

## **Highlights**

### **Housing**

The county is meeting most of the housing objectives stated in the General Plan. The average home value has risen in absolute terms and also relative to similar jurisdictions. Opportunities have increased for higher density residential land uses in centers and corridors. The county has been successful in reducing high concentrations of distressed, low-income rental housing. The objective for locating new dwelling units in mixed-use development was exceeded in 2005; however, if the drop in the last two years continues, meeting the 2015 objective may be at risk.

### **Public Facilities**

The county is moving in the right direction to meet the public facilities objectives of the General Plan. As of 2006, the Police Department has more than twice the amount of facility space recommended in the General Plan. Some areas of the county fail to meet travel time objectives for fire and emergency medical service (EMS). One new fire/EMS station opened in 2005, and as of 2007 funding was approved for construction of seven more stations. The number of public schools operating at more than 100 percent capacity decreased between 2002 and 2007 at elementary and middle school levels but slightly increased at the high school level. There are still a substantial number of schools operating above capacity at all levels.

### **Transportation Systems**

The county has achieved mixed results to date in attaining General Plan objectives for transportation systems. There has been slight progress in attaining the core objectives such as decreasing single-occupant vehicle (SOV) trips; increasing transit usage, particularly for the work commute; and increasing average occupancy per vehicle. Progress has also been somewhat mixed and has varied over the past six years in obtaining the needed funding, particularly from the private sector, for transportation infrastructure. The county has been successful in obtaining funding for the trail and bikeway projects included on the current joint signature letter on state transportation priorities.

### **Historic Preservation**

The county is on track to achieve the historic preservation objective. In the last six years, 42 historic site evaluations were conducted and 27 sites were designated. In addition, the Old Town College Park Historic District was designated in 2006, and design guidelines and a local advisory committee were established. Legislation and guidelines for archeological review were approved in 2005.

### **Economic Development**

Except for the median home sales price, which has risen relative to similar jurisdictions, the county is trailing behind in meeting the economic development objectives of the General Plan. The county's jobs to population ratio has not improved. The average weekly wage has not risen relative to similar jurisdictions. The income and assessable base gaps between the county and similar jurisdictions have increased.

## **Environmental Infrastructure and Green Infrastructure**

Data are mostly lacking to monitor progress in environmental and green infrastructure categories. One reason for the lack of data is that there was not enough time to monitor progress on many of the green infrastructure objectives since the approval of the Green Infrastructure functional master plan in 2005. Where data were available, the county's progress was positive. As of 2005, the county was meeting or exceeding forest and tree cover goals of the General Plan in all tiers. Nearly all the required off-site woodland conservation mitigation banks were located within the Green Infrastructure Network.

## **Revitalization**

At this time this objective cannot be measured because revitalization overlay areas have not yet been designated. There is a recommendation for an overlay area in the *Preliminary Branch Avenue Corridor Sector Plan*.

## **Development Pattern**

The county has made very limited progress towards achieving the General Plan objectives for the development pattern. Since 2002 dwelling unit growth in the Developed, Developing, and Rural Tiers has not been on target toward achieving these objectives. The share of residential growth within centers and corridors in both the Developed and Developing Tiers has been lower than the General Plan objectives. The county is moving in the right direction in incorporating transit-oriented and/or transit-supporting design features in new development within centers and corridors. In terms of protecting sensitive lands, although considerable land is preserved each year, this amount is much less than the General Plan objective.

## **Monitoring Progress**

This section contains a progress report on the implementation of the General Plan objectives. Progress is reported via an analysis of existing conditions and trends for each of the General Plan objectives under each plan element. The first sentence under each objective summarizes the county's progress in meeting that particular objective since 2002. Available data are provided along with a detailed description.

Monitoring implementation progress for some of the objectives is not easy for various reasons. Some of the General Plan objectives are vague, difficult to measure, or do not have a clear time frame. In addition, based on the available data, it is clearly shown that some objectives are not likely to be met. It may be necessary to modify or replace some of the objectives to make them clear, measurable, and realistic. It would be helpful to monitor progress if time frames are defined clearly and objectives for interim periods are set.

In some cases, data are not available to monitor implementation of the objectives. There are several reasons for lack of data, including specific data not being collected by certain agencies, discontinued programs, or frequency of data collection not being matched with the monitoring time frame. In the case of the Green Infrastructure objectives, progress could not be monitored because there has not been enough monitoring time since the approval of the Green Infrastructure functional master plan in 2005.

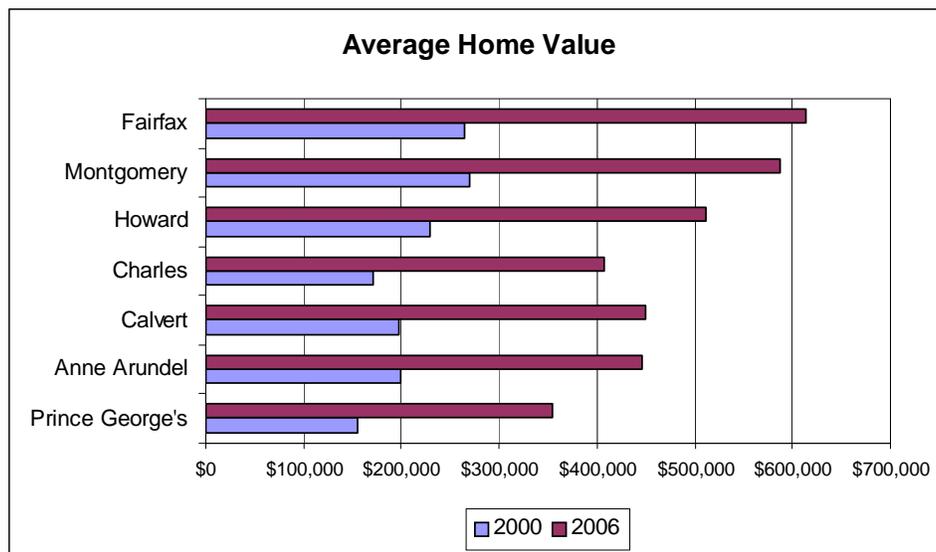
During the next phase of this project, Planning Department staff will evaluate the existing General Plan objectives and make recommendations for modifications. Staff will also identify gaps and weaknesses in General Plan elements and make recommendations to fill the gaps and strengthen weaker elements. In addition, recommendations will be made regarding ongoing implementation monitoring (i.e., a process for information gathering) and periodic performance assessments.

## Housing

**Objective: Increase the average home value in Prince George’s County.**

The county has met this objective. The average home value in Prince George’s County increased from \$155,730 in 2000 to \$354,878 in 2006, a 128 percent rise.

Even though the General Plan states this objective in absolute terms, a comparison with other jurisdictions provides a sense of perspective. When compared to the average for the neighboring counties, the average home value in the county grew slightly faster. In 2000, the county’s average home value was 36 percent below the weighted average for the other counties. By 2006, the county’s figure had improved slightly. It was 35 percent below the weighted average for the neighboring counties. (Data on average home value for the jurisdictions in this comparison are only available for 2000 and 2006.)



**Comparison Between Prince George’s County Average Value and Average Value in Neighboring Counties  
(Actual Dollars)**

	2000		2006	
	Value	Difference	Value	Difference
<b>Prince George's</b>	155,730	–	354,878	–
<b>Anne Arundel</b>	198,641	42,911	445,661	90,783
<b>Calvert</b>	198,042	42,312	449,140	94,262
<b>Charles</b>	171,285	15,555	407,928	53,050
<b>Howard</b>	228,755	73,025	512,111	157,233
<b>Montgomery</b>	269,156	113,426	586,768	231,890
<b>Fairfax</b>	264,901	109,171	614,000	259,122

Source: 2000 Census and American Community Survey, Census Bureau.

***Objective: Increase opportunities for higher density multifamily dwellings in centers and corridors.***

Since 2002 several sector plans, master plans, and mixed-use town center plans have been approved to increase opportunities for higher density multifamily dwellings in centers and corridors. The growing number of such initiatives indicates a strategic effort to achieve this objective. Examples of the approved plans include:

*Approved Bowie and Vicinity Master Plan and Sectional Map Amendment (February 2006)*

This plan amends the 1991 *Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B*. The plan also amends the 2002 *Prince George's County Approved General Plan* and other functional master plans. The Development Pattern element encourages the revitalization of Old Town Bowie and redevelopment of Bowie Main Street, West Bowie Village, and Pointer Ridge. It promotes a greater mix of uses and housing choices in Old Town and encourages a variety of housing products marketed for a broad range of income levels.

*Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment (June 2005)*

This plan updates the 1981 Subregion VII master plan for Planning Areas 76B and 80, and refines the goals, objectives, policies and strategies of the approved 2002 General Plan for this area. The plan provides opportunities for medium -to high-density housing within centers, the Oxon Hill Transit Corridor and the Branch Avenue (MD 5)/Allentown Road Corridor Node, mixed-use activity centers, and other designated high-density areas. It also provides opportunities for low -to moderate-density, high-quality, high-value housing outside of centers and designated high-density areas.

*Approved Morgan Boulevard and Largo Town Center Metro Areas Sector Plan (May 2004)*

This sector plan and text maps amend portions of the 1993 Landover, the 1985 Suitland-District Heights, and the 1990 Largo-Lottsford master plans. The plan also amends several functional master plans such as the 1982 *Master Plan of Transportation*, the 1992 *Historic Sites and Districts Plan*, and the 1975 *Countywide Trails Plan*. Mixed-use land uses are recommended throughout the Metro core areas with an emphasis on office and residential land uses to take advantage of the proximity to Metrorail, promote a vibrant 24-hour environment in the centers, and support local retail uses. The plan utilizes the Mixed-Use-Infill (M-U-I) Zone to permit a mix of residential and commercial uses, and encourages high-quality multifamily housing at the Metro station core areas (in designated locations).

*Approved Westphalia Sector Plan and Sectional Map Amendment (February 2007)*

Westphalia is a proposed regional center in the Pennsylvania Avenue Corridor. The 2002 General Plan designated Westphalia as a possible future community center site due to the fact that most of the site was rural and had yet to be developed. In the 2007 *Approved Westphalia Sector Plan and SMA* Westphalia was upgraded to a regional center. Prior to the plan there were approximately 1,998 acres of residential agricultural zoning in Westphalia. The approved plan reduced this zoning by 1,253 acres. Opportunities for higher residential density in the regional center is encouraged by adding over 600 acres of mixed-use zoning, almost four acres of multifamily medium density residential zoning, and 372 acres of residential medium development zoning.

**Objective: Reduce high concentrations of distressed, low-income rental housing by 30 percent by 2025.**

The county has successfully achieved this objective. Between 2004 and 2007, the number of distressed multifamily rental properties in the county was reduced by 50 percent. This means that the objective was achieved long ahead of the schedule. There is an ongoing effort to further reduce high concentrations of distressed, low-income rental housing. As the projects listed below show, the county is on track to possibly eliminate distressed low-income rental housing entirely.

**Number of Distressed Multifamily Rental Properties in Prince George's County**

<b>Year</b>	<b>Total of Distressed Properties</b>
<b>2004</b>	20
<b>2005</b>	16
<b>2006</b>	12
<b>2007</b>	10

Source: Prince George's County Department of Environmental Resources

Additional efforts to reduce high concentrations of distressed, low-income rental housing include:

*Highland at Landover Station*

Highland at Landover Station, the former Hawthorne Gardens, was completely renovated as part of a joint project between the Prince George's County Department of Housing and Community Development and the Prince George's County Police Department. The renovations at Highland began in January 2007 and included 110 units, ranging in price from \$149,000-\$209,000.

*Suitland Manor*

Suitland Manor was a multifamily residential complex located in Suitland, Maryland that was known for its crime, drug activity, property-standard violations, absentee landlords and other social problems. By the summer of 2007, the Redevelopment Authority of Prince George's County finished acquiring a total of 656 units of multifamily residential property at Suitland Manor. The site is currently being prepared for redevelopment.

*Bristol Pines Apartments*

In 2006, the Housing Authority of Prince Georges County (HAPGC) issued \$25,620,000 in tax-exempt bonds for the acquisition and rehabilitation of Bristol Pines Apartments, a 414-unit multifamily rental complex located in Camp Springs. By using its authority to issue tax-exempt bonds, the county's provision of low-interest rate financing allowed for substantial quality rehabilitation of the property now known as the Courts of Camp Springs.

**Objective: Increase the percentage of mixed-use development so that 1 in 10 new dwellings are located in a mixed-use development by 2005; 2 in 10 dwelling units by 2015; and 3 in 10 dwelling units by 2025.**

The county has achieved mixed results for this objective. Beginning in 2002 until 2004, the percentage of new dwelling unit completions located within mixed-use zones increased from 15.2 percent to 29.7 percent. As a result, the objective was achieved for the years 2002 through 2005. The trend, however, reversed in 2006 when the percentage of new dwelling units located in mixed-use zones dropped to 8.6 percent, even less than the 2005 goal. In 2007, the percentage was even lower (7.5 percent). Current ongoing efforts to plan for more mixed-use development, especially within designated centers and corridors, may result in increased numbers of dwelling units in the future.

