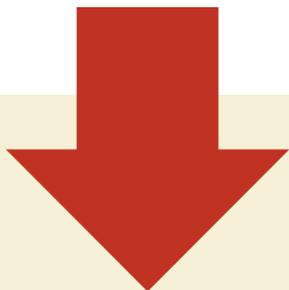
Collectively, these County-led initiatives transformed Prince George's into a regional employment center. By attracting businesses, improving infrastructure, and cultivating local talent, the County reversed decades of out-commuting and made itself a destination for workers throughout the Washington metropolitan area.

66 Prince George's County Economic Development Corporation. "Prince George's County Economic Development Corporation." June 8, 2018. <https://www.pgcedc.com/pressroom/2018/6/8/prince-georges-county-celebrate-1-billion-in-capital-investment-and-the-impact-of-over-120000-jobs-economic-development-incentive-fund-proves-to-be-a-great-return-on-investment>.

67 Clabaugh, Jeff. 2018. "Prince George's Co. Job Growth Leads Maryland." WTOP News. April 11, 2018. <https://wtop.com/business-finance/2018/04/prince-georges-job-growth-leads-maryland/>.

68 Tiffany Hudson, "USCIS Breaks Ground on New HQ To Bring Thousands of Federal Jobs to County," Prince George's Suite Magazine, November 3, 2017. <https://pgsuite.com/business/2017/11/3/3700-is-a-good-number>

69 Prince George's County Government, Youth@Work/Summer Youth Enrichment Program Report (2024). <https://www.princegeorgescountymd.gov/departments-offices/human-resources-management/youth-employment-and-internships/youthwork-internship-program>



Obesity/Overweight Rates

The obesity/overweight rates in Prince George’s County are measured by calculating the percentage of adults (18-65+) and adolescents (12-19 years old who attend public school) who are classified as overweight or obese based on their Body Mass Index (BMI). A BMI of 25 to 29.9 is considered overweight; a BMI of 30 or higher is considered obese. These ranges are based on a person’s weight relative to their height. The source of this data is the Prince George’s County Health Department’s data portal known as the PGC Health Zone.

	Base Year (2017)	Current Year (2021)	Percent Change	Result	Target	Strategies
Adults	73.5%	76.1	3.5%	↑	↓	HC 1.1, HC 1.2, HC 2.2, HC 2.4, HC 3.2, HD 3.2, HD 11.5, HD 12.2, TM 1.5, TM 4.3, TM 4.5, TM 4.6, TM 5.3, TM 9.1, PF 3.3
Youth	16.4%	21.3%	29.88%	↑	↓	

Between 2017 and 2021, the rates of obesity and overweight adults in Prince George’s County increased from 73.5 percent to 76.1 percent, reflecting 3.5 percent change. In the youth demographic, the situation is even more pronounced, with rates rising from 16.4 percent in 2016 to 21.3 percent in 2021, indicating a change of 29.88 percent.

These increases suggest a growing public health challenge within the County, highlighting the need for targeted interventions and community health initiatives aimed at promoting healthier lifestyles. The rising rates among both adults and youth may be influenced by various factors, including dietary habits, physical activity levels, and access to resources that encourage healthy living. Addressing these trends will be crucial for improving overall health outcomes in Prince George’s County.

Lowering obesity and overweight rates in Prince George’s County would improve public health and reduce healthcare costs. Fewer people would suffer from conditions like heart disease and diabetes, leading to fewer doctor visits and hospitalizations. A healthier population is also more productive at work and in school, benefiting the local economy. Additionally, as more people get active, it supports local fitness centers, parks, and recreation programs. Overall, reducing obesity creates a healthier, more productive community while lowering health costs for both individuals and insurance providers.⁷⁰

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* reported on obesity data also sourced from the Prince George’s County Health Department’s data portal known as the PGC Health Zone. Though the overweight rate is cited in the title, it was not included in the reported calculation for adults. This explains the discrepancies between the two reports.

	2014	2017	Percent Change	Result	Target
Adults	34%	42%	24%	↑	↓
Youth	14%	16%	14%	↑	↓

Over the past five years, Prince George’s County’s Department of Health has implemented several initiatives to combat rising obesity and overweight rates among adults and youth. The Prince George’s County Health Department has collaborated with the University of Maryland Medical System to conduct a series of comprehensive community health assessments; the most recent one was released in 2022. This assessment identifies obesity as a major health risk, linking obesity to several severe illnesses such as cancer, diabetes, and heart disease. The document also identifies areas for targeted interventions to lower obesity rates. Overall, the

70 K. Menon, B. de Courten, Z. Ademi, et al., “Estimating the Benefits of Obesity Prevention on Productivity: An Australian Perspective,” *International Journal of Obesity* 46 (2022): 1463–1469, <https://doi.org/10.1038/s41366-022-01133-z>.

M-NCPPC installed fitness equipment at Lake Artemesia in College Park.

RYAN CRAUN/M-NCPPC



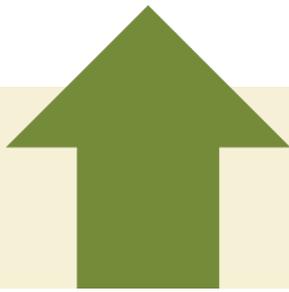
assessment, supported by HC 1.2, aims to implement evidence-based strategies to address the most prevalent chronic health issues with the goal of improving overall health outcomes for its residents.⁷¹

Another key proposal in Prince George's County aimed at combating overweight and obesity rates is the Healthy Corner Store Initiative Guidance and Toolkit, released in December 2022. This document seeks to increase access to fresh fruits, vegetables, and other healthy food options in local corner stores, particularly in underserved areas where access to grocery stores may be limited. The study recommends having the County partner with small business owners by providing support to enhance the availability of nutritious foods and offering financial incentives to store owners to stock healthier items. The proposal also includes strategies for community outreach and education to encourage healthier eating habits among residents, particularly youth and families, which is supported by HC 3.2 and HC 3.3. If the program were to come to fruition as envisioned, it would play a crucial role in addressing food swamps and food deserts while promoting long-term improvements in dietary habits.

Another general trend occurring throughout the County is the installation of outdoor public fitness equipment in public parks. Free outdoor fitness equipment provides accessible and affordable opportunities for people of all ages and fitness levels to engage in physical activity. By offering these resources in public spaces, the County is promoting healthier lifestyles and reducing barriers to exercise. For example, the City of Bowie recently issued a request for proposals from contractors to install outdoor fitness equipment at Centennial Park near Bowie City Hall. Similarly, the City of Hyattsville built the City's first outdoor gym in 2019 located just off the Northwest Branch Trail. M-NCPPC installed new fitness equipment at Lake Artemesia in College Park in 2023. Access to such fitness facilities is supported by both HC 1.1 and TM 9.1.

These initiatives are just a few examples of the efforts being made in Prince George's County to tackle the rising rates of obesity. Programs such as comprehensive community health assessments and the Healthy Corner Store Initiative are crucial steps toward improving access to healthier food options and encouraging healthier lifestyle choices. However, these initiatives are only part of the solution. Continued collaboration among the County's Health Department, community organizations, and other County agencies, along with implementing existing and new strategies, will be essential to effectively combat the obesity epidemic moving forward.

⁷¹ Prince George's County Health Department, Office of Assessment and Planning. 2022 Prince George's County Community Health Assessment. Accessed March 19, 2025. <https://www.umms.org/capital/-/media/files/um-capital/community/community-reports/2022-community-health-assessment.pdf?upd=20221109201957>.



Occupied Housing Units

Occupied housing units refers to residential properties currently lived in by individuals or families. This includes both renter- and owner-occupied houses. The data on occupied housing units is sourced from the U.S. Census Bureau's American Community Survey 5-year estimates for the years 2019 and 2022.

	Base Year (2019)	Current Year (2022)	Percent Change	Result	Target	Strategies
Occupied Units	311,343	341,057	9.5%	↑	↑	HN 2.1, HN 2.2, HN 2.3, HN 3.2, HN 4.1, HN 4.2, HN 4.3, HN 5.1, HN 5.2, HN 5.3
Percentage of all units	93.48%	94.96%	1.58%	↑	↑	

From 2019 to 2022, the number of occupied housing units in Prince George's County increased from 311,343 to 341,057, representing a 9.5 percent change. The share of occupied housing units increased overall from 93.48 percent to 94.96 percent, an increase of 1.58 percent.

Increasing the number of housing units occupied in Prince George's County stabilizes the community. Avoiding housing vacancies generates more residential tax revenue, which is used for a variety of public services and public infrastructure improvements. More residents also help stabilize property values and attract additional investment. Overall, more occupied houses lead to a stronger, more vibrant community.

Over the past five years, Prince George's County has seen an increase in the number of occupied housing units. This growth may be attributed to factors such as rising demand for suburban living and relatively affordable housing options compared to neighboring jurisdictions. As more people are drawn to the County for its amenities, proximity to Washington, D.C., and competitive housing prices, the overall number of occupied units has risen, contributing to a stable housing market.

The County has introduced several initiatives aimed at filling vacant housing units over the years. One such program initiated in 2012 is the County's Vacant Property Registration Program, which has been instrumental in bringing attention to soon-to-be vacant and vacant properties. The registration, supported by HN 3.2, allows lenders to register properties in foreclosure to the Prince George's County's Foreclosure Property Registry. This brings

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the occupied housing units using NeuStar data. Neustar is a data company specializing in real-time analytics. The data collection occurred for the second quarter of 2019 in July 2019. Given the change in data source for this report, the value is slightly different than previously reported.

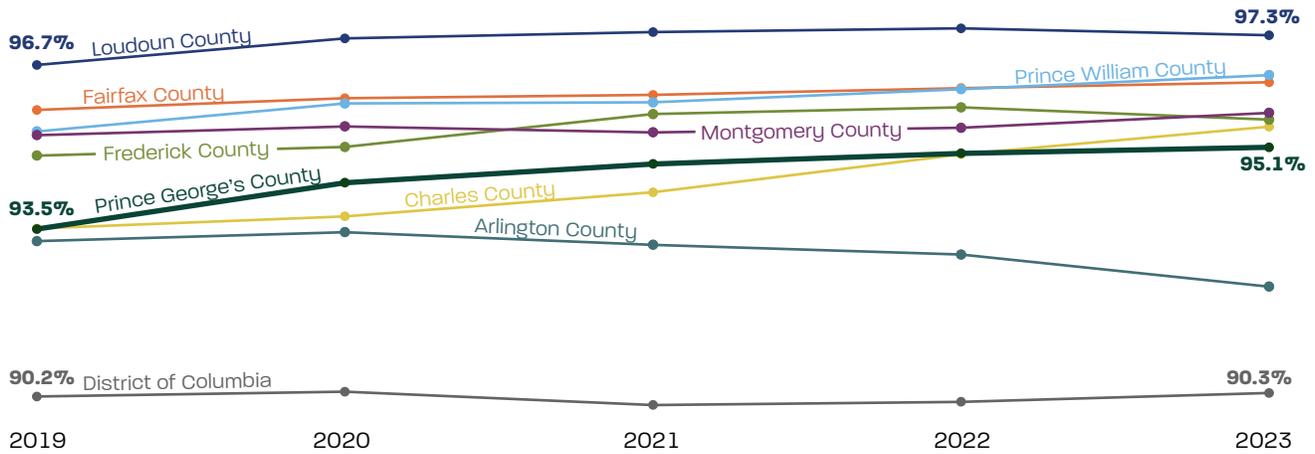
2010	2019	Percent Change	Result	Target
328,182	333,446	2%	↑	↑
93%	96%	3%	↑	↑

attention to the property and facilitates quick sale to new owners with the intent to fill the vacancy.

