

Staff Analysis of Testimony

Preliminary Central Avenue-Blue/Silver Line Sector Plan and Proposed Sectional Map Amendment (SMA)

March 10, 2026 - Joint Public Hearing Record

Table of Contents

I	Introduction		2-3	
II	Analysis of Testimony	A	General Testimony	4-8
		B	Key Community Issue	9
		C	Land Use (Section IV)	10-11
		D	Economic Prosperity (Section V)	12
		E	Transportation and Mobility (Section VI)	13-16
		F	Housing and Neighborhoods (Section VIII)	17-18
		G	Community Culture, Heritage, and Design (Section IX)	19
		H	Public Facilities (Section XI)	20
		I	Proposed Sectional Map Amendment	21-26
J	Testimony Outside the Scope of the Draft Sector Plan and/or Proposed SMA	27		
III	Addendum	K	Late Testimony	28-33
IV	List of Speakers		34	
V	List of Exhibits		35-38	
VI	Appendix		39	

I. Introduction

Purpose of the Analysis of Testimony and Process

This analysis of testimony is intended to identify areas where staff recommend the Planning Board amend the third draft of the preliminary sector plan or proposed Sectional Map Amendment (SMA) in its resolutions of adoption and endorsement in response to issues raised in public testimony. Analysis of testimony on a master/sector plan or SMA does not, and is not intended to, do the following:

- Provide a point-by-point analysis of all issues raised in public testimony.
- Calculate, quantify, or determine public or community sentiment based on the amount of testimony received and/or the amount/percentage of testimony received in favor of, or opposed to, a particular course of action.

Following the Planning Board’s work session on this analysis of testimony, the Planning Board may adopt, adopt with amendments, disapprove, or remand (to staff) the draft sector plan. The Planning Board will also make its recommendation on the proposed SMA. If the Planning Board adopts the sector plan (with or without amendments) and endorses the SMA, the Planning Board then transmits the adopted sector plan and endorsed SMA to the District Council. The District Council may review the adopted plan and endorsed SMA in a work session and then determine whether to approve them, approve them with amendments based on the record, disapprove them, remand one or both of them to the Planning Board for further analysis, or propose amendments to the plan or SMA not based on information contained in the record of public testimony. If the District Council proposes amendments to the plan and/or SMA that are not based on information in the record of public testimony, a second joint public hearing of the District Council and Planning Board must be held on those amendments only.

Staff Recommended Actions

At the direction of the Planning Board, recommendations in this analysis will be incorporated into the Planning Board’s Resolution of Adoption, and will include, as an attachment, an Errata Sheet containing corrections and clarifications.

This report analyzes 81 exhibits (Exhibits 1-79, T1 and T2) and 54 pages of transcribed oral testimony (representing 25 speakers [4 absent]) from the joint public hearing on the third draft of the Preliminary Central Avenue-Blue/Silver Line Sector Plan and its Proposed SMA held on March 10, 2026. Late exhibits, T1 and T2, are recommended by staff to be admitted into the record. Copies of the transcript and all exhibits submitted before and after the close of public record on March 25, 2026, are included as attachments. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony and offered the Department’s response and recommendations for changes to the text and maps of the preliminary sector plan and proposed SMA, as amendments, in response to testimony. Testimony includes written testimony received during the open record period and verbal testimony, which was provided at the joint public hearing.

This analysis is organized as follows:

General testimony regarding the plan and key issues are provided first, followed by additional testimony that is then organized by key topic. For example, testimony recommending new bioretention facilities would fall under:

Section	Natural Environment
Topic	Stormwater Management (SWM)

Within each section, the following are provided:

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross References	Exhibit/Speaker #	Staff Recommendation	Planning Board Action	District Council Action
Topic							
Serial number	Summary of issues raised in testimony	Staff analysis of testimony (including a summary of how the draft sector plan or proposed SMA addresses the issue raised)	References to specific plan policies/strategies and page numbers	List of exhibits/speakers providing testimony on this topic	Staff recommendation to Planning Board (if any)	Planning Board Action (completed after adoption)	District Council Action (completed after approval)

Within the testimony analysis, the following symbols are used:

Underline indicates language added to the draft plan and/or proposed SMA.

[~~Bracket~~] indicates language deleted from the draft plan and/or proposed SMA.

Acronym Guide

I. Introduction

ADU	Accessory Dwelling Unit
AG	Agriculture and Preservation Zone
CABL	Central Avenue-Blue/Silver Line (Sector Plan and SMA)
CACT	Central Avenue Connector Trail
CB	Council Bill
CN	Commercial, Neighborhood Zone
CR	Council Resolution
CSG	Coalition for Smarter Growth
MDOT	Maryland Department of Transportation
DPIE	Prince George's County Department of Permitting, Inspections and Enforcement
DPW&T	Prince George's County Department of Public Works and Transportation
DSP	Detailed Site Plan
FLU	Future Land Use
GCHIC	Greater Capitol Heights Improvement Corporation
HPC	Historic Preservation Commission
IE	Industrial, Employment Zone
IH	Industrial, Heavy Zone
LCD	Legacy Comprehensive Design Zone
LOS	Level of Service
LTO	Local Transit-Oriented Zone
LTO-C	Local Transit-Oriented-Core Zone
LTO-E	Local Transit-Oriented-Edge Zone
MD	Maryland
MDOT	Maryland Department of Transportation
MDE	Maryland Department of the Environment
M-NCPPC	The Maryland-National Capital Park and Planning Commission
MPOT	Master Plan of Transportation
NCOZ	Neighborhood Conservation Overlay Zone
NOAA	National Oceanic and Atmospheric Administration
OS	Open Space
PD	Planned Development Zone
PGCEDC	Prince George's County Economic Development Corporation
PGCPS	Prince George's County Public Schools
PPP	Public Participation Program
RMF-20	Residential, Multifamily-20 Zone
RMF-48	Residential, Multifamily-48 Zone
ROS	Reserved Open Space Zone
RSF-65	Residential, Single-Family-65 Zone
RSF-A	Residential, Single-Family-Attached Zone
SHA	Maryland State Highway Administration
SMA	Sectional Map Amendment
SS4A	Safe Streets for All
SWM	Stormwater Management
TDDP	Transit District Development Plan
TDR	Transfer of Development Rights
TOD	Transit-oriented Development
WMATA	Washington Metropolitan Area Transit Authority
ZC	Zoning Change

