

Plan Progress Report

Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment

Date Plan Approved: July 1, 2008

Date of Progress Report: September 9, 2025

Councilmanic District: 7

Progress Summary

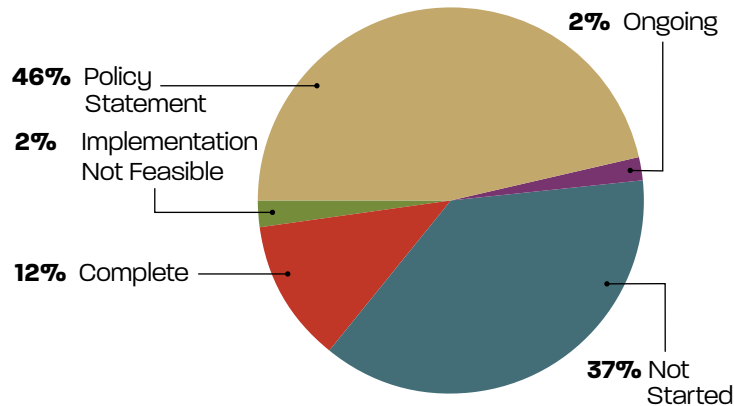
The Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning (TDOZ) Map Amendment contains 41 recommendations, primarily focused on transportation and mobility as well as land use.

Since its adoption in 2008, approximately 12 percent (5) of the recommendations have been completed, and 2 percent (1) are ongoing. Approximately 37 percent (15) have not yet had action taken.

Some highlights of completed recommendations include:

- Rollins Avenue was extended to permit direct vehicular access to Rollins Avenue south of Old Central Avenue.
- Installation of a paved bike path that runs from 61st Street to Marvin Gaye Park along Watts Branch.

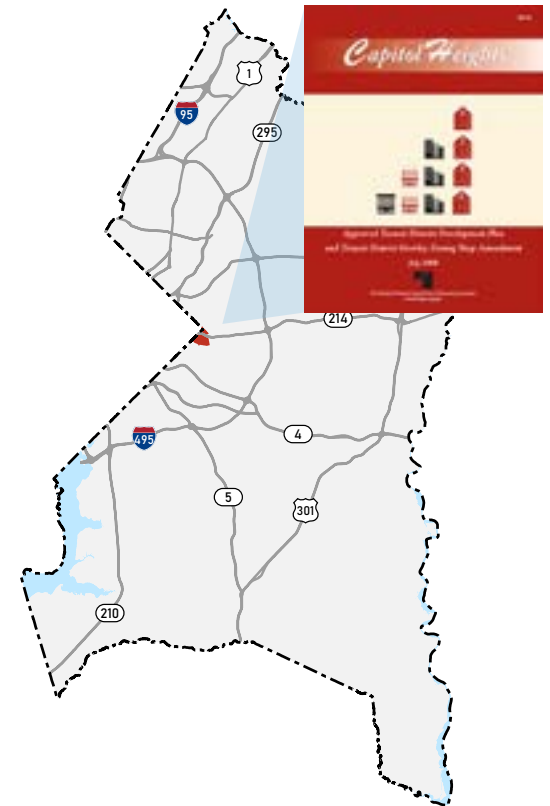
Plan Recommendation Status



Suggested Next Step(s)