The Housing Investment Trust Fund, HOME Investment Partnerships Program, and Housing Initiative Partnership programs collectively help preserve affordable housing options and keep people in their houses using a variety of tools, such as providing financial assistance for repairs, renovations, and down payments. These efforts increase the overall housing stability by reducing housing vacancy.

The rise in occupied housing units in Prince George's County is a strong sign of a healthy local economy. With more people moving in and programs in place to support housing access, the market has become more stable. These efforts help residents find and keep homes, while boosting local businesses, increasing tax revenue, and raising property values.

Figure 4. Regional Housing Occupancy Rates by Jurisdiction



Regional Comparison – Occupied Housing Units

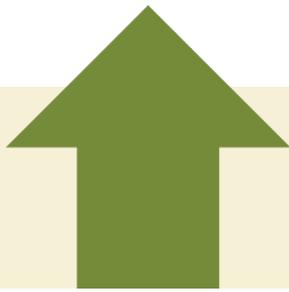
From 2019 to 2023, Prince George’s County consistently increased its occupancy rate from 93.48 percent to 95.07 percent. This upward trend suggests strong and growing housing demand within the County, even with the disruptions caused by the COVID-19 pandemic.

Compared to neighboring Maryland jurisdictions, such as Montgomery and Frederick Counties, Prince George’s County shows relatively lower overall occupancy rates. Montgomery County consistently posts some of the highest occupancy rates in the region, ranging from 95 percent to 97 percent. Prince George’s County did exhibit higher occupancies compared to Charles County for most years, but this trend has since reversed.

Most of the Northern Virginia Counties, specifically Prince William, Loudon, and Fairfax Counties, post very strong occupancy rates compared to Prince George’s County, with recent occupancies above 96 percent. However, when compared to the District

of Columbia and Arlington County, Virginia, both of which hover around 90 percent to 93 percent, Prince George’s County’s performance remains competitive and notably stronger. Overall, this positions Prince George’s County in a mid-tier bracket in terms of occupancy, outperforming the urban core while trailing behind high-demand suburban markets.

Generally, Prince George’s County’s steady upward trajectory may reflect successful policy efforts to attract and retain residents, such as expanding transit-oriented development, increasing housing availability, or improving neighborhood amenities. It may also point to its relative affordability and availability of developable land compared to more built-out jurisdictions like Arlington or Montgomery Counties. The data shows that while Prince George’s County is not yet at the top of the region’s occupancy rate rankings, its growth trend signals positive momentum that could close the gap over time if the County continues to invest in infrastructure, housing diversity, and economic development.



Parks and Parkland, Acres

The parkland indicator is measured by tracking the total acreage of parkland owned by M-NCPPC and designated for public use. This information is derived from the Prince George's County Department of Parks and Recreation, from the Parks and Recreation Master Plan, known as Formula 2040, and the 2017 and 2022 Land Preservation, Parks, and Recreation Plan.

Base Year (2017)	Current Year (2022)	Percent Change	Result	Target	Strategies
27,327	28,608	4.69	↑	↑	EP 8.1, HD 9.2, PF 6.3, PF 6.5, PF 6.7, PF 6.8, PF 7.1

From 2017 to 2022, the acreage of parks and parkland in Prince George's County expanded from 27,327 to 28,608 acres, reflecting a change of 4.69 percent. The total acres of parks are comprised of approximately 395 parks managed by M-NCPPC, Prince George's County Department of Parks and Recreation, ranging from small pocket parks to expansive stream valley parks. This increase indicates a growing commitment to preserving green spaces and enhancing recreational opportunities for residents and visitors.

Collectively, the expansion of parkland has numerous benefits, including increasing physical activity among residents, creating greater community cohesion, improving environmental protection, and creating a stronger local economy. Increasing parkland in Prince George's County provides more space for outdoor activities, improving residents' health and well-being. Parks also foster community connections, providing gathering spaces and opportunities to socialize around shared interests. Expanding parkland also supports local wildlife, boosts air quality, and reduces the urban heat island effect. Parks also raise property values and attract visitors, benefiting the local economy.⁷² Overall, more green space enhances the quality of life for everyone.

This indicator of success made significant progress over the past five years, driven by the implementation of key strategies outlined in the Prince George's County General Plan. One of the ongoing initiatives under strategy HD 9.2 involves identifying and developing

2019 FIVE-YEAR EVALUATION

This indicator of success, which measures the parks and parkland in acres, was recommended in the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* and directly relates to policies concerning Public Facilities, an element of Plan 2035 that previously lacked strong connections to the original indicators.

sites for future public buildings, civic spaces, and urban parks during the master plan process.

The County's planning process ensures that every new master or sector plan includes a public facilities chapter, which addresses the location of public buildings, civic spaces, and urban parks. In the past five years, the County has approved two plans: the 2022 *Bowie-Mitchellville and Vicinity Master Plan* and the 2022 *Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan*. Both plans recommend new parks, thereby advancing the County's goal to expand parks that meet local needs. Moreover, the County's Zoning Ordinance mandates that public facility recommendations, including park facilities, be reviewed by the County Executive, municipalities, and the District Council during the master and sector plan process to ensure alignment with broader planning goals and to secure consensus among stakeholders.

72 PEA Group. "The Vital Role of Parks: Well-being, Community, and More." July 9, 2023. <https://peagroup.com/articles/the-importance-of-parks/>. Accessed January 2025.



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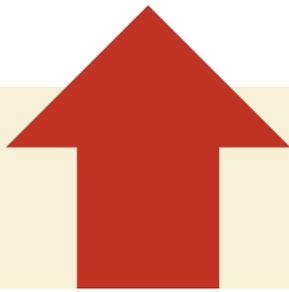
The total acreage of parkland in the County is increasing, which positively affects residents' and visitors' well-being.

The implementation of strategy PF 6.3, which aims to adopt new parkland, recreation, and aquatics service standards, is ongoing. A key achievement has been the introduction of new park dedication standards for park facilities, which were incorporated into the Subdivision Regulations effective April 1, 2022. This update addresses the pressing need for parkland across the County.

Additionally, strategy PF 6.7, aimed at integrating parks with other public facilities generated by new development, has been successfully completed. This was achieved through the adoption of the new Subdivision Regulations, which includes public facility adequacy standards. These standards establish level of service (LOS) criteria for parks and recreation, ensuring that parkland is integrated into new development. The Subdivision Regulations guarantee that parkland is dedicated during the subdivision process, a process that the Department of Parks and Recreation optimized through consultant review, ultimately maximizing public benefits. This approach ensures that parkland continues to be provided to residents as the County develops.

Strategy PF 7.1, which seeks to enhance coordination during the development review process between the parks department, County agencies, and municipalities, is also complete. This has been accomplished through regular participation of representatives from the various agencies in the Subdivision and Development Review Committee (SDRC), where park dedication and development recommendations are discussed. After parkland dedication occurs, the park's development requires a letter of consistency from different planning sections, ensuring alignment with applicable master and sector plans as well as environmental and historic preservation regulations. This coordinated approach has ensured that park and public facility needs align with the County's long-term planning goals.

Together, these efforts reflect substantial progress in meeting the County's parks and parkland goals, enhancing the availability, coordination, and integration of parks and recreational facilities across Prince George's County.



Poverty Rate

The poverty rate is measured by calculating the proportion of individuals living in poverty relative to the total population. Poverty is defined as households with incomes below an established threshold known as the poverty threshold. The poverty threshold is recalculated annually by the U.S. Census Bureau and fluctuates depending on different conditions, such as cost of living and inflation. This ensures that the current thresholds accurately represent the minimum income needed to meet basic needs. This data is sourced from the U.S. Census Bureau's American Community Survey (ACS) 5-year estimates.

Base Year (2019)	Current Year (2022)	Percent Change	Result	Target	Strategies
8.5%	9.6%	12.9%	↑	↓	EP 1.1, EP 1.2, EP 3.1, EP 9.1, EP 9.2, EP 9.3, EP 9.4, HN 2.1, HN 2.2, HN 5.1

Between 2019 and 2022, the poverty rate in Prince George's County increased from 8.5 percent to 9.6 percent, representing a change of 12.9 percent. This rise in poverty rates reflects socio-economic challenges faced by residents, including rising living costs and employment instability, most likely brought on by the COVID-19 pandemic.

The factors that contribute to poverty rates are varied and complex, making mitigation particularly difficult. The most impactful factors include education, employment options, cost of living (housing, food, transportation, healthcare), and systemic inequalities particularly regarding race and gender.

Enhancing access to quality education is critical, as education significantly impacts job prospects and earning potential. In addition, creating diverse employment opportunities through economic development initiatives can help reduce unemployment and underemployment. Affordable housing is another vital factor; ensuring that residents have access to safe, stable housing can prevent financial instability. Implementing effective social safety nets, such as food assistance and healthcare access, can support vulnerable populations during difficult times.⁷³ And, addressing systemic

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the poverty rate using the U.S. Census Bureau's 2017 American Community Survey (ACS) 1-year estimates. However, the evaluation mistakenly reported the 2017 value as 2019. The value for 2017 is reflected here, and the 2019 value is reported above as the base year.

2014	2017	Percent Change	Result	Target
10.2%	8.4%	-17.65%	↓	↓

inequalities, including those related to race and gender, is crucial for fostering an inclusive economy.⁷⁴

Prince George's County has tried to address poverty over the past five years, particularly through initiatives aimed at enhancing workforce development, educational opportunities, and affordable housing. Though the indicator of success shows an increase in the poverty rate, this is also a

73 Fay, Bill. "Poverty in the United States." Dept.Org, December 21, 2023. <https://www.debt.org/faqs/americans-in-debt/poverty-united-states/#:~:text=Education%20Levels.%20The%20more%20advanced%20one's%20education%2C,their%20poverty%20rates%20greatly%20exceed%20the%20average>. Accessed February 2025.