### **Dwelling Unit Completions**

<b>Year</b>	<b>Total Completions</b>	<b>Completions in Mixed-use Zones</b>	<b>Percent in Mixed-use Zones</b>
<b>2002</b>	3,221	490	15.2%
<b>2003</b>	2,148	394	18.3%
<b>2004</b>	2,303	683	29.7%
<b>2005</b>	3,152	525	16.7%
<b>2006</b>	3,462	298	8.6%
<b>2007</b>	2,536	191	7.5%
<b>Total</b>	16,822	2,581	15.3%

Sources: Prince George's County Department of Environmental Resources

## Public Facilities

**Objective: Provide fire and emergency medical facilities throughout the county in order to ensure that each residence and business is within the adopted travel time standards.**

The Fire/EMS Department and the Planning Department are working together to meet this objective, which has not been met to date. Since 2002, only one new fire/EMS station was built.

There are several areas that have insufficient fire and emergency medical services (EMS). Planning Areas 86A and 87B are beyond the five-to-nine minute standard. In addition, portions of Planning Areas 60, 62, 64, 70, 71A, 73, 74A, 74B, 76B, 78, 79, 80, 81A, 81B, 82A, 82B, 84, 85A, 85B, 86B and 87A are beyond this standard.

Since 2002, the county has programmed for construction seven master- or sector-planned stations (see table below). On March 25, 2008, the Prince George's County Council approved CR-18-2008, the *Public Safety Facilities Master Plan*. This plan updates the travel time standards and recommends the provision of 18 new fire/EMS stations to meet these standards countywide.

### **Status of Master- and Sector-Planned Fire/EMS Stations in the Capital Improvement Program: 2002-Present**

Year	Facility	Status	Relevant Master/Sector Plan(s)
2005	Bunker Hill Co. 55 Station	Open	1990 Public Safety Master Plan 1994 Planning Area 68 Master Plan 2002 General Plan
2008	District Heights Co. 26 Station	Under Construction	2008 Public Safety Facilities Master Plan
2009	Northview Station	Permitting Phase	1990 Public Safety Master Plan 2002 General Plan 2006 Bowie and Vicinity Master Plan 2008 Public Safety Facilities Master Plan
2009	St. Joseph's Drive Station	Permitting Phase	1990 Public Safety Master Plan 1990 Largo/Lottsford Master Plan 2002 General Plan 2008 Public Safety Facilities Master Plan
2009	Beechtree Station	Funded for Construction	1990 Public Safety Master Plan 1993 Subregion VI Master Plan 2002 General Plan 2008 Public Safety Facilities Master Plan

2010	Central Avenue Special Operations/EMS Station	Funded for Construction	1990 Public Safety Master Plan 1993 Landover and Vicinity Master Plan 2000 Addison Road Metro Town Center and Vicinity Master Plan 2004 Morgan Boulevard and Largo Town Center Sector Plan 2008 Public Safety Facilities Master Plan
2011	Oxon Hill	Funded for Construction	1990 Public Safety Master Plan 2000 The Heights and Vicinity Master Plan 2006 Henson Creek/South Potomac Master Plan 2008 Public Safety Facilities Master Plan
2013	Brandywine Co. 40 Station	Funded for Construction	1993 Subregion V Master Plan 2008 Public Safety Facilities Master Plan

Source: Countywide Planning Division, Special Projects Section

The *2008 Approved Public Safety Facilities Master Plan (PSFMP)* amends the General Plan and sets a five-minute to nine-minute travel time standard for all fire and emergency medical service (EMS) vehicles. The PSFMP recommends the following new Fire/EMS stations to address areas currently beyond the five-to-nine minute travel time standard.

<b>Proposed Station(s)</b>	<b>Planning Area(s) Served</b>
Aquasco	87A, 87B
Beechtree	74A, 74B, 79, 82A, 82B
Brandywine Relocated	81A, 82A, 85A, 85B, 86A
Danville	84
Forestville Relocated	78, 82A
Greenbelt Relocated	62, 64, 70
Konterra	60
Nottingham	85A
Northview	74B
Oxon Hill	76B, 80
Central Avenue	73
Snowden	60, 62, 64
St. Barnabas	76B, 80
St. Joseph's	70, 73
Woodmore	71A, 73, 74A

Source: PSFMP

**Objective: Achieve a school system in which each school is operating at 100 percent or less of its capacity.**

Progress has been made since 2002, but this objective has not yet been met. Prince George’s County Public Schools (PGCPS) added 6,729 new elementary school seats, 1,980 new middle school seats, and 4,523 new high school seats from 2002-2007. These capacity additions allowed PGCPS to reduce the percentage of overcrowded elementary and middle schools; however, overcrowding at the high school level continues to occur.

**PGCPS Capacity Additions: 2002-2007**

Year	School	Type	Capacity
2002	Cora L. Rice	Elementary	709
2002	Lake Arbor	Elementary	778
2002	Rosaryville	Elementary	752
2003	Samuel P. Massie	Elementary	727
2004	Panorama	Elementary	779
2005	Suitland	Elementary	750
2005	William W. Hall	Elementary	750
2006	Northview	Elementary	742
2006	Rosa A. Parks	Elementary	742
Total			6,729
Year	School	Type	Capacity
2002	Ernest E. Just	Middle	990
2002	G. James Ghoulson	Middle	990
Total			1,980
Year	School	Type	Capacity
2005	Bladensburg	High	1,923
2006	Henry A. Wise, Jr.	High	2,600
Total			4,523

Source: PGCPS

For the 2006–2007 school year, 38 percent of county elementary schools, 37 percent of middle schools, and 65 percent of high schools operated at more than 100 percent capacity.

**Percent of Schools at or Exceeding 100 Percent Capacity**

School Type	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	Point Change 2002-2007
<b>Elementary</b>	47	60	46	40	38	-9
<b>Middle</b>	50	59	47	65	37	-13
<b>High</b>	62	65	71	87	65	3

Source: PGCPS

The challenge facing PGCPs in the next decade is not rising enrollments but rather efficient utilization of existing capacity.

**PGCPS Utilization of Capacity, 2002-2007 (Percent of Capacity Utilized)**

School Type	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	Point Change 2002-2007
Elementary	99.5	96.3	96.5	95.5	91.8	-7.7
Middle	100.8	103.3	105.5	100.7	95.9	-4.9
High	111.9	114.2	115.8	113.1	103.8	-8.1

Source: PGCPS

Although over 38 percent of elementary schools, 37 percent of middle schools, and 65 percent of high schools are over capacity, available capacity exists to house all elementary and middle school students. In addition, PGCPS forecasts a reduction of 6,858 high school students by 2013. The combination of increased capacity and decreased enrollments may allow for the potential of meeting this objective.

**Objective: Provide library facilities in the county to meet the circulation guideline of 2.43 volumes of circulation per volume of holdings.**

This objective is not being met as circulation and holdings have remained steady from 2002-2006. This is reflective of an overall national trend where circulation of traditional media is static while demand for internet and computer services at public libraries is skyrocketing. The Planning Department recently completed a library facility study that explored this trend and made recommendations for the future.

Year	Circulation	Holdings	Ratio
2002	3,842,835	2,117,562	1.81
2003	3,899,476	2,133,994	1.83
2004	3,717,041	2,551,293	1.46
2005	3,865,727	2,172,898	1.78
2006	3,936,469	2,140,203	1.84

Source: Maryland Public Information Network

**Objective: Provide police facilities that meet the following facility size guidelines: (1) 141 square feet per 1,000 county residents and (2) 184 square feet for each 1,000 calls for service.**

This objective has been met every year since the approval of the General Plan. The Prince George’s County Police Department (PGPD) currently has 255,036 square feet of space, which is more than double the General Plan objective. In 2006, there were approximately 841,315 county residents. Using the General Plan objective, the minimum amount of police facility space would be 118,625 square feet. There have been no additions to existing police facilities since 2002.

**Police Facilities-2007**

Facility	Square Feet
Hyattsville Justice Center-District I	47,446
Bowie-District II	11,565
Police Headquarters & District III	128,608
Eastover-District IV	9,316
Clinton-District V	27,034
Beltsville-District VI	11,577
Special Operations Center	19,490
<b>Total</b>	<b>255,036</b>

The 2008 *Approved Public Safety Facilities Master Plan* makes long-term recommendations to ensure that police facilities are modern and strategically located to accommodate the growth and development envisioned for the county. The plan includes recommendations for two new district stations (Fort Washington and Glenn Dale) as well as the relocation of the Clinton and Beltsville stations to better serve their districts.

<b>Police Department Calls for Service 2002-2006</b>						
<b>by District</b>						
<b>District</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Percent Change 2002-2006</b>
<b>1</b>	113,876	114,713	118,240	128,315	124,179	9.00%
<b>2</b>	89,514	89,551	89,553	97,740	108,382	21%
<b>3</b>	141,579	143,498	138,192	142,855	144,707	2.20%
<b>4</b>	107,257	107,602	107,675	110,231	114,489	6.70%
<b>5</b>	37,242	38,302	39,525	43,965	57,311	53.80%
<b>6</b>	34,741	34,660	34,379	38,516	44,138	27.00%
<b>Total</b>	524,209	528,326	527,564	561,622	593,206	13.50%

<b>Police Facilities</b>					
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Total Facility Space (sf)</b>	255,036	255,036	255,036	255,036	255,036
<b>Calls for Service</b>	524,209	528,326	527,564	563,627	595,212
<b>Square Feet per 1,000 Calls for Service</b>	487	483	483	452	428

The county has continued to meet the General Plan's space ratio standard for calls for service of 184 square feet for each 1,000 calls since 2002. PGPD has 428 square feet of facility space for every 1,000 calls for service. As calls for service have increased since 2002, the facility space to calls for service ratio has decreased. However, the county still has 232 percent of the recommended facility space for the level of calls for service.

**Objective: Provide enough transmission, storage and treatment plant capacity for a 10-year period.**

Sufficient data are unavailable to effectively evaluate this objective. The Washington Suburban Sanitary Commission (WSSC) reported that there is water treatment and wastewater treatment capacity that is adequate for the next ten years, without providing data to support this finding. WSSC is unable to make a ten-year projection concerning water transmission, distribution, water storage or wastewater collection and transmission capacity at this time. Issues regarding water transmission and wastewater transmission are addressed on an individual basis through WSSC's capital improvement program.

The Department of Environmental Resources is currently working on an update to the 2001 *Water and Sewer Plan* that will address transmission, storage and treatment plant capacity. In 2008, the Planning Department will begin to develop a Water Resources Functional Master Plan pursuant to House Bill 1141 which requires all counties within Maryland to produce a plan for a safe and adequate domestic water supply including water protection and distribution. This bill requires the county to determine sewer and wastewater capacities at present conditions and buildout, and plan for additional treatment, where appropriate, to mitigate growth impacts on water quality. The Water Resources Plan will evaluate water resources for adequacy relative to current and future needs and identify suitable receiving waters and land areas to meet the stormwater management and wastewater treatment and disposal needs of existing and future development.

**Objective: Provide a minimum of 15 acres M-NCPPC local parkland per 1,000 population (or the equivalent amenity in terms of parks and recreation service) and 20 acres of regional, countywide and special M-NCPPC parks per 1,000 population.**

The county is meeting this objective for regional, countywide, and special parks, but is 6,787 acres short of meeting the objective for local parkland.

The current 20,338 acres of regional and countywide parkland exceeds the objective established in the General Plan of 20 acres of regional, countywide and special parks per 1,000 residents. In 2007, the Planning Department estimated a current population of 847,749, which means that there should be 16,955 acres of regional, countywide and special parkland.

**Parkland Owned by M-NCPPC**

Park Type	Acres (2007)	Acres per 1,000
Regional Facilities	10,638	12.6
Countywide	8,209	9.8
Special Use	1,491	1.8
<b>TOTAL</b>	<b>20,338</b>	<b>24.2</b>

Source: Department of Parks and Recreation

The objective for local parkland is 15 acres per 1,000 residents. For a population of 847,749, there is a need for 12,716 acres of local parkland. The county is currently 6,787 acres short of this objective.