II. Analysis of Testimony: A. General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
General Support or Opposition – Verbal Testimony							
A1	The Coalition for Smarter Growth (CSG) expresses strong support for the draft of the plan and transit-oriented development.	Acknowledged	N/A	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	No Change	Concurred with Staff's Recommendation	
A2	Supports CACT as a top county priority, expansion of trail networks, complete streets, and lane reductions on MD 214 (Central Avenue). Emphasizes walkable, bikeable communities, reduced reliance on single-occupancy vehicles, and economic activity along the corridor.	Acknowledged	Transportation and Mobility Section	Speaker 2 Exhibit(s): 53 Peter Gray	No Change	Concurred with Staff's Recommendation	
A3	Advocates for flexible and short-term parking along MD 214 (Central Avenue) within LTO-E areas to support small businesses and commuters. Supports converting travel lanes to parking while maintaining bike lanes, like Wharf DC.	Acknowledged	Transportation and Mobility Section	Speaker 5 Roy Gardiner	No Change	Concurred with Staff's Recommendation	
A4	Long-term residents near the Addison Road-Seat Pleasant Metro Station express concerns about safety, crime, rising taxes, and unclear impacts of rezoning. Request improvements to existing neighborhoods, increased security presence, and clearer communication.	Acknowledged – See the Key Community Issue Section for more analysis, consistent with testimony recommendations.	Public Facilities PF 1	Speaker 7 Exhibit(s): 15 Colette Lawson	No Change	Concurred with Staff's Recommendation	
A5	Expresses support for the plan and SMA, highlighting positive illustrations, underutilized land near Metro stations, and potential for economic prosperity. Emphasizes pedestrian safety, multimodal access, road diets, and completing CACT.	Acknowledged	N/A	Speaker 8 Michael Jones II	No Change	Concurred with Staff's Recommendation	
A6	Supports the Sector Plan and SMA, as well as redevelopment of the Addison Station brownfield site.	Acknowledged – See SMA I2, I3, and I7	N/A	Speaker 10 Exhibit(s): 52, 55 & 59 Kyrthlyn Rhoda	No Change	Concurred with Staff's Recommendation	
A7	Supports neighborhood-centered economic policies, affordable commercial space, and locally owned businesses. Endorses Economic Prosperity policies supporting transit infrastructure, entrepreneurship, and partnerships with BLCC and community organizations.	Acknowledged	Economic Prosperity Section	Speaker 11 Maurcus Robinson	No Change	Concurred with Staff's Recommendation	
A8	Supports the plan based on personal family business history along the corridor. Emphasizes TOD, safe crossings, CACT completion, and creating an ecosystem where local businesses and communities can thrive.	Acknowledged	N/A	Speaker 12 Rodne Atcherson	No Change	Concurred with Staff's Recommendation	
A9	In support of the Sector Plan to advance TOD, safer and more comfortable pedestrian infrastructure, and improved access to the Addison Road-Seat Pleasant Metro Station, drawing on proven road-diet approaches to enhance walkability, housing opportunities, economic vitality, and community life along MD 214 (Central Avenue).	Acknowledged	N/A	Speaker 13 Exhibit(s): 42 Kyle Reeder	No Change	Concurred with Staff's Recommendation	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
A10	Representative of a long-standing church (since 1929) offers neutral remarks but supports TOD near the Capitol Heights Metro Station, affordable commercial space, neighborhood character, and protecting existing institutions.	Acknowledged	N/A	Speaker 14 Exhibit(s): 41 & 51 Ivin Myles	No Change	Concurred with Staff's Recommendation	
A11	Lifelong corridor resident and coalition member supports TOD around Blue Line Metro stations, protecting long-term residents, maintaining neighborhood character, and ensuring affordable, stable commercial spaces.	Acknowledged	N/A	Speaker 15 Exhibit(s): 44 Belinda Queen	No Change	Concurred with Staff's Recommendation	
A12	Supports development near Metro stations to increase housing, economic activity, and reduce traffic. Emphasizes completing CACT and leveraging the corridor's Metro stations.	Acknowledged	N/A	Speaker 16 Exhibit(s): 12 & 49 Stanford Fraser	No Change	Concurred with Staff's Recommendation	
A13	Supports preliminary sector plan and SMA, emphasizing community-led development, affordable housing investment, walkability, and partnerships with BLCC.	Acknowledged	N/A	Speaker 19 Bryan Franklin	No Change	Concurred with Staff's Recommendation	
A14	Property owner supports revitalization, affordable housing, multimodal access, and increased density. Emphasizes need for tax revenue, economic development, and quality of life improvements.	Acknowledged	N/A	Speaker 20 Mark Vogel	No Change	Concurred with Staff's Recommendation	
A15	Housing advocate supports diverse and affordable housing types, including missing middle housing. Emphasizes need for population growth to support economic activity, transit, and community amenities.	Acknowledged	N/A	Speaker 21 Exhibit(s): 46 Bernard Holloway	No Change	Concurred with Staff's Recommendation	
A16	Longtime resident recalls promises of development around the Morgan Boulevard Metro Station and requests fulfillment of commitments for walkable, shop-oriented communities, especially for seniors.	Acknowledged. Consistent with plan recommendations.	N/A	Speaker 25 Douglas Edwards	No Change	Concurred with Staff's Recommendation	
A17	Long-term resident expresses distress over noise, perceived crime increases, and feeling pushed out due to Metro-related development. Supports growth but opposes intrusive designs impacting existing homes.	Staff acknowledges public safety and noise concerns in the area. The Sector Plan attempts to address any future new noise-producing activities through Policy NE 8. The Sector Plan also contains Policies HD 4 and PF 1 aimed at reducing crime through design, place activation, and community engagement.	Natural Environment NE 8 Community Heritage, Culture, and Design HD 4 Public Facilities PF 1	Speaker 27 Jean A. Lawson	No Change	Concurred with Staff's Recommendation	
A18	Supports TOD, equity, and community voice while requesting stronger recognition of local food systems, agriculture, and Capital Market initiatives within the plan language.	Acknowledged – see the Late Testimony Section	Healthy Communities HC 4 HC 5 HC 10.2	Speaker 29 Exhibit(s): T-1 Brittney Drakeford	No Change	Concurred with Staff's Recommendation	
Written Testimony Begins							
A19	Consideration of impacts and making the county attractive to a more diverse group of residents and businesses.	Acknowledged	N/A	Exhibit(s): 7 Cynthia Alston	No Change	Concurred with Staff's Recommendation	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
A20	In support of development around Metro stations, specifically supporting mixed-use walkable development.	Acknowledged	N/A	Exhibit(s): 8 Alexander Barnes	No Change	Concurred with Staff's Recommendation	