74 World Vision. "10 Major Causes of Poverty and How We Can Help Solve Them." World Vision, March 1, 2022. <https://www.worldvision.ca/stories/child-mentorship/major-causes-of-poverty>. Accessed January 2025.

national trend, and one can speculate that poverty rates would have increased more dramatically without any intervention.⁷⁵

A critical strategy in addressing poverty in Prince George's County has been fostering education, particularly STEM, and building connections between educational institutions and businesses. These actions are encouraged by EP 1.2 and EP 9.1. More specifically, STEM education has been prioritized through specialized programs in Prince George's County public schools and at Prince George's County Community College (PGCC), by providing access to advanced programs, such as the Aerospace Engineering & Aviation Technology Program at DuVal High School and the PGCC STEM Collegian Center, students gain the skills needed to compete in high-demand industries.

The University of Maryland, Bowie State University, and PGCC provide students with valuable opportunities for internships, research, and hands-on experience through collaborations with agencies such as NASA Goddard Space Flight Center and National Oceanic and Atmospheric Administration. Employ Prince George's has contributed by providing free occupational training, helping to cultivate a more qualified workforce, particularly for those in lower-income communities. These combined efforts help create a more skilled and competitive workforce, providing pathways to higher wage employment and, ultimately, reducing poverty in the County.

Prince George's County has made significant strides in combating poverty by expanding affordable housing options, which directly contribute to reducing poverty rates. Strategy HN 2.2, which promotes public-private partnerships to rehabilitate and maintain affordable housing, has led to successful developments like The Margaux, a 291-unit affordable housing project in New Carrollton. Supported by Amazon and local nonprofit

organizations, this project reflects the County's commitment to preserving housing options for low- and moderate-income households.⁷⁶

Additionally, funding programs such as the HOME Investment Partnerships Program have provided essential financial support for housing development and rehabilitation, benefiting projects like The Lewis in Suitland and Woodyard Station in Clinton. While these efforts are important, Strategy HN 2.1, which seeks to establish an inclusionary zoning ordinance to require developers to set aside affordable units in market-rate projects, remains incomplete. Although the Zoning Ordinance implemented in 2022 allows for various housing types, it does not yet mandate affordable housing set-asides, limiting the creation of mixed-income communities. Nonetheless, the ongoing efforts in housing preservation, combined with the expansion of affordable housing, continue to address the needs of vulnerable populations.

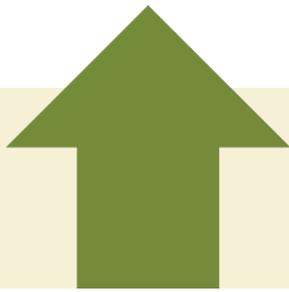
Strategy HN 2.3 has made significant progress through the right-of-first refusal (ROFR) policy, which allows the County to purchase multifamily properties before they are sold to private buyers. This program has helped preserve more than 1,700 affordable units in 11 properties since its relaunch in 2020, further ensuring that residents have stable, affordable housing options.⁷⁷ These combined efforts in affordable housing preservation and expansion are essential to improving the living conditions of low-income households, thus supporting the broader goal of reducing poverty in the County.

Overall, the County's focus on education, workforce development, and affordable housing has potentially mitigated the overall rise in poverty rates. The continued implementation and expansion of these strategies will be vital in ensuring that the County's residents can access the resources and opportunities necessary to move out of poverty.

75 U.S. Census Bureau, National Poverty in America Awareness Month: January 2025, January 2025, from Current Population Survey (CPS), Annual Social and Economic Supplement (ASEC): Poverty in the United States: 2023 (September 10, 2024), <https://www.census.gov/newsroom/stories/poverty-awareness-month.html>.

76 Rosu, Anda. "Urban Atlantic Scores \$80M for DC-Area Affordable Housing." Multi-Housing News, April 29, 2022. Accessed February 2025. <https://www.multihousingnews.com/urban-atlantic-scores-80m-for-dc-area-affordable-housing/>.

77 Prince George's County, "County Right of First Refusal Program: Multifamily Rental Properties," accessed February 2025, <https://www.princegeorgescountymd.gov/departments-offices/housing-community-development/new-development-and-preservation/county-right-first-refusal-program-multifamily-rental-properties>.



Recycling Rates

The recycling rate is measured by calculating the percentage of waste recycled compared to the total waste generated, including trash, yard waste, household hazardous waste, and bulky materials. This data is sourced from the Prince George's County *Comprehensive Ten-Year Solid Waste Management Plan* for 2024-2033.

Base Year (2017)	Current Year (2022)	Percent Change	Result	Target	Strategies
55.8%	65.7%	17.74%	↑	↑	NE 3.6, PF 12.1, PF 12.2, PF 12.5

From 2017 to 2022, recycling rates in Prince George's County increased from 55.8 percent to 65.7 percent, reflecting a change of 17.74 percent. The Maryland Recycling Act (MRA) requires different recycling rates for jurisdictions in Maryland based on their population. In Prince George's County, the required rate is 35 percent.⁷⁸ The County not only met but clearly exceeded this state-mandated minimum.

Increasing recycling rates in Prince George's County reduces waste, conserves resources, and protects the environment. By recycling more, the County lowers the amount of trash sent to landfills, reducing pollution and extending the lifespan of local waste facilities. It also conserves valuable materials like paper, metals, and plastics, which can be reused, saving energy and reducing the need for new raw materials. Recycling also creates jobs in the waste management industries, boosting the local economy. Additionally, higher recycling rates contribute to cleaner neighborhoods and a healthier environment, improving the overall quality of life for residents.⁷⁹

The indicator of success for recycling rates in Prince George's County has clearly shown significant progress over the past five years. Several strategies outlined in the General Plan may have contributed to the improvement of recycling rates.

One notable initiative under strategy NE 3.6, aims to increase the amount of construction and demolition

2019 FIVE-YEAR EVALUATION

The data used in the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* reported on the recycling rates from the Maryland Department of the Environment's *Maryland Solid Waste and Management and Division Report*. Specifically, from the Resource Management Program Section. The values are the same as those cited in the Prince George's County *Comprehensive Ten-Year Solid Waste Management Plan* for 2024-2033.

2015	2017	Percent Change	Result	Target
59%	56%	-5%	↓	↑

(C&D) waste diverted as part of the County's recycling efforts. Although this strategy is not yet fully implemented, progress has been made in C&D waste recycling. C&D waste currently accounts for 31 percent of the waste disposed of in the County. While the County has not yet regulated the flow of C&D debris or introduced incentives like tax breaks or reduced permitting fees, there has been an increase in the amount of C&D waste accepted at private recycling facilities. From 2021 to 2024,

78 Maryland Department of the Environment. "What is the Maryland Recycling Law?" Accessed January 2025. <https://mde.maryland.gov/programs/Land/RecyclingandOperationsprogram/Pages/faqs.aspx>.

79 Simone N. R. "10 Important Benefits of Recycling." Sustainability Success, December 30, 2023. Accessed January 2025. <https://sustainability-success.com/important-benefits-of-recycling/>.

the total C&D waste recycled at the three private facilities in Fairmount Heights, Hyattsville, and Beltsville increased by 1 percent, from 144,750 tons to 146,125 tons. Additionally, the approval of the Dower House Processing Facility, which began accepting and recycling C&D materials as of May 1, 2025, signals a positive step toward increasing diversion rates for this waste stream.⁸⁰

Another significant contribution to improving recycling rates has been the implementation of strategy PF 12.1, which focuses on removing regulatory barriers to establishing recycling facilities in industrial zones. The implementation of the new Zoning Ordinance on April 1, 2022, has played a key role in expanding opportunities for recycling facilities. By reducing the number of industrial zones from five to two, the ordinance expanded the land area available for recycling facilities and simplified the approval process. The consolidation of various recycling facility types into broader categories, such as the combination of textiles and rubber recycling into a “recycling plant,” further reduces obstacles to facility development. Additionally, the inclusion of composting facilities in the ordinance, which although not recycling *per se*, diverts waste from landfills and supports broader waste diversion goals.

On the other hand, the implementation of strategy PF 12.2, which calls for a Pay-As-You-Throw pricing system to encourage recycling and composting, has not yet been started. The County does not charge residents for household garbage disposal, as it is funded through taxes. While the Pay-As-You-Throw program has not been implemented, the County has introduced a new program in July 2024 that allows for bulky trash pickup of up to four items for free.⁸¹ This program provides residents with an additional option to dispose of large items on a weekly basis without requiring appointments, helping to encourage proper disposal. However, until the Pay-As-You-Throw system is enacted, the County will continue to face challenges



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Recycling rates have improved over the past five years, but the County still has work to do, such as implementing the Pay-As-You-Throw program.

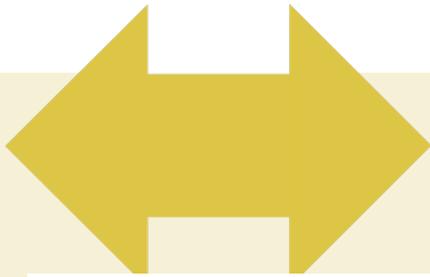
in incentivizing residents to increase recycling and composting rates.

The implementation of strategy PF 12.5, which includes key recommendations from the *Comprehensive Ten-Year Solid Waste Management Plan*, is ongoing and continues to make strides in improving recycling infrastructure. Key projects such as the Brown Station Road Facility Expansion, currently in the design phase, and the Organics Composting Facility in Upper Marlboro, which is nearly complete with ongoing stormwater management reconstruction, are essential in addressing future waste management needs.

While some strategies are still in progress, the County has made significant steps in improving recycling rates through policy changes, infrastructure development, and the expansion of recycling facilities. Continued implementation of these strategies, along with the completion of pending initiatives, will likely lead to higher recycling rates in the coming years.

80 Prince George's County Maryland, Department of the Environment. *Comprehensive Ten-Year Solid Waste Management Plan 2024-2033*. June 27, 2024. <https://www.princegeorgescountymd.gov/sites/default/files/media-document/2024-2033%20SOLID%20WASTE%20MANAGEMENT%20PLAN.pdf>.

81 Prince George's County, Department of the Environment. "Bulky Trash." Accessed January 2025. <https://www.princegeorgescountymd.gov/departments-offices/environment/waste-recycling/residential-collections/bulky-trash>.



Regional Share of Employment

Prince George's County's regional share of employment is defined as the total number of full time and part-time jobs located within the County expressed as a percentage of the total jobs in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area. The data source used is the U.S. Bureau of Economic Analysis (BEA) and uses the job definitions of the North American Industry Classification System.

Base Year (2017)	Current Year (2022)	Percent Change	Result	Target	Strategies
477,695	508,718	6.5%	↑	↑	LU 6.1, EP 1.1, EP 1.5, EP 2.3, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, EP 11.2, PF 2.3, PF 5.1, HN 5.2
11%	11%	0%	↔	↑	

From 2017 to 2022, the regional share of employment in Prince George's County within the Washington, D.C. metropolitan region remained steady at 11 percent. Despite this steady share, the County experienced job growth, with an increase of 31,023 jobs (part- and full-time) during that period, which is a 6.5 percent increase.