**Parkland Owned by M-NCPPC**

Park Type	Acres (2007)	Acres per 1,000
Local	5,929	7.0

Source: Department of Parks and Recreation

## Transportation Systems

***Objective: Increase average automobile occupancy by 25 percent by 2025.***

The county has made slight progress in this category since 2002. Auto occupancy for all trips in the county was 1.29 occupants per vehicle in 2001, and was an estimated 1.31 in 2006, which is a very slight improvement of 1.6 percent. For 2006, work trip occupancy increased slightly by 1.8 percent, from 1.12 percent in 2001 to 1.14 percent in 2006. At this rate, the county will not attain this objective by 2025. A broader and more geographically comprehensive range of transit alternatives to auto-based commuting, together with either mixed-use development or land use policies that bring workplaces closer to residential are the principal means for accelerating progress to achieve this objective. (See *Transit Planning* comments, below.)

***Objective: Reduce average commuter vehicle miles traveled countywide by 25 percent by 2025.***

The county made some progress in achieving this objective. Average commuter vehicle miles declined slightly from 20.1 miles in 2001 to 19.2 miles in 2006, an improvement (reduction) of 4.8 percent. However Prince George's County residents continue to have the longest average commute (approximately 47.1 minutes) to work of any major jurisdiction in the Metropolitan Washington region. A more instructive measure might be a comparison of the median commute time of county residents with those of other peer jurisdictions in the region. Further, progress to date in this category would equate to a possible 20 percent—rather than 25 percent—reduction by the target year of 2025. More at-place employment and residential-employment mixed-use development, particularly in the Developing Tier, would accelerate progress toward achieving this objective.

***Objective: Increase the proportion of transit trips by 25 percent by 2025.***

Although it has made some progress since 2001, the county is behind the pace needed to achieve this objective by 2025. In 2001, 17.1 percent of county work trips were by transit. In 2006, this mode share had increased slightly by 3 percent, to an estimated 17.6 percent. The increased level and coverage of transit service proposed in the next Five Year County Transit Service and Operations Plan (TSOP) will increase the number of bus transit options available to county residents and should help accelerate the pace for achieving this objective. At this rate the state objective will not be achieved by 2025.

*Transit Planning Initiatives and Milestones:*

- Fixed guideway (bus rapid, light and heavy rail) transit extensions—particularly for Metrorail and the Purple Line—are being evaluated in the Countywide Master Plan of Transportation, which has been underway since October 2007 and will be completed in early 2009. The next Growth Policy Update will reflect and document the fixed guideway transit extensions that are recommended in this plan.
- The Planning Department, Prince George's County Department of Public Works and Transportation (DPW&T) and Maryland Department of Transportation (MDOT) are working to have a locally preferred alternative (LPA) for the initial, 16.4 mile segment of the Purple Line (interim terminal at New Carrollton) by fall 2008.
- Purple Line extensions beyond New Carrollton and rail transit service from northern Virginia to National Harbor and points north have both been identified as major county priorities.

- The County Council has requested MDOT to evaluate options for extending the Purple Line from New Carrollton at least to Largo.
- MDOT has reinitiated a feasibility study of fixed guideway transit options on Branch Avenue (MD 5), from the Branch Avenue Metro Station to northern Charles County.
- MDOT has also commenced the General Assembly-authorized feasibility study of options for extending the Metrorail Green Line beyond Greenbelt.

***Objective: Reduce private automobile dependency, particularly for single-occupant vehicle (SOV) trips.***

The county has made some progress in this area since 2001. In that year, 77.3 percent of all county trips were in single-occupant vehicles. As of 2006, this percentage had declined by 2.2 percent, to approximately 75.6 percent. As noted above, expanded transit service—particularly in parts of the Developing Tier—would provide additional opportunities for county residents, particularly commuters, to shift from SOV trips to transit.

Also, continued implementation of the countywide trails network may provide opportunities to reduce the percentage of single-occupant vehicles further as additional connectivity is provided between neighborhoods and new trail connections to Metro or employment centers are made. Examples include the extension of the Henson Creek Trail to Branch Avenue Metro Station. This trail will link the existing stream valley trail and established residential communities to Metro and the Camp Springs Town Center and allow commuters to access mass transit by walking or bicycling.

***Objective: Site and plan new development and revitalization to generate transit ridership that helps achieve the cost recovery targets established by the county Five-Year Transit Service and Operations Plan.***

The county's progress in this area is mixed. Transit-oriented development (TOD) plans and projects in the Developed Tier and at Developing Tier centers and in corridors are potentially a major vehicle for achieving General Plan growth and development objectives.

- The Countywide Master Plan of Transportation, which has been underway since October 2007, will evaluate and recommend development-oriented transit policies and strategies that optimize transportation systems and land use integration that help achieve General Plan goals for the Developed Tier and Developing Tier centers and some corridor nodes.
- Since the initial (2003) Biennial Growth Policy Update report, transit district and sector plans that emphasize TOD have been completed for: Cheverly, Largo Town Center, Morgan Boulevard, Prince George's Plaza TDOZ, Riverdale M-U-TC, Bowie Master Plan, Tuxedo Road/Arbor Street and Cheverly Metro Area Sector Plan and SMA, and Henson Creek Sector Plan.
- Plans for Branch Avenue, Capitol Heights and Landover Gateway are underway and will be completed in 2008 and 2009. An update of the New Carrollton Metro Transit District Development Plan was initiated in fall 2007.
- Plans for Subregion 4, Bowie MARC Station Center and Port Towns are underway and will propose TOD for Metro and MARC stations.

- The *Strategic Framework for Transit-Oriented Development in Prince George's County* has been completed since the 2003 Biennial Growth Policy Update report.

***Objective: Increase public funding of transportation infrastructure in the Developed Tier.***

There has been a decline in public funding of transportation infrastructure in the Developed Tier since 2003. The FY 2003-2008 county Capital Improvement Program (CIP) includes \$310.6 million for transportation projects in the Developed Tier, or 24.2 percent of the county transportation total for street, road, bridge and highway projects. The FY 2008-2013 CIP includes \$160.03 million for transportation projects in the Developed Tier, which is 18.2 percent of county transportation total. The decrease in funding is attributable largely to the FY 2003-2008 CIP containing several Metrorail station access improvement projects in the Developed Tier, which contains 14 of the county's 15 Metro stations.

***Objective: Increase public funding and attract and encourage more private funding of transportation infrastructure in Developing Tier centers and corridors.***

Progress in this area has been mixed. Capital funding for projects specifically targeted for centers was approximately \$100.9 million in the FY 2003-2008 Capital Improvement Plan (CIP). The FY 2008-2013 CIP includes \$467.51 million in funding for street, road, bridge and highway projects for the Developing Tier, or approximately 53.17 percent of the total.

The FY 2008-2013 CIP does not identify projects or private sector funding by General Plan center or corridor. Several major development projects in both Developed and Developing Tier centers—notably Greenbelt Station (which borders the Developing Tier), National Harbor and the Westphalia Town Center—were approved on condition that there be significant developer participation in funding needed for transportation infrastructure or improvements. Such requirements, or conditions, for major developer contributions continue to be site and project-specific.

***Objective: Encourage and increase the proportion of private sector funding of needed transportation infrastructure in the Developing and Rural Tiers outside of centers and corridors.***

This objective is closely related to the objective immediately above. Several major development projects in both Developed and Developing Tier centers—notably Greenbelt Station (which borders the Developing Tier), National Harbor and the Westphalia Town Center—were approved on condition that there be significant developer participation in funding needed for transportation infrastructure or improvements. Such requirements, or conditions, for major developer contributions continue to be site and project-specific.

The FY 2008-2013 Capital Improvement Program (CIP) includes \$467.51 million in public sector funding for street, road, bridge and highway projects for the Developing Tier, or approximately 53.17 percent of the total.

Capital funding for transportation projects in the Rural Tier decreased from \$5.7 million in the FY 2003-2008 CIP to 0 in the FY 2008-2013 CIP. Further, no other private sector funding for Rural Tier transportation projects were identified for this Growth Policy Update report.

***Objective: Plan new development to help achieve the objectives of the Countywide Trails Plan and Equestrian Addendum.***

Sufficient data are unavailable to measure this objective. The Countywide Master Plan of Transportation, which will be completed in early 2009, will update the countywide trails network and may recommend revisions to the project review guidelines. Area and sector-specific parts of what will be the trails, bikeways and pedestrian mobility layer of the Countywide Master Plan of Transportation are and will be updated as part of each subsequent master plan. Elements of the revised Countywide Trails Plan will be implemented as development occurs, through M-NCPPC Capital Improvement Program projects, and as part of road construction improvements projects.

***Objective: Ensure funding to achieve the objectives of the Trails Plan and State Priority List.***

The county has had considerable success in this area. Nine of the twelve trail/bikeway priorities included on the current Prince George's County submission also serve General Plan Centers or Corridors.

The county has been successful in obtaining funding for the trail and bikeway projects included on the current (2007) joint signature letter on state transportation priorities. Funds were programmed for construction of 8 of the 12 priorities listed, while state and federal funds were used in only 5 of the 8 priorities. The others were funded with developer and/or municipal funds. The top three park trail priorities are the Henson Creek Trail extension, the Anacostia River Trail, and the Prince George's Connector Trail, each of which is currently under design.

Funding has increased through the addition of trail and bikeway funding categories in the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA), and these funds have increased in subsequent federal surface transportation funding legislation in 1998, 2003 and 2006. An updated Prince George's County joint signature letter was approved by the County Executive and the County Council in September 2007.

***Objective: Increase trails funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities.***

Sufficient data are not yet available to precisely measure progress in achieving this objective. The current county Capital Improvement Program (CIP) does not break down the costs for trail facilities when they are included in larger road projects. County participation in the construction of on-road trail and bikeway facilities is typically done through road improvement projects in each CIP and are administered by DPW&T. The trail or bikeway is an element of the facility design and therefore included in the road project's cost.

On-road trail and bikeway facilities on state highways are typically constructed as separate projects or part of larger highway improvement projects funded with state and federal funds (and sometimes local matching funds) programmed in the MDOT Consolidated Transportation Program. County participation in off-road trails is usually undertaken through trails projects funded in the M-NCPPC portion of the CIP. These projects are typically located in M-NCPPC-owned parkland and administered by the Department of Parks and Recreation. They may be funded as separate trail projects or as part of a larger park development project.

Some trail development occurs within privately owned land, typically land owned by a homeowners association (HOA). While the HOA is responsible for the maintenance of trails on their land, M-NCPPC Planning staff work to ensure the construction of the trail in accordance with the county's Master Plan of Transportation and the Planning Board's development approval conditions.

The County Executive's Bikeway and Trails Advisory Group, or BTAG, working with M-NCPPC, SHA and DPW&T staff, helps to monitor the planning and development of the bikeway and trails system in Prince George's County. BTAG works with M-NCPPC and Prince George's County to identify the most important bikeway and trail priorities in the county for inclusion in the joint signature letter. These priorities are selected based on evaluation of a variety of factors that include connectivity, safety, and transportation value. Five of the six park trail priorities identified on the current joint signature letter have at least partial funding for either acquisition, design or construction.

Other trail projects either funded through the CIP or incorporated into development approvals include the Folly Branch Trail, Tinkers Creek Trail, Mattawoman Creek Trail, Cabin Branch Trail, Back Branch Trail, and bicycle and pedestrian facilities along Oxon Hill Road.

***Objective: Provide opportunities for, and recognize the contribution of, telecommuting to reduce auto trips, particularly during the peak commute.***

Sufficient data is unavailable to measure this objective at this time.

The National Capital Region Transportation Planning Board (TPB) staff estimated that, in 2004, 12.8 percent of the Washington metropolitan region's workforce engaged in the equivalent of at least two days' work performed each month on-line at home or telework centers, the equivalent of 320,000 teleworkers. This was approximately a 13 percent increase from 2001 (11.3 percent and 290,000 teleworkers, respectively).

***Objective: Reduce average vehicle miles traveled by 2025.***

Some progress has been achieved. Average vehicle miles traveled decreased by 16.3 percent, from 5.1 miles in 2001 to 4.4 miles in 2006.

## Historic Preservation

**Objective: Identify and evaluate all historic resources for designation as historic sites or as contributing to historic districts.**

The county has been successful in meeting this objective. Between 2002 and 2007, 42 historic resources were evaluated and 27 historic sites and one historic district were designated.

	2002	2003	2004	2005	2006	2007	Total
<b>Historic Site Evaluations</b>	5	2	12	23	0	0	42
<b>Historic Site Designations</b>	4	2	12	9	0	0	27

In 2006, the Old Town College Park Historic District was designated by the Historic Preservation Commission. The historic district includes 295 primary and secondary resources, of which 211 contribute to the character of the district. This project included the survey and documentation of 25 residential blocks, development of design guidelines, and the establishment of a Local Advisory Committee (LAC).