A21	In support of creating a more walkable Central Avenue, improving safety, supporting local businesses, and making it easier for residents to connect with transit.	Acknowledged	N/A	Exhibit(s): 9 Yohannes Bennehoff	No Change	Concurred with Staff's Recommendation	
A22	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 10 Nicholas Orrick	No Change	Concurred with Staff's Recommendation	
A23	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 11 Henry Renze	No Change	Concurred with Staff's Recommendation	
A24	In support of the Plan and SMA as a strategy to expand mixed-use, transit-oriented housing near Metro stations, improve affordability for younger residents, reduce car dependence, and support a vibrant, sustainable community over time.	Acknowledged	N/A	Exhibit(s): 13 Deirdre McGlynn	No Change	Concurred with Staff's Recommendation	
A25	In support of the Sector Plan to support housing, business development, greater connectivity, and increased walking and biking opportunity.	Acknowledged	N/A	Exhibit(s): 14 Tom Taylor	No Change	Concurred with Staff's Recommendation	
A26	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged – submitted twice	N/A	Exhibit(s): 16 & 26 Clara Irazabal	No Change	Concurred with Staff's Recommendation	
A27	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged – submitted twice	N/A	Exhibit(s): 17 & 40 Sarah Batto	No Change	Concurred with Staff's Recommendation	
A28	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 18 Benjamin Bradley	No Change	Concurred with Staff's Recommendation	
A29	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged – submitted twice	N/A	Exhibit(s): 19 & 36 Jody Taylor-Fisher	No Change	Concurred with Staff's Recommendation	
A30	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged – submitted twice	N/A	Exhibit(s): 20 & 22 Steve Brigham	No Change	Concurred with Staff's Recommendation	
A31	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged – submitted twice	N/A	Exhibit(s): 21 & 32 Paul Cruz	No Change	Concurred with Staff's Recommendation	
A32	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 23 & 25 Rich Holcomb	No Change	Concurred with Staff's Recommendation	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
A33	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 24 Jacob Barker	No Change	Concurred with Staff's Recommendation	
A34	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 33 Judith Allen-Leventhal	No Change	Concurred with Staff's Recommendation	
A35	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 34 James Heilig	No Change	Concurred with Staff's Recommendation	
A36	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 35 Taylor Johnson	No Change	Concurred with Staff's Recommendation	
A37	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 37 Dan Behrend	No Change	Concurred with Staff's Recommendation	
A38	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 38 Margaret Boles	No Change	Concurred with Staff's Recommendation	
A39	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 43 Maira McCauley	No Change	Concurred with Staff's Recommendation	
A40	In support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods.	Acknowledged	N/A	Exhibit(s): 47 Thomas Zeller	No Change	Concurred with Staff's Recommendation	
A41	In support of the Plan and SMA and its focus on transit-oriented, mixed residential and commercial uses, along with public spaces, around three Metro stations.	Acknowledged	N/A	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	No Change	Concurred with Staff's Recommendation	
A42	E-comment regarding the benefits of increasing housing supply to lessen the strain on housing prices and being a boost to the economy.	Acknowledged	N/A	Exhibit(s): 12 Stanford Fraser	No Change	Concurred with Staff's Recommendation	
A43	In partial support of the Addison Road-Seat Pleasant Metro area redevelopment vision, with opposition to rezoning the Rolling Ridge neighborhood, citing risks of widespread nonconforming uses, potential displacement, and instability in an established single-family community, and urging that new density be directed to vacant or underutilized commercial sites to balance redevelopment with neighborhood preservation.	Acknowledged – See the Key Community Issue Section for more analysis, consistent with testimony recommendations.	Zoning Change ZC 38	Exhibit(s): 56 Alvin Mahoney	No Change	Concurred with Staff's Recommendation	
A44	Support for the long-term vision of transforming the Capitol Heights Local Transit Center into a walkable, mixed-use neighborhood.	Acknowledged – See Housing and Neighborhoods Section for more analysis, consistent with testimony recommendations.	N/A	Exhibit(s): 62 Eddie Diaz-Campbell (on	No Change	Concurred with Staff's Recommendation	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
				behalf of Abdullah H. Hijazi, Esq.)			
A45	GCHIC supports the Sector Plan’s goals of fostering transit-oriented, equitable, and implementable development near the Blue/Silver Line stations.	Acknowledged – See Transportation and Mobility and Housing and Neighborhoods Sections for more analysis, consistent with testimony recommendations.	N/A	Exhibit(s): 63 Bradley Heard	No Change	Concurred with Staff’s Recommendation	
A46	Homeowner near the Morgan Blvd Metro Station expresses general support for the plan’s vision for a transit-oriented, mixed-use district but seeks clarity on its implications for existing townhomes. Requests confirmation that properties within the Victory Promenade HOA will not be redeveloped or removed, asks how proposed rezoning may affect their property’s zoning designation, and raises concerns about potential impacts on residential use, property values, and future property tax liability, emphasizing the need for clear guidance for current residents.	<p>The proposed RTO-L-E Zone is intended to refine the long-term planning framework for the Morgan Blvd station area and does not change or require modification of existing lawful residential uses. The townhomes within the Victory Promenade HOA are considered a first phase and important asset in the evolution of the station area, providing the type of walkable, transit adjacent housing that helps establish a sense of place and the residential base needed to support future mixed use, transit-oriented development.</p> <p>Townhomes may continue as permitted residential uses, and property owners are not required or compelled to redevelop their properties. The Sector Plan also does not determine individual property values or property tax assessments, which are administered through a separate, independent process by the Maryland Department of Assessments and Taxation (SDAT).</p> <p>Staff recognizes the importance of clarity and predictability for current residents and supports continued outreach to explain how the Sector Plan’s long-term vision builds upon existing development. The plan seeks to balance future transit-oriented growth near the Metro station with the stability and preservation of established residential communities, consistent with Countywide planning policies.</p>	Zoning Change ZC 13	Exhibit(s): 64 Marris Thornton	No Change	Concurred with Staff’s Recommendation	