Increasing the regional share of employment in Prince George's County creates more local job opportunities, reduces commuting costs, and attracts talent. This boosts local spending, supports businesses, and increases tax revenue, which can be reinvested in the community. Overall, it strengthens the County's economy and makes it more self-sufficient.

Over the past five years, Prince George's County has struggled to increase its regional share of employment within the Washington, D.C. Metropolitan Area. Despite being a great location with proximity to the nation's capital, the County has faced challenges in attracting and retaining major employers, especially when compared to nearby jurisdictions.⁸² Factors such as aging and inadequate infrastructure and competition from other suburban areas have hindered the County's growth in regional employment. As a result, Prince George's County continues to capture a relatively small portion of the overall employment opportunities in the region, which limits the County's potential to benefit from the economic growth experienced by surrounding areas.

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* measured the regional share of employment using the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program, OnTheMap online data tool. The value is expressed as the County's percent of employment within the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area (MSA). Despite the change in data source, the values remain the same as previously reported for 2017.

2014	2017	Percent Change	Result	Target
10%	11%	10%	↑	↑

In response to this challenge, the County has implemented several initiatives aimed at boosting local employment. As supported by strategies such as EP 1.1. and EP 3.1, the Prince George's County Economic Development Corporation (PGEDC) has focused on attracting business investment by offering incentives for companies to relocate or expand within the County. These incentives include tax breaks, grants, and workforce development programs aimed at training residents for jobs in key industries such as technology, healthcare, and logistics. *See also the*

⁸² Adam Scavette and Keith Waters, *Parsing the Slow Post-Pandemic Labor Market Recovery of Maryland's Capital Suburbs*, fullerinstitute.gmu.edu/research/reports/parsing-the-slow-post-pandemic-labor-market-recovery-of-marylands-capital-suburbs.



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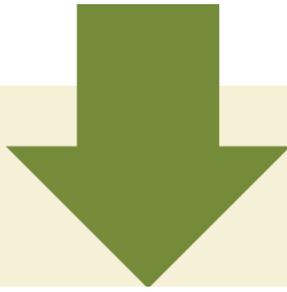
Workers replace a roof in Largo. The share of employment in Prince George's County has stagnated.

indicators on commercial tax base and net flow of commuters to work for additional information.

Moreover, Prince George's County has worked on improving its infrastructure to better accommodate the needs of businesses and employees alike. The development of the Purple Line light rail project is one of the County's most significant steps toward improving regional connectivity and making it easier for residents to access employment centers across the metropolitan area. This is supported by policy TM 2, which calls for improving transit service overall,

connecting activity centers within the County to the broader region. By linking key Metro stations and employment hubs, the County is creating a more connected transportation network.

Additionally, the County has invested in revitalizing existing commercial districts, such as those near the Largo Town Center and Greenbelt Metro stations, with hopes of attracting both regional employers and new business opportunities. While these initiatives show promise, the County's efforts have yet to result in a major shift in its share of regional employment.



Unemployment Rate

The unemployment rate in Prince George’s County is defined as the percentage of the civilian labor force that is unemployed but actively seeking employment. This data is sourced from the Maryland Department of Labor, which provides updates on the number of employed and unemployed civilian workers periodically.

Base Year (2017)	Current Year (2023)	Percent Change	Result	Target	Strategies
4.1%	2.2%	-46.3%	↓	↓	LU 6.1, EP 1.2, EP 9.2, EP 9.3, EP 9.4, EP 12.1, HN 8.2, PF 2.3

Between 2017 and 2023, the unemployment rate in Prince George’s County changed from 4.1 percent to 2.2 percent, reflecting a 46.3 percent decrease. This decline indicates an improvement in the local job market, suggesting that more residents are finding employment opportunities.

Decreasing the unemployment rate in Prince George’s County strengthens the economy by increasing household incomes and local spending. It reduces reliance on government aid, and boosts tax revenue for community improvements. Overall, it creates a more stable, prosperous community.

Poverty rates and unemployment rates are closely connected, with many of the strategies aimed at addressing one also helping to address the other, since both indicators share similar solutions. Strategies that strive for workforce training, hands-on education (such as internships), business incubators, and connecting companies with top talent, are discussed in more detail under indicators for Poverty Rates and Commercial Tax Base. Poverty is linked to unemployment because those who are unemployed have little to no income, which increases the likelihood of falling into poverty. In addition to these other targeted strategies, the County has focused on connecting job seekers, including individuals with varying physical and mental abilities, to steady employment. This goal is primarily reflected in strategies EP 9.2 and EP 12.1.

Over the past five years, Prince George’s County has made significant strides in reducing unemployment

2019 FIVE-YEAR EVALUATION

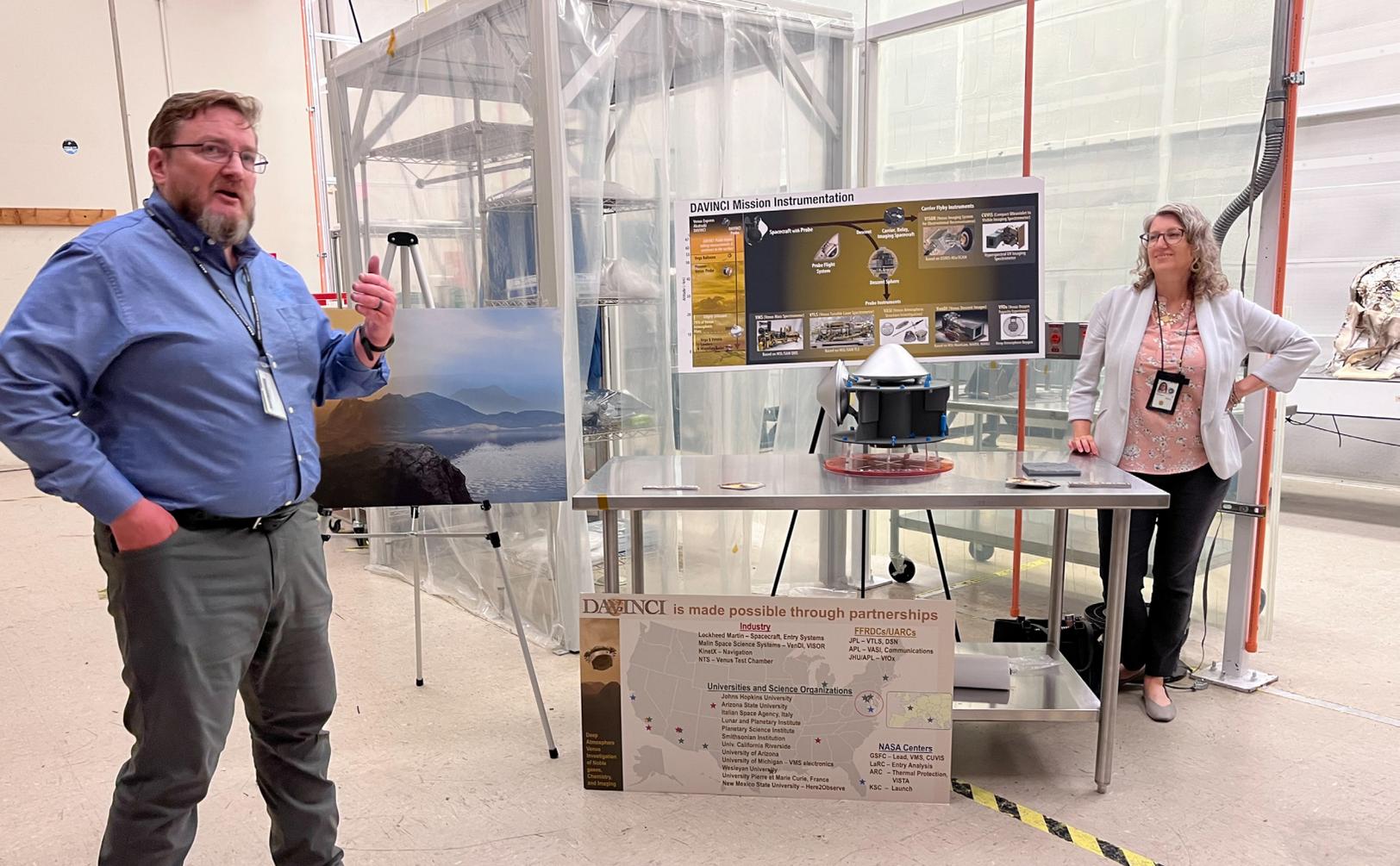
The data used in the 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* reported on the Unemployment Rate from the U.S. Census Bureau’s 2017 American Community Survey (ACS) 1-Year Estimates. Given the change in data source for this report, the value is slightly different than previously reported.

2014	2017	Percent Change	Result	Target
9%	6%	-33%	↓	↓

rates by expanding access to employment opportunities through a variety of job-seeking programs at the state and County level. These programs are designed to equip job seekers with the resources, training, and support needed to succeed.

The Maryland Workforce Exchange (MWE) stands out as a central tool in this effort. As an online platform and digital tool, MWE allows job seekers to access job listings, career development resources, and training programs from anywhere. MWE features resources such as résumé builders, interview preparation tools, and labor market data to help job seekers improve their employability and connect with suitable job opportunities.⁸³

83 Maryland Workforce Exchange, “About This Site,” accessed February 2025, <https://mwejobs.maryland.gov/vosnet/aboutsite.aspx>.



TAMIKA HENDERSON/M-NOPPOC

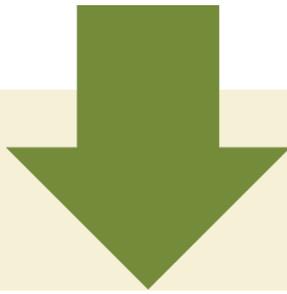
Federal agencies, such as NASA Goddard Space Center, offer local employment opportunities.

While these general resources have benefited a wide range of individuals, targeted initiatives addressed the unique challenges faced by specific populations. Maryland's American Job Centers (AJCs) offers tailored services for returning citizens, immigrants, seniors, and veterans, ensuring that each group receives the support necessary for successful workforce participation. The Maryland Reentry Initiative assists individuals with criminal backgrounds in re-entering the job market, while the New Americans Initiative connects immigrants to educational and employment opportunities. Similarly, the Senior Community Services Employment Program (SCSEP) offers training and employment services specifically for older adults, enabling them to re-enter the workforce. Eligible veterans and their spouses receive the highest priority for access to services, including case management, referral to supportive services, and vocational guidance. These services ensure that veterans can successfully reintegrate into the workforce after leaving the armed services.

In addition to these broader efforts, Maryland has focused on providing targeted programs for

individuals with disabilities. Statewide initiatives like the Maryland Technology Assistance Program (MD TAP) and the Division of Rehabilitation Services (DORS) have been critical in improving employment outcomes for individuals with disabilities. These programs provide assistive technology and personalized employment support, helping individuals bridge the gap between disability and employment. The Employed Individuals with Disabilities (EID) Program is another vital resource that allows individuals to maintain access to essential healthcare services like Medicaid while they pursue or maintain employment.