There are two ways to designate historic sites and districts:

1. The *Prince George's County Historic Sites and Districts Plan* identifies historic resources and communities throughout the county and sets out preservation goals and strategies for their protection and promotion. Subtitle 29, the Historic Preservation Ordinance, authorizes the Historic Preservation Commission (HPC) to evaluate historic resources listed in the Inventory of Historic Resources for historic site and historic district designation according to established criteria.
2. The master and sector plan process is another way through which properties can be proposed for listing as historic sites. Properties not already listed in the Inventory of Historic Resources can be added to the Historic Sites and Districts Plan through a master plan or sector plan approval process.

Besides county-designated historic sites and districts, from 2002 to 2007, two historic districts have been listed in the National Register of Historic Places, two individual properties have been listed in the National Register, and through two "Multiple Property Documentation" (MPD) listings, six additional individual listings have been made, for a total of eight individual listings.

	2002	2003	2004	2005	2006	2007
<b>National Register Listings—Individual Properties</b>	0	0	0	0	1	1
<b>National Register Listings—Individual Properties (MPD)</b>	N/A	N/A	(+5)	(+1)	N/A	N/A
<b>National Register Listings—Historic Districts</b>	0	1	1	0	0	0
<b>National Register Multiple Property Documentation</b>	0	0	1	1	0	0

The following table shows the other cases that have been reviewed by the Historic Preservation Commission between 2002 and 2007 as part of its responsibilities under Subtitle 29:

	2002	2003	2004	2005	2006	2007
<b>Historic Area Work Permits</b>	13	19	23	22	17	46
<b>Preservation Tax Credits</b>	7	3	2	5	7	2
<b>Environmental Settings</b>	2	5	4	2	3	1

In 2004, an archeological review process was initiated to extend protection to previously unprotected archeological resources. Legislation and guidelines were developed and approved by the Planning Board and enacted by the County Council in 2005. Subtitle 24-104, Section 24-121 (18), and 24-135.01 require review of all subdivision developments to determine whether archeological investigations should occur in developing properties. The Prince George's County Planning Board then adopted the *Guidelines for Archeological Review* (May 2005). The following table shows the number of development cases reviewed and the number of archeology reports required and reviewed as a result of the new regulations:

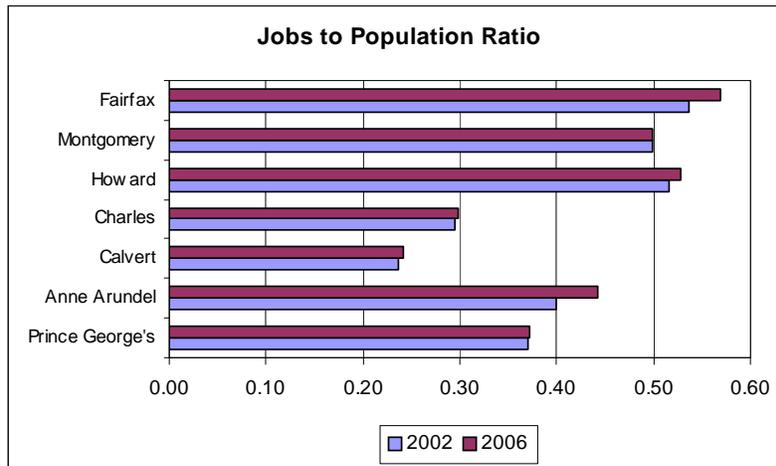
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
<b>Archeology Reports</b>	N/A	N/A	39	73	37	50
<b>Development cases</b>	N/A	N/A	N/A	18	188	394

## Economic Development

**Objective: Increase the jobs to population ratio by 39 percent over the next 25 years.**

The county's jobs to population ratio (j:p) has not changed since 2002. In 2002, the ratio was 0.37 and each year after that it has remained at 0.37. There were 305,281 jobs in Prince George's County in 2002. By 2006, the number of jobs grew to 312,315. During the same period, the county's population grew from 825,815 to 841,315. Relative to population, job growth in the county has not increased, and the j:p has not changed. (Even though the General Plan states this objective in absolute terms, a comparison with other jurisdictions provides a sense of perspective.)

The comparison counties experienced an increasing j:p during this time period. The county's j:p ratio was 23 percent lower than the 2002 weighted ratio for the neighboring counties. By 2006, the county's ratio was 25 percent lower, so the county's j:p has not increased and job growth in the county has not kept pace with the job growth in these other counties. A constant j:p was also experienced in Calvert County and Montgomery County during the period from 2002 to 2006, although the ratio in the latter had been lower in the intervening years.



**Jobs to Population Ratio**

	2002	2003	2004	2005	2006
<b>Prince George's</b>	0.37	0.37	0.37	0.37	0.37
<b>Anne Arundel</b>	0.40	0.41	0.42	0.44	0.44
<b>Calvert</b>	0.24	0.24	0.24	0.24	0.24
<b>Charles</b>	0.29	0.29	0.29	0.29	0.30
<b>Howard</b>	0.52	0.51	0.52	0.52	0.53
<b>Montgomery</b>	0.50	0.49	0.49	0.49	0.50
<b>Fairfax</b>	0.54	0.54	0.55	0.57	0.57

Source: Quarterly Census of Employment and Wages, Bureau of Labor Statistics and Current Population Estimates, Census Bureau.

**Objective: Close the median home sales price gap between Prince George’s County and similar jurisdictions.**

The median home sales price gap between Prince George’s County and similar jurisdictions was closed in percentage terms but grew larger when measured in dollars. In 2006, the county’s median home sales price was \$315,000, a 103 percent increase over the 2002 median home sales price. None of the neighboring counties experienced such a large gain.

**Median Sales Price**

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Prince George's</b>	155,000	174,000	195,000	245,000	315,000
<b>Anne Arundel</b>	172,000	196,950	236,900	289,900	334,900
<b>Calvert</b>	182,733	204,950	234,900	288,900	328,000
<b>Charles</b>	176,125	197,335	225,000	282,000	335,000
<b>Howard</b>	217,900	245,000	280,000	339,883	399,000
<b>Montgomery</b>	235,000	277,339	320,000	375,000	425,000

The gap in average percentage difference between the county price and those in the comparison jurisdictions closed from 27 percent in 2002 to 16 percent in 2006. In dollar terms, the average difference between the county price and those in the comparison jurisdictions widened from \$41,752 to \$49,380. These findings would have been very different if the county’s median sales price had not risen 29 percent between 2005 and 2006. None of the other jurisdictions experienced such a large one-year increase at any time during the 2002 to 2006 period.

**Median Sales Price as a Percentage Above the County Median**

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Anne Arundel</b>	11%	13%	21%	18%	6%
<b>Calvert</b>	18%	18%	20%	18%	4%
<b>Charles</b>	14%	13%	15%	15%	6%
<b>Howard</b>	41%	41%	44%	39%	27%
<b>Montgomery</b>	52%	59%	64%	53%	35%
<b>Average</b>	27%	29%	33%	29%	16%

**Comparison County Median Sales Price Minus County Median Sales Price  
(Actual Dollars)**

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Anne Arundel</b>	17,000	22,950	41,900	44,900	19,900
<b>Calvert</b>	27,733	30,950	39,900	43,900	13,000
<b>Charles</b>	21,125	23,335	30,000	37,000	20,000
<b>Howard</b>	62,900	71,000	85,000	94,883	84,000
<b>Montgomery</b>	80,000	103,339	125,000	130,000	110,000
<b>Average</b>	41,752	50,315	64,360	70,137	49,380

Note: Comparable information for Fairfax County is not available.  
Source: Department of Assessments and Taxation.

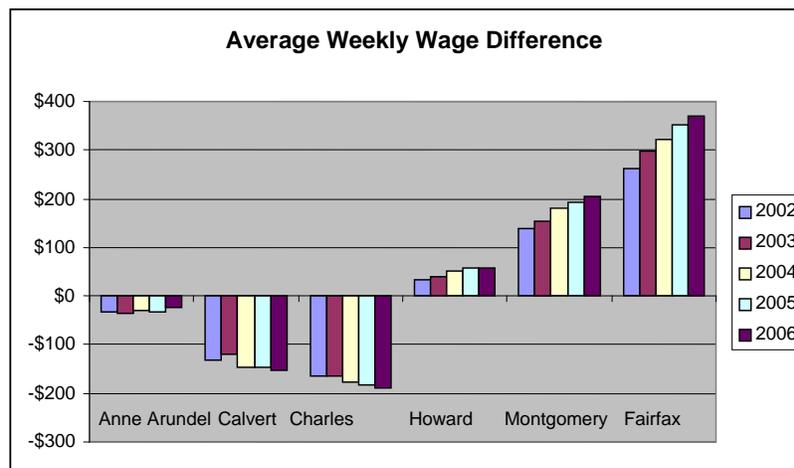
**Objective: Close the average weekly wage per job gap between Prince George’s County and similar jurisdictions.**

Although the average weekly wage in Prince George’s County rose from \$768 in 2002 to \$881 in 2006, there was an increase in the gap between the county’s average weekly wage and wages in neighboring counties. In 2002, the average weekly wage per job in the county was 15 percent lower than the weighted average for the other counties. By 2006 the county’s average weekly wage per job was 19 percent below the weighted average for the other counties.

**Average Weekly Wage  
(Actual Dollars)**

	2002	2003	2004	2005	2006
<b>Prince George's</b>	768	785	816	848	881
<b>Anne Arundel</b>	734	750	786	814	857
<b>Calvert</b>	635	664	670	700	729
<b>Charles</b>	602	621	640	665	691
<b>Howard</b>	802	823	869	907	938
<b>Montgomery</b>	908	940	996	1042	1,085
<b>Fairfax</b>	1,031	1084	1138	1199	1,250

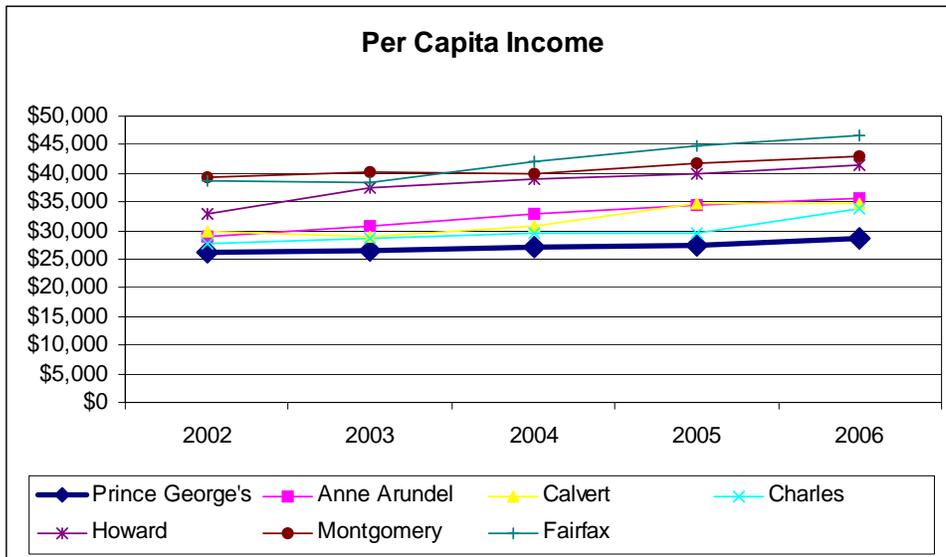
In 2002, the county’s average weekly wage was above the weekly wage in Anne Arundel, Calvert, and Charles counties. During the 2002 to 2006 period, the gap with Anne Arundel County narrowed slightly, meaning the average weekly wage grew faster in Anne Arundel County, but the gaps with Calvert and Charles counties grew, meaning the average weekly wage in the county grew faster. The average weekly wages in Howard, Montgomery, and Fairfax counties were higher than the county’s, and these gaps also grew.



Source: Quarterly Census of Employment and Wages, Bureau of Labor Statistics.

**Objective: Close the per capita income gap between Prince George’s County and similar jurisdictions.**

Even though per capita income in Prince George’s County rose from \$26,163 in 2002 to \$28,631 in 2006, the per capita income gap between the county and neighboring counties increased during this period. In 2002, per capita income in the county was 27 percent lower than the weighted average for the other counties. By 2006 the county’s per capita income was 30 percent below the weighted average for the other counties.