II. B: Key Community Issue

This section summarizes a **key** issue raised during public testimony. Because these issues are complex, they require more detailed staff analysis and recommendations. The table below provides a high-level overview; readers should refer to the full staff analysis and recommendations for additional context.

No.	Key Issue	Summary	Speaker #/Exhibit #/Name	Plan/SMA Cross-References	Staff Analysis	Staff Recommendations	Planning Board Action	District Council Action
B1	Rolling Ridge Community Rezoning from RSF-65 to LTO-E	Residents of the Rolling Ridge community have concerns about the proposed rezoning and redevelopment framework as it applies to their neighborhood. Key issues include fears that LTO-E zoning could render existing single-family homes nonconforming, create pressure of redevelopment, or lead to displacement in what residents describe as a stable, established community. Homeowners express concern about the urban design visualizations, suggesting the loss of single-family housing and emphasize the importance of preserving neighborhood character and allowing residents to age in place. While there is general support for increased development near the Addison Road-Seat Pleasant Metro Station, Rolling Ridge residents strongly urge that higher density be directed to vacant or underutilized commercial sites rather than existing residential areas, and that clear protection be provided to ensure current homeowners benefit from, rather than are harmed by, future investment.	<p>Speaker 7 Exhibit(s): 15 Colette Lawson</p> <p>Speaker 23 Exhibit(s): 79 Karen Swindell</p> <p>Speaker 26 Exhibit(s): 66 Chawndese Hylton</p> <p>Exhibit(s): 56 Alvin Mahone</p>	Zoning Change ZC 38	<p>The Central Avenue–Blue/Silver Line Sector Plan is a long-range policy document that provides general guidance for growth over time and does not approve specific developments, require property sales, or propose site-specific projects. While the accompanying SMA may recommend zoning changes that allow additional development options in the future, there are currently no redevelopment proposals affecting the Rolling Ridge neighborhood. Conceptual urban design illustrations included in the plan are visionary and intended to illustrate a potential transit-oriented development approach; they do not represent approved projects. Any future development would require voluntary property transactions and separate, project-specific public review and approval.</p> <p>Under the Zoning Ordinance’s Transitional Provisions, existing lawfully established single-family dwellings may continue to be recognized as legal and conforming following rezoning. Because single-family dwellings are exempt from Use and Occupancy permit requirements, they are not impacted in the same regulatory manner as commercial or retail uses. Nothing in the plan requires homeowners to sell, redevelop, or change how they use their properties. The plan directs growth toward Metro stations, vacant land, and underutilized commercial areas, while preserving established residential neighborhoods and supporting residents’ ability to age in place.</p>	<p>No Change</p> <p>Staff reached out to two residents to set up a meeting with them and their neighbors to address concerns and answer questions. Staff will continue to communicate with Rolling Ridge residents as the Sector Plan approval process moves forward.</p>	Concurred with Staff’s Recommendation	

II. C: Land Use (Section IV)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Testimony							
C1	Supports the proposed zoning changes that concentrate higher-density, mixed-use development around Metro stations and revitalize the Old Central Avenue and MD 704 corridors. Transit-oriented rezoning will spur investment, expand housing options, strengthen local services, and better connect neighborhoods to the region. Commends the County's initiative and urges the Planning Department to provide ongoing guidance to property owners to ensure a smooth transition to mixed-use development.	Acknowledged	N/A	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	No change	Concurred with Staff's Recommendation	
C2	Supports the upzoning of residential and retail areas near the Capitol Heights and Addison Road Metro stations into the LTO zone. This zoning is viewed as essential to implementing the Sector Plan's goals and enabling taller, mixed-use development near transit.	Acknowledged	N/A	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	No Change	Concurred with Staff's Recommendation	
C3	Recommends that neighborhood compatibility and buffering requirements not be applied in a way that limits development based on adjacent properties rendered nonconforming by inclusion in the LTO zone. The GCHIC emphasizes that such sites are expected to redevelop over time into conforming housing types that integrate with new mixed-use and multifamily development and cautions that stricter interpretation would undermine the Sector Plan's TOD objectives.	The neighborhood compatibility standards that govern transitions between residential uses and more intensive development do not apply pursuant to a codified exemption in Section 27-61202(b)(4) of the Zoning Ordinance. Specifically, development within a Transit-Oriented/Activity Center base zone or Planned Development (PD) zone is exempt from these standards when the adjacent single family, two family, or townhouse dwellings are also located within the same Transit-Oriented/Activity Center or PD zone. This exemption reflects the expectation that areas within designated Centers will evolve over time and prevents existing nonconforming residential conditions from constraining new mixed-use, multifamily, or transit-oriented development. The exemption ensures that development within Centers may proceed to the full extent permitted by the zone, consistent with the Sector Plan's TOD objectives.	Land Use LU 13 Housing and Neighborhoods HN 11 HN 13.3 Community Heritage, Culture, and Design HD 3.9	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	No Change	Concurred with Staff's Recommendation	
C4	Request to revise the Northwest Stadium Property section to preserve development flexibility and support comprehensive redevelopment. While the Draft Sector Plan appropriately identifies the Stadium Property as a mixed-use Town Center with significant redevelopment potential, the owner	The Sector Plan already states that the development concepts and illustrative examples for the Northwest Stadium Property are intended for illustrative purposes only and are not binding on future development proposals, thereby providing flexibility for implementation. Staff also supports	Land Use LU 15	Exhibit(s): 77 Jonathan Martin	Add Strategy LU 15.5: <u>Support coordinated redevelopment of the Northwest Stadium property alongside the Grey Lot property, which is not included in this Sector Plan but is identified for mixed-use redevelopment in the Landover Gateway Sector Plan. Encourage a cohesive, Town Center-</u>	Concurred with Staff's Recommendation	

