



# PRINCE GEORGE'S PLAN 2035

## 2019 FIVE-YEAR EVALUATION

SEPTEMBER 2020



# Abstract

<b>Date</b>	September 2020
<b>Title</b>	Plan Prince George's 2035 Approved General Plan Five-Year Evaluation (2019)
<b>Author</b>	The Maryland-National Capital Park and Planning Commission
<b>Subject</b>	Evaluation of the County's progress toward meeting Plan 2035 vision and goals
<b>Source of copies</b>	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772
<b>Series number</b>	971202306
<b>Number of pages</b>	78

A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals described in Plan 2035.

This 2019 Plan 2035 Five-Year Evaluation Report quantifies the indicators of success and identifies where progress has been made and where improvements are needed. The report measures the growth management policy regarding dwelling units and jobs targets by growth policy areas.



PRINCE GEORGE'S  
**PLAN 2035**

**2019 FIVE-YEAR  
EVALUATION**

SEPTEMBER 2020



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

September 2020

**The Maryland-National Capital Park and Planning Commission**

Prince George's County Planning Department

14741 Governor Oden Bowie Drive

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The Commission has three major functions:

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

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

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

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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# Introduction

A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged.

Plan 2035 includes eight plan elements: land use; economic prosperity; transportation and mobility; the natural environment; housing and neighborhoods; community heritage, culture, and design; healthy communities; and public facilities. The plan also provides comprehensive policies and strategies for each of the plan elements as well as growth management goals.



## OUR VISION FOR THE FUTURE

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

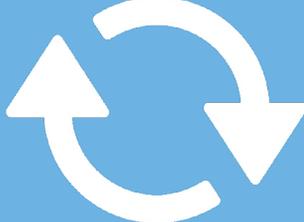
## THE PLAN CALLS FOR A FIVE-YEAR EVALUATION TO



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



**Ensure accountability for implementation**



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

## Growth Management

Plan 2035 designates eight regional transit districts and 26 local centers as the focus of the County’s planned growth (Map 1). The regional transit districts and centers are part of the County’s growth management policies, which specify targets for the number of dwelling units and jobs brought to these areas. Realization of the Plan 2035 growth management goals means periodic monitoring of current conditions and strategically focusing efforts and resources over time (Table 1).

The Growth Policy Map (Map 1) shows how the County should grow over the next 25 years. It classifies different areas based on their function and desired density and intensity of development.

**Table 1.** Growth Management Goals

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

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

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

## GROWTH AREAS

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

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

- **Local transit centers** are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas have an established street grid and offer local-serving retail and limited office uses. Designated local transit centers include Addison Road Metro, Capitol Heights Metro, Cheverly Metro, Landover Metro, Takoma/ Langley Crossroads, Morgan Boulevard Metro, Naylor Road Metro, and West

Hyattsville Metro.

- **Neighborhood centers** are primarily lower density, residential areas. These areas have fewer transit options and offer neighborhood-serving retail and office uses. Designated neighborhood centers include Annapolis Road/ Glenridge, Beacon Heights, Muirkirk MARC, Oxon Hill, Port Towns, Riverdale MARC, Riverdale Park, Seabrook MARC, and Southern Avenue Metro.
- **Campus centers** are transit accessible, low- to medium-density, mixed-use development oriented toward supporting university research, student and community housing, and local retail needs. Designated campus centers include Bowie MARC, UMD East, UMD Central, and Adelphi Road - UMGC - UMD (West Campus).
- **Town centers** are less dense and are automobile-centric areas that primarily comprise suburban subdivisions. They are typically larger than a half-mile, with a walkable town center. Often the mix of uses is horizontal across the center rather than vertical within

individual buildings. Designated local town centers include Bowie, Brandywine, Konterra, Landover Gateway, and Westphalia.

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

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

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

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

**Map 1. Plan 2035 Growth Policy Map (2014)**



**Regional Transit Districts**

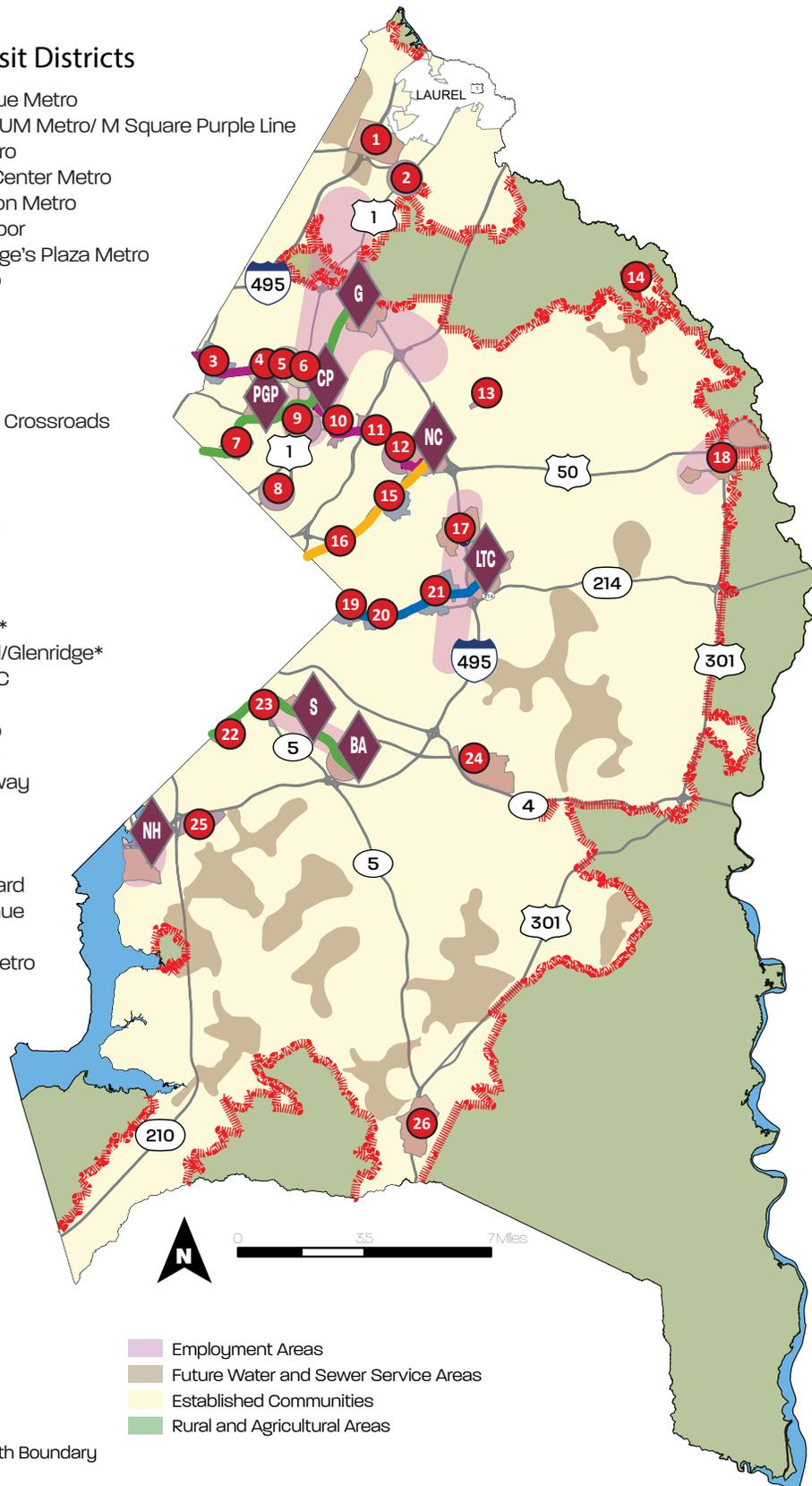
- BA - Branch Avenue Metro
- CP - College Park/UM Metro/ M Square Purple Line
- G - Greenbelt Metro
- LTC - Largo Town Center Metro
- NC - New Carrollton Metro
- NH - National Harbor
- PGP - Prince George's Plaza Metro
- S - Suitland Metro



**Local Centers**

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

\*Future Purple Line Centers



- Blue Line
- Green Line
- Orange Line
- Purple Line
- - - - Plan 2035 Growth Boundary
- Employment Areas
- Future Water and Sewer Service Areas
- Established Communities
- Rural and Agricultural Areas

## Indicators of Success

Plan 2035 recommends measuring success of the plan through periodic data collection. The recommended data sets are called the Indicators of Success. The indicators are not necessarily linked to a single policy or strategy but are meant to be a general gauge of how Plan 2035 and the County are performing. This approach is in addition to monitoring the growth management policies and the implementation of the policies and strategies listed under each of the plan elements. Each of the Indicators of Success targets are identified as a positive or negative change as opposed to a specific value.

## Region Forward Indicators

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



### REGION FORWARD VISION

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

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

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

\* Region Forward Indicator

SOURCE: PLAN 2035



## Data Collection

To analyze progress of Plan 2035, the growth management goals and each of the 26 indicators were examined at the countywide level. A baseline measurement was established and compared to the most up-to-date data available. In some cases, data was wholly unavailable or unavailable for the desired time period (2014-2019). In these cases, a closely related substitute indicator or a different timespan was used.

At the subarea level (transit districts and local centers), fewer indicators were evaluated because data was unavailable or the data type was inappropriate for a small geography (obesity rates, waterway health, etc.). At the subarea level, boundaries were defined as a half-mile radius around a central point or exact boundaries were used as defined by Plan 2035, or a master or sector plan.

### UNDERSTANDING THE INDICATORS

Each indicator shows a target that relates to a desired increase in the indicator (such as more acres of agricultural land preserved) or a desired decrease (such as commercial vacancy rates). Table 4 shows the performance of each indicator to date. Positive performance (denoted with the color green) is determined if data moves in same direction as the target. Where the performance shows no change, this is referred to as neutral performance and is colored yellow. Where the performance is in the opposite direction from the target, this is referred to as negative performance and colored red. Throughout the rest of the report, these arrows and colors are used to denote if the indicator is moving in the desired direction.

# Countywide Data Report

**Table 2.** Dwelling Unit Change (2014-2019)

Growth Policy Map Areas	Estimated Dwelling Units (2014)	Estimated Dwelling Units (2019)	Net Change	2035 Goal	Percent change
Regional Transit Districts	15,065	19,100	4,035	31,500	27%
Local Center	33,315	36,716	3,401	15,750	10%
Local Transit, Neighborhood, & Campus Centers	29,699	32,122	2,423	9,450	8%
Town Centers	3,616	4,594	978	6,300	27%
Employment Areas	21,897%	22,976	1,079	2,520	5%
Established Communities	256,099	263,596	7,497	12,600	3%
Future Water and Sewer Service Areas	6,218	6,522	304	-	5%
Rural and Agricultural Areas	4,785	4,914	129	630	3%
<b>Total Countywide</b>	<b>337,379</b>	<b>353,824</b>	<b>16,445</b>	<b>63,000</b>	<b>5%</b>

SOURCES: M-NCPPC; WILLDAN, 2019

## Growth Management Data

### DWELLING UNITS

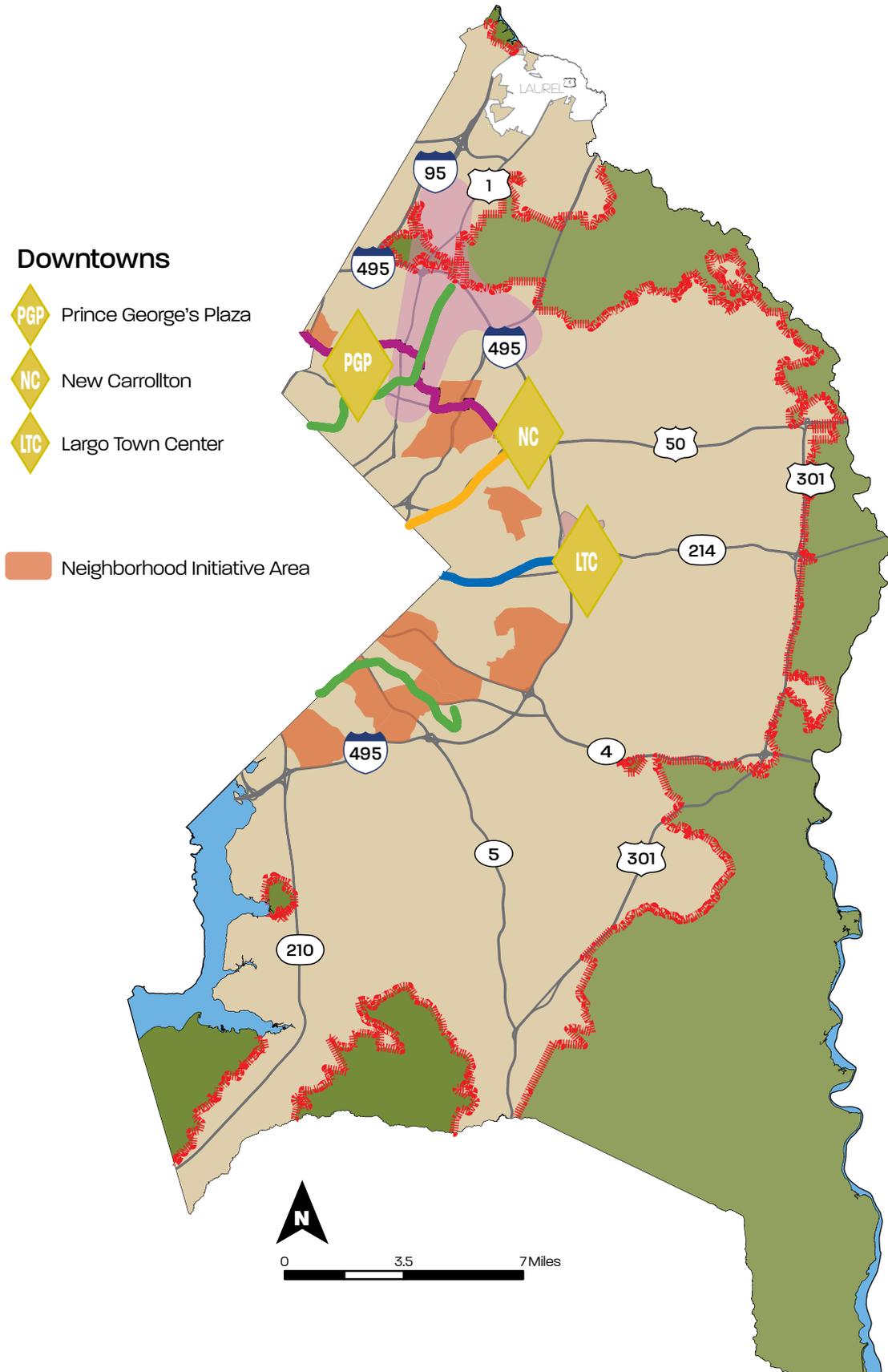
From 2014 to 2019, the County achieved a net increase of 16,445 dwelling units across the targeted growth management areas (Table 2). Plan 2035 recommends directing a majority of projected new residential and employment growth to the regional transit districts. The regional transit districts and town centers both had a 27 percent increase in dwelling units. The future water and sewer areas, areas where development is not recommended, had an increase of 5 percent.

The distribution of the new dwellings, shown as the percentage change column in Table 2, shows that there is a move toward the targets set out in Table 1. The pipeline of development approvals stretches

back several years prior to Plan 2035. This means many new dwellings were approved prior to the strategy being set in place. It is likely to be a few more years, therefore, before the patterns of development set in Plan 2035 manifest in growth patterns. The Countywide Map Amendment for the new Zoning Ordinance has yet to be adopted, so the additional opportunities for development in the centers it creates have yet to become available.

However, as Plan 2035 has been in effect for five years, there has clearly been a shift in the distribution of new dwellings toward the pattern established in Plan 2035.

**Map 2.** Strategic Investment Area



## JOB CREATION

Prince George's County achieved a net increase of 16,063 total jobs in the targeted growth management areas. Most of the areas showed some increase in the amount of employment between 2014 and 2017, except for the future water and sewer service areas, and rural and agricultural areas, which showed a slight decrease.

Review of the employment trends indicates that the largest increase was in the regional transit districts where more than 7,000 jobs were created. These appear to be concentrated in the New Carrollton Metro and Suitland Metro areas. The established communities gained the most jobs in construction (2,065) and other services (2,966). These types of jobs tend to be related to housing construction and housing-related services.

**Table 3.** Estimated Net Change in Employment (2014-2017)

Growth Policy Map Areas	Estimated Primary Jobs (2014)	Estimated Primary Jobs (2017)	Net Change	2035 Goal	Percent change
Regional Transit Districts	34,680	41,721	7,041	57,000	20%
Local Center	45,347	46,159	812	22,800	<1%
Local Transit, Neighborhood, & Campus Centers	37,284	37,360	76	17,100	<1%
Town Centers	8,063	8,799	736	5,700	9%
Employment Areas	32,063	35,069	2,199	22,800	7%
Established Communities	158,558	164,887	6,329	10,260	4%
Future Water and Sewer Service Areas	4,005	3,868	(137)	-	-3%
Rural and Agricultural Areas	3,584	3,403	(181)	1,140	-5%
<b>Total Countywide</b>	<b>279,044</b>	<b>295,107</b>	<b>16,063</b>	<b>114,000</b>	

When comparing the total subarea job statistics to countywide statistics, note that growth policy area-level statistics were obtained from the US Census Bureau OnTheMap application and are displayed in this table. Total Prince George's County jobs statistics obtained from the US Census OnTheMap application vary slightly ( $\pm 2$  percent) and are considered within the margin of error according to the US Census Bureau data standards. Note that the OnTheMap application data includes only "Primary" jobs and does not include public jobs.

SOURCES: U.S. CENSUS BUREAU, ONTHEMAP APPLICATION AND LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS (BEGINNING OF QUARTER EMPLOYMENT, 2ND QUARTER OF 2002-2017); M-NCPPC; WILLDAN, 2019

## Countywide Indicator of Success Performance

This report covers the performance during the first five years of this 20-year plan. Not all policies and strategies have been implemented or had time to take effect. Nevertheless, reviewing the performance of all indicators shows the majority are performing positively. Some progress is not linked as strongly to actions outlined in Plan 2035 policies and strategies. There is, therefore, more work to do, but the direction is positive overall, and the understanding of which policies and strategies need action should lead to further improvements.

When grouping by plan element, metrics related to economic prosperity, natural environment, and housing and neighborhoods reported the strongest

performance. Conversely, the performance of policies related to transportation/mobility, healthy communities, and public facilities indicate that there is opportunity for improvement. The element for community heritage, culture, and design does not have a clearly associated indicator. The detailed performance of metrics is reported in Table 5.

Performance is intended to be achieved over the 20-year plan period. There will be annual variations, and short- to medium-term trends as a result of outside influences (such as COVID-19). These influences and variations should be recognized as performance continues to be monitored.