Overall, the combination of general job-seeking programs and targeted initiatives for special populations has played a pivotal role in reducing unemployment in Prince George's County. By ensuring that individuals from various backgrounds, including veterans, individuals with disabilities, immigrants, and seniors, have access to resources and support, the County has created a more inclusive workforce that reduces the overall unemployment rate.



Vehicle Miles Traveled, Per Capita

Vehicle miles traveled (VMT) per capita measures the average number of miles traveled in vehicles per person in a specific year. It is calculated by dividing the total vehicle miles traveled (VMT) in the County by the population estimate of that year per the U.S. Census Bureau. The source for Vehicle miles traveled data is the Federal Highway Administration Monthly Traffic Volume Trends Report.

	Base Year (2018)	Current Year (2023)	Percent Change	Result	Target	Strategies
Total	9,439,000,000	8,987,000,000	-4.8%	↓	↓	LU 6.1, EP 1.3, TM 1.1, TM 1.2, TM 2.1, TM 2.3, TM 2.6, TM 4.4, TM 4.5, TM 6.1, TM 7.4, TM 8.1, TM 8.2
Per Capita	10,356	9,486	-8.4%	↓	↓	

From 2018 to 2023, the per capita vehicle miles traveled (VMT) in Prince George’s County slightly decreased from 10,356 to 9,487, a 8.4 percent reduction.

Decreasing VMT per capita in Prince George’s County helps reduce traffic congestion, lowers air pollution, and improves public health. With fewer miles driven, the County can cut greenhouse gas emissions, leading to cleaner air and a healthier environment. It also eases traffic, making commuting faster and less stressful. Reduced VMT can lower fuel consumption, saving residents money and contributing to a more sustainable community. Additionally, less driving supports increased use of public transit, biking, and walking, creating safer, more walkable neighborhoods and promoting a higher quality of life.

Prince George’s County has implemented a series of targeted initiatives that reduce travel. For example the County formalized a Telework Arrangement Program (TAP) in 2021 for government employees enabling eligible staff to work remotely and set an example for other large employers to reduce peak-hour commutes.⁸⁴ TAP was in response to the COVID-19 pandemic’s stay-at-home directives that expanded the telework policy to allow working from home multiple days per week rather than one day a week. Although most offices have since returned to the office after the lockdowns concluded, increased teleworking has become more common.

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* reported on the vehicle miles traveled from the Maryland Department of the Environment through Ben Grumbles, Secretary of the Environment. Given the change in data source for this report, the value is slightly different than previously reported.

2010	2018	Percent Change	Result	Target
10,052	10,380	3%	↑	↓

Significant investments have also been made in active transportation infrastructure. By 2023, the County expanded Capital Bikeshare stations and advanced major projects like the Ager Road Green Complete Streets reconstruction, which added bike lanes, ADA-compliant sidewalks, and traffic calming features.⁸⁵ County-led pedestrian and bicycle safety upgrades are ongoing on key corridors such as Marlboro Pike and Montpelier Drive, all aligning with the County’s Vision Zero commitment to eliminate traffic fatalities and increase non-car mobility.

84 Prince George’s County Government, Administrative Procedure 226 – Telework Arrangement Program (Upper Marlboro, MD: 2022), <https://www.princegeorgescountymd.gov>.

85 Prince George’s County Department of Public Works and Transportation (DPW&T), 2023 Vision Zero Annual Report (Upper Marlboro, MD: 2023), <https://www.princegeorgescountymd.gov>.



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Vehicles pass by on US 1 in College Park. The number of vehicle miles traveled per capita has decreased since 2018.

In the realm of public transit, supported by TM 2.1, Prince George's County launched a system-wide transformation of its local bus network, TheBus, in late 2023. Improvements include extending service hours, improving schedules, and enhancing connectivity to Metro stations.⁸⁶ Simultaneously, as discussed under mode split and supported by TM 9.1, the County expanded its microtransit service by launching PGC Link, which offers flexible, on-demand transit in underserved areas such as southern Prince George's County. The program has planned expansions to include Bowie, Laurel, and Hyattsville. Generally, these services provide reliable alternatives to driving, particularly for short trips and first-/last-mile access.

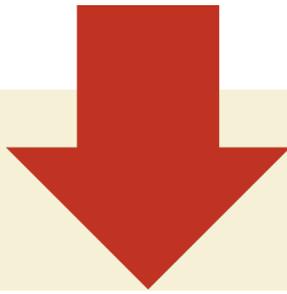
On June 1, 2018, Capital Bikeshare expanded its bike rental program into Prince George's County, initially launching with eight stations in communities including Largo, Hyattsville, National Harbor, and Mount Rainier.⁸⁷ Since January 2019, the program has

grown significantly, now offering 35 bicycle stations across the County. These additional stations are strategically located in areas such as College Park, Greenbelt, and at several Metro stations, enhancing access to alternative transportation options and further helping individuals reach the first- and last-mile connection.

Complementing these transportation upgrades, the County has also taken steps to support transit-oriented development (TOD) around future Purple Line stations. In 2022, the County adopted the Adelphi Road-UMGC-UMD Station Area Sector Plan to promote mixed-use, walkable development around the coming light rail stop. The County also participated in corridor-wide planning efforts to create equitable, low-VMT communities along the Purple Line route. Together, these recent efforts reflect a coordinated, County-led strategy to reduce vehicle dependency and promote a more sustainable, connected future for Prince George's County.

⁸⁶ Prince George's County Department of Public Works and Transportation, TheBus Transit Transformation Service Changes (Upper Marlboro, MD: December 2023), <https://www.princegeorgescountymd.gov/departments-offices/public-works-transportation/prince-georges-countys-thebus>

⁸⁷ Luz Lazo, "Capital Bikeshare Rolling into Prince George's County," The Washington Post, May 8, 2018, https://www.washingtonpost.com/news/dr-gridlock/wp/2018/05/08/capital-bikeshare-arrives-in-prince-georges-county/?wprss=rss_story-local-traffic-stream.



Wage Growth

Wage growth is measured by calculating total annual compensation paid to employees, which includes wages, bonuses, stock options, severance pay, profit distributions, the cash value of meals and lodging, tips, and other gratuities, as well as employer contributions to certain deferred compensation plans. This data is sourced from the U.S. Bureau of Labor Statistics (BLS). The values have also been adjusted for inflation using the Consumer Price Index (CPI) for June 2023.

Base Year (2019)	Current Year (2023)	Percent Change	Result	Target	Strategies
\$70,426	\$69,368	-1.5%	↓	↑	LU 9.2, EP 1.1, EP 1.4, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 7.2, EP 9.3, EP 9.4, EP 10.1, HC 2.4, PF 12.1

Between 2019 and 2023, wage growth in Prince George’s County saw a minimal decline, with average wages falling from \$70,426 to \$69,368 representing a decrease of 1.5 percent. This slight downward trend indicates a stagnation in wage growth, which may pose challenges for residents, especially with increases in the cost of living due to inflation.

Increasing wage growth in Prince George’s County boosts the local economy by raising residents’ income levels, leading to higher spending power. As workers earn more, they contribute to local businesses, driving demand for goods and services. Higher wages also attract talent and help reduce poverty, improving the overall quality of life. Increased earnings also generate more tax revenue, which can be reinvested into public services, infrastructure, and community programs.⁸⁸ Ultimately, wage growth creates a more prosperous, thriving community where residents are better equipped to meet their needs and contribute to the County’s economic vitality.

Although wage growth in Prince George’s County has been stagnant over the past five years, there have been accomplishments that could lead to higher wages down the line. One of the most significant developments in wage growth occurred on March 20, 2019, when the state of Maryland passed legislation to incrementally raise the minimum wage. Minimum wage for large employers was \$11 per hour on

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* reported on wage growth using data from Neustar, a data company specializing in real-time analytics. Wages were adjusted to 2019 for inflation using the CPI. The data retrieval occurred in July 2019. Given the change in data source for this report, the value is slightly different than previously reported.

2010	2019	Percent Change	Result	Target
\$83,264	\$84,031	1%	↑	↑

January 1, 2020, and reached \$15 as of January 1, 2025. For small employers, with 14 employees or fewer, the minimum wage was \$14 as of July 1, 2025.⁸⁹ This legislative change has set a clear trajectory for improving the minimum wage in the region, providing workers with greater earning potential while contributing to the broader goal of wage growth in Prince George’s County.

Beyond the state-level wage increases, several other actions (see indicators for commercial tax base, commercial vacancy rates, and higher education

⁸⁸ Economic Policy Institute, Why the U.S. Needs a \$15 Minimum Wage, Fact Sheet, January 26, 2021, <https://www.epi.org/publication/why-america-needs-a-15-minimum-wage/>.

⁸⁹ Kelsey Basten, “Maryland Approved \$15 Minimum Wage,” Labor Law News, April 2, 2019, <https://www.govdocs.com/maryland-approves-15-minimum-wage/>.



RYAN CRAUN/M-NCPPC

University of Maryland Capital Region Medical Center opened in 2021 and replaced the Prince George's County Hospital Center in Cheverly

attainment) have contributed to mitigating wage stagnation. These efforts include workforce training, supporting small businesses, and attracting high-wage sectors, which are generally supported by Policies EP 1 and EP 9. Attracting high-wage sectors is the most important factor in driving wage growth in the County. The General Plan identifies the targeted high-wage industries in healthcare, life sciences, business services, information technology, and federal government-related industries.