II. C: Land Use (Section IV)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	requests clarification that all development concepts are illustrative, and non-binding so final plans may respond to market conditions. The request also seeks inclusion of language recognizing the compatibility of the adjacent Grey Lot Property, which is owned by the same entity and planned for mixed-use development under the Landover Gateway Sector Plan, so both properties may be incorporated into a unified master-planned community. Requests that the Sector Plan allow for continued improvements or renovations to the existing stadium and associated structures without creating nonconforming conditions under updated zoning or development standards.	<p>clarifying plan language to recognize the compatibility of the adjacent Grey Lot Property, which is under common ownership and planned for mixed-use development pursuant to the Landover Gateway Sector Plan, to allow both properties to be considered as part of a coordinated, comprehensive redevelopment approach.</p> <p>The ability to implement continued improvements and renovations to the existing stadium and associated structures without creating nonconforming conditions cannot be addressed with the Sector Plan, as the Sector Plan cannot supersede the Zoning Ordinance.</p>			<u>scale development approach that integrates land use, circulation, and public space planning to improve connectivity to surrounding neighborhoods, transit facilities, and regional open space networks.</u>		
C5	Requests removal of recommendations for creating new nonprofit entities and recommends partnering with existing organizations like the Blue Line Corridor Coalition (BLCC).	Because the BLCC was created late in the Sector Plan drafting process, revising Strategy 5.4 clarifies and formalizes its role as a key entity supporting coordination and implementation alongside other partners.	Land Use LU 5.4	Speaker 19 Bryan Franklin	Revise LU 5.4: <u>Partner with key organizations such as the Blue Line Corridor Coalition (BLCC) to help coordinate stakeholders, support implementation activities, and guide funding, projects, and community engagement efforts over time.</u> [Establish a sector plan implementation non-profit to collaboratively manage funding, oversee projects, and organize community events that foster long-term engagement]	Concurred with Staff's Recommendation	

II. D: Economic Prosperity (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Testimony							
D1	The City of Seat Pleasant supports TOD designation for the Central Avenue-Blue Line Corridor, citing over 400 planned affordable housing units, improved transit access, new commercial services, and a major opportunity to reverse decades of disinvestment under the state’s new corridor-based TOD framework.	Transit-Oriented Development (TOD) designation for the Central Avenue-Blue/Silver Line corridor is currently being actively pursued and aligns with ongoing planning and investment efforts within the corridor. The sector plan will be updated to include a strategy that acknowledges this initiative and supports eligibility for corridor-based TOD designation consistent with State policy and local development goals.	Economic Prosperity EP 1	Speaker 10 Exhibit(s): 52, 55 & 59 Kyrthlyn Rhoda	Add Strategy EP 1.8: <u>Pursue designation of the Central Avenue-Blue/Silver Line corridor as a corridor-wide Transit-Oriented Development (TOD) area under the State of Maryland’s TOD Designation Program to strengthen economic competitiveness and attract coordinated public and private investment.</u>	Concurred with Staff’s Recommendation	

II. E: Transportation and Mobility (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Testimony							
E1	Supports the Plan's transportation approach emphasizing safe, walkable, and multimodal streets. Strongly backs road diets, particularly reducing Central Avenue from six lanes to four, to address speeding and crash history, and supports removing slip lanes, applying Urban Street Design Standards, and expanding pedestrian and bicycle infrastructure, including shared-use paths and a trail bridge to the Morgan Blvd Metro Station.	Acknowledged	Transportation and Mobility Section	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	No change	Concurred with Staff's Recommendation	
E2	The plan should incorporate the Maryland State Highway Administration's MD 214 Pedestrian Safety Action Plan, which proposes a continuous 10-foot shared-use path along Central Avenue. This facility would connect to the Central Avenue Connector Trail and close key gaps in the existing trail network, improving pedestrian and bicycle safety and connectivity along the corridor.	<p>The Central Avenue Connector Trail (CACT) is identified in the Sector Plan as the primary east-west pedestrian and bicycle connection along the corridor, linking Central Avenue to Walker Mill Drive and ultimately to the Chesapeake Beach Rail Trail. Completion of the CACT is intended to close key gaps in the existing trail network and serve as the plan area's principal shared-use facility.</p> <p>For portions of MD 214 not served by the CACT, the Sector Plan recommends the Urban Street Design Standard Mixed-Use Boulevard with four travel lanes (Option A or B), which includes a minimum 10-foot sidewalk and a 6.5-foot separated, one-way bicycle lane on each side of the roadway. Based on right-of-way constraints, staff finds that accommodating an additional 10-foot shared-use path in these segments is not feasible and would be largely duplicative of the proposed sidewalks and separated bicycle facilities.</p> <p>Staff also notes that the MDOT SHA Pedestrian Safety Action Plan depicts MD 214 as maintaining a six-lane cross-section. The Sector Plan, however, supports a road-diet approach where feasible to improve safety and multimodal access. Staff will add a policy directing continued coordination with MDOT SHA to advance traffic calming and ensure pedestrian and bicycle facilities along MD 214 are consistent with the Sector Plan's safety and mobility objectives.</p>	New Transportation and Mobility TM 9.6	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	Add Strategy TM 9.6: <u>Coordinate with MDOT SHA on implementation of the MD 214 Pedestrian Safety Action Plan (PSAP) to support traffic calming and the integration of bicycle and pedestrian facilities consistent with the Sector Plan's safety and mobility objectives.</u>	Concurred with Staff's Recommendation	
E3	The plan should further analyze opportunities to establish a connected street grid that reduces reliance on major roadways for local trips. Creating additional street connections would help relieve	Transportation Management Strategy TM 6 directly addresses this objective by recommending new shared-use connections that improve access to parks	Transportation and Mobility TM 6	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	No Change	Concurred with Staff's Recommendation	