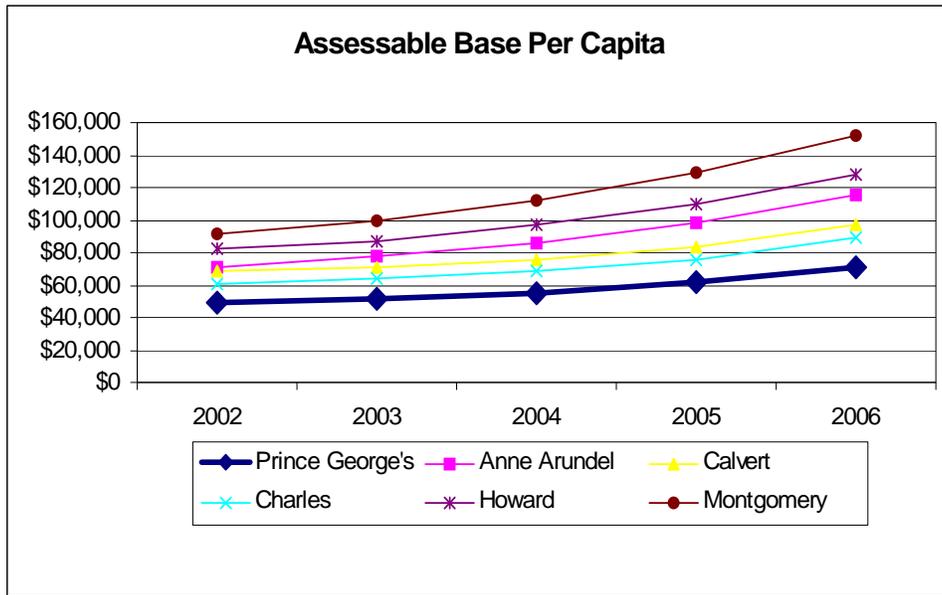


	2002	2003	2004	2005	2006
<b>Prince George's</b>	26,163	26,440	27,205	27,460	28,631
<b>Anne Arundel</b>	29,021	30,649	32,934	34,376	35,753
<b>Calvert</b>	29,987	28,856	30,767	34,777	34,682
<b>Charles</b>	27,707	28,652	29,614	29,549	33,849
<b>Howard</b>	32,791	37,499	38,980	39,840	41,512
<b>Montgomery</b>	39,290	40,174	39,933	41,901	43,073
<b>Fairfax</b>	38,594	38,560	42,203	44,829	46,499

M-NCPPC estimated the numbers in italics due to unavailable census data  
 Source: American Community Survey, Census Bureau.

**Objective: Close the assessable base per capita gap between Prince George’s County and similar jurisdictions.**

The county’s assessable base per capita grew from \$49,131 in 2002 to \$71,283 in 2006, but the gap between assessable base per capita in the county and the neighboring counties in Maryland increased during this period. In 2002, the assessable base per capita in the county was 34 percent lower than the unweighted average for the other counties. By 2006, the county’s assessable base per capita was 39 percent lower than the average for the other counties. This gap may start to narrow as assessments start to reflect the increasing sales prices in the county.



**Assessable Base Per Capita  
(Actual Dollars)**

	2002	2003	2004	2005	2006
<b>Prince George's</b>	49,131	51,374	55,137	61,414	71,283
<b>Anne Arundel</b>	71,000	77,217	86,065	98,400	115,510
<b>Calvert</b>	68,333	70,662	75,269	83,494	97,115
<b>Charles</b>	60,671	63,634	68,206	75,462	88,595
<b>Howard</b>	81,755	87,414	96,673	109,867	127,519
<b>Montgomery</b>	91,337	99,653	111,649	129,210	152,251

The county's assessable base per capita as a percentage of the base was relatively stable compared to Calvert and Charles counties but lost some ground compared to the other counties.

**Prince George's County's Assessable Base Per Capita as a Percentage of the  
Base in Similar Jurisdictions**

	2002	2003	2004	2005	2006
<b>Anne Arundel</b>	69%	67%	64%	62%	62%
<b>Calvert</b>	72%	73%	73%	74%	73%
<b>Charles</b>	81%	81%	81%	81%	80%
<b>Howard</b>	60%	59%	57%	56%	56%
<b>Montgomery</b>	54%	52%	49%	48%	47%

Note: Comparable information for Fairfax County is not available.  
Source: Department of Assessments and Taxation.

## Environmental Infrastructure

***Objective: Protect, preserve, enhance and/or restore designated green infrastructure components by 2025.***

Sufficient data are unavailable to measure this objective contained within the 2005 Approved Countywide Green Infrastructure Plan.

The County Council approved the Countywide Green Infrastructure Plan on June 14, 2005. This plan is the first comprehensive functional master plan ever to be developed for environmental ecosystems in Prince George's County. The plan sets forth a countywide goal, and countywide objectives, policies, strategies and recommendations to implement a long-range vision for preserving, protecting, enhancing and/or restoring a contiguous network of environmentally important areas in the county by the year 2025.

As a functional master plan, the Green Infrastructure Plan amends the General Plan and states that the objectives in the plan will be monitored during each Growth Policy Update. The progress on the objectives is provided below.

***Objective: Protect and enhance water quality in watersheds by, at a minimum, maintaining the 2001 condition ratings of all watersheds countywide.***

Data for this objective are unavailable at the county level. Research is being conducted to determine other sources of information and the sampling process is being reevaluated with the state to ensure that in the future data to measure this objective will be available.

The Countywide Green Infrastructure Plan modifies the General Plan objective by specifying that the rating of each watershed should improve by at least one category by the year 2025 as opposed to simply maintaining the 2001 condition ratings as stated in the General Plan. Because the baseline information contained in the Green Infrastructure Plan is the only information available to date, no tracking information has been obtained.

***Water Quality:*** Water quality ratings were reported in the Countywide Green Infrastructure Plan in 2005. These water quality ratings were based on water sampling at specific sites around the county that are sampled every five years and only one-fifth of the county is sampled each year. In order to evaluate progress on water quality, based on the objectives in the General Plan and the Green Infrastructure Plan, water quality sampling data are needed. The Department of Environmental Resources discontinued the water sampling program in 2005. Staff is currently researching sources of state sampling data to ensure some continuity in the sampling and reporting processes.

***Watershed Restoration:*** The Maryland Department of Natural Resources, in partnership with Prince George's County Department of Environmental Resources (DER), completed watershed restoration action strategies for the Upper Patuxent Watershed (2002), the Western Branch Watershed (2003) and the Anacostia River Basin (2006). The Countywide Green Infrastructure Plan recommends that the results of these studies be used to address water quality concerns during the development review process. Currently the data have been stored in a database and are being used as individual applications are submitted that could significantly affect water quality. DER is developing a countywide database that contains all of the identified sites so that it can be used during the land development process to identify mitigation sites.

**Objective: Meet or exceed the following forest and tree cover goals within each Tier and countywide by 2025:**

- Developed Tier            26 percent
- Developing Tier         38 percent
- Rural Tier                 60 percent
- Countywide               44 percent

Developed and Developing Tier coverage was above the 2025 goal. The 2025 goal in the Rural Tier is currently being met. Forest and tree cover increased by three percent in the Rural Tier, while it decreased in the Developing Tier.

In the year 2000, an analysis was completed which showed the existing forest and tree cover percentage in each tier. The analysis was repeated in 2005 to show the changes by tier and to compare to the 2025 goal. The terms “forest and tree cover” were used in the General Plan to denote that both woodland areas and urban tree canopy should be used to meet the goals. The terms “forest” and “woodlands” are generally synonymous, except that the term “woodlands” has a specific definition in the Woodland Conservation Ordinance and the term “forests” is more general.

**Woodland Cover**

<b>Tier</b>	<b>Woodland Cover in 2000 (acres)</b>	<b>Woodland Cover in 2000 (Percent)</b>	<b>Woodland Cover in 2005 (acres)</b>	<b>Woodland Cover in 2005 (Percent)</b>	<b>Net Change in Percentage Points of Woodland Cover (2000-2005)</b>	<b>Raw Data Percent Change (2000-2005)</b>
<b>Developed</b>	14,886	27%	14,630	27%	0	-1.7%
<b>Developing</b>	65,035	43%	61,276	41%	-2	-5.8%
<b>Rural</b>	59,732	57%	62,916	60%	3	5.3%
<b>Countywide</b>	139,653	45%	138,822	45%	0	-0.6%

Source: Prince George’s County Planning Department, Countywide Planning Division, Environmental Planning Section

The policies of the Countywide Green Infrastructure Plan are intended to change forest loss dynamics in the county through 2025 to help meet the established goals, mainly through policy changes and revisions to existing legislation.

**Objective: Promote an awareness of environmental issues related to land use through the provision of environmental education and/or stewardship programs.**

Several county agencies are meeting this objective. The Department of Parks and Recreation, M-NCPPC, continues to sponsor and undertake environmental awareness and education programs, both independently and in conjunction with Prince George’s County Public Schools. In September 2007, the Prince George’s County Executive named a Green Building Task Force and Steering Committee to develop green building policies for land development and building construction. The Planning Department is a major sponsor of the annual Site Development Forum that provides information on the land development process, and associated environmental regulations and policies, to a diverse group of stakeholders. Forums were held in 2004, 2005, and 2006. When the current environmental ordinances are updated in 2008, staff will be providing educational seminars to citizens and industry.

## Green Infrastructure

***Objective: By the year 2025, ensure that 75 percent of the green infrastructure network acreage meets the definition of countywide significance.***

Sufficient data are unavailable for measurement of this objective at this time; a future study will analyze aerial photographs and GIS data to determine the extent of implementation.

Daily implementation of the Green Infrastructure Plan through the land development process will contribute toward this long-range objective. Policies and strategies in the Green Infrastructure Plan support the implementation of this objective.

***Objective: Ninety percent of the land acreage purchased for environmental preservation using public funds should be located within the green infrastructure network.***

Sufficient data are unavailable for measurement of this objective at this time. Staff will work with the Department of Parks and Recreation to track this goal in the future.

The purpose of this objective is to ensure that limited county resources for land acquisition for environmental preservation are expended in areas of countywide significance in the network. Land acquired for environmental preservation includes properties to be protected from development because of sensitive existing resources on-site or on adjacent properties.

***Objective: In new subdivisions in the Rural Tier, and outside of approved growth centers and corridors in the Developing Tier, ensure that 100 percent of impacts to regulated areas are limited to unavoidable impacts such as those for road and utility crossings.***

Sufficient data are unavailable for measurement of this objective at this time. Since the approval of the Green Infrastructure Plan, no variation requests have been approved for impacts to regulated areas that were unavoidable or that were not provided full mitigation in direct relation to the impacts proposed. This objective will be tracked in the future through the preliminary plan of subdivision approval process. The purpose of this objective is to ensure that impacts to these areas are limited to those necessary for the development. Greater flexibility has been provided in the Developed Tier and centers and corridors where development is targeted.

***Objective: By the year 2025, less than 25 percent of countywide net losses of woodland cover should occur within the green infrastructure network.***

Sufficient data are unavailable for measurement of this objective at this time; a future study will analyze aerial photographs and GIS data to determine the extent of implementation.

The phrase “net losses” was used so that the measure will include, not only record, the clearing that might occur within the network as a loss, but also to include the reforestation and afforestation efforts as gains.

***Objective: By the year 2025, improve the water quality in each major watershed to elevate the Benthic Index of Biological Integrity (IBI) rating of the watershed by at least one category.***

Sufficient data are unavailable for measurement of this objective at this time; research is being conducted to determine other sources of information and the sampling process is being reevaluated with the state to ensure that in the future data to address this objective will be available.

The first round of a planned five-year water quality study was completed by the Department of Environmental Resources in 2005. Of the 42 watersheds that were sampled using this index in Prince George’s County, 38 percent (16) rated “very poor,” 52 percent (22) rated “poor,” 10 percent (4) rated “fair,” and 0 percent (none) rated “good.”

The Department of Environmental Resources discontinued the Countywide Biological Monitoring Program in 2005. At this time, tracking data are not available at the county level.

**Objective: By the year 2025, improve the stream habitat in each major watershed to elevate the habitat rating of the watershed by at least one category.**

Sufficient data are unavailable for measurement of this objective at this time; research is being conducted to determine other sources of information and the sampling process is being reevaluated with the state to ensure that in the future, data to address this objective will be available.

The first round of a planned five-year rotational study was completed by the Department of Environmental Resources in 2005. Of the 42 watersheds that were sampled for stream habitat in Prince George’s County, 38 percent (16) rated “very poor,” 45 percent (19) rated “poor,” 17 percent (7) rated “fair,” and 0 percent (none) rated “good.”

The Department of Environmental Resources discontinued the Countywide Biological Monitoring Program in 2005. At this time, tracking data is not available at the county level.

**Objective: Each year, strategically target 100 percent of off-site forest mitigation acreage into the green infrastructure network and/or adjacent to streams outside of the green infrastructure network. Fifty percent of the forest mitigation acreage should be targeted to improving water quality by establishing, enhancing and/or restoring riparian forest buffers.**

Sufficient data are unavailable for a full measurement of this objective at this time; statistics are not being kept regarding the placement of woodland mitigation to improve water quality. In addition, a study would need to be conducted on the off-site mitigation banks to determine what percentage of these banks is strategically placed to improve water quality. From available data, staff determined that, from 2002 to 2006, 1,650.88 acres of woodland mitigation were placed into mitigation banks and 99.9 percent of the mitigation banks were located within the targeted green infrastructure network.