**Table 4.** Countywide Indicators of Success – Prince George’s County Evaluation (2019)

Indicators	Base Year	Current Year	% Change	Target			
<b>POSITIVE PERFORMANCE</b>							
Agricultural land preserved, acres	2015	47,134	2018	48,787	4%	↑	↑
Bike and pedestrian facilities constructed*	N/A	2019	34			↑	↑
Commercial vacancy rates							
Flex	2010	13%	2019	9%	-31%	↓	↓
Industrial	2010	8%	2019	6%	-25%	↓	↓
Office	2010	17%	2019	13%	-24%	↓	↓
Retail	2010	5%	2019	4%	-20%	↓	↓
Commuting patterns	2014	-100,147	2017	-80,168	20%	↑	↑
Crime rates*	2014	3,415	2017	2,466	-28%	↓	↓
Foreclosure rates	2010	40%	2019	16%	-60%	↓	↓
Forest planted and preserved, acres	2014	152,194	2017	153,676	1%	↑	↑
Higher education attainment*	2010	30%	2019	32%	7%	↑	↑
Households burdened by housing costs, percent	2014	42%	2017	38%	-10%	↓	↓
Housing and transportation affordability	2011	39%	2017	38%	-3%	↓	↓
Impervious surfaces retrofit, acres	N/A	2019	2,992			↑	↑
LEED® certified buildings*	2015	29	2019	32	10%	↑	↑
Occupied housing units	2010	328,182	2019	333,446	2%	↑	↑
Percent occupied	2010	93%	2019	96%	3%	↑	↑
Poverty rates	2014	10%	2019	8%	-20%	↓	↓
Regional share of employment	2014	10%	2017	11%	10%	↑	↑
Unemployment rates	2014	9%	2017	6%	-33%	↓	↓
Wage growth	2010	\$83,264	2019	\$84,031	1%	↑	↑
<b>NEUTRAL PERFORMANCE</b>							
Fast food restaurants, square feet	2010	0.60	2019	0.60	0	↔	↓
Mode split—walk, bike, transit, and auto trips*	2010	21%	2019	21%	0	↔	↑
Waterway health*	2014	4.23	N/A				↑
<b>NEGATIVE PERFORMANCE</b>							
Commercial versus residential tax base	2014	23%	2019	21%	-9%	↓	↑
County greenhouse gas emissions	2014	4.43	2017	4.44	0.2%	↑	↓
Household net worth or wealth*	2010	\$337,296	2019	\$307,956	-9%	↓	↑
Obesity/overweight rates							
Adults	2014	34%	2017	42%	24%	↑	↓
Youths	2013	14%	2016	16%	14%	↑	↓
Recycling rates	2015	59%	2017	56%	-5%	↓	↑
Vehicle miles traveled (per capita)	2010	10,052	2018	10,380	3%	↑	↓

Performance is measured by available data for the target base year (2014) and target current year (2019); due to variability of available data, actual base and target years may reflect adjustments as detailed in the corresponding “data available” column. Percent change reflects the rate of change and is affected by sample size; it is different than percentage point change.

\* Region Forward Indicator

SOURCE: M-NOPC; DUGGAL REAL ESTATE ADVISORS; EMSI WORKFORCE ANALYTICS; WILLDAN, 2019

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# Indicators of Success

# AGRICULTURAL LAND PRESERVED, ACRES

BASE YEAR (2015)	47,134
CURRENT YEAR (2019)	48,787
PERCENT CHANGE	4%



The number of acres of preserved agricultural land increased from 47,134 to 48,787 acres between 2015 and 2018.

The 2017 Resource Conservation Plan includes an entire chapter dedicated to an Agriculture Conservation Plan. As suggested in LU 11.2, the new zoning ordinance includes a new class of Rural and Agricultural Zones, use regulations, and Agricultural Compatibility Standards (Section 27-61300) to, in part, encourage the use of conservation subdivisions for agricultural protection. The new subdivision regulations Sec. 24-4700 discusses Conservation Subdivision Standards to protect agricultural activities as highlighted in HD 13.3. The City of Bowie explored this option in Conservation Site Plan S-18001 Annexation Proposal Pecan Ridge. The Department of Parks and Recreation (DPR) drafted 2020 initiatives to support farming in Prince George’s County. According to the initiatives document, approximately 1,350 acres of land has been set aside for farming and urban agriculture and more than 1,250 acres of parkland is leased to farmers for commercial agricultural efforts. While the County, specifically DPR, is supporting the agriculture sector while balancing a growing demand for parkland, as mentioned in EP 8.1, a long-term, parkland-based agriculture program is pending. M-NCPPC Practice 6-51 Leasing Commission Owned/ Controlled Parkland for Agriculture has a clause for first-right-of-refusal that allows an established farmer to renew their lease

Acres of agricultural land preserved includes “Acres Preserved Through the Historic Agricultural Resource Preservation Program (HARPP) and Maryland Department of Natural Resources Rural Legacy Program” from the Priority Preservation Area Functional Master Plan - July 2012).



and continue to farm after each five-year lease period. This practice is designed on the premise that farming is a long-term endeavor and provides protection to ensure proper management of land and predictability for the farmer. Other large achievements include: In 2019, 226.81 acres of agricultural land were preserved in Prince George's County using the Historic Agricultural Resource Preservation Program (HARPP). In addition, there was one purchase made in 2019 for 54.2 acres using funding provided by Maryland Department of Natural Resources Rural Legacy Program. According to the Prince George's Soil Conservation District

(PGCSCD) 2019 annual report, the Next Generation Farmland Acquisition Program administrated by the Maryland Agriculture & Resource-Based Industry Development Corporation (MARBIDCO) aided in the purchase of 149 acres for a farm within the County. According to the signed approval letter acknowledging the recertification of Prince George's County's farmland preservation program, "for the five fiscal years of 2015-2019, agricultural easements in Prince George's County preserved 2,019 acres." The actions taken to date appear to be having a positive effect as the acres of agricultural land preserved have increased.

# BIKE AND PEDESTRIAN FACILITIES CONSTRUCTED

TARGET: ↑

BASE YEAR

N/A

CURRENT YEAR (2019)

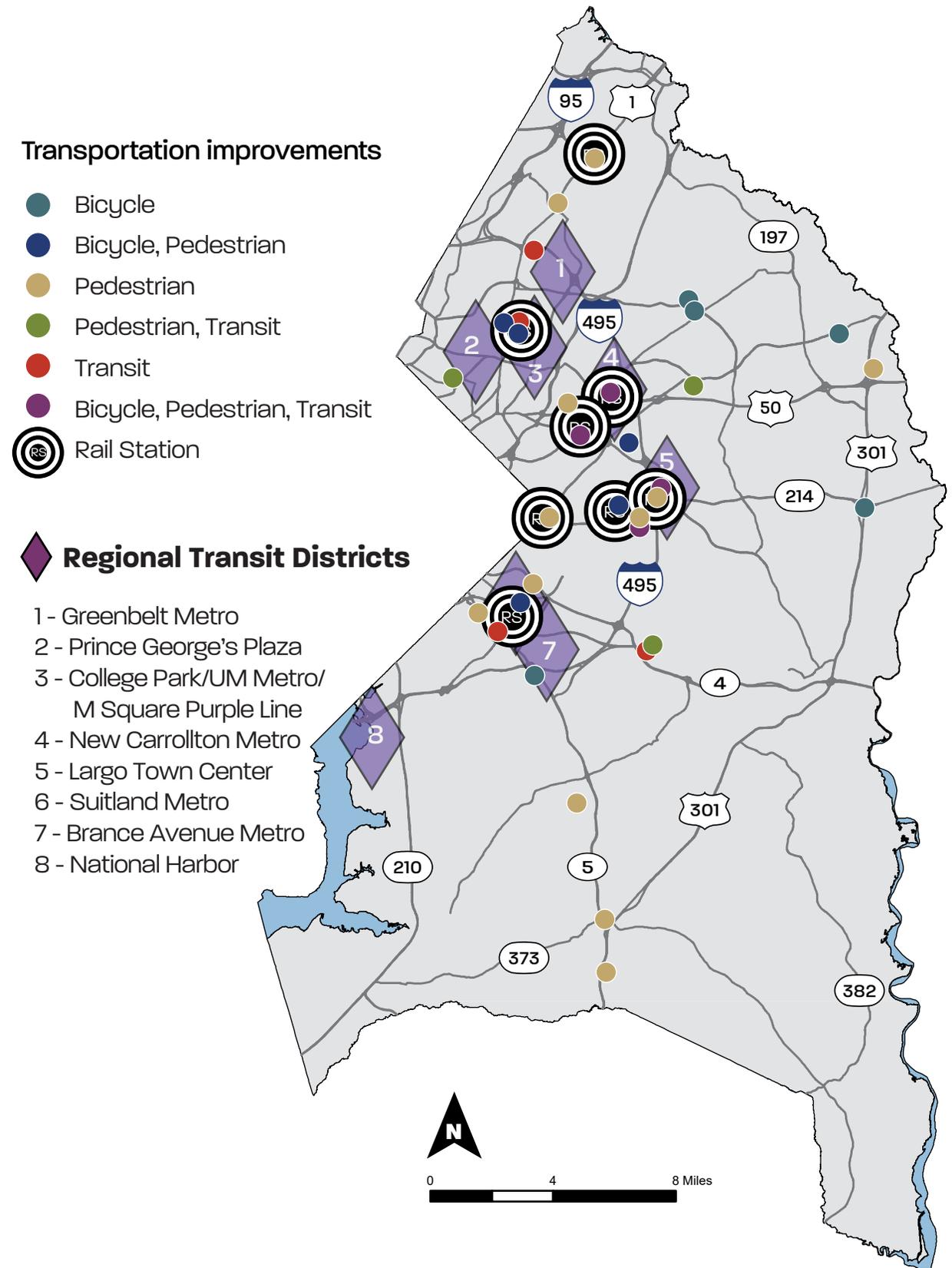
34



Between 2015 and 2018, 34 separate bike and pedestrian facility improvements were made in the County to meet bicycle and pedestrian adequacy requirements. In 2012, the County Council passed a Complete and Green Streets Policy encouraging construction and retrofit of complete and green streets. In 2015, the County Council passed the Urban Street Design Standards and Requirements Policy, authorizing the implementation of urban street standards in Plan 2035 Centers. In 2017, DPW&T incorporated the Urban Street Design Standards into its highway and bridge design manual. These standards, in conjunction with the Complete and Green Streets Policy, provide for the construction of streets that incorporate best stormwater management practices and safe facilities for pedestrians, bicyclists, and transit users. The Central Avenue Connector Trail, when completed, will be an example of bike lanes and trails connections to key population and employment areas, historic sites, and recreational areas, following efforts suggested in TM 4.5. According to the 2018 Annual Report for MDP, “in 2018, the Prince George’s County Planning Board acted on nine cases where applicants were required to make bicycle and pedestrian improvements as a condition of approval.” There were also nine cases in 2017. State, local, and federal funding has been used to identify gaps in the existing trail system, and to design and construct trails to fill those gaps; for example, the Anacostia River Trail link between Prince George’s County and Washington, D.C., and the Paint Branch trail between Cherry Hill Road and Beltsville Community Park have been completed. These have helped enhance bike lanes and trails connections with key population and employment areas, historic sites, and recreational areas, as suggested in TM 4.5. The actions outlined above are having a positive effect as the number of constructed bike and pedestrian facilities has increased.

Bike and pedestrian facilities constructed includes trail projects from the Transportation Section, Prince George’s County Planning Department, M-NCPPC, as well as the Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors.

**Map 3. Bike and Pedestrian Improvements (2015 to 2018)**



## COMMERCIAL VACANCY RATES

	2010	2019	CHANGE	TARGET: ↓
<b>FLEX</b> 9,334,421 existing sq. ft.	13%	9%	-31%	
<b>INDUSTRIAL</b> 52,227,118 existing sq. ft.	8%	6%	-25%	
<b>OFFICE</b> 26,773,426 existing sq. ft.	17%	13%	-24%	
<b>RETAIL</b> 40,156,960 existing sq. ft.	5%	4%	-20%	

Commercial vacancy rates for all types of commercial properties (flex, industrial, office, and retail) decreased at the County level. Strategies to decrease commercial vacancy rates are related to attracting private investment, development, and job creation. Multiple strategies within the economic prosperity element are related to job creation.

The Redevelopment Authority initiated the Commercial Property Improvement Program (CPIP) in January 2019 with \$1.7 million of available funding for the FY 2019 funding round. This program can assist owners of shopping centers and main street retail space in making exterior façade, placemaking, lighting, and/or building system improvements to strengthen competitiveness and viability. The new zoning ordinance encourages business development and investment by expanding the types of uses that may be allowed and revising where such uses may be permitted. The Prince George’s County Economic Development Incentive Fund is available to retain, expand, and attract established businesses to broaden the County’s commercial tax base. The actions taken to date appear to be having a positive effect as the commercial vacancy rates have decreased.

Commercial vacancy rates are expressed as a percentage. They are calculated by dividing the square feet of new, relet, and sublet space that is vacant by the existing square feet of rentable building area. Commercial vacancy rates were collected for flex, industrial, office, and retail space.

# COMMERCIAL VERSUS RESIDENTIAL TAX BASE

BASE YEAR (2014)	23%
CURRENT YEAR (2019)	21%
PERCENT CHANGE	-9%



The County continues to have a larger residential tax base than commercial. From 2014 to 2019, the County was successful in growing both the number of households and the number of jobs. For the commercial tax base to expand, the commercial sector must grow faster than the residential sector. The success of this indicator is influenced by multiple policy recommendations in the economic prosperity and land use elements related to making the County more attractive for companies that offer high-paying jobs (see Regional Share of Employment).

Many strategies within Plan 2035 relate to this indicator. The poor performance of this indicator shows the need for considerable work to be done. The immediate future will likely show that the impacts of COVID-19 have been felt more in the commercial sector. More focus must therefore be given to the related strategies to reverse the trend.

Commercial versus residential tax base examines the assessed value of commercial properties compared to the assessed value of residential properties. For the purpose of this analysis, commercial is defined in the Prince George's County Assessor Data as any property not listed as residential.

# COMMUTING PATTERNS

BASE YEAR (2014)	-100,147
CURRENT YEAR (2017)	-80,168
PERCENT CHANGE	20%



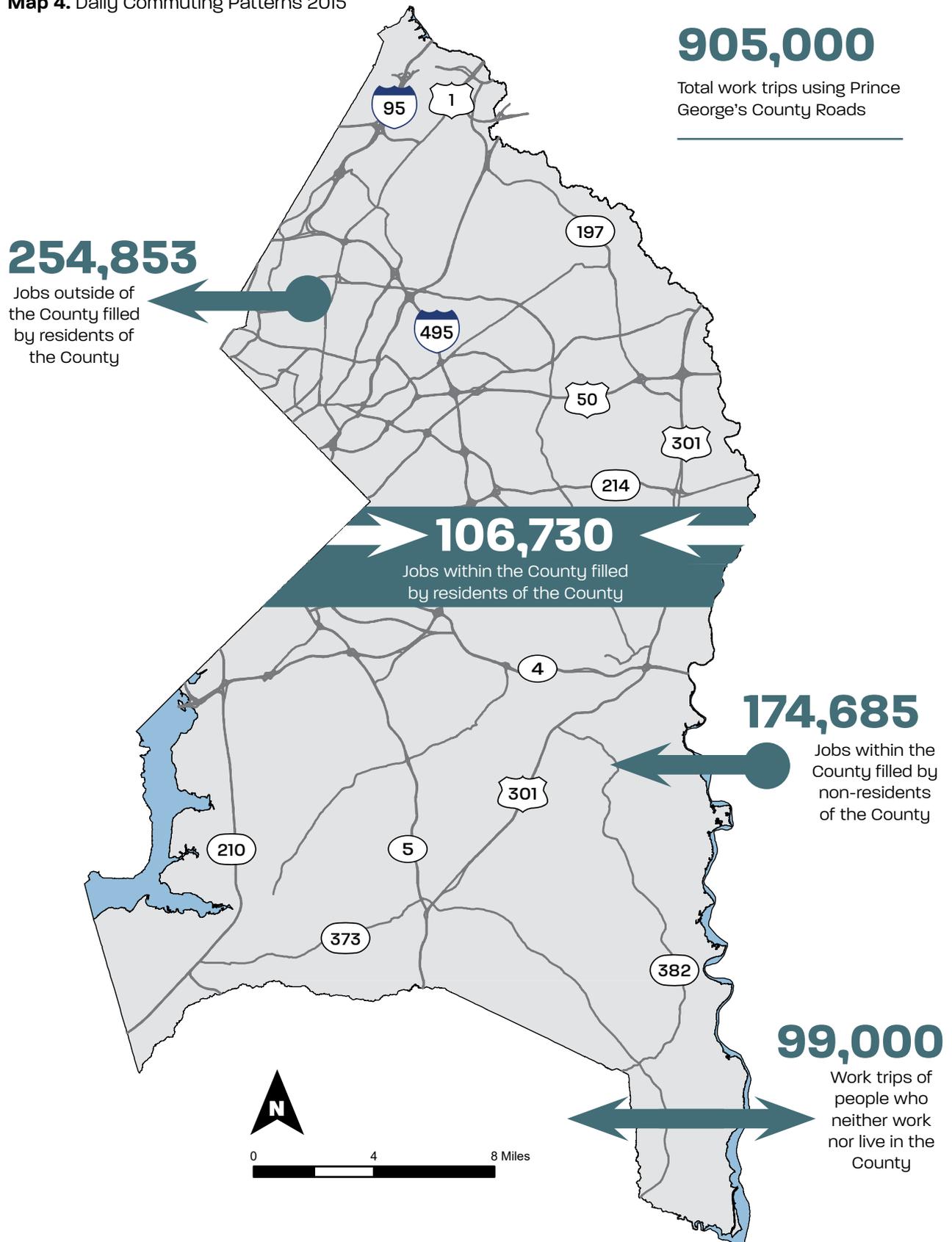
This indicator was positive (reflected as a decrease in outmigration of County residents to jobs located outside Prince George’s County). As indicated in Plan 2035, most of the County’s workforce commutes to other jurisdictions for work. Long commutes are associated with a variety of health-, financial- and environmental-related costs such as time wasted commuting, high fuel and vehicle maintenance costs, and increased greenhouse gas emissions.

Local policies are in place to increase employment within the County (see Regional Share of Employment). In addition, the County should analyze the industries and employers that draw commuters away from Prince George’s County, and consider how to counteract it. For example, the County could incentivize the federal government to relocate major departments and bureaus to the local centers and downtowns to catalyze Prince George’s County’s long-term planning intervention linking housing to jobs within the County.

The EDC, other County agencies, and M-NCPPC have continuously worked to increase the size of the business clusters identified as priorities in Plan 2035 (EP 3.1) and the Economic Development Plan. Many companies have been recruited and many have increased their size in the County, attracting commuters to jobs within the County. Providing jobs within the County to attract existing residents also reduces out-commuting. The actions taken to date appear to be having a positive effect as the net inflow commuting pattern into the County has increased.