II. E: Transportation and Mobility (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	traffic congestion, improve access between neighborhoods, and provide more direct, safer routes for people walking and biking.	<p>and strengthen pedestrian and bicycle linkages through existing neighborhoods.</p> <p>With respect to vehicular circulation on local streets, staff notes that re-routing traffic from higher-classification roadways into residential neighborhoods may introduce unintended impacts. Local streets are generally not designed to accommodate increased through-traffic volumes and serve an important function in supporting neighborhood access and residential quality of life. Accordingly, while staff supports improving non-motorized connectivity and local access, changes to vehicular traffic patterns should be carefully evaluated to avoid placing additional traffic burdens on neighborhood streets that are not equipped to function as regional or corridor-level routes.</p>					
E4	Requests reconsideration of TM 1.12, which calls for a feasibility analysis of a pedestrian bridge over Central Avenue at Cabin Branch Road. Thinks a pedestrian bridge is unnecessary and inappropriate at this location, and that a more effective, lower-cost solution would include a full traffic signal, enhanced median refuges, high-visibility crosswalks, and reconfiguring Central Avenue from six lanes to four lanes, consistent with other recommendations in the Plan. These at-grade safety improvements are already supported in the Maryland SHA MD 214 Pedestrian Safety Action Plan and alignment with that approach is recommended.	<p>Staff acknowledges the need to coordinate with MDOT SHA, which owns and maintains MD 214, and to align planned improvements with the agency's Pedestrian Safety Action Plan. In addition, the Department of Parks and Recreation's 65% design for the CACT proposes similar at-grade safety improvements at this intersection to strengthen pedestrian and bicycle connectivity. Staff will incorporate recommendations for enhanced median refuges and high-visibility crosswalks consistent with these efforts.</p> <p>Staff further notes that inclusion of a feasibility study for a pedestrian bridge does not diminish the commitment to improving pedestrian safety along the MD 214 right-of-way. The concept of a pedestrian bridge was advanced by the City of Seat Pleasant following annexation of the MD 214 right-of-way and is included as a potential long-term alternative. Final design and implementation decisions will be determined through continued coordination and discussion among all involved stakeholders.</p>	Transportation and Mobility TM 1.12	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	Revise strategy TM 1.12: <u>Provide pedestrian safety infrastructure such as median refuges and high-visibility crosswalks at the intersection of MD 214 (Central Avenue) and Cabin Branch Road.</u> Conduct a feasibility analysis for a <u>signalized intersection or pedestrian bridge over Central Avenue [at Cabin Branch Road. i) Coordinate with landowner (WMATA) and MDOT SHA to assess organizational support and capacity for a pedestrian bridge over Central Avenue.], coordinating with MDOT SHA, the City of Seat Pleasant, WMATA, and other stakeholders to determine the preferred improvements.</u>	Concurred with Staff's Recommendation	
E5	Opposes TM 2.1, which supports the MDOT SHA I-95/I-495 Capital Beltway and Medical Center Drive interchange project. The scale and focus of this interchange project should be reconsidered and that priority should instead be given to multimodal improvements on roads crossing the Beltway.	Staff acknowledges the concerns regarding pedestrian and cyclist safety at this interchange. Staff notes some of the benefits of a Diverted Diamond Interchange which include the separation of the shared-use path from turning vehicles, the potential for reduced crossing distances, and signalization with	Transportation and Mobility TM 2.1	Speaker 1 Exhibit(s): 48, 50, & 57 Cheryl Cort	No Change	Concurred with Staff's Recommendation	

II. E: Transportation and Mobility (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	Emphasize the need for safer, more complete roadways and a shared-use path bridge connecting Largo to the Morgan Blvd Metro Station to better support walking, biking, and transit access.	pedestrian crossing phases. These proposals are preferable to the existing conditions. While staff does not discredit the need to enhance pedestrian and cyclist safety on all roads, staff hopes that the Central Avenue Connector Trail will serve as the primary bicycle and pedestrian route connecting to Downtown Largo, and that the proposed shared-use path of the Medical Center Drive interchange and other recommendations on MD 202 (Landover Road) (outside the study area) acts as secondary facilities.					
E6	Supports CACT as a top County priority, expansion of trail networks, complete streets, and lane reductions on MD 214. Emphasizes walkable, bikeable communities, reduced reliance on single-occupancy vehicles, and economic activity along the corridor.	Acknowledged	Transportation and Mobility Section	Speaker 2 Exhibit(s): 53 Peter Gray	No Change	Concurred with Staff's Recommendation	
E7	Advocates for flexible and short-term parking along MD 214 within LTO-E areas to support small businesses and commuters. Supports converting travel lanes to parking while maintaining bike lanes, like Wharf DC.	Acknowledged	Transportation and Mobility Section	Speaker 5 Roy Gardiner	No Change	Concurred with Staff's Recommendation	
E8	Supports reclassifying key corridors to align with Prince George's County Urban Street Design Standards, particularly along Central Avenue/East Capitol Street (MD-214), Old Central Avenue (MD-332), and Addison Road North and South.	Acknowledged	N/A	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	No Change	Concurred with Staff's Recommendation	
E9	Recommends retaining the larger right of way widths established in the Subregion 4 Master Plan to ensure adequate space for wide sidewalks, street trees, enhanced pedestrian safety features, and, on formerly arterial roadways, the potential for future center running fixed guideway transit.	Staff acknowledges the desire for the provision of sidewalks, street trees, and bicyclist and pedestrian safety features. Staff believes that many of these roadways are presently wider than necessary and the reduction of lanes or modification of the existing right-of-way can enable the effective delivery of pedestrian and cyclist facilities, in addition to landscaping and street trees. Staff believes the proposed right-of-way widths prescribed by the Urban Street Design Standards are sufficient to ensure adequate space for street trees and multimodal facilities.	Transportation and Mobility TM 9.2	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	No Change	Concurred with Staff's Recommendation	