	<b>Off-Site Mitigation Easements Approved (in acres)</b>	<b>Percent in Green Infrastructure Network</b>
<b>2002</b>	348.80	99.9%
<b>2003</b>	274.37	100.0%
<b>2004</b>	522.39	100.0%
<b>2005</b>	171.44	99.7%
<b>2006</b>	333.88	99.9%
<b>Total</b>	1650.88	99.9%

Source: Prince George’s County Planning Department, Countywide Planning Division, Environmental Planning Section

***Objective:* Each year, 100 percent of off-site environmental mitigation projects (wetland, forests, stream restoration, etc.) should be targeted to priority areas identified in the countywide catalog of mitigation sites. A minimum of 50 percent of the mitigation projects should be targeted to enhance water quality of the major watershed in which the project generating the need for mitigation is located.**

Sufficient data are unavailable for a full measurement of this objective at this time; a countywide database of mitigation sites is being developed by DER to track mitigation sites. Since the approval of the Green Infrastructure Plan in 2005, 100 percent of the projects where mitigation was necessary have used the mitigation database to identify locations that needed environmental mitigation. All of these mitigation projects, when implemented, will enhance water quality in the watershed that generated the need for the mitigation. The purpose of this objective is to focus limited resources for restoration on the areas most in need and as identified in the green infrastructure network.

## **Revitalization**

***Objective: Revitalize a countywide total of 15 revitalization overlay areas by 2025.***

At this time this objective cannot be measured because revitalization overlay areas have not yet been designated. The Branch Avenue Corridor sector plan area is recommended for designation as a revitalization overlay area in the *Preliminary Branch Avenue Corridor Sector Plan and Proposed Sectional Map Amendment*.

## Development Pattern

**Objective: Capture more than 33 percent of the county's dwelling unit growth by 2025 within the Developed Tier.**

To date the county has made no progress toward achieving this objective. Between 2002 and 2007, a total of 2,987 new dwelling units (18 percent of the county's dwelling unit growth) were built in the Developed Tier. A total of 5,552 units would have had to be built in the Developed Tier to achieve this objective. Assuming that the county's current housing growth rate remains the same, the total dwelling unit growth between 2008 and 2025 will be 50,400. To achieve this objective, at least 19,196 (38 percent) of the new units must be built within the Developed Tier during this period. Unless radical measurements are taken, there is no indication from the emerging trend that this objective will be met by the target date.

Year	Developed Tier Dwelling Unit Completions	Total Countywide Dwelling Unit Completions	Percent of Total Dwelling Unit Completions in Developed Tier
2002	527	3,221	16%
2003	351	2,148	16%
2004	344	2,303	15%
2005	550	3,152	17%
2006	803	3,462	23%
2007	412	2,536	16%
<b>Total</b>	2,987	16,822	18%

Source: Prince George's County Department of Environmental Resources

**Objective: Capture less than 66 percent of the county's dwelling unit growth by 2025 within the Developing Tier.**

To date the county has made no progress toward achieving this objective. Between 2002 and 2007, a total of 13,267 new dwelling units (79 percent of the county's dwelling unit growth) were built in the Developing Tier. No more than 11,103 units would have had to be built in the Developing Tier to achieve this objective. Assuming that the county's current housing growth rate remains the same, the total dwelling unit growth between 2008 and 2025 will be 50,400. To achieve this objective, no more than 31,110 (62 percent) of the new units must be built within the Developing Tier during this period. Unless radical measurements are taken, there is no indication from the emerging trend that this objective will be met by the target date.

Year	Developing Tier Dwelling Unit Completions	Total Countywide Dwelling Unit Completions	Percent of Total Dwelling Unit Completions
2002	2,597	3,221	81%
2003	1,721	2,148	80%
2004	1,855	2,303	81%
2005	2,488	3,152	79%
2006	2,543	3,462	73%
2007	2,063	2,536	81%
<b>Total</b>	13,267	16,822	79%

Source: Prince George's County Department of Environmental Resources

**Objective: Capture less than one percent of the county’s dwelling unit growth by 2025 in the Rural Tier.**

To date the county has made no progress toward achieving this objective. Between 2002 and 2007, a total of 568 new dwelling units (three percent of the county’s dwelling unit growth) were built in the Rural Tier. That number should not have exceeded 168 units to achieve this objective. Assuming that the county’s current housing growth rate remains the same, the total dwelling unit growth between 2008 and 2025 will be 50,400. To achieve this objective, no more than 104 (0.2 percent) new units can be built within the Rural Tier during this period.

<b>Year</b>	<b>Rural Tier Dwelling Unit Completions</b>	<b>Total Countywide Dwelling Unit Completions</b>	<b>Percent of Total Dwelling Unit Completions</b>
<b>2002</b>	97	3,221	3%
<b>2003</b>	76	2,148	4%
<b>2004</b>	104	2,303	5%
<b>2005</b>	114	3,152	4%
<b>2006</b>	116	3,462	3%
<b>2007</b>	61	2,536	2%
<b>Total</b>	568	16,822	3%

Source: Prince George’s County Department of Environmental Resources

**Objective: Capture more than 50 percent of the Developed Tier’s housing growth by 2025 in centers and corridors.**

Although the county has not met this objective for the six-year period reviewed, in the year 2005 alone, it exceeded the objective. Overall, during the six-year period (2002 to 2007), an average of 34 percent, 169 out of 498, of dwelling unit completions per year in the Developed Tier were located in centers and corridors. If recent planning tools that provide opportunities for increased residential development in centers and corridors will be implemented immediately, this objective can be met by 2025.

<b>Year</b>	<b>Total Dwelling Unit Completions in Developed Tier</b>	<b>Developed Tier Dwelling Unit Completions in Centers and Corridors</b>	<b>Percent of Developed Tier Dwelling Unit Completions in Centers and Corridors</b>
<b>2002</b>	527	100	19%
<b>2003</b>	351	80	23%
<b>2004</b>	344	87	25%
<b>2005</b>	550	358	65%
<b>2006</b>	803	242	30%
<b>2007</b>	412	148	36%
<b>Total</b>	2,987	1,015	34%
<b>Average</b>	498	169	34%

Source: Prince George’s County Department of Environmental Resources

**Objective: Capture more than 20 percent of the Developing Tier’s housing growth by 2025 in centers and corridors.**

The county has not been meeting this objective. Between 2002 and 2007, only five percent of the housing growth in the Developing Tier was located in centers and corridors. During the six years reviewed, only in 2005, more than five percent of the growth was in centers and corridors. If recent planning tools that provide opportunities for increased residential development in centers and corridors are implemented immediately, this objective can be met by 2025.

<b>Year</b>	<b>Total Dwelling Unit Completions in Developing Tier</b>	<b>Developing Tier Dwelling Unit Completions in Centers and Corridors</b>	<b>Percent of Developing Tier Dwelling Unit Completions in Centers and Corridors</b>
<b>2002</b>	2,597	78	3%
<b>2003</b>	1,721	80	5%
<b>2004</b>	1,855	97	5%
<b>2005</b>	2,488	228	9%
<b>2006</b>	2,543	58	2%
<b>2007</b>	2,063	71	3%
<b>Total</b>	13,267	612	5%
<b>Average</b>	2,211	102	5%

Source: Prince George’s County Department of Environmental Resources

**Objective: Incorporate appropriate pedestrian, bicycle and transit-oriented design (TOD) and transit-supporting design (TSD) features in all new development within centers and corridors.**

Sufficient data are unavailable for all new development that has been constructed since 2002 to measure this objective. However, since the approval of the General Plan in October 2002, all master and sector plans have incorporated transit-oriented and/or transit-supporting design guidelines and requirements that reflect General Plan goals and policies.

The recently built Metro Center (at Prince George’s Plaza) and proposed Greenbelt Station development projects incorporated TOD features such as multimodal transportation access, all-weather pedestrian and biker facilities and accommodations, and an operationally adequate adjoining street network that can support efficient circulator and rail feeder bus service to these Metrorail stations. The EYA development in Hyattsville incorporates extensive streetscape improvements, sidewalk connections, and the development of a segment of the Rhode Island Avenue Trolley Trail to safely and conveniently accommodate bicycle and pedestrian trips for both recreation and transportation. The University View development near the College Park–University of Maryland Metrorail station recently opened a pedestrian connection linking student housing along US 1 with the University of Maryland. This connection provides students with opportunities to reach campus on foot or by bicycle, as opposed to driving. Extensive streetscape improvements have also been implemented within the Prince George’s Plaza Transit District and include wide sidewalks, pedestrian amenities, and designated bike lanes. Similar improvements are planned around other Metro stations in Prince George’s County.

The *Countywide Master Plan of Transportation* was reinitiated in October 2007 and will be completed in early 2009. This plan will make comprehensive recommendations on multimodal transportation systems and facilities that can be integrated with and will support quality, mixed-use transit-oriented development.

**Objective: Protect a countywide average of 1,500 acres per year of agricultural, strategic forest, or other sensitive lands through the use of the Rural Legacy Program, county-funded acquisitions, and other conservation programs.**

This objective has not been met to date. A total of 3,233 acres were protected from January 2002 through December 2006 under various programs, for an average of 646.6 acres per year. Since the beginning of 2002, over 100 woodland conservation easements have been established that protect over 1,493 acres. The trends are different for the different programs as noted in the table below. Overall, there is an increase in the total amount of preserved land in the last two years.

The trends track closely with the amount of state funds available for easement and land acquisition. Various programs are in place to protect sensitive lands through the establishment of easements or through acquisition. Except for woodland conservation, which is achieved through the implementation of the Woodland Conservation Ordinance, the programs rely on state funding. Some years there has been little or no funding available for preservation programs.

**Preservation Acres by Year**

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Woodland conservation easements</b>	315	203	522	163	290
<b>Maryland Environmental Trust easements</b>	115	172	0	74	71
<b>Rural Legacy Program acquisitions/easements</b>	61	188	0	240	0
<b>Program Open Space acquisitions</b>	83	2	0	119	360
<b>Maryland Agricultural Land Preservation Foundation easement</b>	0	123	0	132	0
<b>Total 3,233 acres</b>	<b>574</b>	<b>688</b>	<b>522</b>	<b>728</b>	<b>721</b>
Average <b>646.6</b> acres per year					

Source: Countywide Planning Division, Environmental Planning Section, Maryland Environmental Trust, Department of Parks and Recreation, Maryland Agricultural Land Preservation Foundation.



## **Appendix**

### **Projects and Studies that Support the General Plan**

#### *Completed Projects and Studies*

##### **An Analysis of Computer Use in the Prince George's County Memorial Library System** (August 2008)

This library facility study explored the use of public access computers and their effect on library operation in the county. The study found that public access computers were highly utilized and the use of computers appears to be growing at a higher rate compared to traditional library services. The study recommends the collection and analysis of additional data on peak-hour usage of public access computers and best practices for library space allocation, construction, and rehabilitation of existing facilities located in suburban jurisdictions. It also recommends the adoption of library space guidelines based on those best practices.

##### **Bladensburg Town Center Sector Plan and Sectional Map Amendment** (Approved in June 2007)

This plan covers the area within the Developed Tier, the Annapolis Road (MD 450) Corridor, and the Port Towns Regional Center as specified by the 2002 General Plan. The plan implements the 2002 General Plan recommendations. The sector planning area, containing approximately 100 acres of land, covers portions of Planning Area 69 located along Annapolis Road between Alternate US 1 and the intersection of Annapolis Road (MD 450) and Landover Road (MD 202). The key recommendation of the plan is to establish Annapolis Road as the Bladensburg "main street" and create a quality civic town center.

##### **Bowie and Vicinity Master Plan and Sectional Map Amendment** (Approved in February 2006)

This master plan implements the 2002 General Plan recommendations for the Rural and Developing Tiers and a regional center for the planning area. The master plan amends the tier and center boundaries and designates a future community center at the Bowie MARC station. The master planning area covers 59 square miles or approximately 40,000 acres of land located in the northeastern section of the county.

##### **Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment** (Approved in July 2008)

This plan covers portions of Planning Areas 72, 75A, and 75B in western Prince George's County directly adjacent to the District of Columbia. The 2002 General Plan designates the Capitol Heights Metro Station area as a community center where concentrations of activities, services and land uses serving the immediate community. The plan's goal is to provide for transit-oriented development (TOD) in this area and to increase transit use and decrease automobile dependency.

##### **Conservation Subdivisions** (CB-4-2006 adopted July 2006 and CB-6-2006 adopted August 2006)

Provisions for Conservation Subdivisions were added to the Subdivision Regulations by CB-4-2006 and the Zoning Ordinance was amended by CB-6-2006. The purpose of a conservation subdivision is to protect the character of land through the permanent preservation of farmland, woodland, sensitive natural features, scenic and historic landscapes, vistas, and unique features of the site. The provisions for Conservation Subdivisions achieve the General Plan goals through two key features:

- In the O-S and R-A Zones, the law requires 60 and 50 percent of a tract, respectively, to be designated as either a rural or environmental conservation parcel. In the R-E and R-R Zones, 40 percent of a tract is required to be designated as a conservation parcel.
- The law allows for reduced lot sizes, for instance from 5 acres to 40,000 square feet in the O-S Zone, but no increase in the overall density.