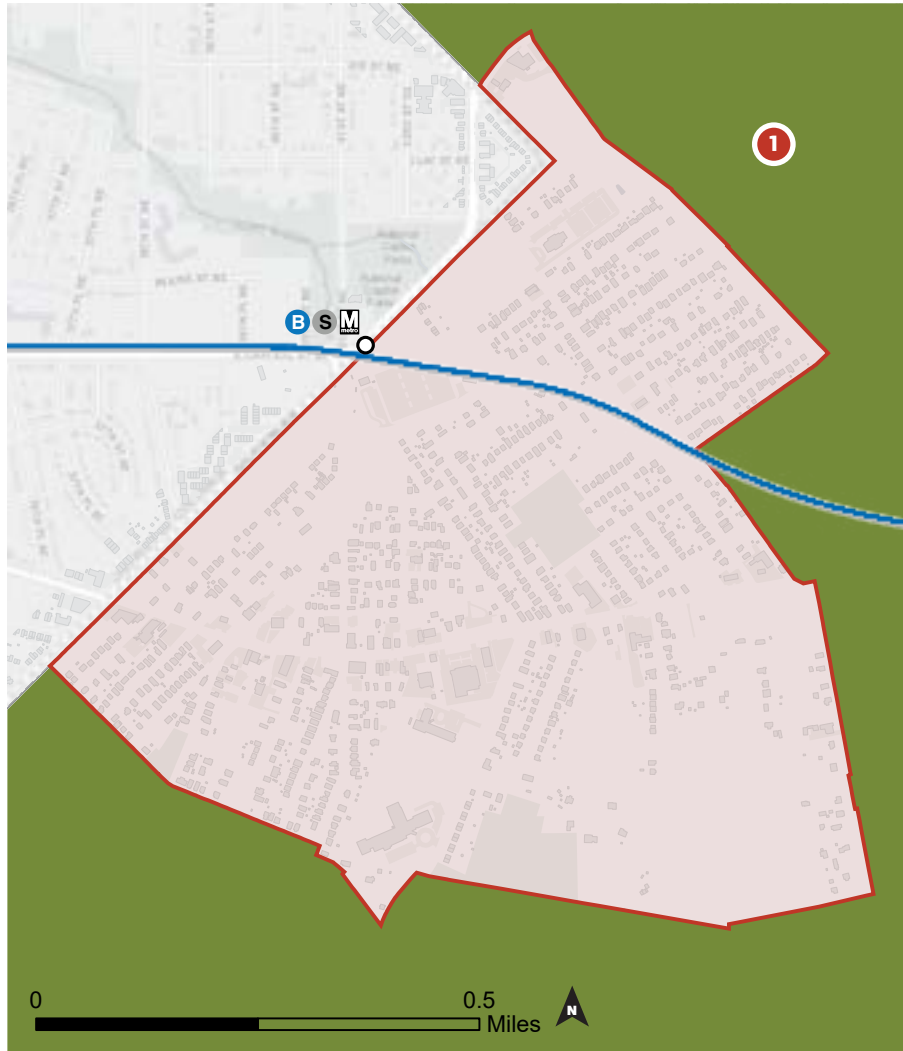
- ☐ Review in 2026
- ☐ Major/Minor Plan Amendment
- ☒ Replace
- ☐ Consolidate

More information about this recommendation can be found at the end of the report.



Related Plans

As-Approved Plan Area and Related Plan Boundaries



The original approved borders of the Capitol Heights Transit District Development Plan were bounded by Washington, D.C. to the northwest, 67th Place to the northeast, Rollins Avenue to the east, and Capitol Heights Park and Cumberland Street to the south. The plan area has not been superseded by any plans since adoption.

-  **As-Approved Plan Area**
-  **Superseding Plans**
-  **Superseded Plans**
-  **Metrorail Lines and Stations**

Related Plans

The Capitol Heights Transit District Development Plan supersedes a portion of the following plan:

-  **Subregion 4 Master Plan (2010)**

Plan Area Summary

Plan Area

The Capitol Heights Transit District occupies portions of Planning Areas 72 (Landover), 75A (Suitland-District Heights), and 75B (Town of Capitol Heights) in western Prince George's County directly adjacent to Washington, D.C. It encompasses approximately 302 acres, including the Capitol Heights Metro Station. The City of Seat Pleasant borders the Capitol Heights Transit District on the north.

The area surrounding the Capitol Heights Metro Station was identified as a Local Transit Center in Plan 2035. A small portion of the Addison Road Metro Station Local Transit Center falls within the eastern boundary of the plan area.

Focus Areas and Goals

- 1 Metro station core:** To create a compact, high-density, and pedestrian-friendly mixed-use center around the Metro Station entrance.
- 2 Metro edge:** To create a medium-density and pedestrian-friendly transition zone between the Metro station core and lower-density residential and mixed-use areas.
- 3 Main street:** To create a revitalized and enhanced moderate density, mixed-use town center along Old Central Avenue.
- 4 Medium-density residential edge:** To create medium-density residential enclaves that provide a variety of housing options and a buffer between single-family and other uses.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPO AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision and Goals

The creation of a vibrant, mixed-use, transit-oriented community around the Capitol Heights Metro Station that will benefit Capitol Heights and Prince George's County residents for years to come.