The opening of the United States Citizenship and Immigration Services (USCIS) headquarters in 2020 marked a key milestone in attracting high-wage federal jobs to the region. This project, which broke ground in 2017, not only added hundreds of jobs to the area by consolidating eight buildings across the region into one, but also signaled the County's growing appeal in the DC metropolitan area as the preferred hub for federal and administrative work.⁹⁰ Another major development, though still in the planning phase, is the future FBI Headquarters in Greenbelt, Maryland. With a \$3.5 billion investment under the Biden administration, this project is expected to bring thousands of high-paying jobs to the County once completed.⁹¹

Additionally, the University of Maryland Capital Region Medical Center, which opened in 2021, represents another critical step toward wage growth in the region in the healthcare industry. As supported by EP 4.1, this 629,000-square-foot healthcare facility, located near the Largo Town Center Metro Station, replaced the 75-year-old Prince George's County Hospital Center in Cheverly. The hospital's opening came with high-wage healthcare job opportunities for hundreds of people. Additional new development has seen medical specialist facilities and offices open adjacent to the hospital.⁹²

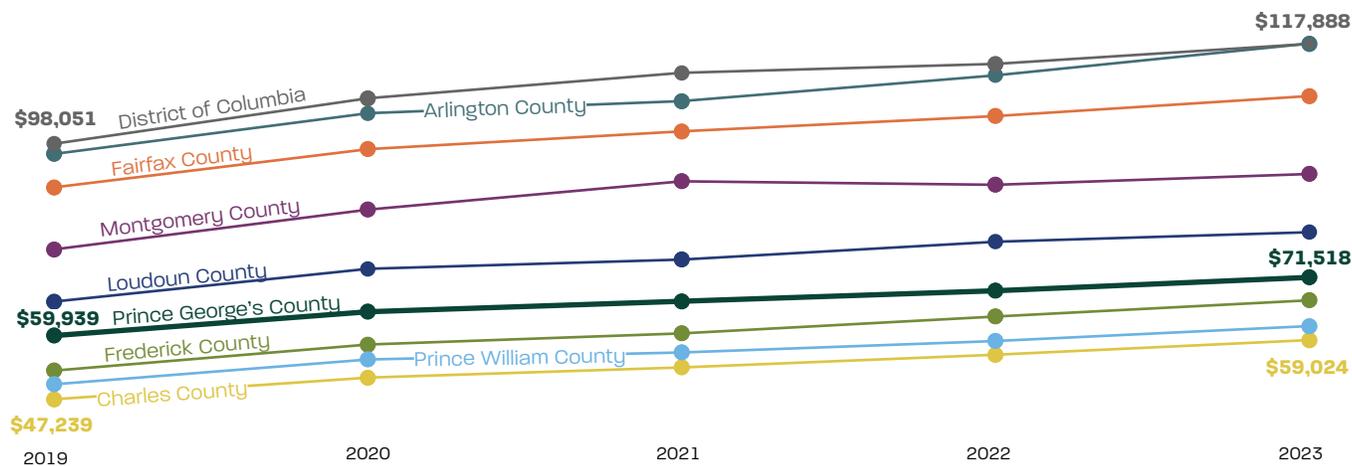
These efforts have created a more robust local economy with a growing number of high-wage opportunities, hopefully positioning Prince George's County with future wage growth. The combination of raising the minimum wage and attracting high-wage sectors, particularly in healthcare and government, has helped set the stage for improved earning potential for the County's residents. As the County moves forward, the continued focus on workforce training, small business support, and high-wage industry attraction will be essential in ensuring progress in long-term wage growth.

90 Mary McHale, "USCIS Headquarters Opens Near Branch Avenue Metro," *The Enquirer Gazette*, February 23, 2021, https://www.somdnews.com/enquirer_gazette/community/columns/uscis-headquarters-opens-near-branch-avenue-metro/article_8670d87d-675e-5e40-a2b2-edaa81d505b1.html.

91 Tom Fitzgerald, "White House Allocates Billions for FBI HQ in Greenbelt Amid Maryland-Virginia Feud," *Fox 5 Washington DC*, March 18, 2024, <https://www.fox5dc.com/news/white-house-allocates-billions-for-fbi-hq-in-greenbelt-amid-maryland-virginia-feud>.

92 Jania Matthews, "Historic Ribbon-Cutting Celebration for UM Capital Region Medical Center in Largo," *University of Maryland Medical System*, June 8, 2021, <https://www.umms.org/capital/news/2021/ribbon-cutting-medical-center-in-largo>.

Figure 5. Average Annual Wages by Jurisdiction



Regional Comparison – Wage Growth

The annual average wages in Prince George’s County from 2019 to 2023 increased at about the same rate as surrounding counties in Maryland, but slower than neighboring Virginia counties.

When compared to other Maryland counties, Prince George’s County is consistently ahead of Frederick and Charles Counties but behind Montgomery County in average wages, with a gap of approximately \$17,000 to \$20,000 annually throughout the five-year period.

In 2023, Prince George’s County reported an average wage of \$71,518 compared to Montgomery County’s \$92,042. However, Prince George’s County has shown steady wage growth, increasing by about 19.32 percent from 2019 to 2023, which is comparable to the percentage growth seen in Montgomery County.

Even though Prince George’s County fares better when compared to Charles and Frederick Counties, these two Counties have had larger percent growth—24.95 percent and 26.37 percent respectively.

When compared with Northern Virginia counties, such as Arlington, Fairfax, Loudoun, and Prince William Counties, Prince George’s County remains significantly behind in average annual wages. In 2023, Loudoun County’s average wage was \$80,481 and

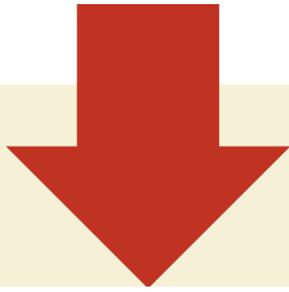
Fairfax County’s was \$107,532, both substantially higher than Prince George’s County. Arlington County stands out with the highest average of \$117,971, nearly \$46,000 more than Prince George’s County. Notably, wages grew slower in Prince George’s County when compared to the counties in Virginia. Specifically, the percent change for northern Virginia counties ranged from 20.31 to 23.01 percent. While Prince George’s County’s wage growth is positive, these Virginia counties clearly benefit greatly from high-income employment sectors.

Washington, D.C. consistently posts the highest average wages among nearly all jurisdictions in the metropolitan area (excluding Arlington), reaching \$117,888 in 2023. The gap between Prince George’s County and D.C. wages is stark with a difference of over \$46,000 in 2023.

Prince George’s County shows encouraging wage growth but remains at a clear disadvantage when compared to Northern Virginia, Washington, D.C., and Montgomery County. The data reveals regional wage inequality; underlining the importance of workforce development, job diversification, and investment in Prince George’s County.

RYAN CRAUN/M-NOPPO
A local food truck
employee prepares
a flatbread pizza for
his customer.





Waterway Health, Combined Biotic Index

Waterway health is measured by the Combined Biotic Index (CBI), which accounts for the presence and abundance of fish and benthic macroinvertebrate communities and other factors. The measure is either classified as poor, fair, good, or excellent depending on the score. This data is measured by the Maryland Biological Stream Survey conducted by the Maryland Department of Natural Resources and released publicly through their GIS portal. Unfortunately, other key water quality data typically used to gauge waterway health, such as the Total Maximum Daily Loads (TMDLs), are not available specifically for the County.

Base Year (2017)	Current Year (2023)	Percent Change	Result	Target	Strategies
3.5 CBI (Fair)	2.91 CBI (Poor)	-16.86%	↓	↑	NE 2.1, NE 2.2, NE 2.3, NE 2.4, NE 2.6, NE 2.8, PF 1.11, PF 9.2

From 2017 to 2021, the Combined Biotic Index (CBI), for waterway health in Prince George’s County declined from 3.5, classified as fair, to 2.91, indicating a status of poor, which represents a decrease of 16.86 percent. This deterioration in waterway health suggests a significant decline in the ecological quality of local waterways, potentially due to increased pollution and habitat degradation.

Improving waterway health in Prince George’s County benefits both the environment and the community. Clean, healthy waterways support local ecosystems, providing habitats for fish, wildlife, and plants. This enhances biodiversity and contributes to a balanced, thriving environment. Healthy rivers and streams also reduce the risk of flooding, protect property from water damage, and improve water quality, making it safer for residents to use for recreation.⁹³ Healthier waterways contribute to a cleaner, more sustainable environment and a higher quality of life for County residents.

As supported by NE 2.1, the Maryland Municipal Separate Storm Sewer System (MS4) Permit Program, established under the National Pollutant Discharge Elimination System (NPDES) in compliance with the federal Clean Water Act (CWA, 1972), addresses pollution from stormwater discharges for large counties and municipal jurisdictions with

2019 FIVE-YEAR EVALUATION

The 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation* reported on waterway health using data from the grant funded, Maryland biological Stream Survey (2011-2014). The report provided the score for The Coastal Plain – Western Shore region which encompasses Prince George’s County. However, there were no collection sites within the County used in the report. There was also no known data for 2019. Unfortunately, this was the best dataset available at that time. The lack of collection sites within the County used in the report and the change in data source, explains the drastic change in values.

2014	2019	Percent Change	Result	Target
4.23 CBI (Good)	unavailable	--	--	↑

populations over 100,000. In Maryland, this includes Prince George’s County. The program began in 1990 with Phase I regulations, which required Prince George’s County to manage stormwater discharges, with the goal of meeting statewide total maximum daily load (TMDL) pollution reduction requirements.⁹⁴

⁹³ United States Environmental Protection Agency, “Benefits of Healthy Watersheds,” updated March 18, 2024, accessed February 2025, <https://www.epa.gov/hwp/benefits-healthy-watersheds>.

⁹⁴ Maryland Department of the Environment, “Maryland’s Municipal Separate Storm Sewer System (MS4) Permit Program,” accessed February 2025, <https://mde.maryland.gov/programs/Water/StormwaterManagementProgram/Pages/MS4-Landing.aspx>.

Maryland's specific TMDL goals, as part of the greater Chesapeake Bay watershed, included reducing nitrogen pollution by 20.5 million pounds, phosphorus by 1.9 million pounds, and sediment by 1.5 million tons annually between 2010 and 2025.⁹⁵ Over the years, these targets have been adjusted to account for many factors such as the growing threat of climate change. According to the most recent EPA progress report, *Evaluation of Maryland's 2022-2023 and 2024-2025 Milestones*, the state met overall reduction requirements for phosphorus and sediment, but fell short for nitrogen, only achieving 83 percent of the goal.⁹⁶ However, given the regional nature of waterway health, the report is focused on Maryland as a whole, and not Prince George's County specifically. The County's efforts for clean waterways were last reported in the 2024 Annual NPDES MS4 Report, though it does not report on TMDL at the local level.⁹⁷

The 2024 Annual NPDES MS4 Report states that for FY 2024, the best management practices (BMP) inventory includes 28 restoration projects in total with 9 projects completed and 19 projects either in planning, design, or under construction. These projects, supported by NE 2.2 and NE 2.3, are being implemented through various programs including the Capital Improvements Program (CIP) and the Clean Water Partnership (CWP). This includes retrofitting impervious surfaces. The most notable ongoing project is the Bear Branch Sub-Watershed stream restoration project. Phase III of the restoration project targets the stream channel from Van Dusen Road to Contee Road, including both the main stem of Bear Branch and multiple tributaries. Phase II was completed ahead of schedule in June 2022, and Phase III design began in FY 2023, with construction planned for completion by FY 2027.

The County has also budgeted \$214,726,000 over the next six years for miscellaneous Countywide restoration of untreated impervious areas to meet the MS4/NPDES permit requirements. It involves implementing water quality and urban retrofit BMPs, stream restoration techniques, and other stormwater management approaches across all County watersheds. However, regulatory changes are expected to impact the timeline for restoration,



RYAN CRAUN/M-NOPPC

The overall health of waterways in Prince George's County has declined.

requiring certain projects to target specific water quality impairments, which will add time and cost to the restoration process.