II. E: Transportation and Mobility (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
E10	<p>On Addison Road South, GCHIC notes that recent developments have already been built with setbacks that anticipate a 120-foot right-of-way. Reducing the right-of-way now would create an inconsistent street edge, so GCHIC recommends preserving the additional space as a landscaped center median for future transit use rather than converting it to extra vehicle lanes, consistent with the Plan's road-diet approach.</p>	<p>Staff concurs that the segment of Addison Road South from Walbridge Street/Wilburn Drive should be reclassified to have a wider right-of-way to accommodate future transit use. Staff recommends reclassifying from a Mixed-Use Boulevard 4-lanes (B) to a Mixed-Use Boulevard 4-lanes (A). This new classification has a 114' right-of-way which is more consistent with the current development pattern.</p> <p>Staff recommends that the expanded right-of-way (16 additional feet) be utilized as bus-only lanes or time-restricted parking.</p>	<p>Table 14. Addison Road Complete and Green Streets</p> <p>Table 30. Recommended Sector Plan Transportation Facilities</p>	<p>Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)</p>	<p>Revise cells related to UM-403 in Table 14: <u>Addison Road Complete and Green Streets. Change Min. ROW (feet) from 98 to 114-120. Change ROW Type to Mixed-Use Boulevard (A). Revise the element listing "No parking". Revise the element listing "4 lanes" to "4* lanes with 2 additional outside transit priority lanes".</u></p> <p>Revise cells related to UM-403 in Table 30: Recommended Sector Plan Transportation Facilities. Change Min. ROW (feet) from [98] to <u>114-120</u>. Change ROW Type to Mixed-Use Boulevard [B](A). Change Rec. Motor Vehicle Lanes to "4*"</p>	<p>Concurred with Staff's Recommendation</p>	

II. F: Housing and Neighborhoods (Section VIII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/ Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Testimony							
F1	Concerns that certain Zoning Ordinance design standards may unintentionally hinder incremental redevelopment. Specifically, requirements limiting shared street access with single-family homes, mandating secondary emergency access for developments over 19 units, and restricting curb cut spacing could make small, infill multifamily and townhouse projects infeasible in areas where single-family homes remain. Because redevelopment near the Metro station is likely to occur gradually rather than comprehensively, these rules may conflict with the Plan's housing and mixed-use goals. Requests targeted exemptions from Sections 27-6903(a) and 27-4204(b)(1)(B) within the Capitol Heights Local Transit Center to better align zoning regulations with the Plan's intended redevelopment strategy and enable practical, pedestrian-oriented infill development.	<p>Staff reviewed concerns regarding the applicability of certain Zoning Ordinance design standards and their potential impact on incremental infill development within the Capitol Heights Local Transit Center. Staff acknowledges that redevelopment in the station area is likely to occur gradually and on smaller sites, and that standards related to access separation, secondary emergency access, and curb-cut spacing may pose challenges for townhouse and small-scale multifamily development. However, these standards serve important Countywide purposes related to public safety, neighborhood compatibility, and access management.</p> <p>The Sector Plan does not have the legal authority to grant exemptions from Zoning Ordinance requirements. While it is not the mechanism to waive these standards, staff supports continued coordination with DPIE, Fire/EMS, and other implementing agencies to explore flexibility through design review, or future ordinance refinements consistent with the plan's goals.</p>	Housing and Neighborhoods HN 2.2 HN 11.4 HN 13.4	Exhibit(s): 62 Eddie Diaz-Campbell (on behalf of Abdullah H. Hijazi, Esq.)	No Change	Concurred with Staff's Recommendation	
F2	<p>Requests removal of recommendations for creating new nonprofit entities and recommends partnering with existing organizations like the Blue Line Corridor Coalition (BLCC).</p> <p>Recommends revising Policy HN 3 to work with and support existing nonprofit housing organizations, including GCHIC, rather than creating a new nonprofit entity, to build on established capacity and ongoing affordable housing efforts within the Sector Plan area.</p>	Because the BLCC was created late in the Sector Plan drafting process, revising Policy HN 3 clarifies and formalizes its role as a key entity supporting coordination and implementation alongside other partners.	Housing and Neighborhoods HN 3	<p>Speaker 19 Bryan Franklin</p> <p>Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)</p>	<p>Revise Policy HN 3: [Create a] <u>Support and partner with existing nonprofit organizations, such as the Blue Line Corridor Coalition (BLCC) and Greater Capitol Heights Improvement Corporation (GCHIC)</u> to steward the plan and keep up with changing community needs and to facilitate affordable housing development.</p> <p>Revise Table 21 to include the BLCC and GCHIC</p> <p>Revise Table 22 to reflect change to HN 3</p>	Concurred with Staff's Recommendation	
F3	Supports the recommendation to reduce/eliminate development impact fees as a strategy to incentivize compact, mixed-use multifamily housing and middle-housing infill near transit.	Acknowledged	Housing and Neighborhoods HN 1.1	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	No Change	Concurred with Staff's Recommendation	