In addition to the overarching vision, the plan envisions the following key components:

- A new community of up to 1,500 housing units with approximately 290,000 square feet of retail/office space.
- An extensive system of civic, park, and open spaces that incorporates an efficient street and circulation network.
- Within the transit district overlay zone (TDOZ), pedestrians and vehicular traffic will share the public rights-of-way.
- Development in the community will be moderate- to medium-density and located within walking distance of the Capitol Heights Metro Station.
- The plan sets out a development vision for the Capitol Heights Transit District that emphasizes character areas, environmental infrastructure, transportation systems, and low-impact development (LID) features.
- Maximize the public benefits from the Capitol Heights Metro Station and from land owned by the Town of Capitol Heights, Prince George's County, and WMATA.



**Illustrative Site
Plan of Town
Civic Center**

SOURCE: CAPITOL HEIGHTS TRANSIT DISTRICT DEVELOPMENT PLAN



Metro Joint Development Site Vision

SOURCE: CAPITOL HEIGHTS TRANSIT DISTRICT DEVELOPMENT PLAN

Plan Highlights

One key element of the Plan features robust environmental infrastructure to improve residents' quality of life. Natural and built elements - like parks, athletic fields, gardens, and bicycle infrastructure - help people experience nature more closely.

The plan also provides a set of guidelines for each of the six character areas: Metro station core, Metro edge, main street, medium-density residential edge, urban neighborhood, and suburban neighborhood.

Plan Overview

Town Square Redevelopment Vision, Looking East

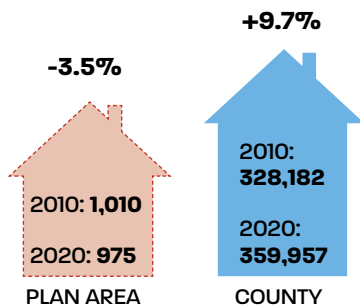


SOURCE: CAPITOL HEIGHTS TRANSIT DISTRICT DEVELOPMENT PLAN

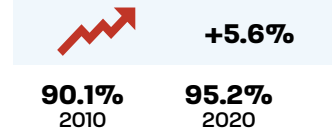
Where Are We Now?

Housing¹

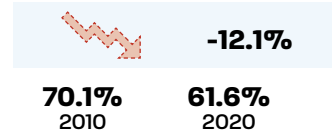
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 2,700
2020: 2,587