The decline in waterway health in Prince George's County, as evidenced by the drop in the CBI, highlights the urgent need for continued efforts in waterway restoration. The MS4 program, along with ongoing projects such as the Bear Branch Sub-Watershed stream restoration, plays a critical role in addressing pollution and improving water quality. With significant investments planned for stormwater management and restoration, the County is working to meet its MS4/NPDES permit requirements and contribute to the overall health of the Chesapeake Bay.

⁹⁵ U.S. Environmental Protection Agency, "Chesapeake Bay Total Maximum Daily Load for Nitrogen, Phosphorus and Sediment," December 29, 2010, <https://www.epa.gov/chesapeake-bay-tmdl/chesapeake-bay-tmdl-document>.

⁹⁶ U.S. Environmental Protection Agency, "Evaluation of Maryland's 2022-2023 and 2024-2025 Milestones," August 14, 2024, www.epa.gov/system/files/documents/2024-05/2024_maryland_2022_2023_2024_2025_evaluation_draft_ms2.pdf.

⁹⁷ Prince George's County Department of the Environment, "2024 Annual National Pollutant Discharge Elimination System Municipal Separate Storm Sewer Systems Report," 2024, accessed February 2025 https://www.princegeorgescountymd.gov/sites/default/files/media-document/PG_CO_FY2024_NPDES_MS4_Phase%20I_Report_Final.pdf.



Update to Previous Recommendations

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* made several recommendations regarding the indicators themselves and evaluating and monitoring each indicator.

Eight recommendations to add or modify the indicators listed below have been implemented.

1. Add a new indicator to increase the commercial tax base.
2. Change increase household net worth or wealth to median housing value.
3. Change increase commuting patterns to net flow of commuters to work.
4. Include number of auto trips in mode split/shift.
5. Add a new indicator to increase the number of historically designated properties.
6. Add a new indicator to increase the acreage of parkland or number of parks.
7. Add a new indicator to increase the number of archaeological sites preserved.
8. Add a new indicator to increase in square feet of non-fast-food restaurants per capita.

There has been progress in implementing the seven recommendations for evaluating and monitoring Plan 2035, but there is still a lot that needs to be completed.

1. **2019 Recommendation:** Expand ongoing evaluation protocols by formalizing frequent data requests from various agencies and sources to enhance the frequency and effectiveness of monitoring, collecting, and evaluating indicators, while complementing a review system for policies and strategies

Implementation Status: *Ongoing.*

As part of the 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation*, staff started work on an internal tracking dashboard, called the Plan 2035 website matrix, that provided anecdotal evidence toward the progress of each listed strategy. Most of this work occurred during the drafting of the 2019 report; however, after the completion of the report, updates to the unfinished dashboard became infrequent. Interest was renewed with this report and recent updates were made. There have been many challenges in

There have been many challenges...the sheer number of recommendations to be tracked, the complexity of each strategy, each being nuanced and multifaceted, and the amount of research and expertise needed to analyze the range of topics.

implementing this recommendation including the sheer number of recommendations to be tracked, the complexity of each strategy, each being nuanced and multifaceted, and the amount of research and expertise needed to analyze the range of topics. The task is intensely time-consuming and requires a large staff dedicated to the project.

2. **2019 Recommendation:** Update center boundaries as master and sector plans are approved to address issues with the current half-mile radius method.

Implementation Status: *Ongoing.*

Since the 2019 report, only one Plan 2035 center boundary has been redefined from a half-mile radius to a defined boundary. This is the UMD West Local Transit Center, which was defined by the 2022 *Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan*. Other boundaries were recently redefined through approved master and sector plans, such as the 2025 *Approved West Hyattsville-Queens Chapel Sector Plan* and 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*.

3. **2019 Recommendation:** After completing the Plan 2035 recommendations report, review and prioritize outstanding strategies for implementation through interagency coordination and shared data sets.

Implementation Status: *Ongoing.*

Council Resolution CR-081-2023 established the Plan 2035 Implementation and Infrastructure Task Force to review the implementation strategies within the General Plan and make recommendations to the County Council on how to best reconcile current development policies with the long-range vision of the plan. The task force is particularly focused on strategies for limiting sprawl development, controlling haphazard development outside of Transit-Oriented Development and Local Activity Centers, and addressing climate and infrastructure concerns. As part of its assessment, the task force is also reviewing the adequacy of public facilities and staffing and making recommendations for prioritizing resources and public investments in alignment with the General Plan and the County's Climate

Action Plan.

4. **2019 Recommendation:** Complete the development pipeline and integrate data collection and monitoring recommendations into Plan 2035 monitoring.

Implementation Status: *Partially Complete.*

The Planning Department developed a prototype application to track and report the development pipeline. The current version has not been integrated into Plan 2035 monitoring and has a data lag. The Department is currently working on a new version that reduces the lag time to provide more timely development data.

5. **2019 Recommendation:** Identify suitable indicators for annual monitoring, ensuring data consistency and reliability, and establish a clear methodology with relevant agencies, producing appropriate outputs.

Implementation Status: *Incomplete.*

Annual monitoring of the indicators has not occurred. However, the five-year review cycle has been honored with the production of this report.

6. **2019 Recommendation:** Link indicators of success to Plan 2035 policies and strategies, updating progress annually on the Plan 2035 website matrix.

Implementation Status: *Partially Complete.*

The 2019 *Plan Prince George's 2035 Approved General Plan Five-Year Evaluation* completed an analysis that linked each indicator to specific strategies in Plan 2035. However, the Plan 2035 website matrix was not finalized or updated annually.

7. **2019 Recommendation:** Establish a working group with relevant agencies and the Washington Council of Governments (WCOG) to define responsibilities and data collection frequency, and to report on monitoring and evaluating Plan 2035.

Implementation Status: *Incomplete.*

Planning Department representatives regularly attend and contribute to the WCOG meetings. However, a specific work group has not been established to define responsibilities and collection, nor to monitor and evaluate Plan 2035.

PHOTO BY RYAN CRAUN/M-NOPPC





PHOTO BY RYAN CRAUN/M-NCPPC

Conclusions

Growth Management – Dwelling Units and Job Creation

To address the County’s persistent misalignment with Plan 2035’s growth management goals, particularly the underperformance of regional transit districts and over development of housing in the established communities, targeted interventions are necessary. One key issue is the presence of large, developable greenfield parcels throughout the established communities, which are attracting significant residential subdivisions and commercial developments due to their large size, existing higher density and mixed-use zoning, and ease of connecting to existing infrastructure. The County should continue to review existing zoning of these parcels during the master and sector plan process to ensure the zoning aligns with the Plan 2035 Growth Policy.

This approach will require a careful balance to encourage maximum densities in the regional transit districts. Many parcels within the regional transit districts are already developed with profitable commercial or residential uses (for example, the Mall at Prince George’s commercial development at the Prince George’s Plaza), which reduces the economic incentive for property owners to pursue redevelopment that is more in line with policy goals. Additionally, several parcels in the regional transit districts, such as Greenbelt, contain sensitive environmental features such as wetlands, floodplains, and steep slopes, which constrain the buildable area and significantly increase development costs due to the need for specialized site planning, mitigation, and regulatory compliance. These environmental constraints may make transit-oriented development financially infeasible on certain properties.

Compounding these challenges, many properties in the regional transit districts hold existing entitlements approved under the prior zoning ordinance, which set lower density minimums and maximums than those envisioned under Plan 2035 or what is currently permitted. These entitlements effectively guarantee less intensive development for years to come, preventing the full potential for higher-density, mixed-use developments near transit. Together, these factors create a complex set of hurdles that limit the pace and scale of new housing and commercial development in the regional transit districts where it is most desired and needed to support sustainable growth.

Many development applications still moving forward were approved under outdated regulations that do not reflect current growth policy objectives.

To redirect growth toward these priority areas, the County should consider adopting incentives for development such as tax abatements, or infrastructure investments, for projects within regional transit districts. Additionally, the continued allowance for developers and property owners to use the prior Zoning Ordinance has undermined the implementation of Plan 2035’s growth management goals. Many development applications still moving forward were approved under outdated regulations that do not reflect current growth policy objectives. To counter this, the County should remain firm on the April 1, 2025, cutoff date for new applications under the prior ordinance. The County should complement this effort by strongly considering implementing a sunset date for approved applications that have failed to apply for permits within a reasonable time. Furthermore, aligning the development review process to actively encourage growth in priority areas, across all review pathways, is essential. Streamlining these processes and ensuring adequate staffing and resources will help reinforce Plan 2035’s objectives and support timely, coordinated development where it is most needed.

The County should reassess the development capacity of the regional transit districts and local centers for maximum development potential taking into

consideration the existing challenges (such as existing development, existing entitlements, and environmental constraints) to confirm that the growth management targets are even possible under existing circumstances.

To further support realistic and strategic job growth and development, the Planning Department should coordinate closely with the Prince George’s County Economic Development Corporation (PGCEDC) to pursue the strategic objectives identified in the 2022 *Economic Development Strategic Action Plan*. This collaboration would help the Department focus on areas of greatest impact as defined by PGCEDC, and refine the County’s job growth targets, potentially right-sizing the current job growth goals to account for the recent setbacks, such as the COVID-19 pandemic.

Future planning efforts should consider the broader regional policy context, ensuring that Prince George’s County aligns with regional growth goals of WCOG. Notably, the current federal administration’s policies are likely to impact the County’s proportion of federal jobs and should be factored in when assessing future growth targets.

Furthermore, the more recent implementation of the new Zoning Ordinance and Subdivision Regulations presents more flexibility and streamlined development regulations that may enhance commercial investment opportunities and overall employment outcomes.

Indicators of Success

Approved on May 6, 2014, Plan 2035 set in motion a 20-plus-year vision for the County, a vision set to be realized by 2035. There are still 10 more years to reach the goals set forth in the General Plan. During the first five years of Plan 2035, as reported on in the 2019 *Plan Prince George’s 2035 Approved General Plan Five-Year Evaluation*, most of the indicators either showed positive movement in the desired direction (17 indicators) or neutral movement (3 indicators), with only 6 indicators moving in an undesired direction. Of these six indicators, four have reversed their trends, and have shown the desired movement since the previous report. These are: greenhouse gas emissions; median home value; recycling rates; and vehicle miles traveled per capita. However, four indicators previously showing desired trends have since

Table 8. Plan Element and Linked Indicators

	✓ Goal met, or being met	✗ Goal not met
Land Use		
Growth management goals		✗
Commercial tax base relative to residential tax base		✗
Transportation and Mobility		
Bike & pedestrian facilities constructed	✓	
Greenhouse Gas Emissions (MMTCO _{2e})	✓	
Mode split/shift	✓	
Vehicle miles traveled, per capita	✓	
Economic Prosperity		
Commercial tax base	✓	
Commercial vacancy rates		✗
Higher education attainment, bachelor's degree or higher	✓	
Median home value	✓	
Net flow of commuters to work		✗
Poverty rates		✗
Regional share of employment		✗
Unemployment rate	✓	
Wage Growth		✗
Natural Environment		
Agricultural land preserved, acres	✓	
Forest planted & preserved, acres	✓	
Impervious surfaces retrofitted, acres	✓	
LEED@-certified building	✓	
Waterway health, Combined Biotic Index (CBI)		✗
Housing and Neighborhoods		
Crime rate by total population	✓	
Foreclosure rates	✓	
Households burdened by housing costs	✓	
Housing & transportation affordability	✓	
Occupied housing units	✓	
Community Heritage, Culture, and Design		
Historically designated properties	✓	
Archaeological sites preserved	✓	
Healthy Communities		
Fast-food/non-fast-food restaurants, square feet per capita	✓	
Obesity/overweight Rates		✗
Public Facilities		
Parks & parkland, acres	✓	
Recycling rates	✓	

reversed. These are: commercial vacancy rates; poverty rates; wage growth; and the County's regional share of employment. Overall, the current five-year review identified eight indicators that exhibited an undesired trend.