Commuting patterns measures the inflow and outflow of jobs into or out of an area. If more people come into an area for a job than leave the area for a job, the net job flow is positive. If more people leave the area for a job than come into the area for a job, the net job flow is negative. The goal of the commuting pattern indicator is to have the net job flow become more positive, which shows more people coming into the County for jobs than leaving it.

Map 4. Daily Commuting Patterns 2015



# COUNTY GREENHOUSE GAS EMISSIONS

BASE YEAR (2014)	4.43
CURRENT YEAR (2017)	4.44
PERCENT CHANGE	0.2%



This metric shows a small increase in greenhouse gas emissions. However, Prince George’s County’s increase of dwelling units by 16,445 (2014 to 2019) and more than 3,000 jobs (2014 to 2017) indicates that transportation, mobility, and energy efficiency planning interventions are balancing the increased population’s impact on greenhouse gas emissions.

The success of this indicator is linked in part to multiple transportation and mobility and natural environment policies throughout Plan 2035 related to decreasing the dependence on automobile travel.

Implementing the recommendations for the Metrobus Priority Corridor Networks recommended in Momentum—The Next Generation of Metro (Strategic Plan 2013-2025) as suggested in TM 2.3 could help reduce greenhouse gas emissions by improving public transit options. There is no clear evidence that transportation projects to reduce overall vehicle miles traveled or increase transit ridership within downtowns and reinvestment areas, as suggested in TM 6.1, have been prioritized. As suggested in TM 7.1 and 7.2, a countywide strategy should be developed to promote the use of alternative fuel vehicles in addition to a priority parking initiative. These efforts are pending, so further actions will need to be taken to reduce County greenhouse gas emissions.

The County greenhouse gas emissions indicator utilizes annual highway vehicle emissions for greenhouse gases measured as million metric tons of carbon dioxide (MMT CO<sub>2</sub>e) per year.

## CRIME RATES

BASE YEAR (2014)	3,415
CURRENT YEAR (2017)	2,466
PERCENT CHANGE	28%



Overall, crime rates in the County have dropped 28 percent from 2014 to 2017. The goal for the housing and neighborhood element is to “provide a variety of housing options – ranging in price, density, ownership, and type – to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.” As suggested in HD 10.1 there has been ongoing coordination with county, municipal, and other police agencies, as well as the Maryland-National Capital Park Police during the preparation of master plans and the development review process. As suggested in HD 10.2, Crime Prevention Through Environmental Design (CPTED) training was provided to M-NCPPC and municipal staff on June 11, 2019. In the community heritage, culture and design element of Plan 2035, the link between good urban design, safety, and crime reduction is made clear: “We value safety. Urban design helps ensure that our streets are well lighted and that our buildings and public spaces are designed to discourage crime.” Applying these design principles is expected to have a positive impact on elements of crime, as there will be increased overlooking and fewer opportunities.

Crime rates measures the Overall Crime Rate per 100,000 People.

# FAST FOOD, SQUARE FEET PER CAPITA

BASE YEAR (2010)	0.60
CURRENT YEAR (2019)	0.60
PERCENT CHANGE	0



**I**t is recommended that this revised indicator be retained to reflect change in square feet of non-fast food per capita to track the increase/decrease in a variety of restaurant and food service establishments (such as “fast casual” restaurants that offer healthier options than traditional fast food restaurants). This indicator was neutral at the County level. As suggested by HC 1.1, community health elements such as the Healthy Communities chapter of the East Riverdale-Beacon Heights Sector Plan, are being incorporated in plans. These elements identify strategies to enhance access to healthy food and recreational opportunities, improve connectivity between communities and residential and commercial areas, and address gaps in pedestrian and bicycle infrastructure. To see change, more effort may need to go into coordinating with the Health Department, the Food Equity Council, the Department of Parks and Recreation, and local and regional nonprofits. Drive-thrus are prohibited in some zones, which indirectly discourages fast food businesses; however, efforts to evaluate and revise the County Code and incentive programs to reduce the prevalence of food swamps, as suggested in HC 2.2, are pending. A food swamp is a place where unhealthy foods are more readily available than healthy foods.

Due to a lack of available data and the difficulty in disaggregating fast food from other restaurant uses, this indicator is measured by square footage of fast food per capita (total square feet of fast food restaurants divided by the population in the same geography).

A fast casual restaurant does not offer full-table service, but offers higher-quality food than fast food restaurants, with fewer frozen or processed ingredients. It is an intermediate concept between fast food and casual dining and is usually priced accordingly.

Fast food is defined as “a restaurant that provides drive-thru and/or walk-up window service and may also have sit-down dining. Example: McDonald’s, Burger King, Taco Bell, KFC, etc.” (CoStar, 2019).

# FORECLOSURE RATES

BASE YEAR (2010)	40%
CURRENT YEAR (2019)	16%
PERCENT CHANGE	-60%



**F**oreclosure rates in the County dropped significantly between 2014 and 2019, from 40 percent to 16 percent. According to the DHCD Prince George’s County Fiscal Year 2020 Annual Action Plan As Amended (Published June 2020), the Prince George’s County, MD-Housing Initiative Partnership, Inc. (HIP) Bilingual Housing Counseling and Education Program will use CDBG funds to provide support to Prince George’s County homeowners, first-time homebuyers, and renters with foreclosure prevention counseling and other housing assistance services. Similarly, HIP’s H.O.P.E. Home Keepers Plan: Teach and Coach Financial Capabilities includes foreclosure intervention counseling. These programs align with strategy HN 3.3 by partnering with nonprofits and DHCD to expand access to foreclosure prevention counseling services and financial literacy. Foreclosure rates in 2014 were still impacted by the global recession of 2008, and as a result, they were still at relatively high levels. As the impacts of the recession lessened, foreclosure rates continued to fall. However, the actions taken to date, and the targets within the DHCD Action Plan, should also have a positive effect.

Foreclosure is the legal process by which a lender takes control of a property, evicts the property owner, and sells the property after an owner is unable to make full principal and interest payments on their mortgage (Chen, Investopedia, 2019). This indicator measures the percentage of sales in the County that are foreclosure or REO (Real Estate Owned). REO is property owned by a lender, such as a bank, that has not been successfully sold at a foreclosure auction (Chen, Investopedia, 2019).

# FOREST PLANTED AND PRESERVED, ACRES

BASE YEAR (2014)	152,194
CURRENT YEAR (2017)	153,676
PERCENT CHANGE	1%



The acres of forest planted and preserved increased in the County from 152,194 to 153,676 acres (almost 1 percent) between 2014 and 2017. Policy NE5 seeks to “Preserve and enhance existing forest and tree canopy coverage levels.” It is recommended that Prince George’s County target near-term implementation of this policy if it has not yet been undertaken.

The 2017 Resource Conservation Plan Section II comprises a Green Infrastructure Plan. This plan includes four components and supporting policies and strategies that comprise the Forest and Tree Canopy Strategy for Prince George’s County, as suggested in NE 5.1. As suggested in LU 11.2, the new zoning ordinance includes a new class of Rural and Agricultural Zones and use regulations that support and will help provide land for forestry. The new subdivision regulations Sec. 24-4700 discusses Conservation Subdivision Standards to protect agricultural activities. The actions taken to date appear to be having a positive effect as the acres of forest land planted and preserved have increased. According to the 2019 Prince George’s County Maryland Agricultural Land Preservation Foundation Recertification Program Application, Woodland Conservation Banking has been a reliable way to preserve agricultural and forested land through the County’s Woodland and Wildlife Habitat Conservation Ordinance (WCO). To date, the County has 4,643 acres in woodland conservation banks and has permanently eased 3,653 acres. In the current reporting period (FY2017-FY2019), 303 acres have been permanently eased.

Plan 2035 defines a forest as an area dominated by trees and other woody or herbaceous plants covering a land area of 10,000 square feet or greater. Plan 2035 defines tree canopy as the city’s tree cover that has many benefits to a community. Benefits include reducing the urban heat island effect, improving water quality, reducing air pollution, enhancing property values, providing wildlife habitat, facilitating social and educational opportunities, reducing summer temperatures, and helping a community attract businesses and residents. This indicator measures the acres of tree canopy in the County.

# HIGHER EDUCATION ATTAINMENT

BASE YEAR (2010)	30%
CURRENT YEAR (2019)	32%
PERCENT CHANGE	7%

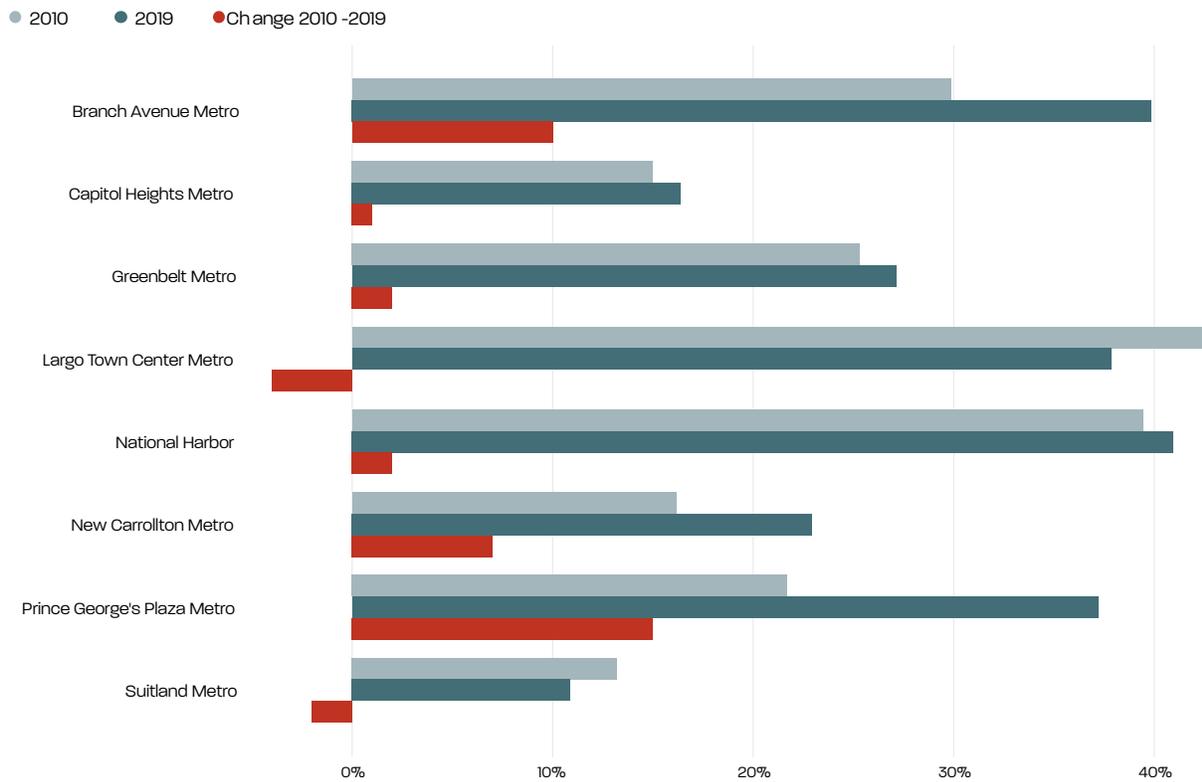


**T**his indicator was positive at the County level, with a 7 percent increase in higher educational attainment between 2010 and 2019.

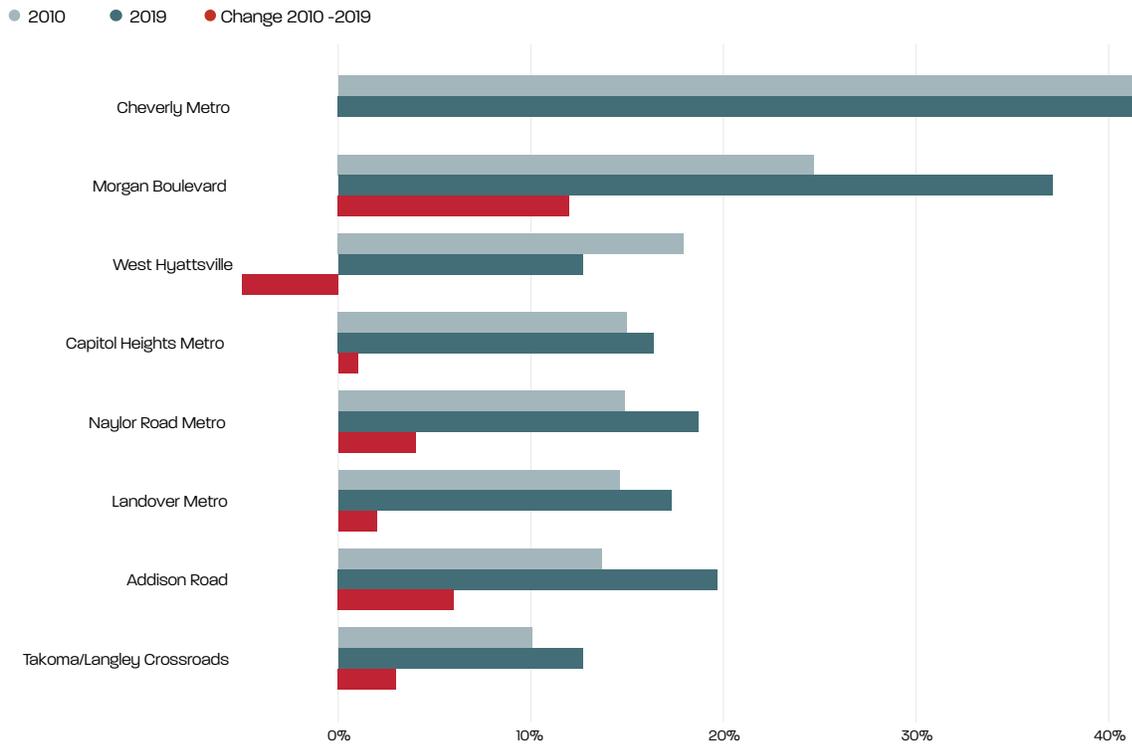
There are programs in the County designed to prioritize certain subjects in schools. One of the programs that appears to have had a positive effect on this indicator is Tech Prince George’s, which partners with the Prince George’s County Government, Prince George’s County Public School System (PGCPS), institutions of higher education, nonprofit organizations, and private industry. Tech Prince George’s focuses on improving student matriculation and eventual career success in technology fields. Over the summer of 2014, business students from Bowie State University mentored 18 PGCPS students who were divided into six teams. According to the 2019 OCS Sustainable Energy Program Plan, Pepco and the Exelon Foundation, in partnership with the NEED Project and Prince George’s County Public Schools, launched Energizing Student Potential (ESP), a STEM-focused energy program for grades 3-8 in Prince George’s County Public Schools in February 2018. As suggested in EP 9.1, this is an example of a program that helps to prioritize science, technology, engineering, and math education in County schools. The actions appear to be having a positive effect as the levels of educational attainment have increased.

Higher education attainment is defined as the percentage of people 25 years or older that have a bachelor’s degree or advanced degree. Categories available for this indicator include: no high school diploma, high school diploma, some college, bachelor’s degree, and advance degree.

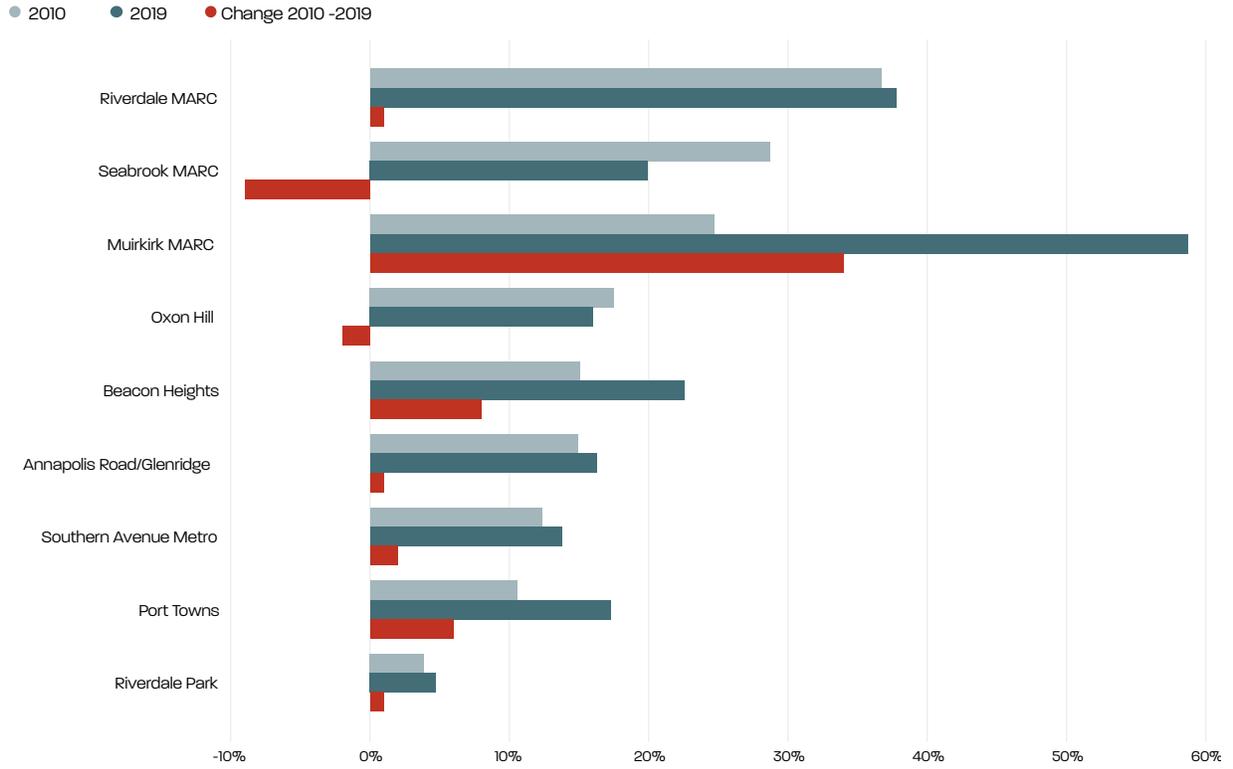
**Figure 1. Regional Transit Districts: Higher Educational Attainment, 2010-2019**