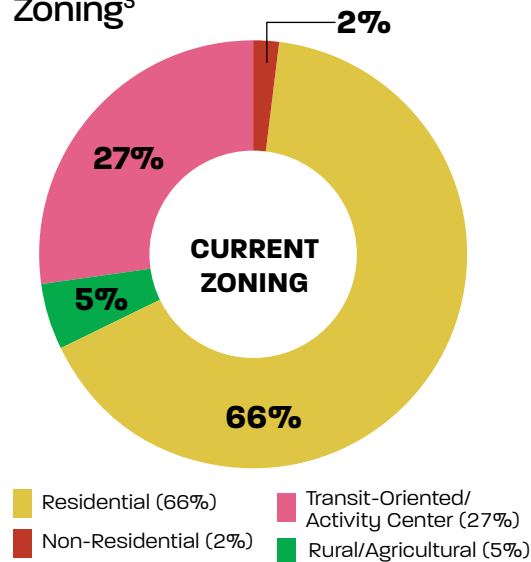


COUNTY

2010: 863,420
2020: 967,201

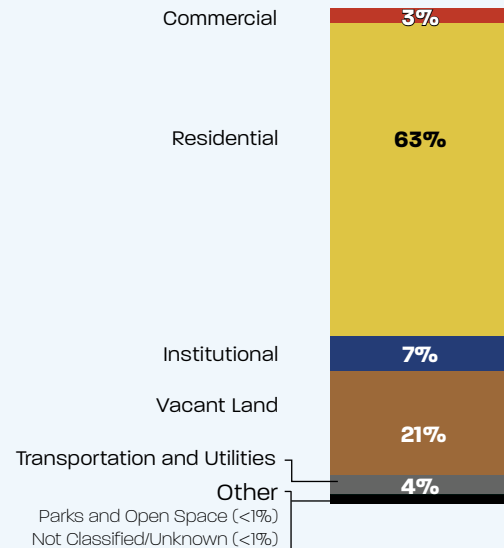


Zoning³

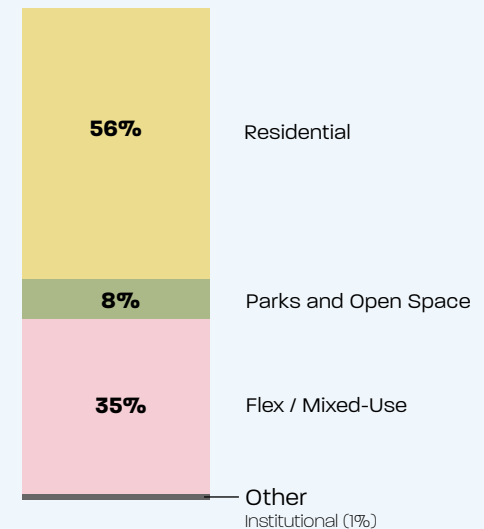


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



NOTE: CURRENT AND FUTURE LAND USE CATEGORIES MAY DIFFER DUE TO DIFFERENT SOURCES.

SOURCES: 1 — 2010 AND 2020 DECENNIAL CENSUS; 2 — 2010 AND 2020 DECENNIAL CENSUS; 3 — 2025 COUNTY DATA; 4 — 2025 COUNTY PARCEL DATA; 5 — 2025 COUNTY PLANNING DATA. ALL PLAN AREA DATA CALCULATED USING THE ACTIVE PLAN BOUNDARY AS OF THE DATE OF THE REPORT.

Development Activity

The plan envisions a transit-oriented neighborhood with a concentration of homes, jobs, and shopping close to the Capitol Heights Metro Station and other transit lines in a pedestrian-friendly environment. Extensive infill redevelopment was planned for the triangle of land defined by Southern Avenue SE, Capitol Heights Boulevard, and Central Avenue. Additional infill development was proposed along East Capitol Street. Buildings of 4 to 14 floors were proposed in the core surrounding the metro station with buildings of 3 to 5 floors planned further out.

A lack of development has by-and-large failed to implement the vision established in the plan. Intensive redevelopment of the core has not occurred, and the corridors emanating from the station remain similarly unchanged. Small projects are currently proposed in the plan area on Old Central Avenue and off of Rollins Avenue, but no construction has occurred to date. A parcel of County-owned land on Maryland Park Drive is slated to be developed with apartments, townhomes, and retail, which could be transformative and catalytic for the area.

# MAP	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	No Recent Development		
Mixed-Use/Flex			
2	No Recent Development		
Retail/Services			
3	No Recent Development		
Institutional			
4	No Recent Development		
Industrial			
5	No Recent Development		

