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.
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