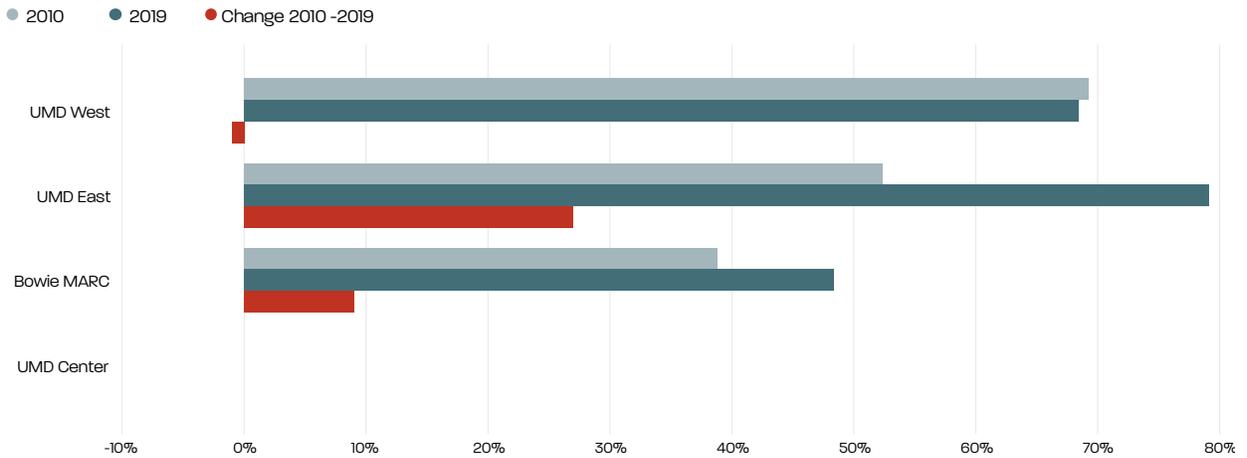
**Figure 2. Local Transit Centers: Higher Educational Attainment, 2010-2019**



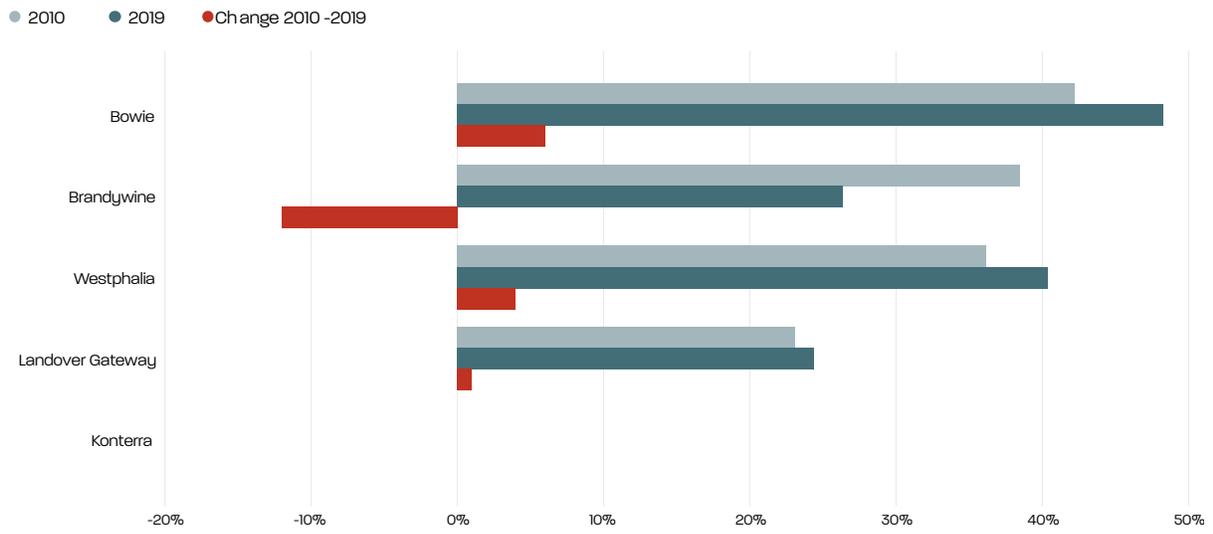
**Figure 3. Neighborhood Centers: Higher Educational Attainment, 2010-2019**



**Figure 4. Campus Centers: Higher Educational Attainment, 2010-2019**



**Figure 5. Town Centers: Higher Educational Attainment, 2010-2019**



# HOUSEHOLDS BURDENED BY HOUSING COSTS

BASE YEAR (2014)	42%
CURRENT YEAR (2017)	38%
PERCENT CHANGE	-10%



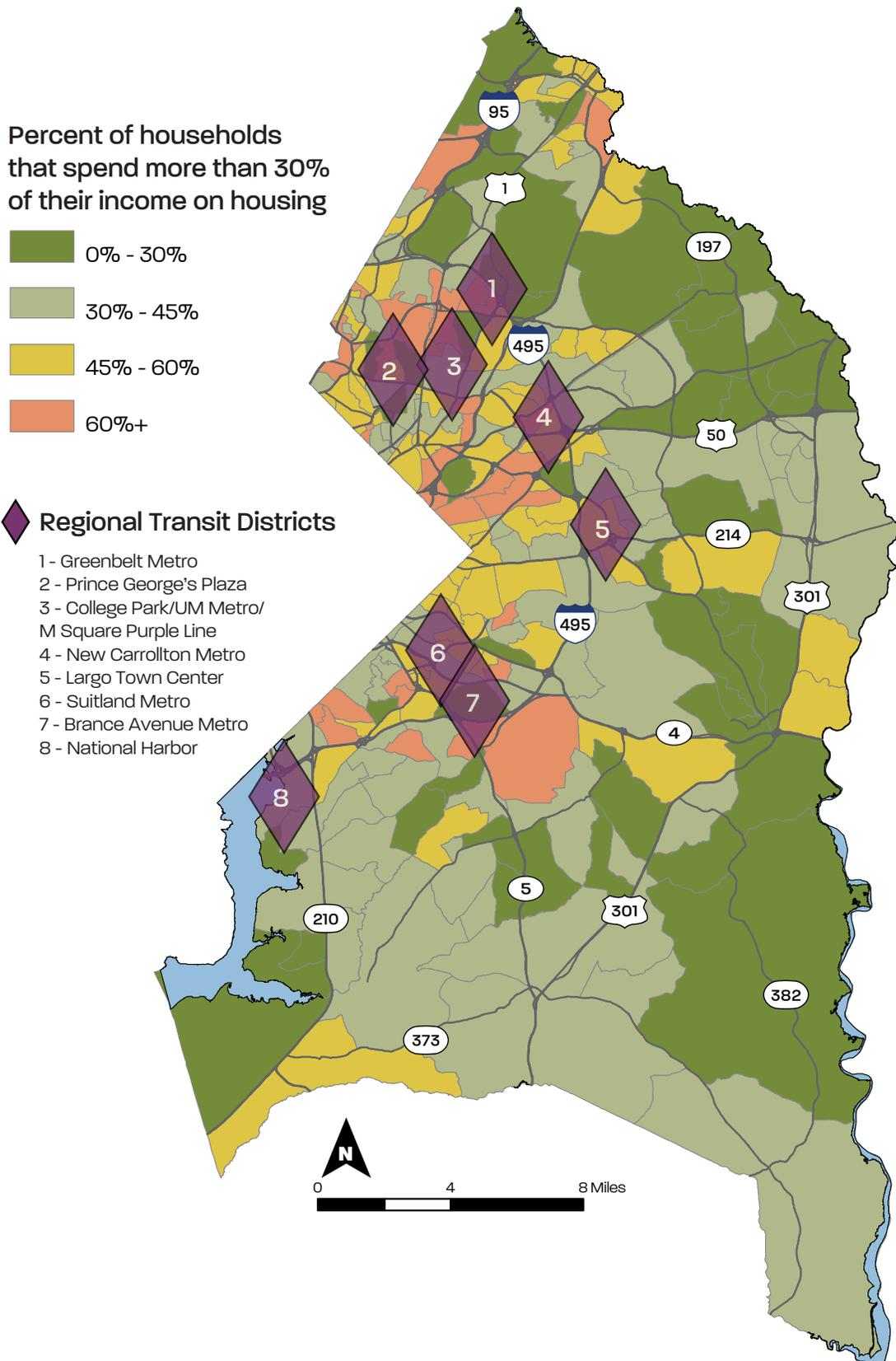
The percentage of households in the County that paid more than 30 percent of their income on housing dropped from 42 percent in 2014 to 38 percent in 2017.

According to the Prince George’s County Department of Housing and Community Development (DHCD) Fiscal Year 2020 Annual Action Plan As Amended (June 2020), the County has a five-year goal to preserve existing affordable rental housing for 1,305 low- and moderate-income households by FY 2020. By the end of FY 2018, the County assisted 456 renters; meeting 35 percent of its five-year goal. A County Housing Trust Fund was established in 2017, as suggested in HN 6.1, as an affordable housing production program intended to complement existing federal and State efforts to increase and preserve the supply of decent, safe, and affordable housing. The first investment was \$5.1 million. Following HN 8.2, each year DCHD awards funds to nonprofits through the Community Development Block Grant (CDBG). For example, in 2020, United Communities Against Poverty, Inc. (UCAP) will use CDBG funds to acquire two single-family properties within the neighborhood revitalization areas to rehabilitate and resell them to low- to-moderate-income buyers. The actions taken to date appear to be having a positive effect as the percent of households burdened by housing costs has decreased.

Average mortgage interest rates dropped from 4.17 percent in 2014 to 3.99 percent in 2017 and dropped as low as 3.65 percent during that period (Source: Freddie Mac 30-Year Fixed -Rate Mortgages since 1971). Homeowners able to take advantage of the lower mortgage rates have seen their housing cost burden can be reduced.

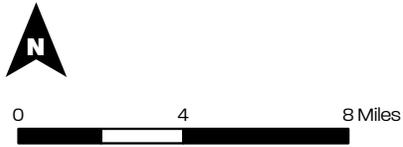
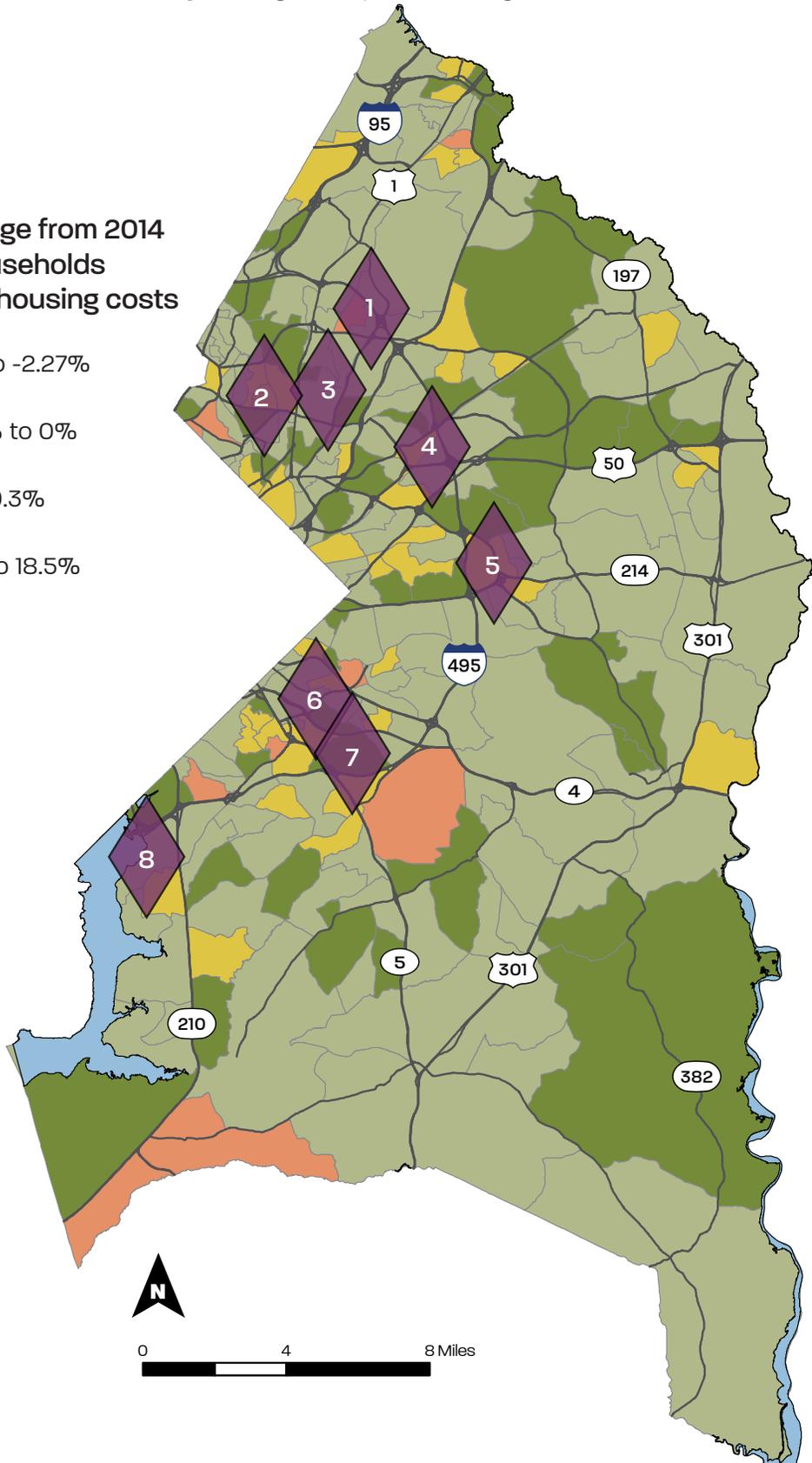
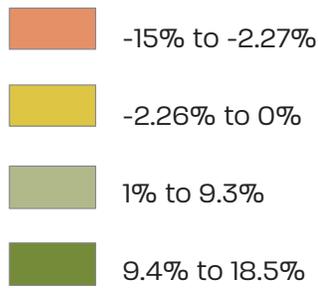
Plan 2035 refers to this indicator as percent of housing-cost-burdened households; to provide clarity, it has been reworded to say percent of households burdened by housing costs. This is defined as those who pay more than 30 percent of their income for housing.

**Map 5.** Percent of Households Burdened by Housing Costs, 2017



**Map 6.** Percent of Households Burdened by Housing Costs, percent change 2014-2017

Percent Change from 2014 to 2017 of households burdened by housing costs



# HOUSEHOLD NET WORTH OR WEALTH

BASE YEAR (2010)	\$337,296
CURRENT YEAR (2019)	\$307,956
PERCENT CHANGE	-9%



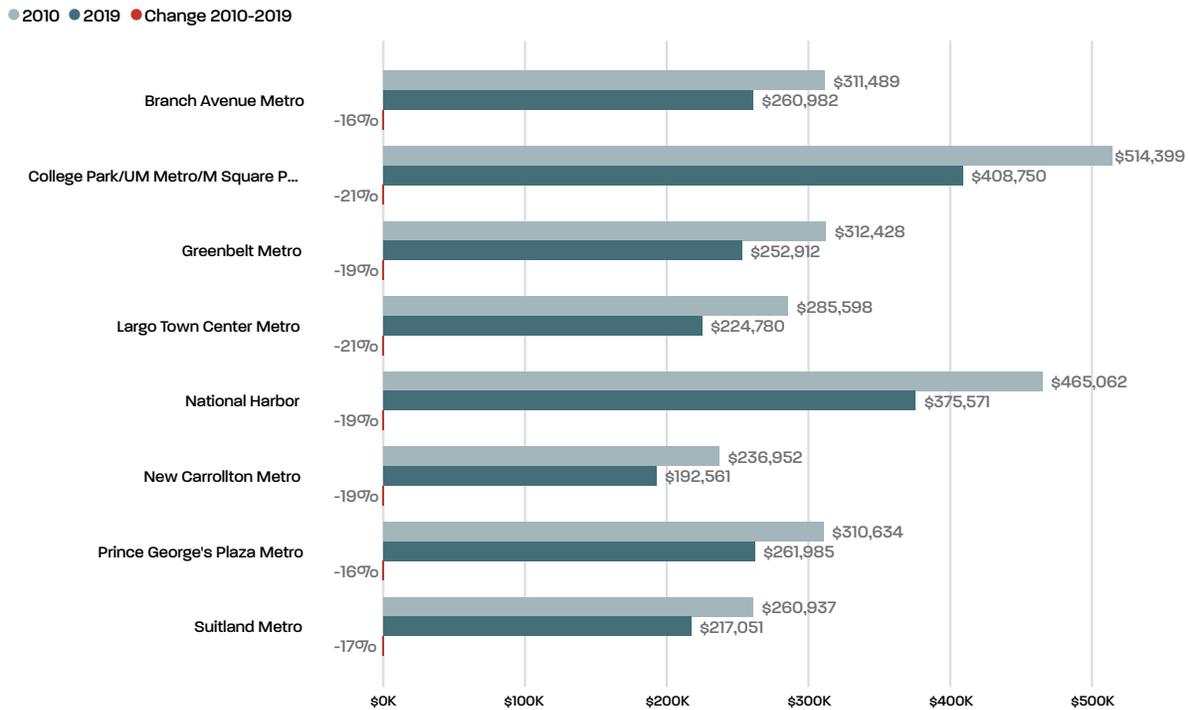
As suggested by HN 3.4, housing maintenance standards and building codes should be enforced especially in Neighborhood Reinvestment Areas and established communities to help stabilize housing values. Providing additional funding to purchase and rehabilitate deteriorated rental and single-family properties in Neighborhood Reinvestment Areas, as suggested by HN 3.5, could also help efforts to maintain or increase housing values in existing communities. Enhancing the public services and amenities in established communities by partnering with private developers, community organizations, and county agencies, as suggested in HN 3.6, could be another process to undertake to see positive changes in household net worth or wealth. Efforts to track the County’s Housing Rehabilitation Assistance Program, administered by the Housing Initiative Partnership, could help show if the total loan amount increases each year. These efforts are pending, so further actions will need to be taken to see any changes.

Median housing value is the only available metric during this five-year period. It is essential to bring in new metrics to cover other aspects of net worth, including, but not limited to: numbers of new businesses (and of minority, female, and disability-owned businesses (MFD), and number of programs offering business advice or affordable office space. These metrics would help identify where to focus future actions to address issues of equity in access to and availability of resources to increase net worth or wealth.