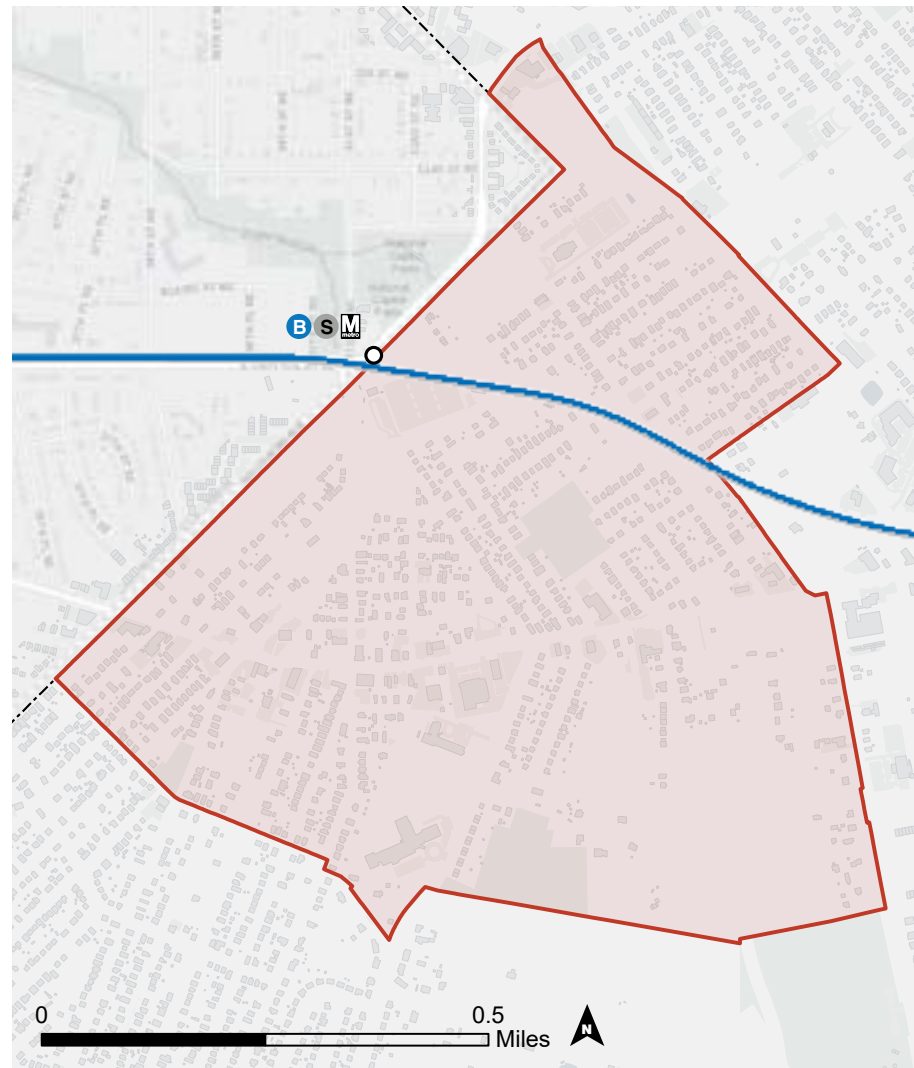
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE OF ALL DEVELOPMENT IN THE COUNTY AND MAY NOT REFLECT THE MOST UP-TO-DATE BUILDOUT INFORMATION. THE PRIMARY SOURCE OF DEVELOPMENT ACTIVITY INFORMATION IS THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT DEVELOPMENT PIPELINE DATASET, WHICH WAS UPDATED THROUGH AUGUST 2022. DEVELOPMENT PIPELINE VALUES INCLUDE THE NUMBER OF RESIDENTIAL UNITS AND THE GROSS FLOOR AREA IN SQUARE FEET OF COMMERCIAL DEVELOPMENT THAT HAVE BEEN BUILT, AS WELL AS THE AMOUNT LEFT TO BE BUILT. ADDITIONAL DATA SOURCES THAT WERE USED TO IDENTIFY DEVELOPMENT ACTIVITY INCLUDE THE COUNTY'S DEVELOPMENT APPLICATION REVIEW TRACKING SYSTEM (DARTS), LOCAL MUNICIPALITY WEBSITES, AND NEWS ARTICLES.

Development Activity

-  Active Plan Area
-  Development Areas
(colors vary; see table below and on previous)
-  Metrorail Lines and Stations

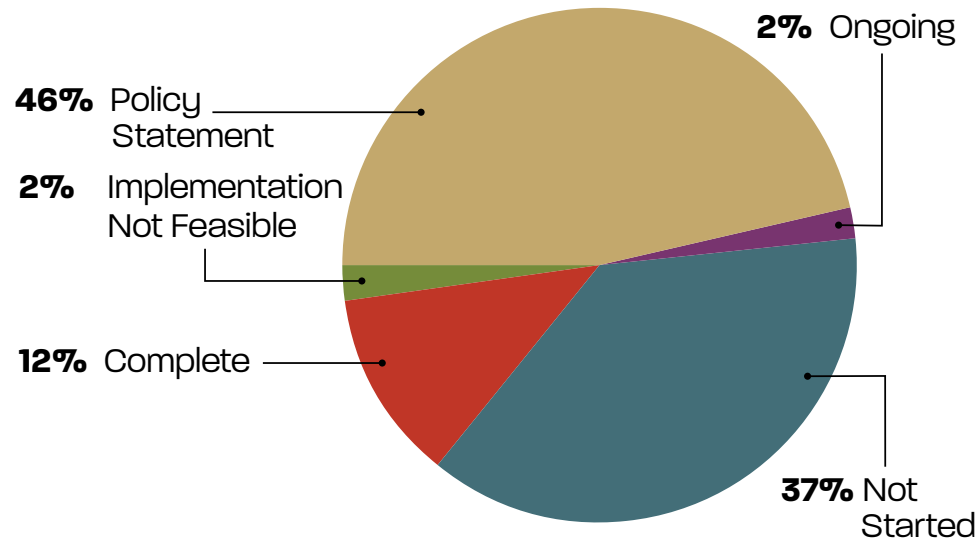
#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development