**Countywide Green Infrastructure Plan** (Approved in June 2005)

The development of this plan was one of the most important strategies in the Environmental Infrastructure Chapter of the 2002 General Plan. The Green Infrastructure Plan is the first comprehensive functional master plan ever to be developed for environmental ecosystems in Prince George's County. It contains a map identifying the countywide green infrastructure network and recommendations to ensure the preservation, protection, restoration, and enhancement of the network by the year 2025.

**East Glenn Dale Sector Plan and Sectional Map Amendment** (Approved in March 2006)

This sector plan implements the 2002 General Plan recommendations for a corridor along Greenbelt Road (MD 193), which is one of the seven corridors recommended for more intensive, transit supportive development and redevelopment, and the Developing Tier. The sector planning area, containing approximately 1,400 acres of land, covers portions of Planning Area 70, which is the Glenn Dale-Seabrook-Lanham Planning Area.

**Future of Agriculture Study** (May 2005)

This study describes the transformation of agriculture and its potential in the county. The report suggests ways to retain sustainable agricultural land and protect farmers' equity in farmland by promoting profitable farming. It recommends diversification and marketing strategies for farmers to transform agriculture into a viable industry.

**Gateway Arts District Sector Plan and Sectional Map Amendment** (Approved in November 2004)

This sector plan implements the 2002 General Plan recommendations for the Baltimore Avenue (US 1) Corridor, one of the seven corridors where the 2002 General Plan recommends more intensive development and redevelopment. The sector plan, containing approximately 1,900 acres of land, is located at the northern portion of Prince George's County and abuts the District of Columbia. The sector planning area consists of four municipalities—Mount Rainier, Brentwood, North Brentwood, and Hyattsville.

**Greater Central Avenue Area Public Facilities Implementation Planning Study** (July 2007)

This public facilities implementation planning study covers a six-square-mile area bounded by Sheriff Road, the Capital Beltway (I-95/I-495), Walker Mill Road, Marlboro Pike, and the District Line. This project evaluates near- and long-term public improvement needs for the Greater Central Avenue Study Area based on projected development, and recommends specific public financing strategies to ensure that recommended improvements are timed to serve ongoing and future development.

**Guidelines for Archeological Review** (May 2005)

The *Guidelines for Archeological Review* were adopted by the Prince George's County Planning Board in May of 2005. They describe the requirements for archeology during the county's development review process and define the investigation and report preparation requirements.

**Henson Creek-South Potomac Planning Area Master Plan and Sectional Map Amendment**  
(Approved in April 2006)

This master plan implements the 2002 General Plan's recommendations for the Rural, Developing and Developed Tiers and the National Harbor Metropolitan Center and Oxon Hill Regional Center. It amends the 2002 General Plan by removing the Indian Head Highway Corridor south of the Capital Beltway, designating a new corridor along the proposed Purple Line transit line and Oxon Hill Road from the Woodrow Wilson Bridge, and reclassifying portions of the Rural Tier to the Developing Tier.

**Illustrated Inventory of Historic Sites** (July 2006)

This document provides a brief description and photograph of each of Prince George's County's more than 300 designated historic sites, including eleven archeological sites. It also contains a synopsis of Prince George's County history; a section highlighting various historic themes and architectural styles, a map showing the approximate location of all the properties, an alphabetical index and a bibliography of reference sources.

**Lower Patuxent Scenic Byway Intrinsic Quality Report** (February 2007)

This study was conducted as a first step in developing a Lower Patuxent Scenic Byway Corridor Management Plan. The study evaluates six intrinsic qualities required by the State and Federal Scenic Byway Program—archeological, cultural, historic, natural, recreational, and scenic qualities—along the Croom Road corridor. In addition the project provides a history of tobacco farming and documented the survey of 61 tobacco barns along Croom Road.

**Medical Mall Planning Study** (December 2007)

This study evaluates the feasibility of medical mall type uses as a potential tool to revitalize underutilized or vacant shopping centers in the county.

**Morgan Boulevard and Largo Town Center Metro Area Sector Plan and Sectional Map Amendment** (Approved in May 2004)

The 2002 General Plan emphasizes the creation of development centers, especially around Metro stations, as a core strategy for achieving the county's long-term growth and development objectives. The 2002 General Plan designates the Morgan Boulevard and Largo Town Center Metro station areas as a regional and metropolitan center, respectively, and envisions these two centers as having medium to high intensity of transit supportive uses. The sector plan implements the 2002 General Plan's recommendations for centers and corridors.

**National Register Multiple Property Documentation** (2004, 2005)

Two multiple property documentations have been completed:

- *African-American Historic Resources in Prince George's County MD* (2004) summarizes the history of African Americans in the county and provides a framework for evaluating the significance of individual properties.
- *Apartment Buildings and Garden Apartments in Prince George's County MD, 1934-1955* (2005) summarizes the history of garden apartments built during that period and establishes a framework for evaluating the significance of individual properties.

**Office Market Trends Study** (December 2005)

The report provides a current assessment of the market for office space in Prince George's County and a comprehensive listing of existing office space in the county by office submarket.

**Police Accreditation Report** (November 2004)

The report presents existing and anticipated staffing needs as well as expected capital expenditures for equipment and buildings. The report establishes a procedure for periodic updates of the overall accreditation report to the Commission on Accreditation for Law Enforcement Agencies (CALEA).

**Public Safety Facilities Master Plan**

The Public Safety Facilities Master Plan, approved in March 2008, addresses the provision of public safety facilities needed to serve Prince George's County for the next ten years. The objectives, policies and strategies of this plan are guided by certain key concepts that help determine how and where facilities

are provided. Since the approval of the 1990 Public Safety Master Plan, the population of Prince George's County has increased from 729,268 to 846,123, a 14 percent increase, and is expected to grow to 893,310 by 2015. The Public Safety Facilities Master Plan addresses the facility needs of the county Fire/EMS Department, Police Department, Office of the Sheriff, Department of Corrections and the M-NCPPC Park Police Division.

**Report of the Senior Living Market Study (January 2006)**

The Senior Living Planning Study includes a specialized analysis of the county's market for the development of active adult retirement communities; a demographic profile of the county's active senior market; and recommendations that encourage development of high-quality, market-rate, active retirement housing is available in hard copy and on the department's website.

**Suitland Mixed-Use Town Center Development Plan (Approved in February 2006)**

The Suitland Mixed-Use Town Center Zone Development Plan includes both a conceptual development plan and design standards and guidelines and establishes the framework for future development in the Suitland area, which is part of the Suitland-Iverson Metro Regional Center. It is intended to be used by local residents and business owners, public officials, and prospective developers. Specifically, the development plan will provide for a technical basis for consistent review of development or redevelopment proposals by the citizen advisory design review committee and technical staff. It also serves as a reference for developers and designers to fulfill the design review requirements and achieve the community's design goals.

**Town of Riverdale Park Mixed-Use Town Center Zone Development Plan**

(Approved in January 2004)

This plan promotes reinvestment and redevelopment in the Town of Riverdale Park, an older community incorporated in 1920. The plan creates design standards and a concept for development of a mixed-use town center in the Town of Riverdale Park. The plan supports the 2002 General Plan's revitalization goal for established communities. The plan area is within the Baltimore Avenue (US 1) Corridor and covers the Riverdale MARC area, a possible future community center.

**Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and Sectional Map Amendment**

(Approved in April 2005)

The 2002 General Plan emphasizes the creation of development centers, especially around Metro stations, as a core strategy for achieving the county's long-term growth and development objectives. The 2002 General Plan designates the Cheverly Metro Station area as a community center and envisions it as having concentrations of activities, services, and land uses that serve the immediate community near this center. The sector planning area is located in the eastern quadrant of the intersection of the Baltimore-Washington Parkway, Kenilworth Avenue, and US 50. The sector plan updates portions of the 1994 Bladensburg-New Carrollton and Vicinity Master Plan and designates the sector planning area as a gateway to the State of Maryland and to Prince George's County.

**West Hyattsville Transit District Development Plan and Sectional Map Amendment for the Transit District Overlay Zone (Approved in July 2006)**

The 2002 General Plan designates the West Hyattsville area as a community center where concentrations of activities, services and land uses serve the immediate community. This plan amends the 1998 West Hyattsville Transit District Development Plan for the Transit District Overlay Zone. The planning area, containing approximately 203 acres of land, is generally bounded by Queens Chapel Road to the east, Hamilton Street and Ager Road to the north, Chillum Road Shopping Center to the south, and the Washington Gas and Light Company natural gas storage site to the west.

### **Westphalia Sector Plan and Sectional Map Amendment** (Approved in February 2007)

This plan establishes new land use policies and development regulations for a large portion of Planning Area 77. The goal of this project is to help implement the policy recommendations of the 2002 General Plan for a center, a corridor, and land within the Developing Tier. It also is intended to formalize the recommendations of the 2005 *Westphalia Comprehensive Concept Planning Study*.

### ***Projects and Studies in Progress***

#### **African American Historic Inventory Update**

Additional research is being conducted on historic African-American properties that have been identified and/or documented since the 1996 publication of the *African-American Heritage Survey*. The project will provide new material to further educate county residents about the county's African-American heritage. The project will expand on the history of African-American schools, residences, churches, cemeteries, and fraternal lodges, etc., and their community contexts. The project will also produce some oral interviews that will be archived in the county's records.

#### **Alternative Adequate Public Facilities Requirements and Review Procedures for Transportation**

This study will evaluate the county's public facilities requirements for transportation in defined centers and corridors, research best practices, propose alternative public facility requirements, and recommend alternative or enhanced legislation and administrative procedures. The goal of this study is to provide flexibility for managing traffic congestion where current public facility requirements and practices conflict with other goals of a targeted growth center or corridor.

#### **Andrews Air Force Base Joint Land Use Study**

This project will address encroachment issues at the perimeter of Andrews Air Force Base. The study will focus on compatible land uses and policy issues which both the county and Air Force will agree to implement.

#### **Antebellum Plantation Research Guide**

This study will analyze the characteristics of plantations from settlement (1680) to the Civil War period. It documents and explains the general layout pattern of small, medium, and large plantations over different time periods. It is expected that the publication will provide a well-informed basis for determining the locations of slave quarters and slave graves during archeological investigations.

#### **Best Practices Survey for Economic Incentives**

This is a best practices survey and assessment of national and regional incentives for commercial office space attraction and development. The study will identify appropriate incentives, and provide guidance on the successful employment of incentives to attract commercial office space to the county, including necessary variations in application for transit centers.

#### **Biotechnology Research and Development Center Study**

This study will define and evaluate the feasibility of developing a biotechnology research and development center, inclusive of biomedical research, in the county to promote economic and community development. The study will identify the appropriate type of biotechnology and related market niche for the county, and opportunities to develop partnerships with area biotechnology and medical research institutions and academic institutions. In addition, as part of the study, feasible sites in the county for a biotechnology research and development center will be identified.

#### **Bowie MARC Station Center Sector Plan and Sectional Map Amendment**

This project will implement the recommendations of the 2006 approved Bowie and vicinity master plan and SMA and amend the 2002 General Plan which identifies a possible future community center in the

vicinity of the Bowie State University and Bowie MARC Station. Ridership is high, and the proposed expansion of the Bowie State University campus offers the potential for additional ridership and future transit-oriented, transit supportive, and joint development opportunities in the vicinity of the station.

### **Branch Avenue Corridor Sector Plan and Sectional Map Amendment**

This sector plan primarily focuses on the Branch Avenue Corridor from the District of Columbia line to St. Barnabas Road, including Iverson Mall, Marlow Heights Shopping Center, Naylor Road Metro Station, Old Silver Hill Road and St. Barnabas Road Corridor to the Capital Beltway (I-95/495). The project will update and implement the recommendations of the 2002 General Plan.

### **Central Kenilworth Avenue Revitalization Study**

This study is being prepared under the Planning Department's Planning Assistance to Municipalities and Communities (PAMC) program with the goal of establishing a model process and action plan, whereby multiple public and private stakeholders will take action to revitalize the Central Kenilworth Avenue Corridor between River Road and Edmonston Road.

### **College Heights Estates National Register Nomination**

The College Heights Estates Association has requested assistance from the Prince George's County Planning Department/M-NCPPC regarding the potential listing of all or part of the community in the National Register of Historic Places as a historic district. A National Register nomination is underway.