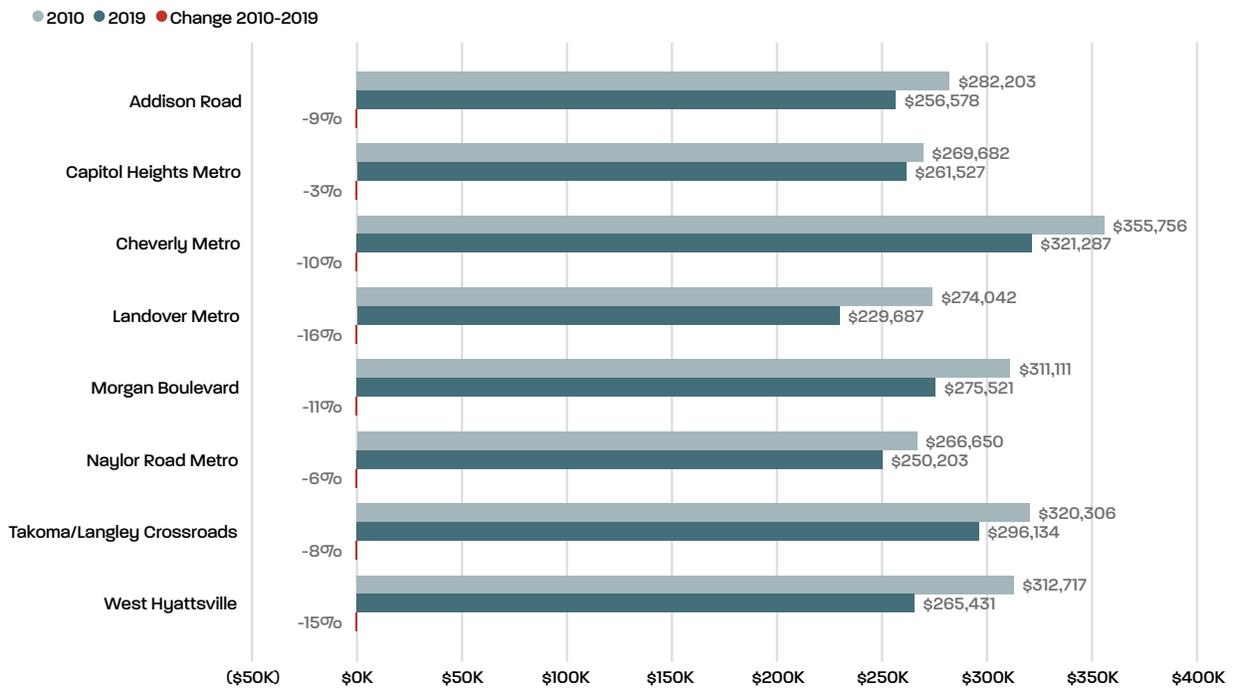
Household net worth or wealth is defined as total assets minus total liabilities. There is no dataset available that measures this indicator. For many households, one of the largest assets is the value of their house. Therefore, as a substitute, the indicator was measured based upon median housing value for owner-occupied units.

The median housing value, in the base year of 2010, was adjusted for inflation by the change in the Consumer Price Index (All Urban Consumers (CPI-U) U.S. city average series for all items, not seasonally adjusted) from January 2010 to April 2019.

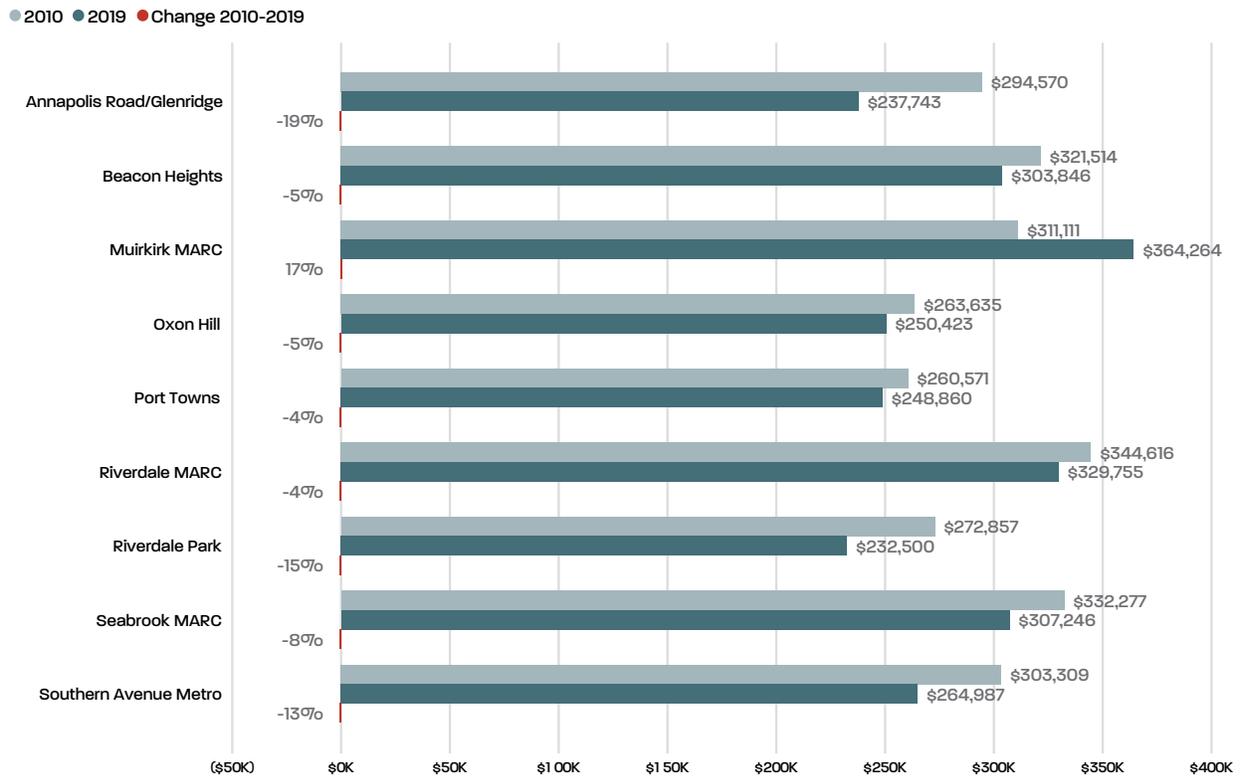
**Figure 6. Regional Transit Districts: Median Housing Value (owner-occupied units) 2010-2019**



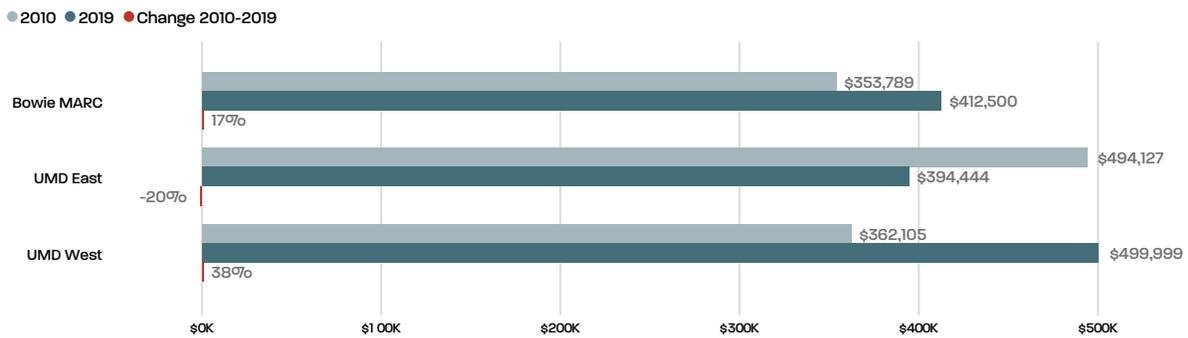
**Figure 7. Local Centers: Median Housing Value (owner-occupied units) 2010-2019**



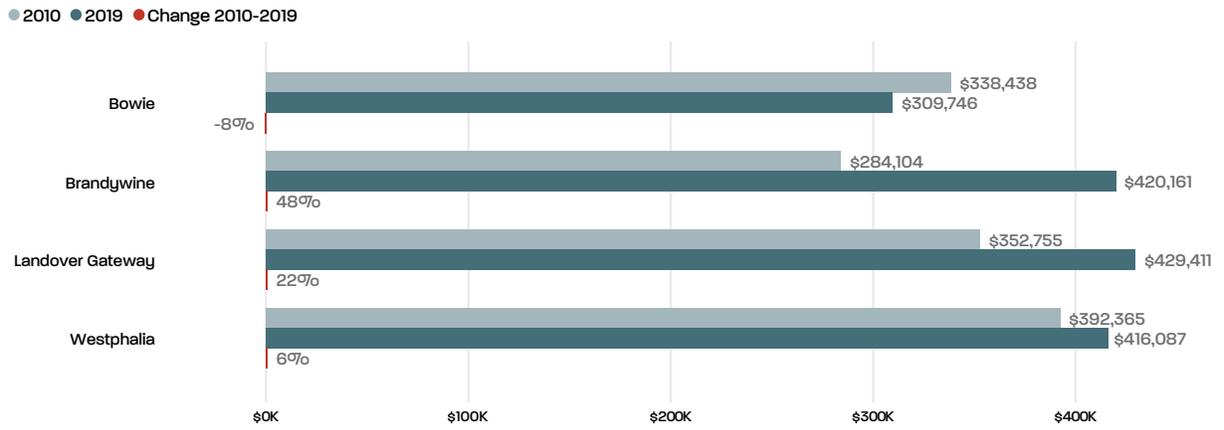
**Figure 8.** Neighborhood Centers: Median Housing Value (owner-occupied units) 2010-2019



**Figure 9.** Campus Centers: Median Housing Value (owner-occupied units) 2010-2019



**Figure 10.** Town Centers: Median Housing Value (owner-occupied units) 2010-2019





# HOUSING AND TRANSPORTATION AFFORDABILITY

BASE YEAR (2011)	39%
CURRENT YEAR (2017)	38%
PERCENT CHANGE	-3%



This indicator is similar to the percent of households burdened by housing costs, but it also includes transportation costs. Housing and transportation affordability has increased, as the percentage of households in the County that spend more than 45 percent of their income on housing and transportation costs combined dropped from 39 percent in 2014 to 38 percent in 2017.

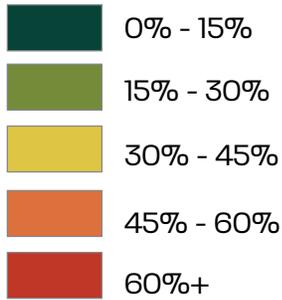
The indicator attempts to demonstrate how some low-cost housing options could lead to high-cost lifestyles. For example, a household that chooses a lower priced house in a distant suburb may think they have made an affordable housing choice. However, the costs savings may be offset by their transportation costs, which could be higher since they could live farther from their jobs.

Plan 2035 addresses decreasing housing costs, but there are no direct policies that address decreasing transportation costs; instead Plan 2035 indirectly addresses it by focusing on transportation choice (transit over auto, which presumably would be less expensive); and encouraging mixed-use development at strategic locations (districts and centers), which could allow individuals to live near where they work, also decreasing transportation costs. As the proportion of development at local centers increases, we would expect to see a more significant drop in housing and transportation cost burdens.

This indicator comes from the Metropolitan Washington Council of Governments (MWCOC) 2010 Region Forward plan, which lays out a regional target that, "by 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income." This is calculated as annual housing costs plus transportation costs divided by income.

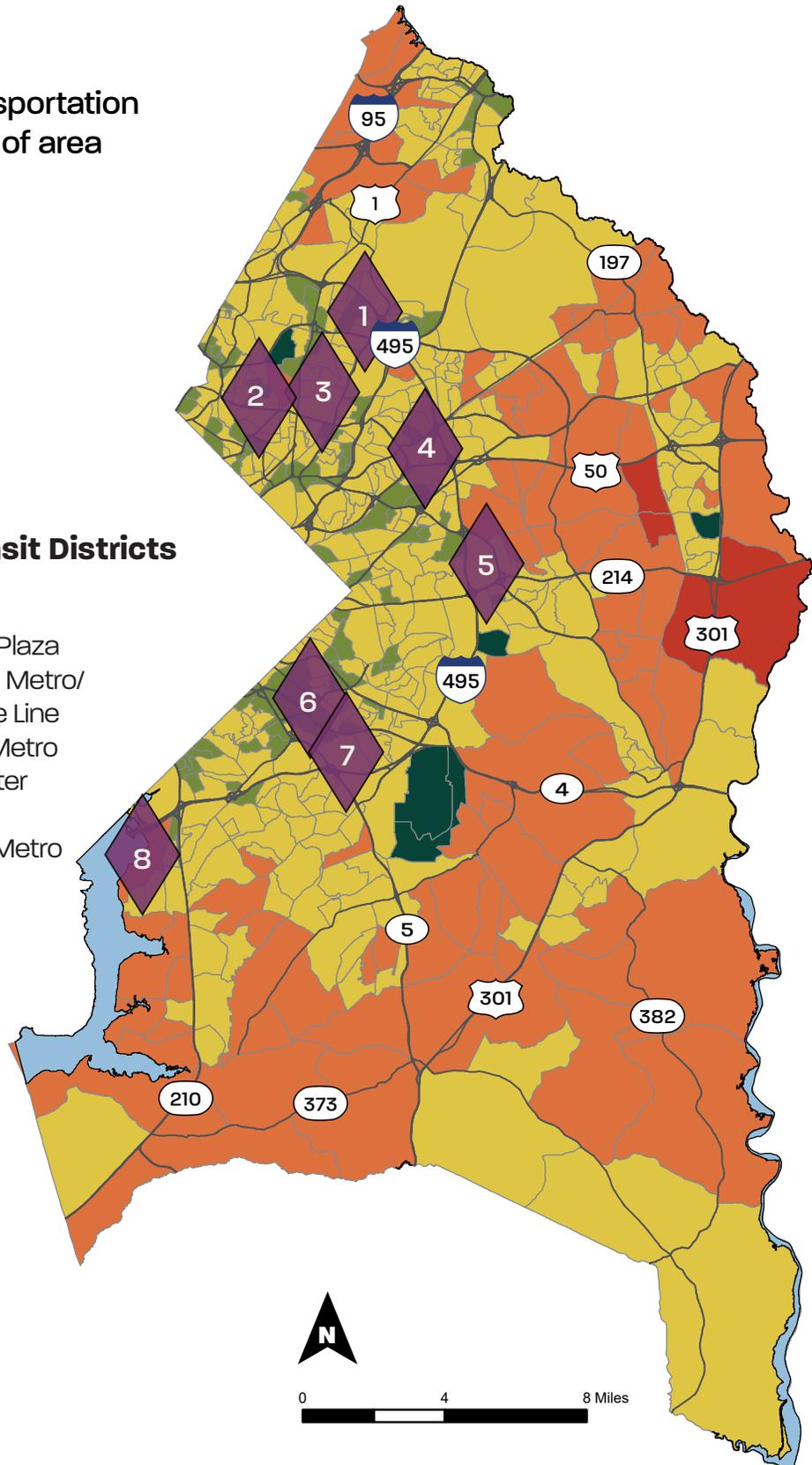
**Map 7. Housing and Transportation Affordability, 2019**

**Housing and transportation cost as a percent of area median income**



**Regional Transit Districts**

- 1 - Greenbelt Metro
- 2 - Prince George's Plaza
- 3 - College Park/UM Metro/  
M Square Purple Line
- 4 - New Carrollton Metro
- 5 - Largo Town Center
- 6 - Suitland Metro
- 7 - Brance Avenue Metro
- 8 - National Harbor



# IMPERVIOUS SURFACES RETROFITTED, ACRES

BASE YEAR (2014)	N/A
CURRENT YEAR (2019)	2,992



The County has been tracking the retrofitting of impervious surfaces since 2016 to comply with the National Pollutant Discharge Elimination System (NPDES)/stormwater discharge (MS4) permit and Watershed Implementation Plan (WIP) mandates. The NPDES permit is authorized by the Environmental Protection Agency to be managed by the Maryland Department of the Environment. Between 2017 and 2019, 2,992 acres of impervious areas were retrofitted with stormwater controls. The County is required to retrofit 20 percent (6,105 acres) of untreated impervious surfaces within the FY 2017-FY 2023, five-year NPDES/MS4 permit cycle.

For the current cycle, factors affecting this performance measure include filling existing vacancies, availability of private property opportunities, procurement and permitting issues, land acquisition/easements, construction, and annual funding commitments.

The Clean Water Act Fee, collected by Prince George’s County, is being used for the Clean Water Partnership (CWP) and other projects across the County to replace impervious surfaces with stormwater Best Management Practices (BMPs). According to CWP, 2,419.93 impervious acres have been retrofitted with BMPs since 2015. As suggested by NE 2.5, the County and outside agencies coordinate to reduce impervious surfaces by implementing and maintaining BMP projects throughout their 30-year lifecycle as approved by the Department of Environment. The CWP is a Design-Build-Operate-Maintain community-based public-private partnership (CBP3) business model contract between the County and private partner Corvias Prince George’s County Stormwater Partners LLC. The actions taken to date appear to be having a positive effect as the acres

Per Plan 2035, stormwater runoff is generated when precipitation from rain and snow flows over land or impervious surfaces and does not percolate into the ground. As the runoff flows over these surfaces, such as paved streets, parking lots and other building rooftops, it accumulates debris, chemicals, sediment, and other pollutants that harm County streams and waterways if the runoff is not treated.

# LEED-CERTIFIED BUILDINGS

BASE YEAR (2015)	29
CURRENT YEAR (2019)	32
PERCENT CHANGE	10%



**L** EED is a system for certifying high-performance buildings and sustainable neighborhoods; the certifications are New Construction (NC), Commercial Interiors, Schools, Core & Shell, Existing Buildings, Homes, Healthcare, and Neighborhood Development (ND). Prince George’s County is actively targeting the increase of LEED buildings and other sustainability characteristics in all new developments. This indicator is expected to continue to perform according to county objectives.

Section 27-61600 “Green Building Standards” of the new the zoning ordinance removes barriers and helps ensure a minimum degree of green building features are included in development projects within the County. When the new zoning ordinance is implemented, it should lead to more green building features in development projects; however, there is no clear evidence that this will directly increase the number of LEED-certified buildings in the County. Sec. 10-235.19. High Performance Building Tax Credit of the County Code provides a property tax credit for high-performance buildings that are certified in the LEED BD+C rating system, thereby providing an incentive. It is not clear if this incentive has directly influenced an increase in the number of LEED-certified buildings in the County. Per NE 3.3, barriers that discourage green building and green neighborhood design have not yet been removed from the building code. Efforts to support the development of state legislation that reward LEED or equivalent green building certification for the rehabilitation of historic structures and communities, as listed in HD 1.5, are pending. Requirements for public buildings to be constructed to LEED® Gold or equivalent standards, as listed in PF 5.1, are also pending. While the number of LEED-certified buildings has increased, the impact of forthcoming changes to the zoning ordinance will not be seen until after the Countywide Map Amendment comes into effect.

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. Refer to U.S. Green Buildings Council for more information (CoStar Glossary, 2019).

# MODE SPLIT – WALK, BIKE, TRANSIT, AND AUTO TRIPS

BASE YEAR (2010)	21%
CURRENT YEAR (2019)	21%
PERCENT CHANGE	0%

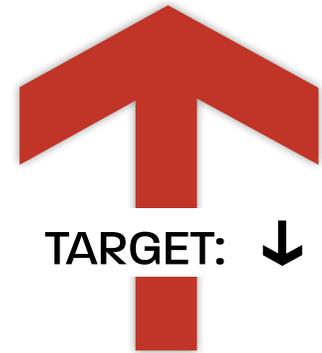


There has been no change in transportation mode split within the County. The plan addresses land-use issues (for example, compact, mixed-use development), service levels (improving access to transit and creating bike paths), and safety issues (improving pedestrian access). Implementing the recommendations for the Metrobus Priority Corridor Networks recommended in Momentum—The Next Generation of Metro (Strategic Plan 2013-2025) as suggested in TM 2.3 could help reduce vehicle miles traveled by improving public transit options. The Prince George’s County Department of Public Works and Transportation adopted its’ Five-year Transit Vision Plan in 2018. This plan contains recommendations to improve the public transit system across the county. Implementing these recommendations could also help reduce vehicle miles traveled and increase transit ridership. There is no clear evidence that transportation projects to reduce overall vehicle miles traveled or increase transit ridership within Downtowns and Reinvestment Areas has been prioritized as suggested in TM 6.1. To date, there has not been any extensive discussions regarding the transition of some state roads in Prince George’s County into boulevards that enhance pedestrian and bicycle connectivity without impeding traffic flow, as suggested in TM 1.7. This would require a degree of financial commitment from Prince George’s County and a general policy shift to prioritize multimodal transportation above congestion/capacity for automobile-prioritized transportation. The County has adopted the 2017 Urban Street Design Standards, and these have just started to be implemented on a consistent basis in new development in Plan 2035 Centers.