Recent Development Activity



Implementation

Status of Plan Recommendations

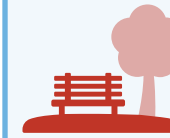


Challenges

- **Traffic and Pedestrian Safety:** Although the plan envisions a walkable/bikeable community, the current roadway configuration is focused on automobile throughput, which exacerbates the area's traffic and safety issues. At the crossroads of East Capitol Street and Southern Avenue SE, traffic and pedestrian safety are major issues. Major infrastructure investment and construction are required to address the issues and transform the Capitol Heights Metro Station area into a safe, multimodal environment.
- **Community Concerns:** The plan envisions the preservation of existing neighborhoods, even as new development occurs. Although mixed-use development is the plan's overarching vision, proposed development in and around the Capitol Heights Metro Station area has created an underlying concern with the established community. Within the Capitol Heights community, there is concern that the proposed mixed-use development could gentrify the area and displace residents, thereby conflicting with a core plan vision.

¹ Constructed projects highlight infrastructure, community amenities, or other projects that have been built since plan approval.

KEY CONSTRUCTED PROJECTS¹



The **Marvin Gaye Recreation Center and Playground** were opened in 2018. The modern facility replaces the one-story, brick Watts Branch Recreation Center. While this facility is in Washington, D.C., it provides an upgraded amenity to the Capitol Heights area in Maryland.

KEY UPCOMING PROJECTS

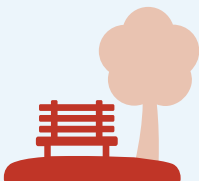


In late 2024, the **Washington Metropolitan Area Transit Authority (WMATA)** issued a Request for Qualifications for a developer with experience creating vibrant and sustainable communities for the Capitol Heights Metro Station. The vision is a vibrant, mixed-use, and **transit-oriented community** around the Capitol Heights Metro Station that will benefit the Capitol Heights and Prince George's County communities.

Next Steps

Near-Term Opportunities

There are several outstanding recommendations from the plan that, if implemented, could help to drive change related to transit, land use, and community development, as well as support implementation of Plan 2035.



Park Upgrades: The plan envisions upgrades to the Bugler Street park, potentially including an upgraded southern entrance and improved pedestrian linkages (see page 23 in the plan). These potential improvements should be reassessed for current need and feasibility. This opportunity can support Plan 2035 Public Facilities Policy 2, to “invest in public facilities to catalyze economic development and revitalization, stimulate employment growth, and strengthen neighborhoods.”

Responsible Parties:

- Department of Parks and Recreation



Upgrades for Transit Riders: The plan proposes that bus stops along East Capitol Street Extended and Old Central Avenue should be upgraded with attractive lighted shelters, posted route maps, and schedules (see page 31 in the plan). While space limitations may preclude shelters, all stops in the plan area should be reviewed for needs. This opportunity can support Plan 2035 Transportation and Mobility Policy 2, to “expand and improve transit service, particularly on routes connecting Downtowns, the Innovation Corridor, and Regional Transit Districts in order to maximize the economic development potential and synergies between these areas.”

Responsible Parties:

- WMATA
- Prince George’s County Transit

PLAN UPDATE RECOMMENDATION

Replace plan

NEXT SIX-YEAR UPDATE DUE DATE

July 2026

The Central Avenue-Blue/Silver Line Sector Plan is underway, and will fully supersede the Capitol Heights Transit District Development Plan.