When analyzing the plan elements against the linked indicators as identified in Table 8 metrics associated with Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, and Public Facilities showed the strongest performances. This is generally consistent with trends from the last five-year evaluation.

Underperforming Indicators

There are eight indicators that currently have negative trends. These are: the commercial tax base relative to the residential tax base, commercial vacancy rates, net flow of commuters to work, obesity/overweight rates, poverty rates, regional share of employment, wage growth, and waterway health.

To address these unwanted trends the simplest answer is that the County should focus on implementing the linked strategies. However, not all strategies are equal when it comes to their influence on reversing negative trends. Table 9 highlights the strategies that would most likely have the most substantial impact on the linked indicator.

Table 9. Underperforming Indicators and Recommended Targeted Strategies

Indicator	Recommended Targeted Strategies
Commercial tax base relative to residential tax base	EP 1.1 Dedicate County resources to attract businesses to the Downtowns, the Innovation Corridor, and economic submarkets in order to promote synergies. Implement development tools and incentives such as predesignated Tax Increment Financing, Business Improvement Districts, and targeted industry incentives such as real estate tax abatements for targeted tenants and the use of grants and/or loans.
	EP 6.4 Create a centralized and accessible clearinghouse of information for starting, operating, and growing small businesses.
Commercial vacancy rates	EP 6.5 Conduct a comprehensive review of County Code provisions specific to the operation of small businesses, including licensing, permitting and inspections, and zoning and subdivision regulations, to facilitate and support small business development.
Net flow of commuters to work	EP 10.1 Work with PGCEDC to identify sectors that have significant growth potential and could capitalize on the County's competitive advantages and assets
Obesity/overweight Rates	HC 1.2 Reevaluate and enhance the existing Health Impact Assessment process to improve its effectiveness and consider whether revisions should be made to address specific health impacts, including indoor air quality and potential exposure to hazards, such as lead paint.
	HC 2.2 Evaluate and revise, as appropriate, the County Code and incentive programs to reduce the prevalence of food swamps.
	HC 2.4 Incentivize, through tax abatements or other mechanisms, full-service grocery stores in designated regional urban transit centers and food deserts.
Poverty rates	HN 2.2 Promote and support public-private partnerships, nonprofit housing providers, expand existing housing programs, and pursue state and federal funding to rehabilitate and maintain the County's existing affordable housing stock.
Regional share of employment	EP 1.5 Market the County's competitive advantages by launching a proactive marketing and branding campaign.
Wage Growth	EP 9.4 Coordinate workforce development programs in the various institutions of higher education to generate a pool of skilled employees that will attract investors and businesses and expand employment opportunities.
Waterway health, Combined Biotic Index (CBI)	NE 2.4 Create a comprehensive and coordinated tracking program to monitor implementation of WIP projects. Water quality and habitat measures should be continually tracked at the 12-digit watershed scale countywide using readily available data.

Recommendations

Overall, Plan 2035 has served as a great guiding document for the County's growth and development for the past 10+ years, but as the region continues to change, it is becoming increasingly clear that an updated plan may be needed to adequately address new challenges and opportunities.

While Plan 2035 laid the solid groundwork for long-term growth and development, changes in the housing market, underperforming job growth, delays in public infrastructure (Purple Line light rail), and increasing threats of climate change have shifted the County's outlook and priorities. A new general plan should reflect these changes and create a forward-looking vision for the County's development. The lessons learned from the first 10 years of Plan 2035 indicate that a shift and refocus is necessary to remain competitive, resilient, and inclusive in the face of an increasingly complex set of circumstances. Therefore, it is crucial to consider a more dynamic, responsive general plan that better reflects the County's current realities and sets actionable goals to guide future development.

Since the drafting of Plan 2035, Prince George's County has slowly developed a housing affordability crisis, marked by a rising cost of living, stagnant wages, and a growing demand for housing across various income levels as the population continues to grow. These issues were further compounded by the impact of the COVID-19 pandemic and ongoing inflation, which have strained household budgets and made it increasingly difficult to find affordable housing. The County's growth management strategies, developed under different conditions, may not be flexible enough to address changing housing needs, and create a growing risk of displacement. A new general plan would address these challenges by incorporating updated strategies for more affordable housing development using the most current tools available.

One significant development is the Maryland legislative change under the Housing Expansion and Affordability Act (HB-538), which allows for increased housing density with affordable units near Metro stations, beyond current zone density limits. This new law presents an opportunity for the County to rethink how it utilizes its transit stations, encouraging that more affordable housing can be built near transportation hubs. Additionally, the County is currently conducting a Missing Middle Housing Study,

which will likely reveal weaknesses in the existing growth management goals, particularly in relation to the lack of housing types suitable for middle-income residents. As a result, the new general plan should prioritize inclusive housing policies that incorporate a range of housing types throughout the County, including in existing single-family neighborhoods. By aligning the County's growth policies with these new legislative mandates and conducting a comprehensive review of housing needs, the updated general plan would help prepare Prince George's County to address the affordability crisis.

At the same time, the County must also recognize that its current employment targets are not fully aligned with on-the-ground development trends. Projections indicate significant shortfalls in job growth within regional transit districts, local centers, and employment areas, while established communities and rural and agricultural areas are exceeding their intended shares. To remain realistic and effective, the updated general plan should adopt adjusted job targets that reflect these trends, ensuring growth is directed toward transit-accessible and mixed-use areas while preventing overconcentration in places not intended for major employment.

Additionally, the delays in the Purple Line light rail project may have had a significant impact on development patterns in Prince George's County. Originally envisioned as a key component of the County's transit-oriented growth strategy, the light rail's delayed timeline has dampened the development targets around future stations. As a result, some residents and businesses likely have opted to settle or expand in neighboring jurisdictions with more readily accessible transit options, undermining the County's intended growth strategy. Now that the completion of the Purple Line is imminent (2027), the County needs to reassess and update its General Plan to capitalize on the opportunities provided by this critical infrastructure. The plan must focus on stimulating development in areas near the future Purple Line stations, where growth may have stagnated due to the uncertainty surrounding the project.

Another key reason for drafting a new general plan is the escalating threat of climate change, which poses significant challenges to the future of Prince George's County. While climate change is a global issue that should ideally be addressed at national and international levels, it has become increasingly

...the County can chart a path forward that addresses the urgent realities of climate change and the broader environmental goals of sustainability, resilience, and equity.

clear that federal action is lagging, especially with the current administration's abandonment of meaningful mitigation measures. This federal inaction leaves state and local governments to take the lead in combating climate change. Prince George's County has a responsibility to develop its own climate resilience strategies. The County can take proactive steps to reduce carbon emissions, invest in green infrastructure, and implement sustainable development practices that safeguard the environment and enhance the quality of life for its residents. By incorporating climate change mitigation and adaptation strategies into the new general plan, the County can chart a path forward that addresses the urgent realities of climate change and the broader environmental goals of sustainability, resilience, and equity.

In terms of new indicators of success, the updated plan should focus on more measurable outcomes, as the current indicators are vague, primarily tracking broad trends of "up" or "down" without providing specific, measurable targets. This lack of precision makes it difficult to gauge the true effectiveness of the County's strategies, particularly when compared to the more defined growth management goals that include concrete targets for density and jobs. In the next general plan, the indicators of success should be more refined, with clear, realistic targets and measurable outcomes tied to specific timelines. For example, rather than simply tracking greenhouse gas emissions, the plan should include a concrete target such as decreasing emissions by 20 percent by 2030. Additionally, the plan should specify the data sources that will be used to track progress, whether through government agencies, third-party evaluations, or community input, and outline the frequency of data collection, whether it be annually or quarterly. By establishing these specific, time-bound metrics, the County can more effectively monitor progress, make informed adjustments through minor amendments,

and ensure that the goals outlined in the plan are met in a timely and transparent manner.

To effectively track specific strategies in the new general plan, the strategies themselves should be written to be more straightforward and focused, avoiding unnecessary complexity that can obscure accountability and progress. Overly complex strategies lead to confusion about responsibilities and hinder the ability to measure tangible outcomes. Each strategy should be clearly defined, with specific actions and expected outcomes that are easy to track and evaluate.

Additionally, the plan should include a detailed implementation table that outlines the leading party responsible for each strategy, as well as any other agencies or organizations that will support its execution. This table should also include clear timelines for completion, helping to ensure that each action item has a defined start and end date. By specifying who is responsible and when each initiative is expected to be completed, the plan will provide greater transparency and accountability, ensuring that strategies are effectively implemented, and that progress can be monitored over time.

In conclusion, Prince George's County has reached a point where the evolving challenges of housing affordability, job creation, infrastructure development, and climate change necessitate a forward-looking and adaptive general plan. The lessons learned from the past 10 years of plan implementation, coupled with the changing realities of the County's housing and job growth and the new opportunities presented by legislative changes and major infrastructure projects, provide a clear directive for revisiting and updating the plan. By integrating specific, measurable goals, implementing actionable strategies, and ensuring that local leaders and stakeholders are committed to these priorities, the County can build a better future.

Acknowledgments

James Hunt, MPA Acting Planning Director
Katina Shoulars Acting Deputy Director of Operations
Gwen McCall-Winston Deputy Director of Administration

Project Team

Andrea Gilles Community Planning Division Chief
Adam Dodgshon Placemaking Section Supervisor, Project Facilitator
Thomas Lester Planner IV, Project Manager
Pablo Espejo Graduate Intern

Project Resource Team

David S. Warner, Esq. Principal Counsel
Kui Zhao, AICP Research Section Supervisor
William Lescure Senior GIS Specialist
Charles Wade Planner II, Research Section
Paul Patnode Principal GIS Specialist
Brent Efunne Planner III

Technical and Administrative Assistance

Carly Brockinton Public Affairs & Marketing Specialist II



PRINCE GEORGE'S COUNTY
Planning Department

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