Mode split refers to the percentage of travelers that use different types of transportation to work. The goal of the indicator is to see the percentage of auto trips decrease. This indicator was measured based upon those that do not take a car or truck to work. Categories available for this indicator include: take car or truck to work, take public transportation to work, other means of transportation to work, and work at home.

# OBESITY/OVERWEIGHT RATES FOR ADULTS AND YOUTHS

	ADULTS	YOUTH
BASE YEAR	34% (2014)	14% (2013)
CURRENT YEAR	42% (2017)	16% (2016)
PERCENT CHANGE	24%	14%



Obesity rates increased for both children and adults. According to Plan 2035’s Healthy Communities goal, Prince George’s County is seeking to create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.

Many strategies in Plan 2035 seek to increase walkability and bike-ability. Other strategies look to improve trails, connectivity, and provide safe routes to schools. Making it easier, safer, and more attractive for people to walk in their communities will help improve individual health. Obesity rates are therefore connected to more indicators in Plan 2035, and action on related strategies should have a positive impact on the obesity rate.

The Body Mass Index (BMI) is used to determine if a person is overweight or obese and differs based on age and gender. The BMI is a person’s weight in kilograms divided by the square of height in meters. Those who have a BMI 25 to 29.9 are considered overweight and those with a BMI of 30.0 or higher are considered obese. (Centers for Disease Control and Prevention, 2017). This indicator identifies the percentage of adults and high school students who are obese.

# OCCUPIED HOUSING UNITS

	UNITS	PERCENT
BASE YEAR (2010)	328,182	93%
CURRENT YEAR (2019)	333,446	96%
PERCENT CHANGE	2%	3%



The percent of homes that were occupied increased from 93 percent in 2010 to 96 percent in 2019. According to the DHCD Prince George’s County Fiscal Year 2020 Annual Action Plan, As Amended published June 2020, the County has a five-year goal to provide housing and supportive services for 1,455 families at risk of homelessness by FY 2020. By the end of FY 2018, the County had met 18 percent of its goal by serving 257 individuals/families. Another goal is to preserve existing affordable rental housing for 1,305 low- and moderate-income households by FY 2020. To the end of FY 2018, the County assisted 456 renters; meeting 35 percent of its five-year goal. As suggested in HN 4.3, the 2020 Prince George’s County Senior Resource Guide includes information on programs and services to assist with aging in place to educate nonprofit organizations and the senior community. The actions taken to date appear to be having a positive effect as the number of occupied housing units has increased.

Occupied housing units refers to the percentage of total housing units occupied by a renter or owner.

# POVERTY RATES

BASE YEAR (2014)	10%
CURRENT YEAR (2019)	8%
PERCENT CHANGE	-20%



The poverty rate in the County decreased from 10.2 percent in 2014 to 8.4 percent in 2017. Although Plan 2035 includes policies related to fostering job growth and increasing the proportion of higher-value wage jobs in the County, as with Household Net Worth or Wealth, there are no specific goals, policies, or strategies for decreasing the poverty rate.

However, creating additional jobs and providing continuing education, workforce development, and partnerships between students and employment opportunities will sustain wage growth and reduce poverty rates. The actions taken to date appear to be having a positive effect as the poverty rate has decreased.

Following the Office of Management and Budget's (OMB) Directive 14, the U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine who is impoverished. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family (and every individual in it) or unrelated individual is considered in poverty (American Fact Finder, 2019).

# RECYCLING RATES

BASE YEAR (2015)	59%
CURRENT YEAR (2017)	56%
PERCENT CHANGE	-5%



Recycling rates have declined in recent years, but are higher than earlier in the decade, and when compared to the state average. In 2011, the MRA rate in Prince George’s County was 40.4 percent. It increased to 55.4 percent in 2013, and then to 59.5 percent in 2014.

According to the Maryland Department of Environment, Prince George’s County’s recycling rate between 2014 and 2016 was more than 59.0 percent, decreasing to 55.6 percent in 2017 (Maryland Solid Waste Management and Diversion Reports, 2011-2017). Although Prince George’s County’s recycling rate declined from 2016 to 2017, the countywide recycling rate of 55.6 percent was higher than the Maryland state average of 42.9 percent in 2017.

Although the recycling rate decreased between 2016 to 2017, the amount of material recycled increased between 2014 and 2017. As the total waste created increased faster than the amount recycled, the recycling rate decreased in the countywide MRA.

Prince George’s County has established a recycling and waste publications toolkit for public outreach. It is recommended that the County allocate additional resources to expand outreach using radio, television, and other media. The County can also increase enforcement of curbside recycling violations.

As suggested in PF 12.1, the new zoning ordinance Sec. 27-5102. Requirements for Permitted Principal Uses (f)(6) Resource Recovery and Waste Management Uses allows for the establishment of

According to the Maryland Solid Waste and Management and Diversion Report, recycling rates are based on the Maryland Recycling Act (MRA) Recycling Rate calculation as follows:

$$\frac{\text{MRA recycling tonnage} + \text{Resource recovery facility credit}}{\text{MRA recycling tonnage} + \text{MRA waste disposed}}$$



recycling industries. Although suggested in the 2016 Draft of the Zero Waste Strategic Plan for the County, a Pay-As-You-Throw pricing system that requires residents to pay by the pound to dispose of household garbage has not yet been implemented as suggested in PF 12.2. Establishing this program could encourage recycling and composting and help extend the life of landfills. Efforts to implement key recommendations from the Comprehensive

Ten-Year Solid Waste Management Plan are pending. These recommendations include the construction of key facilities, evaluating rate structures, and financing through the Solid Waste Enterprise Fund, expanding the types of recycling, and increasing private sector recycling and source reduction as suggested in PF 12.5. Action taken toward these efforts may help to increase County recycling rates.

# REGIONAL SHARE OF EMPLOYMENT

BASE YEAR (2014)	10%
CURRENT YEAR (2017)	11%
PERCENT CHANGE	10%



Prince George’s County’s overall share of the region’s employment within the MSA has increased from 10 percent in 2014 to 11 percent in 2017. This countywide indicator comes from the U.S. Census Bureau, Longitudinal Employer-Household Dynamics on the Map program. By creating jobs that are attractive to both residents and nonresidents, the County can continue to increase its share of employment in the region.

The Economic Development Incentive Fund “is available to established businesses through Prince George’s County in an effort to broaden the region’s tax base.” According to the Prince George’s County Economic Development Corporation (EDC) in 2020 this fund has committed \$41.1 million to 52 projects since it started in 2012. The EDC, other County agencies and M-NCPPC have continuously worked to grow the size of the business clusters identified as priorities in Plan 2035 (EP 3.1) and the Economic Development Plan. Many companies have been recruited and many have increased their size in the County attracting commuters to jobs within the County. The actions taken to date appear to be having a positive effect as the County regional share of employment has increased.

Regional share of employment measures the primary jobs located within the defined area compared to the Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area. Primary jobs are defined as public and private-sector jobs, one job per worker. County employment is calculated as a percent of Metropolitan Statistical Area (MSA) region employment. The primary job is the highest paying job for an individual worker (U.S. Census Bureau, OnTheMap).

# UNEMPLOYMENT RATE

BASE YEAR (2014)	9%
CURRENT YEAR (2017)	6%
PERCENT CHANGE	-33%

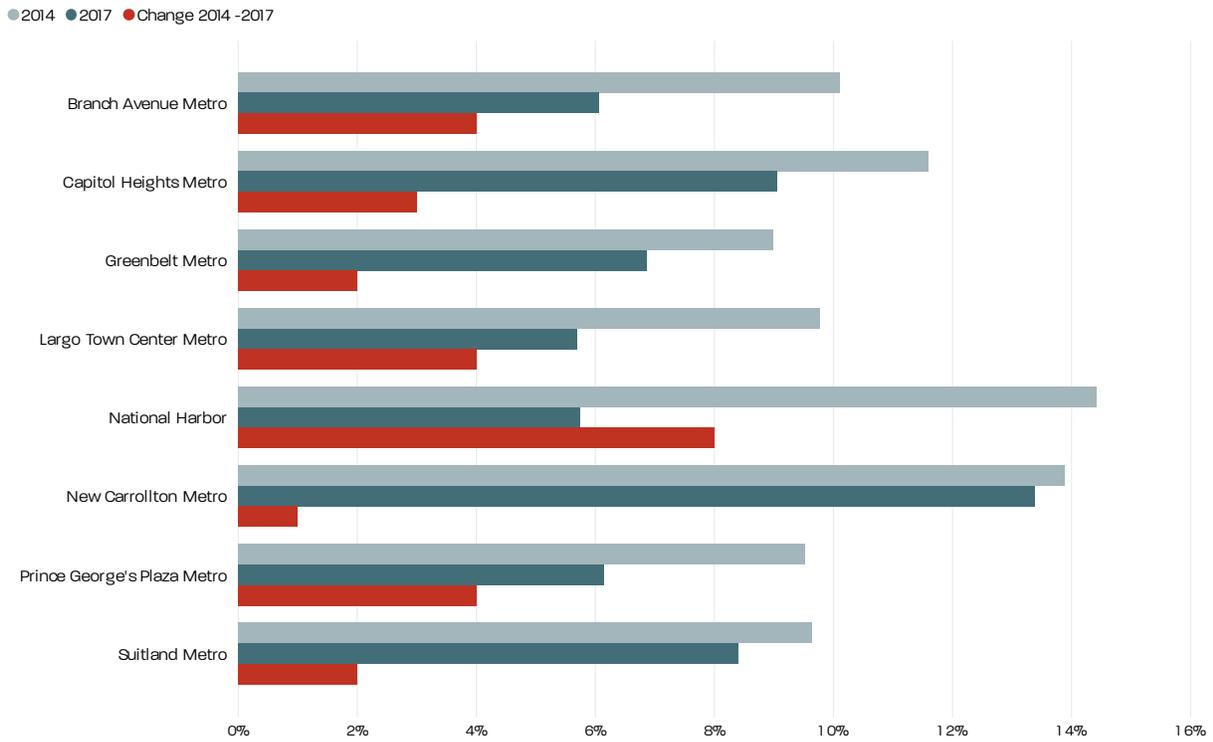


Unemployment has declined in the County by 33 percent indicating success toward Plan 2035’s economic prosperity element’s goals. Keeping the workforce engaged will be necessary to maintain this positive indicator. The labor force participation rate is on par with state and national trends according to U.S. Census American Community Survey data (based on the 2018 GIS Analysis by Block Group,). However, participation by younger workers (16-24) has declined in recent years.

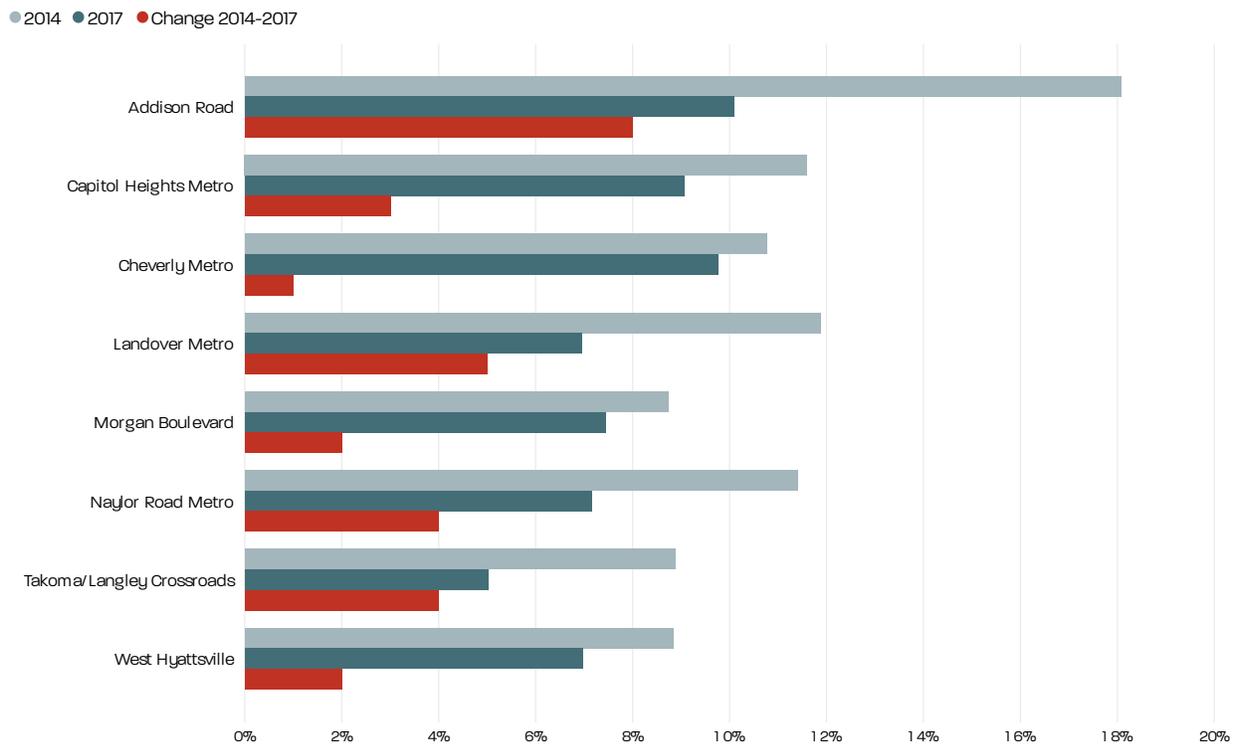
The Youth@Work/Summer Youth Enrichment Program, Prince George’s County Public Schools Career and Technical Education Youth Apprenticeship Program, Federal Work Study, and programs through Tech Prince George’s have established workforce-based partnerships, including internships, apprenticeships, and work study programs to connect students to future employers as suggested in EP 9.2. The Project HIRE Disability Apprenticeship Program and employment programs run through The Arc of Prince George’s County offer rehabilitation services and vocational training oriented to building self-sufficiency among the mentally and physically disabled, as suggested in EP 12.1. Following HN 8.2, each year DCHD awards funds to nonprofits through the Community Development Block Grant (CDBG). For example, in 2020, The Mission of Love Charities, Inc. will use CDBG funds to provide life skills training, basic computer training, financial literacy workshops, resume writing guidance, and interview preparation. The actions taken to date appear to be having a positive effect as the unemployment rate has decreased.

Unemployment rate measures the percentage of the population over the age of 16 that is unemployed.

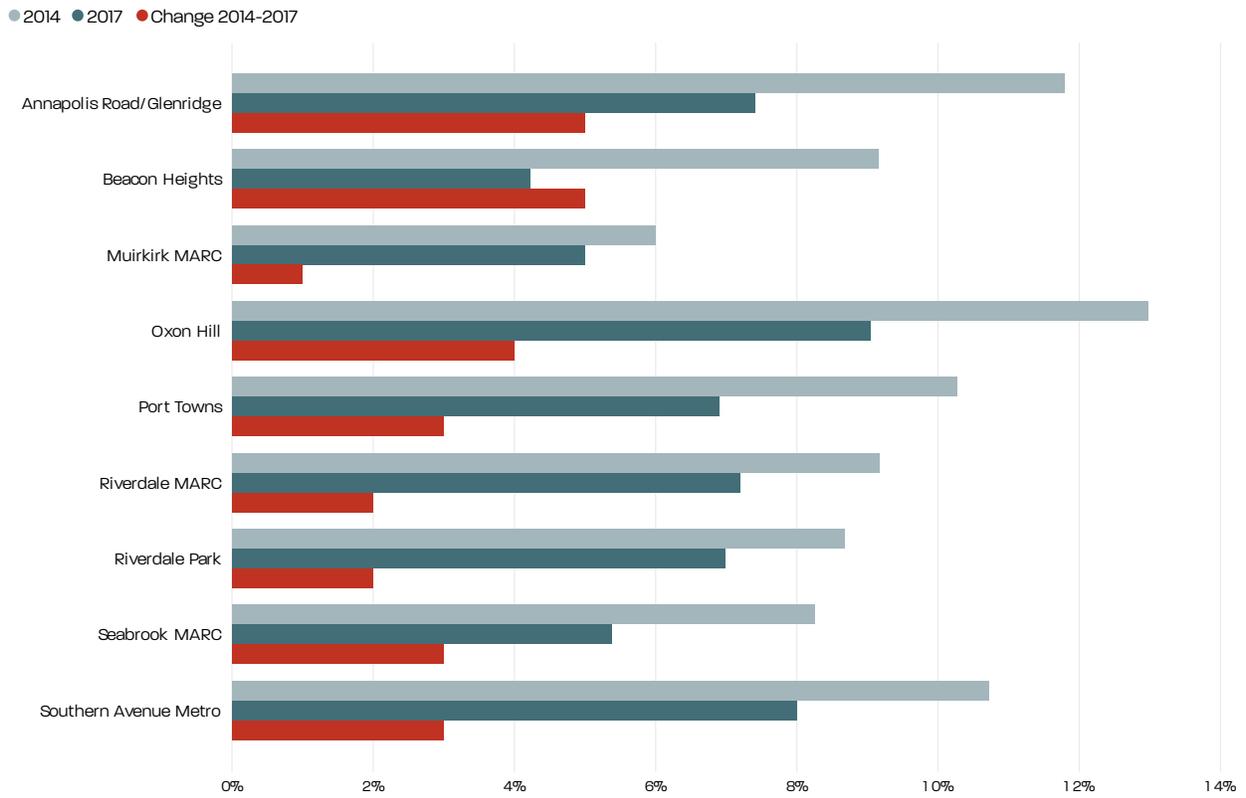
**Figure 11. Regional Transit Districts: Employment rates 2014-2017**



