



Transit Oriented Development: A Path for Growth in Prince George's County

County Executive
Rushern L. Baker, III



“.....move beyond talking about the County’s potential....”

Rushern L. Baker, III
Prince George’s County Executive
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Stimulating growth in Prince George's County

- ▶ **Growth in Prince George's County must involve:**
 - ▶ Coordinated investment
 - ▶ Strong public/private partnership
 - ▶ Focused development at transit stations that create new employment centers as part of a mixed use development framework
- ▶ **Economic Development Incentive Fund (EDI)**
 - ▶ TOD is a major economic development priority
 - ▶ Leverages state and federal resources
 - ▶ Focuses on growth in the “developed tier” of the County



Transit Oriented Development in Prince George's County

- ▶ Prince George's County is abundant in transit resources
 - ▶ 15 WMATA transit stations
 - ▶ 4 are terminus points
 - ▶ 2 MARC lines
 - ▶ Penn and Camden lines
 - ▶ 9 stops
- ▶ The Future...?
 - ▶ Purple Line
 - ▶ Expansion of the Green Line
- ▶ TOD in Prince George's County has featured housing with modest amounts of office and retail:
 - ▶ Branch Avenue Metro Station
 - ▶ Prince George's Plaza Metro Station
 - ▶ Morgan Boulevard



Aerial photo of the New Carrollton Metro Station depicting parcels slated for development.



Aerial photo of Branch Avenue Metro Station.

State TOD Designation

Prioritized by the local and state governments

Tools:

Planning funds,
prioritization of sites for
new state offices, MEDCO
financing, Sustainable
Communities Tax Credits

County priorities:

Naylor Road (designated
2010)

Branch Avenue
(designated 2010)

New Carrollton
(designated 2010)

Largo (proposed 2011)

The Federal Government and TOD

- ▶ Having the federal government as a tenant can be a major element for economic growth in the County.
 - ▶ Expands the County's employment base
 - ▶ Serves as a catalyst for other commercial development
 - ▶ Secures private financing - government tenant is an "A" credit tenant
- ▶ **Addressing equity issues**
 - ▶ The County needs Class A OFFICE space, not warehouses
 - ▶ Rent rate cap must be raised
 - ▶ Current rate hurts developers ability to fund project, places additional financial burden on the County
- ▶ Federal policy emphasis on transit locations, though ongoing budget reductions may impact space needs