### **Countywide Industrial Land Needs and Employment Study**

The purpose of this study is to assess county industrial employment, land use patterns, and real estate market trends, explore the fiscal and economic impacts of industrial land use and employment, and include an inventory and analysis of industrial and warehouse space. The study will provide policy-making bodies and decision-makers with essential information to support ongoing and future sector and master planning decisions related to the designation and supply of industrial land to meet projected future demand.

### **Countywide Stream Mitigation Sites Database**

The countywide mitigation database will include all of the Watershed Restoration Action Strategies prepared to date, and additional information will be added as it is gathered. The database will be used to identify sites for targeted water quality improvements during the land development process. The Maryland Department of Natural Resources will conduct stream corridor assessments that will be added to the database when completed.

### **Development Activity and Trends Analysis**

This analysis will assess development activity patterns and trends versus preferred development patterns and the potential impact of each on quality of life, jobs to population ratio, business development, employment, and regional economic positioning.

### **Economic Development "Cluster" Toolbox Update**

The purpose of this project was to gather specific information to enhance the Toolbox as a practical guide for County Council, Planning Board, and county agencies. The research provided additional, essential, and current information to enable users to easily identify, assess, and utilize the most appropriate tools with the most potential to support specific projects and programs. Updated document lists 95 different tools, and includes brief descriptions, statutory references, implementation procedures, previous examples, and, where possible, assessments of the current and future potentials of the various tools, examples of projects that could benefit from particular tools, the required application procedures, and contact information.

### **Emerging Trends Report-Housing Trends Study**

This analysis will examine a wide variety of trends in the housing market including, but not limited to, trends in housing price, rental rates, size, unit types, geographical location, vacancy rates, absorption and deliveries, future deliveries, time on market analysis, affordability, financing options chosen, and foreclosure rates. This project will provide a brief current market analysis, trends over time, expected future trends, and comparisons with other selected jurisdictions within the region.

### **Glen Dale-Seabrook-Lanham Sector Plan and Sectional Map Amendment**

This project will implement the recommendations of the 2002 General Plan and updates portions of the 1993 Glenn Dale-Seabrook-Lanham master plan. The sector plan covers Planning Area 70. There are two designated Corridors (MD 193 and MD 450 Corridors) in this planning area. The existing Seabrook MARC station is located in the midst of the planning area.

### **Historic Resource Documentation**

This study will update the documentation for 115 individual historic resources. It is also updating or initiating 55 historic community surveys. In addition, other historic properties will be documented upon request during the course of the project.

### **Housing Affordability Survey**

This is a mail survey of approximately 32,000 randomly selected households with a follow-up telephone survey of non-respondents. The purpose of this survey is to determine the extent of housing cost burdens on residents, highlighting various population groups such as seniors, single-parent families, and selected groups of the workforce, and provide information regarding residents' satisfaction with their current housing situations. The survey also solicits additional household information to assist with various county planning and policy initiatives.

### **International Office and Warehouse Incubator Facility Feasibility Study**

The objective of this study is to define and evaluate the feasibility of establishing an international warehouse and office incubator at Steeplechase 95 International Business Park in Prince George's County that will target the needs of: (1) small- to medium-sized companies in and outside of Maryland engaged in global trade and (2) foreign companies seeking to penetrate US markets. The study will promote economic and community development "inside the Beltway" in an Enterprise Zone and Foreign Trade Zone in accordance with the 2002 General Plan goals for Prince George's County.

### **Kenilworth Avenue Revitalization Study**

This project will provide a plan for a multidisciplinary revitalization effort for this commercial area, create concept plans and strategies involving community participation and visioning techniques, and develop plans for neighborhood revitalization, particularly pertaining to improvement of streetscape and business facades along with design ideas.

### **Landover Gateway Sector Plan and Sectional Map Amendment**

This project will amend the recommendations of the 2002 General Plan. The 2002 General Plan designates the Landover Gateway sector planning area as a community center. The plan will focus on the former Landover Mall site and its vicinity and the Woodmore Town Centre site east of the Capital Beltway.

### **Marlboro Pike Sector Plan and Sectional Map Amendment**

This project will develop the Marlboro Pike Sector Plan and Sectional Map Amendment (SMA) for Planning Areas 75A and 75B in the southwestern district of the county. The plan will focus on land use, zoning, and development along the Marlboro Pike between the District of Columbia (Washington, DC)

line for approximately four miles to the Capital Beltway (I-95/495). The plan's purpose is to implement the goals, policies and objectives of the 2002 General Plan.

### **Master Plan of Transportation**

As a functional master plan, this plan will recommend transportation systems, services and facilities that support the county's development pattern by guiding investment of public and private transportation resources and thus help attain the goals and concepts in the General Plan. The updated Countywide Master Plan of Transportation will consist of three major policy sets or elements for bikeways and pedestrian mobility; transit; and streets, roads and highways.

### **New Carrollton Metro Station Transit District Development Plan and Transit District Overlay Zone**

The 2002 General Plan emphasizes the creation of development centers, especially around Metro stations, as a core strategy for achieving the county's long-term growth and development objectives. The 2002 General Plan designates the New Carrollton Metro Station area as a metropolitan center and envisions it as having the highest intensity of transit supportive uses. This project will update the 1989 New Carrollton Transit District Development Plan. The study area is bounded by Annapolis Road, the Capital Beltway, Martin Luther King, Jr. Highway, Ardwick-Ardmore Road, Pennsy Drive, and Veterans Parkway.

### **New Mixed-Use Zone—Special Study**

This study will draft a mixed-use zone to implement the policy recommendations of the 2002 *Prince George's County Approved General Plan*, streamline and standardize design and development regulations and processes, and supplement or replace existing mixed-use zones, design-oriented overlay zoning tools, and comprehensive design zones currently legislated in the Prince George's County Zoning Ordinance.

### **Port Towns Regional Center Sector Plan and Sectional Map Amendment**

This sector plan is being prepared for the Port Town Communities of Bladensburg, Colmar Manor, Cottage City, and Edmonston. The plan will encompass three focus areas: (1) properties along Bladensburg Road from Oak Street to Kenilworth Avenue, (2) Kenilworth Avenue from the Baltimore-Washington Parkway north to Carters Lane, and (3) nonresidential areas in the Town of Edmonston. The plan is to implement the goals, policies and strategies for revitalization in the 2002 General Plan.

### **Post-Bellum Archeological Context**

The product of this study will be a context within which the significance and eligibility of post-bellum archeological resources in Prince George's County can be evaluated for inclusion in the county's Inventory of Historic Resources or the National Register of Historic Places. The focus of the study is to identify the significant themes and trends during the post-bellum period in Prince George's County from 1865 through the 1940s.

### **US 1 College Park Transportation Study**

This is a study to address transportation issues and facilitate implementation of related strategies for congestion management in the US 1 corridor in the City of College Park, Maryland. Proposals to be examined include review of the current adequate public facilities requirements, transportation demand management strategies, a shuttle bus system, right-of-way dedication and reservation, access management, criteria for parking credits under the US 1 College Park Sector Plan, and opportunities for developer contributions to help finance transportation improvements and programs.

### **Special Study: New Mixed-Use Zone**

The goal of this project is to develop a mixed-use zone to streamline and standardize regulations and processes, and supplement or replace existing mixed-use zones, design-oriented overlay zoning tools, and comprehensive design zones currently legislated in the county's Zoning Ordinance.

### **St. Barnabas-Beech Road Industrial Study and Action Plan**

This study will examine the industrial land uses south of the St. Barnabas commercial corridor between Beech and Temple Hill Roads for impacts on existing and potential new commercial and residential uses surrounding the area, as well as development and redevelopment within the industrial area itself. This study will prepare an action plan to mitigate negative impacts and promote more attractive, compatible land uses. The action plan may include, but not be limited to: systematic code inspection and enforcement to promote better property maintenance; rezoning recommendations; proposals to change industrial use standards to improve development and environmental quality in the industrial zone; and recommendations for infrastructure improvements.

### **Subregion I Master Plan and Sectional Map Amendment**

This master plan and sectional map amendment (SMA), adopted in December 2007, is to replace the current Subregion I plan that was approved in 1990. Subregion I area contains approximately 39.74 square miles of land and consists of Planning Areas 60, 61, 62 and 64—located in the northeastern area of the county. The City of Laurel is not included in Subregion I since the city has its own planning and zoning authority.

### **Subregion 4 Master Plan and Sectional Map Amendment**

This new master plan covers Planning Areas 72, 75A and 75B. The major goals of the master plan are (1) to improve the quality and character of the established communities, (2) to promote mixed-use development at moderate to high densities and intensities in General Plan-designated centers and corridors, (3) to encourage quality economic development, and (4) to protect environmentally sensitive lands. This master plan will implement the recommendations of the 2002 General Plan.

### **Subregion 5 Master Plan and Sectional Map Amendment**

This project is to prepare a new master plan and sectional map amendment for the Subregion 5 area. The goal of this project is to update the 1993 master plan for the subregion to further the policy recommendations of the 2002 General Plan.

### **Subregion 6 Master Plan and Sectional Map Amendment**

This project is to prepare a new master plan and sectional map amendment for the Subregion 6 area. The goal of this project is to update the 1993 master plan for the subregion to further the policy recommendations of the 2002 General Plan.

### **Takoma/Langley Crossroads Sector Plan**

This a bicounty effort consisting of the Prince George's County Planning Department and Montgomery County Planning Department of the M-NCPPC, in conjunction with the City of Takoma Park, working together on the development of a sector plan for the Takoma/Langley Crossroads area. The joint team will develop a comprehensive plan and implementation strategy for the planning area with an emphasis on achieving transit-oriented development (TOD) around a proposed Purple Line transit station at the intersection of University Boulevard (MD 193) and New Hampshire Avenue (MD 650). The plan is to implement the goals, policies, and objectives of the 2002 General Plan.

### **Town of Upper Marlboro Revitalization Action Plan**

This study is being prepared under the Planning Department's Planning Assistance to Municipalities and Communities (PAMC) program and will develop an action plan and implementation matrix for the Town

of Upper Marlboro to generate infill development in the town core. The plan will create design standards and a concept for development of a mixed-use town center. The recommendations of the plan will be included in the Subregion 6 Master Plan and SMA.

#### **Water Resources Functional Master Plan**

This plan will show how water supplies, wastewater effluents and stormwater runoff will be managed to support planned growth provided that existing and future water resources (and any limitations on those resources) are identified through this process. The limitations will include source water supply issues and the wastewater discharge assimilative capacity thresholds of the watersheds. Identifying these limitations (or opportunities) early in the planning process will ensure that future master/sector plans are realistic and environmentally sustainable.

#### **Westphalia Public Facilities Implementation Study**

Preparation of a Public Facilities Financing Plan is underway to encourage creative approaches to providing needed public facilities with development, including shifting a greater responsibility to new development in the Developing Tier, forming public-private partnerships, and utilizing new financing techniques.

#### ***Projects and Studies at Preplanning Stage***

##### **Central Annapolis Road Corridor Sector Plan and Sectional Map Amendment**

This project is to prepare a new sector plan and sectional map amendment for the Central Annapolis Road Corridor in Landover Hills and vicinity. The study area will include approximately a quarter mile north and south of Annapolis Road between East West Highway and the Baltimore-Washington Parkway. The study area has a history of problems with vacant and poorly maintained buildings and underutilized space. The commercial development in the study area is mostly in a “strip” form. Annapolis Road is a designated corridor in the 2002 General Plan. The plan’s purpose is to implement the goals, policies, and objectives of the 2002 General Plan.

##### **Central US 1 Corridor Sector Plan and Sectional Map Amendment**

This project will update the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, which predated the 2002 *Approved General Plan for Prince George’s County* and did not take into full consideration policies and strategies for corridors and corridor node development. This sector plan will be more sensitive to the development pressures and transportation facilities needs of the area, reduce uncertainty, and ensure appropriate, context-sensitive development. The sector plan and sectional map amendment will make planning and zoning recommendations to implement development of a compact, vertical mixed-use, pedestrian- and transit-friendly corridor consistent with the recommendations of the General Plan.

##### **City of Mount Rainier Mixed-Use Town Center (M-U-TC) Zone Development Plan**

This new project will amend the 1994 approved Mount Rainier Mixed-Use Town Center (M-U-TC) Zone Development Plan. It will amend and update the 1994 development plan with more prescribed design standards and introduce new design standards. The plan will be developed with the City of Mount Rainier, the community, and business stakeholders to reflect the community shared vision of Mount Rainier. This project is an important step in the continuous efforts to revitalize the Mount Rainier Town Center area along US 1.

##### **Historic Sites and Districts Plan Amendment**

This plan amendment will be initiated in fall 2008. A number of studies that are currently underway will be the basis for this plan; they are described in the Projects and Studies in Progress section above. This plan will amend the 1992 *Prince George’s County Historic Sites and Districts Plan*.