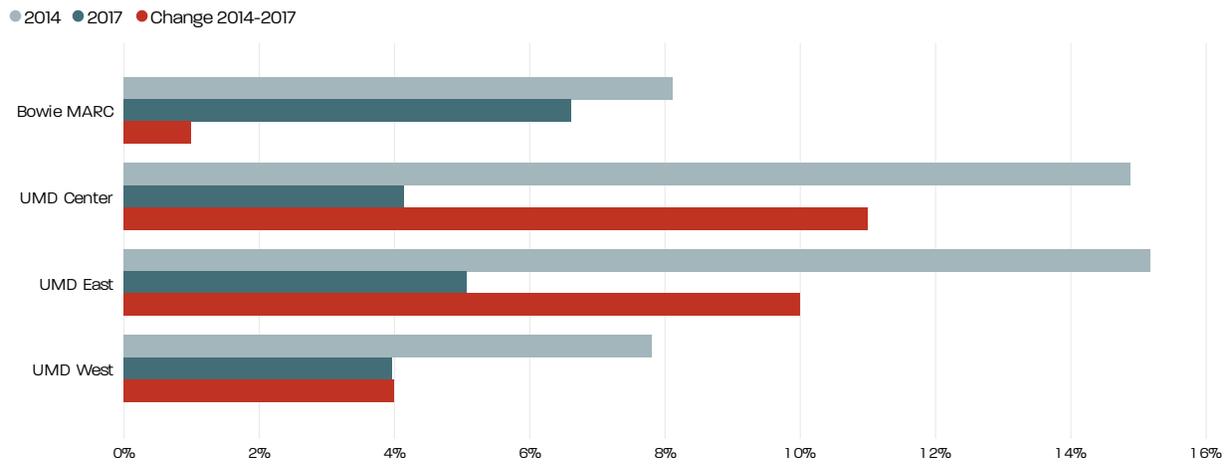
**Figure 12. Local Transit Centers: Employment rates 2014-2017**



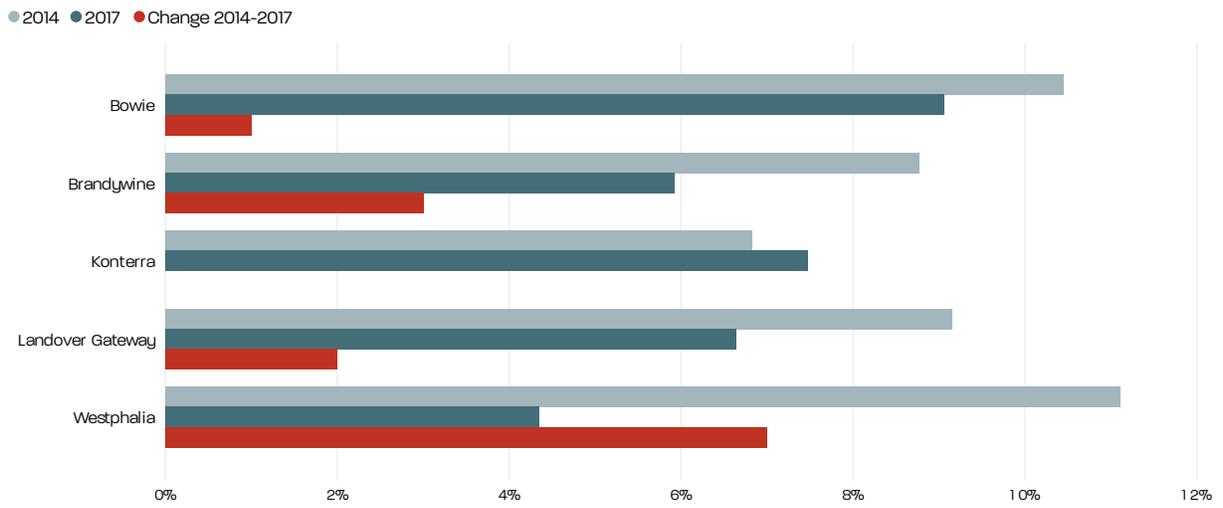
**Figure 13.** Neighborhood Centers: Employment rates 2014-2017



**Figure 14.** Campus Centers: Employment rates 2014-2017



**Figure 15.** Town Centers: Employment rates 2014-2017



# VEHICLE MILES TRAVELED (PER CAPITA)

BASE YEAR (2010)	10,052
CURRENT YEAR (2018)	10,380
PERCENT CHANGE	3%



Although this indicator was negative, the results showed only a 3 percent increase in per capita vehicle miles by approximately 300 miles per year, according to the Maryland Department of Transportation (Annual Vehicle Miles of Travel by Functional Class on State, State Toll, County, and Municipal Systems, 2010-2018). Plan 2035 has multiple strategies related to increasing the opportunities for non-auto travel, as well as creating walkable communities. (See Housing and Transportation Affordability as well as Mode Split above).

Implementing the recommendations for the MetroBus Priority Corridor Networks recommended in Momentum—The Next Generation of Metro (Strategic Plan 2013-2025) as suggested in TM 2.3 and the DPW&T Transit Vision Plan could help reduce vehicle miles traveled by improving public transit options. There is no clear evidence that transportation projects to reduce overall vehicle miles traveled or increase transit ridership within Downtowns and Reinvestment Areas has been prioritized as suggested in TM 6.1. Currently these efforts are pending and further actions will need to be taken to reduce the number of vehicles miles traveled.

The vehicle miles traveled measures the annual vehicle miles of travel in millions by all functional classification systems in the County. The functional classification of roadways defines the type of road in the transportation network, ranging from high volume freeways for long-distance travel and freight to low-volume residential streets for short trips around town.

## WAGE GROWTH

BASE YEAR (2010)	\$83,264
CURRENT YEAR (2019)	\$84,031
PERCENT CHANGE	1%



Median household income was used as a proxy for the wage growth indicator. Plan 2035 recognizes wage growth based on average weekly wages; however, this metric does not consider the economic health of County residents, whereas, household income does. Weekly wages are based on jobs in the County that may not be filled by residents. According to Neustar, median household income increased 1 percent from the base year (adjusted).

Based on this metric, wage growth can be aligned with share of employment. Increasing the number of job opportunities (share of employment) within the County will mitigate the number of people leaving the County for work, provided the quality of job. Therefore, creating high-wage jobs will sustain wage growth (or median household income). Policies within the Economic Prosperity Element of Plan 2035 address share of employment and wage growth opportunities that should continue to be implemented.

Creating additional jobs and providing continuing education, workforce development, and partnerships between students and employment opportunities will sustain wage growth. The EDC, other County agencies and M-NCPPC have continuously worked to increase the size of the business clusters identified as priorities in Plan 2035 (EP 3.1) and the Economic Development Plan through company recruitment and expansion. The Youth@Work/Summer Youth Enrichment Program, Prince George's County Public Schools Career and Technical Education Youth Apprenticeship Program, Federal Work Study, and programs through Tech Prince George's have established workforce-based partnerships, including internships, apprenticeships, and work study programs to connect students to future employers as suggested in EP 9.2. The actions taken to date appear to be having a positive effect, as there has been a growth in wages.

Wage growth is measured utilizing median household income as a proxy. Note the base year values from 2010 were adjusted for inflation by the change in the Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category (for all items, not seasonally adjusted) from January 2010 to April 2019.

# WATERWAY HEALTH

TARGET: ↑

BASE YEAR (2014) 4.23 (GOOD)

CURRENT YEAR N/A

Given that there was only one year of data available for waterway health (2014) and the next data release is expected in 2020 (reporting 2018 data), the Plan 2035 Evaluation (2019) establishes the baseline for future monitoring. The baseline indicator for 2014 is rated as 4.23, or good according to the stream biological integrity ratings established by the Maryland Department of Natural Resources (DNR).

According to DNR, the key aspect of assigning stream condition based on biological integrity is comparing the target stream to a minimally disturbed stream. The fish and benthic macroinvertebrate IBIs, developed by the MBSS for Maryland streams, use this reference-based approach and divide the state into different stream types based on geographic regions.

As suggested in ND 2.2, the Clean Water Act Fee, collected by Prince George’s County, is being used for the Clean Water Partnership and other projects across the County to replace impervious surfaces with stormwater best management practices (BMPs). According to the Clean Water Partnership project dashboard, a total of 2,419.93 impervious acres have been retrofitted with BMPs since 2015. These BMPs have pollutant load reductions of 49,083 lbs/yr total

To align with Indicators of Success established in the 2010 Region Forward plan, the waterway health indicator seeks to evaluate the condition of freshwater streams in the County. Maryland Biological Stream Survey (MBSS) collects and analyzes data regarding waterway health, which is measured according to the Combined Biotic Index (CBI), or the average of fish and benthic Index of Biotic Integrity (IBI) scores. The benthic zone refers to the ecological area located at the bottom of any marine or freshwater body, such as a river, ocean, lake, or pond (sediment floor). The CBI is reported on a scale from one to five, and rates the stream as good, fair, poor, or very poor, compared to reference conditions, with five indicating optimal waterway health. While the fish and benthic macroinvertebrate IBIs provide valuable complementary information on biotic integrity (each responds differently to anthropogenic stress), the CBI is a useful single numeric score for rating biological stream condition.

**Table 5.** Waterway Health Index of Biotic Integrity Scoring System

**Narrative descriptions of stream biological integrity with each of the IBI categories**

<b>Good</b>	IBI score 4.0-5.0	Comparable to reference streams considered to be minimally disturbed. On average, biological metrics fall within the upper 50% of reference site conditions.
<b>Fair</b>	IBI score 3.0-3.9	Comparable to reference conditions, but some aspects of biological integrity may not resemble the qualities of these minimally disturbed streams. On average, biological metrics fall within the lower portion of the range of reference sites (10th to 50th percentile).
<b>Poor</b>	IBI score 2.0-2.9	Significant deviation from reference conditions, with many aspects of biological integrity not resembling the qualities of these minimally disturbed streams, indicating degradation. On average, biological metrics fall below the 10th percentile of reference site conditions.
<b>Very Poor</b>	IBI score 1.0-1.9	Strong deviation from reference conditions, with most aspects of biological integrity not resembling the qualities of these minimally disturbed streams, indicating severe degradation. On average, biological metrics fall below the 10th percentile of reference site values; most or all metrics are below this level.

nitrogen, 8,342 lbs/yr total phosphorous, and 5,354,345 lbs/yr total suspended solids. The Prince George’s County Department of the Environment is working with M-NCPPC to install BMPs on public lands. So far, more than 12 projects have been installed and more than 30 are in the pipeline. The Prince George’s Soil Conservation District (PGSCD) in cooperation with MDA and USDA-NRCS annually installs an average 150 BMPs on county farms. According to the PGSCD 2019 annual report, 183 BMPs were installed on farms for the year. As suggested in PF 1.11, the County’s Rain Check Rebate Program (in partnership with the Chesapeake Bay Trust) offers financial incentives on a first come-first served basis to homeowners, businesses, and others to install practices (rain barrels, pavement removal, green roofs, urban tree canopy, cisterns, rain gardens and permeable pavement) that will improve stormwater runoff quality, reduce runoff quantity, and improve habitat and water quality of local streams and rivers. The County DPIE and

Health Department released a revised 2018 Design Manual: Sewage Disposal Systems in Prince George’s County – BAT (Best Available Technology) Units document that provides instructions for design of Best Available Technology units to protect public health or the waters of the State. As suggested in PF 9.2, the County Health Department provides several services to residents as part of the Environmental Engineering Program, including the disbursement of funds from the State’s Chesapeake Bay Restoration Fund for the installation of BAT nitrogen-reducing septic tanks or connection to the public sewer. Although there was only one year of data available for waterway health (2014), which has established the baseline for future analysis, these actions should create a positive effect on overall local waterway health. Further improvements to waterway health could be seen if a program was developed to use vacant land for stormwater management, as explained in NE 2.6.

# Recommendations

In general, policy recommendations established in Plan 2035 are consistent with industry best practices promoted by the American Planning Association, Smart Growth America, the Urban Land Institute, the International Economic Development Council, the Congress for New Urbanism, and other leading community planning and economic development organizations. They are comprehensive in their scope and specific in defining action items for stakeholders.

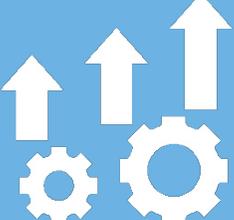
## Evaluation and Monitoring Recommendations

1. Expand the ongoing evaluation protocols by requiring and formalizing frequent data requests from other agencies and sources. This will improve frequency of collecting, monitoring, and evaluating the indicators. The collected data should complement a review system of the policies and strategies.
2. As master and sector plans are approved, center boundaries will be updated. Currently, there are many difficulties using the general boundary of a half-mile radius. The method is problematic when collecting data because some of the boundaries overlap other local centers or fall beyond the County’s jurisdiction.
3. Once the reporting on Plan 2035 recommendations is completed, review outstanding strategies and prioritize action for implementation. This will require interagency coordination and an assurance that shared data sets meet requirements of all agencies.
4. Complete work on the Development Pipeline, and incorporate recommendations on data collection and monitoring into Plan 2035 monitoring.
5. Determine which indicators would be appropriate for annual monitoring, taking account of collection periods, consistency, and reliability of data. Commit to methodology, inform relevant agencies and partners, and devise appropriate outputs (graphs, tables, maps).
6. Link indicators of success to the policies and strategies within Plan 2035 to improve the monitoring and reporting of Plan 2035 progress. Updates should be carried out at least annually,

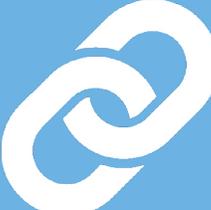
**THE RECOMMENDATIONS PROVIDED IN THIS SECTION HAVE BEEN GROUPED INTO THREE CATEGORIES:**



**Recommendations regarding evaluation and monitoring each indicator**



**Recommendations for each indicator to improve performance or continue progress**



**Suggestions for linking and grouping the indicators of Success to Plan 2035 goals by element**

- with progress recorded on the Plan 2035 Website Matrix.
7. Set up a working group with all relevant County agencies and Washington Council of Governments to discuss responsibilities for collecting and sharing data. This group will form a common understanding of the aims of monitoring and evaluation of Plan 2035. The group shall discuss the frequency of data collection, which will inform the monitoring and evaluation of Plan 2035 annually, and at five-year intervals. This requires a quick analysis of all existing data sources, ownership, existing frequency of collection and reporting, and decisions on desired frequency of reporting.

## Plan Element Recommendations

Following is a summary of plan elements, associated Indicators of Success, an evaluation of the indicators' linkage to the goal of the plan element, and related policies.

8. **LAND USE:** Add a new indicator to "Increase Commercial Tax Base." The current indicator ties performance to the relative growth of residential and commercial tax bases. Seeking to increase the commercial tax base, with a specific percentage target will see the County generate more tax revenue from commercial development and be in line with the stated goal "expand our commercial tax base." The metrics should still include a measurement of the increase in the residential tax base, but the indicator should reflect the goal of expanding the commercial tax base.
9. **ECONOMIC PROSPERITY:** Review the indicator "Increase Household Net Worth Or Wealth" and the overall goal it is trying to achieve. At present, the only available data measures mean property value. This proxy measure does not provide a measure of net worth or wealth, as that is also linked to assets and income. Option one is to work on finding a set of metrics covering income, home value, access to savings and investments, and increases in household costs. This will help to provide a full picture of net worth. Option two is to change the indicator to match the existing metric, and to seek to increase mean property values.
10. **ECONOMIC PROSPERITY:** Revise the wording of the indicator "Increase Commuting Patterns" to "Increase the net in-flow of jobs to the county." This will have the same effect as reducing daily out-commuting while strengthening the focus on economic development as a means to meet the indicator. The existing metric can still be used, and there is also a link to metrics regarding net job increases and employment opportunities.
11. **TRANSPORTATION AND MOBILITY:** Use an additional metric for modal shift, by looking at the percentage of commuter trips made by automobile. Commuter journeys have the biggest impact on congestion and roadway capacity. Looking at the modal split in commuting will allow an assessment of how viable the alternatives are, and provide insight into how to increase use of the alternatives.
12. **COMMUNITY HERITAGE, CULTURE, AND DESIGN:** Create a new indicator to increase the number of historically designated properties. This will help deliver the goal to "preserve and promote our cultural, historic, and rural resources." The metric is also very simple as it only requires an annual count of newly designated properties.
13. **COMMUNITY HERITAGE, CULTURE, AND DESIGN:** Create a new indicator to increase the acreage of parkland in the County. This will help deliver the goal to "create walkable places that enable social interaction."
14. **COMMUNITY HERITAGE, CULTURE, AND DESIGN:** Create a new indicator to increase the number of archaeological sites protected and preserved. This will help deliver the goal to "celebrate our heritage."
15. **HEALTHY COMMUNITIES:** Change the indicator from "decrease the percent of restaurants that are fast food" to "increase in square feet of non- fast-food restaurants per capita." This more closely matches the readily available data while also retaining the purpose of the indicator.
16. **PUBLIC FACILITIES:** Create a new indicator to increase the number of parks and recreation areas, with an additional focus on areas with a current deficit. This will help meet the goal to "Enhance the quality of life ... of Prince George's County through the efficient, equitable, and strategic siting of ... parks and recreation facilities."

**Table 6.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Land Use

<b>PLAN ELEMENT:  LAND USE (LU)</b>			
Plan 2035 Goal: Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources.			
Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Growth Management Goals in Table 2	Strong	Land Use Policies: 1, 6, 7, 9, 10 Economic Prosperity Policy: 5 Housing & Neighborhoods Policy: 1 Public Facilities Policy: 8	
Increase commercial versus residential tax base	Strong	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 10 Strategies: LU 6.1, LU 9.1, LU 9.2, EP 1.1, EP 1.4, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, HC 2.4, PF 12.1	Keep this indicator in Land Use and add a new indicator in Economic Prosperity to measure growth of commercial tax base
Increase the acres of agricultural land preserved	Strong	Land Use Policy: 11 Economic Prosperity Policy: 8 Community Heritage, Culture, & Design Policy: 13 Strategies: LU 11.1, LU 11.2, EP 8.1, HC 13.3	

**Table 7.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Transportation and Mobility

<b>PLAN ELEMENT:  TRANSPORTATION AND MOBILITY (TM)</b>			
Plan 2035 Goal: Provide and maintain a safe, affordable, accessible, and energy-efficient multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.			
Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Increase mode split – walk, bike, transit, and auto trips	Strong	Transportation & Mobility Policies: 2, 4, 6, 7, 9 Public Facilities Policies: 3, 4 Strategies: EP 1.3, TM 1.1, TM 1.2, TM 1.5, TM 1.7, TM 2.1, TM 2.3, TM 2.6, TM 4.4, TM 4.5, TM 6.1, TM 8.1, TM 8.2	Create additional metric to measure the percentage of commuters who do not use an automobile
Decrease vehicle miles traveled	Strong	Transportation & Mobility Policy: 2, 4, 6, 7, 9 Public Facilities Policies: 3, 4 Strategies: LU 6.1, EP 1.3, TM 1.1, TM 1.2, TM 2.1, TM 2.3, TM 2.6, TM 4.4, TM 4.5, TM 6.1, TM 7.4, TM 8.1, TM 8.2	
Increase bike and pedestrian facilities constructed	Strong	Transportation and Mobility Policy 1, 4, and 5 Strategies: TM 1.1, TM 1.2, TM 1.5, TM 1.7, TM 4.4, TM 4.5, TM 4.6, TM 8.1, TM 8.2	
Decrease County greenhouse gas emissions	Moderate	Transportation & Mobility Policies: 1, 2, 4, 7 Natural Environment Policies: 3, 8, 9, 10 Public Facilities Policies: 3, 4 Strategies: EP 1.3, TM 1.1, TM 1.2, TM 2.1, TM 2.3, TM 2.6, TM 4.4, TM 4.5, TM 6.1, TM 7.1, TM 7.2, TM 7.3, TM 7.4, TM 8.1, TM 8.2, NE 8.1, NE 9.4, NE 9.5, NE 10.1, NE 10.3, NE 10.4	

**Table 8.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Economic Prosperity

**PLAN ELEMENT:  ECONOMIC PROSPERITY (EP)**

Plan 2035 Goal: Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Increase household net worth or wealth	Weak	Housing and Neighborhood Policies 3 and 6 Economic Prosperity Policy 6 Strategies: 3.1, HN 3.2, HN 3.4, HN 3.5, HN 3.6, HN 6.1, EP6.1, EP6.2, EP6.3, EP6.4, EP6.5	Work on providing metrics related to household income, property values, savings, to fully relate to net worth or wealth or change the indicator to Mean Property Value
Increase higher education attainment	Moderate	Economic Prosperity Policy: 9 Strategies: EP 9.1, EP 9.4	
Decrease poverty rates	Moderate	Economic Prosperity Policies: 8, 9 and 12 Housing and Neighborhood Policies: 2, 3 and 5	
Increase regional share of employment (County employment as a percent of metropolitan statistical area region employment)	Strong	Land Use Policy: 6 Economic Prosperity Policies: 1, 2, 4, 5, 6, 10 Strategies: LU 6.1, EP 1.1, EP 2.3, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, EP 11.2, PF 2.3	
Increase commercial versus residential tax base	Moderate	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 10 Strategies: LU 6.1, LU 9.1, LU 9.2, EP 1.1, EP 1.4, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, HC 2.4, PF 12.1	Link this indicator to Land Use and add new indicator below
Increase commercial tax base	Strong	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 10 Strategies: LU 1.1, LU 6.1, LU 9.1, LU 9.2, EP 1.1, EP 1.4, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, HC 2.4, PF 12.1	Add this as a new indicator
Decrease commercial vacancy rates	Strong	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 10 Strategies: LU 9.2, EP 1.1, EP 1.4, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 7.2, EP 9.4, EP 10.1, HC 2.4, PF 12.1	
Increase wage growth	Strong	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 10 Strategies: LU 6.1, EP 1.1, EP 1.2, EP 2.3, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 9.2, EP 9.3, EP 9.4, EP 10.1, PF 2.3	
Decrease unemployment rates	Moderate	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12 Strategies: LU 6.1, EP 1.2, EP 9.2, EP 9.3, EP 9.4, EP 12.1, HN 8.2, PF 2.3	
Increase commuting patterns	Strong	Economic Prosperity Policies: 1, 2, 3, 4, 5, 6, 7, 8, 10 Strategies: LU 6.1, EP 1.1, EP 2.3, EP 3.1, EP 4.1, EP 4.3, EP 5.2, EP 6.2, EP 6.5, EP 9.4, EP 10.1, EP 11.2, PF 2.3	Revise indicator wording to "Increase the net inflow of jobs to the County"

**Table 9.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Natural Environment (NE)

**PLAN ELEMENT:**  **NATURAL ENVIRONMENT (NE)**

Plan 2035 Goal: Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.

Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Increase waterway health.	Moderate	Natural Environment Policies: 2, 3 Strategies: NE 2.1, NE 2.2, NE 2.3, NE 2.4, NE 2.6, NE 2.8, PF 1.1.1, PF 9.2	Change wording to “Improve waterway health” based on the “Combined Biotic Index” (CBI), reported on a scale from one to five, with five indicating “optimal” waterway health.
Increase the number of LEED-certified buildings	Strong	Natural Environment Policy: 3 Housing & Neighborhoods Policy: 7 Community Heritage, Culture and Design Policy 11 Public Facilities Policy 5 Implementation Policy 1 Strategies: NE 3.2, NE 3.3, NE 3.4, HD 1.5, PF 5.1	
Increase acres of agricultural land preserved	Strong	Land Use Policy: 11 Economic Prosperity Policy: 8 Community Heritage, Culture, & Design Policy: 13 Strategies: LU 11.1, LU 11.2, EP 8.1, HD 13.3	
Increase acres of forest planted and preserved	Strong	Natural Environment Policy: 5 Strategies: LU 11.1, LU 11.2, NE 5.1	
Increase acres of impervious surfaces retrofitted	Strong	Natural Environment Policies: 2, 3 Strategies: NE 2.5	

**Table 10.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Housing and Neighborhood (HN)

<b>PLAN ELEMENT:  HOUSING AND NEIGHBORHOOD (HN)</b>			
Plan 2035 Goal: Provide a variety of housing options – ranging in price, density, ownership, and type – to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.			
Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Decrease percent of households burdened by housing costs	Strong	Housing & Neighborhoods Policies: 2, 4 Strategies: HN 2.1, HN 2.2, HN 6.1, HN 8.2	
Increase housing and transportation affordability	Strong	Housing & Neighborhoods Policies: 1, 2 Strategies: HN 1.1, HN 2.1, HN 2.2, HN 6.1, HN 8.2	
Decrease crime rates	Moderate	Housing & Neighborhoods Policy: 3 Community Heritage, Culture, & Design Policy: 10 Strategies: HD 10.1, HD 10.2	
Decrease foreclosure rates	Moderate	Housing and Neighborhoods Policy 3 Strategies: HN 2.3, HN 2.5, HN 3.2, HN 3.3	
Increase occupied housing units	Strong	Housing & Neighborhood Policies: 2, 3, 4, 5 Strategies: HN 2.1, HN 2.2, HN2.3, HN 4.1, HN 4.2, HN 4.3, HN 5.1, HN 5.2, HN 5.3	

**Table 11.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Community Heritage, Culture, and Design

<b>PLAN ELEMENT:  COMMUNITY HERITAGE, CULTURE, AND DESIGN</b>			
Plan 2035 Goal: Create walkable places that enable social interaction and reflect community character, and preserve and promote our cultural, historic, and rural resources to celebrate our heritage and encourage new investment			
Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
<None>			Add new indicators as included below
	Strong	Community Heritage, Culture, & Design Policies: 1, 2 Strategies: HD 1.1, HD 1.2, HD 1.3, HD 1.5, HD 2.1, HD 2.2	Create New indicator: Increase the number of historically designated properties
	Moderate	Community Heritage, Culture, & Design Policy 9 Public Facilities Policy: 6 Strategies: EP 8.1, HD 3.3, PF 6.7, PF 6.8	Create New indicator: Increase the acreage of parkland
	Strong	Community Heritage, Culture, & Design Policy: 5 Strategies: HD 5.1, HD 5.2	Create New indicator: Increase the number of archeological sites protected and preserved

**Table 12.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Healthy Communities (HC)

<b>PLAN ELEMENT:</b>  <b>HEALTHY COMMUNITIES (HC)</b>			
Plan 2035 Goal: Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.			
Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Decrease percent of restaurants that are fast food	Moderate	Healthy Communities Policy: 2, Strategies: HC 1.1, HC 2.2, HC 2.5	Change indicator to "Increase in square feet of non-fast food restaurants per capita," due to the availability of data.
Decrease obesity/ overweight rates for adults and youth	Strong	Healthy Communities Policies: 1,2, 3, 4 Strategies: HC 1.1, HC 2.2, HC 3.3, HD 3.2, HD 11.5, HD 12.2, TM 1.5, TM 4.3, TM 4.4, TM 4.5, TM 4.6, TM 5.3, TM 9.1, PF 3.3	

**Table 13.** Recommendations for Indicators of Success and Policies by Plan 2035 Element – Public Facilities

<b>PLAN ELEMENT:</b>  <b>PUBLIC FACILITIES</b>			
Plan 2035 Goal: Enhance the quality of life and economic competitiveness of Prince George's County through the efficient, equitable, and strategic siting of education, public safety, water and sewer, solid waste, and parks and recreation facilities.			
Key Indicators	Indicator Link to Goal	Related Policies	Recommendations
Increase recycling rates	Moderate	Public Facilities Policy 12 Natural Environment Policy: 3 Strategies: NE 3.6, PF 12.1, PF 12.2, PF 12.5	
	Strong	PF Policy 6 Strategies: NE 2.6, PF 1.2, PF 6.4, PF 6.7, PF 6.8	Create New indicator: Increase the number of parks and recreation assets (acres)

# Conclusions

Plan 2035 is a 20-year vision for the County and requires commitment to its implementation. Implementation is accomplished through revised policies and ordinances, focusing the economic development effort, using existing county programs such as the Community Development Block Program, and prioritizing the County's Capital Improvement Program. Through a coordinated effort, the priorities of Plan 2035 and subsequent master plans can be met.

During the first five years of a Plan 2035, many indicators were still being influenced by decisions and policies made under the previous plan. New policies and plans, such as the Housing for Opportunities Plan, do not have an immediate impact, and action required to bring them into effect takes time. The first five-year review of Plan 2035 shows significant progress, but the next five years will reflect the real impacts of the policies and strategies.

This first five-year review shows that the majority of indicators are either showing movement in the desired direction, or neutral movement. Only five of 26 indicators are poorly performing. Economic indicators, such as poverty rates, wage growth, unemployment rates, and regional share of employment, are all performing well. Foreclosure rates have dropped, fewer households are burdened by housing costs, and households are spending less on housing and transportation costs.

This review also makes clear the links between strategies and indicators. It highlights which strategies could have the strongest impact on each indicator. This important new step will make future monitoring

more effective as we can better demonstrate how the actions have led to results. It has also highlighted that the Community Heritage, Culture and Design plan element had no indicators in place to help determine progress; this report recommends creating three new indicators for that element.

More action is required by the County to implement some strategies. Continuing the analysis of strategies, and understanding their impact on the indicators, will assist the Planning Department and the County in prioritizing future actions to ensure all indicators are performing positively. For example, the policy to complete the Countywide Map Amendment for the new Zoning Ordinance cannot have an effect until it is completed; any indicators that may benefit from the amendment may continue to show slow or no improvement until it is adopted. Assessment of the indicators' objectives must continue in order to improve the correlation between indicator performance and achievement of the goals of the plan.

Prince George's County continues to show progress in meeting the needs of its residents and implementing the Plan 2035 vision. However, much more work needs to be accomplished and continued progress will require coordination at all levels of government and partnerships with our residents and business community. The five-year indicator report provides a benchmark for moving forward to assist County agencies and partners in areas where greater attention is needed to improve indicators that are negatively trending.



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# Appendix

**Table A-1.** Dashboard User Manual

	<b>Indicator</b>	<b>Description</b>	<b>Geography</b>	<b>Source</b>	<b>Notes</b>	<b>Hyperlink</b>
1	Agricultural land preserved	Acres of agricultural land preserved	Countywide	Prince George's County Annual Report to M-NCPPC		Prince George's County MDP Annual Report <a href="https://tinyurl.com/t7oqa8e">https://tinyurl.com/t7oqa8e</a>
2	Bike and pedestrian facilities constructed	Number of bike and pedestrian facilities constructed in County	Countywide	Prince George's County Annual Report to M-NCPPC		Prince George's County MDP Annual Report <a href="https://tinyurl.com/t7oqa8e">https://tinyurl.com/t7oqa8e</a>
3	Commercial vacancy rates	Percentage of vacant commercial properties	Countywide + Subareas	CoStar	Data collected by M-NCPPC staff	
4	Commercial versus residential tax base	Nonresidential share of total tax base	Countywide + Subareas	Prince George's County Planning Department GIS Open Data Portal	Shapefiles: Property_info_190601 and Property_info_140701	<a href="https://tinyurl.com/qut7ac4">https://tinyurl.com/qut7ac4</a>
5	Commuting patterns	Net inflow/outflow of jobs	Countywide	U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics	Data available in Inflow/Outflow report for a given geography	<a href="https://tinyurl.com/s5wzkrk">https://tinyurl.com/s5wzkrk</a>
6	County greenhouse gas emissions	Annual highway vehicle emissions for greenhouse gases measured as CO <sub>2</sub> e in MMTons (metric tons of carbon dioxide) per year	Countywide	Maryland Department of the Environment, State of Maryland Greenhouse Gas Emission Inventory		<a href="https://tinyurl.com/vmhkgzq">https://tinyurl.com/vmhkgzq</a>
7	Crime rates	Overall Crime Rate per 1,000 people, 2014 and 2017	Countywide + Subareas	Maryland Open Data Portal		<a href="https://tinyurl.com/uporvpk">https://tinyurl.com/uporvpk</a>
8	Fast food restaurants	Square feet of fast food per capita is used as a proxy for this indicator	Countywide + Subareas	CoStar	Data collected by M-NCPPC staff	
9	Foreclosure rates	Percent of Sales REO & Foreclosures	Countywide	Metro Study	Data collected by M-NCPPC staff	
10	Forest planted and preserved	Acres of tree canopy in the county used as a proxy.	Countywide	Prince George's County Planning Department GIS Open Data Portal	Shapefiles: Tree_canopy_2017_Py and Tree_Canopy_2014_Py	<a href="https://tinyurl.com/qut7ac4">https://tinyurl.com/qut7ac4</a>
11	Higher education attainment	Percent of population with bachelors degree or higher	Countywide	Neustar	Data collected by M-NCPPC staff	

Indicator	Description	Geography	Source	Notes	Hyperlink	
12	Household burdened by housing costs	Housing-cost-burdened households are those who pay more than 30 percent of their income for housing	Countywide + Subareas	ACS 5 YEAR B25106, Census tract GIS analysis	Hyperlink provided is for American FactFinder advanced search. Enter Table Number and Geography to retrieve data. Based on GIS analysis of census tract. The percent of households burdened by housing costs were weighted based on the amount a census tract overlapped with the local center. Used "OverlapWeightedAvg" function.	<a href="https://tinyurl.com/ztbchgk">https://tinyurl.com/ztbchgk</a>
13	Household net worth or wealth	Median housing value is used as a proxy for this indicator	Countywide + Subareas	Neustar	Data collected by M-NCPPC staff	
14	Housing and transportation affordability*	Percent of regional average household income that is spent on housing and transportation expenses	Countywide + Subareas	Center for Neighborhood Technology's Housing and Transportation (H+T@) Affordability Index	Based on GIS analysis of H+T index, by block group. The average value of housing and transportation costs as a percent of area median income within a local center, weighted based on the amount a census block group overlapped with the local center. Used "OverlapWeightedAvg" function.	<a href="https://tinyurl.com/ulbrogl">https://tinyurl.com/ulbrogl</a>
15	Impervious surfaces retrofitted	Acres of impervious surfaces retrofitted	Countywide	Prince George's County Planning Department GIS Open Data Portal	Based on reporting for NPDES MS4 permit, which expire January 2, 2019	<a href="https://tinyurl.com/s3mvtkh">https://tinyurl.com/s3mvtkh</a>
16	LEED®-certified buildings	Number of LEED®-certified buildings constructed	Countywide	CoStar	Data collected by M-NCPPC staff	
17	Mode split—walk, bike, transit, and auto trips	Percent of travelers that use a particular type of transportation to work based on percent of those that do not "Take Car or Truck to Work"	Countywide + Subareas	Neustar	Data collected by M-NCPPC staff	

Indicator	Description	Geography	Source	Notes	Hyperlink	
18	Obesity Rates					
	Obesity/overweight rates for adults	Percent of adults who are obese	Countywide	Prince George's County 2019 Community Health Assessment	Prince George's County Health Department Ernest Carter Acting Health Officer	
	Obesity/overweight rates for youth	Percentage of high school students who are obese	Countywide	Prince George's County 2019 Community Health Assessment		
19	Occupied housing units	Number of housing units that are occupied	Countywide + Subareas	Neustar	Data collected by M-NCPPC staff	
	Percent Occupied	Percent of housing units that are occupied	Countywide + Subareas	Neustar	Data collected by M-NCPPC staff	
20	Poverty rates	Population for whom poverty status is determined	Countywide	ACS Table: S1701	Hyperlink provided is for American FactFinder advanced search. Enter Table Number and Geography to retrieve data.	<a href="https://tinyurl.com/ztbchgk">https://tinyurl.com/ztbchgk</a>
21	Recycling rates	Maryland Recycling Act (MRA) Recycling Rate	Countywide	Maryland Department of the Environment, "Maryland Solid Waste and Management and Diversion Report"	MRA Recycling Rate data can be found in the "Annual Report on the Management of Solid Waste in Maryland" under Resource Management Program Section of the provided webpage	<a href="https://tinyurl.com/ud3vewr">https://tinyurl.com/ud3vewr</a>
22	Regional share of employment	County employment as a percent of MSA region employment	Countywide	U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics	Data available in "Inflow/Outflow" report for a given geography	<a href="https://tinyurl.com/s5wzkrk">https://tinyurl.com/s5wzkrk</a>

Indicator	Description	Geography	Source	Notes	Hyperlink	
23	Unemployment rates	Unemployment rate measures the percentage of workforce over the age of 16 that is unemployed	Countywide + Subareas	ACS Table: B23025	Hyperlink provided is for American FactFinder advanced search. Enter Table Number and Geography to retrieve data. Based on GIS analysis of ACS_17_5YR_B23025, by block group. The average percent unemployed within a local center was weighted based on the amount a census block group overlapped with the local center. Used "OverlapSum" function to calculate total labor force and unemployed within a local center.	<a href="https://tinyurl.com/ztbchgk">https://tinyurl.com/ztbchgk</a>
24	Vehicle miles traveled (per capita)	Annual vehicle miles of travel	Countywide	Maryland Department of the Environment	Data provided by email and phone contact: Maryland Department of the Environment Ben Grumbles, Secretary of the Environment	
25	Wage growth	Median household income, inflation adjusted to 2019\$ using CPI	Countywide + Subareas	Neustar	Data collected by M-NCPPC staff	
26	Waterway health	The Combined Biotic Index (CBI) for the Coastal Plain – Western Shore Region.	Countywide + Subareas	A Multi-Year Update (2011 – 2014) to Maryland Biological Stream Survey's Sentinel Site Network		<a href="https://tinyurl.com/r6hc92d">https://tinyurl.com/r6hc92d</a>

# Acknowledgments

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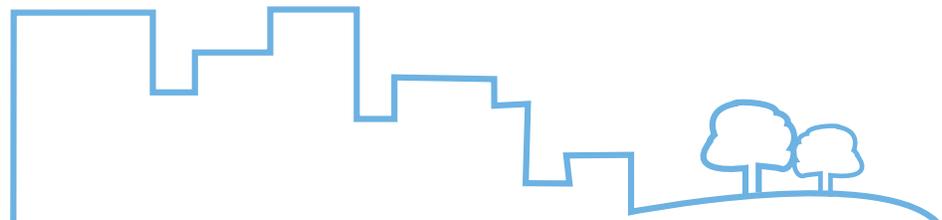
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