II. F: Housing and Neighborhoods (Section VIII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/ Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F4	Encourages adding a new strategy under Policy HN 15 to prioritize dense, mixed-use multifamily development on Parcel 151 (505 Addison Road South), a largely vacant 10-acre site near the Metro station that represents an opportunity for transformative transit-oriented infill.	Staff supports mixed-use development on this site, as reflected in the recommended Mixed-Use Future Land Use designation. Future subdivision applications will be evaluated based on their conformance to this designation and the policies of the Sector Plan. At the same time, staff recognize the importance of respecting property owners' rights and does not seek to prescribe a specific development program for the site absent owner participation or agreement. Staff is also mindful of the need to avoid recommendations that would unnecessarily limit access to uses permitted under the underlying zone. Accordingly, the plan provides policy guidance for long-term development while preserving flexibility for property owners as redevelopment opportunities are evaluated through subsequent development review processes.	Housing and Neighborhoods HN 15	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	No Change	Concurred with Staff's Recommendation	

II. G: Community Heritage, Culture, and Design (Section IX)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Testimony							
G1	Expresses concern over and strongly opposes any consideration to the potential demolition of the historic William and Mildred Ridgely/Gray House at 8118 Central Ave. Requests re-evaluation and exploration of alternatives such as community gardens, education uses, and preservation of historic character.	The strategy prioritizes exploration of adaptive reuse of the Gray Residence, recognizing the structure's historical and cultural significance and its potential for conversion to an art, cultural, interpretive, or museum use. The plan emphasizes preservation of the structure and supports approaches that retain and celebrate the historic resource over the long term. Staff also support consideration of flexible preservation strategies, including on-site integration of the building into future development or relocation where appropriate, to ensure continued protection of the structure while accommodating evolving site planning objectives.	Community Heritage, Culture, and Design HD 7.2	Speaker 22 Exhibit(s): 67 La Verne Gray (Dr. Corinthia Boone) Exhibit(s): 78 Elder Wilbert A. Ridgely Jr	Revise strategy HD 7.2: Explore adaptive reuse of the Gray Residence as a <u>significant historic and cultural resource. Promote reuse of the structure for</u> [an] art, [or]cultural[center], <u>interpretive</u> , or museum [space]purposes that <u>highlight its historic association with the Ridgely Family.</u> [If identified for demolition, obtain a Historic Area Work Permit and/or reduce the environmental setting of the historic site. Include signage to commemorate the historic story of the Ridgely Family.] <u>Encourage site planning approaches that retain the Gray Residence as an integrated and visible element of future development, including incorporation of the structure into new construction or, where appropriate, relocation of the building in a manner that preserves its historic integrity and long-term viability.</u>	Concurred with Staff's Revised (read out loud) Recommendation to Revise strategy HD 7.2: Explore adaptive reuse of the Gray Residence as a significant historic and cultural resource. [Promote] <u>Consider</u> reuse of the structure for[an] art, [or]cultural[center], interpretive, or museum [space]purposes that highlight its historic association with the Ridgely Family. [If identified for demolition, obtain a Historic Area Work Permit and/or reduce the environmental setting of the historic site. Include signage to commemorate the historic story of the Ridgely Family.] [Encourage] <u>Consider, if feasible,</u> site planning approaches that retain the Gray Residence as an integrated and visible element of future development, including incorporation of the structure into new construction or, where appropriate, relocation of the building in a manner that preserves its historic integrity and long-term viability.	
G2	Requests removal of recommendations for creating new nonprofit entities.	Because the BLCC was created late in the Sector Plan drafting process, revising Strategy HD 3.14 clarifies and formalizes its role as a key entity supporting coordination and implementation alongside other partners.	Community Heritage, Culture, and Design HD 3.14	Speaker 19 Bryan Franklin	Revise strategy HD 3.14: <u>Support and partner with existing nonprofit organizations, such as the Blue Line Corridor Coalition (BLCC), to provide functions of</u> [Assess the feasibility of creating an entity, such as] a business improvement association,[to] <u>providing oversight of</u> [oversee] marketing, branding, security, maintenance, and beautification efforts, especially in unincorporated communities.	Concurred with Staff's Recommendation	

II. H: Public Facilities (Section XI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Testimony							
H1	Long-term residents near the Addison Road-Seat Pleasant Metro Station express concerns about safety, crime, rising taxes, and unclear impacts of rezoning. Request improvements to existing neighborhoods, increased security presence, and clearer communication.	Acknowledged	Public Facilities PF 1 PF 6	Speaker 7 Exhibit(s): 15 Colette Lawson	No Change	Concurred with Staff's Recommendation	

II. I: Proposed Sectional Map Amendment

Rezoning Requests Requiring Extensive Analysis

1. Zoning Change 2 (51 Ritchie Rd - Existing LTO-E // Proposed RTO-L-E // Requested IE):

Oppose the Central Avenue–Blue/Silver Line Sector Plan recommendation to rezone its long-industrial property at 51 Ritchie Road from LTO-E to RTO-L-E and instead request rezoning to the IE Zone, which permits industrial uses and is less intense than both the existing and proposed zoning. The owner argues that the current and proposed zoning are inconsistent with the property’s long-standing industrial use, stem from an improper CMA designation based on unadopted town center boundaries and have already caused real economic harm by preventing re-tenanting and a completed sale. While not opposing long-term mixed-use redevelopment goals, the owner contends that zoning should reflect the property’s current highest and best use to preserve investment, allow continued operation of a viable industrial building, and avoid vacancy and deterioration that would undermine, rather than advance, the Sector Plan’s objectives.

Response: Staff has reviewed the objection to the proposed rezoning of 51 Ritchie Road from LTO-E to RTO-L-E and the request to rezone the property to the IE Zone. Staff acknowledges the site’s long-standing industrial use and the owner’s concerns regarding marketability and reinvestment. The Sector Plan establishes a long-term vision focused on concentrating transit-oriented, mixed-use development in areas with a direct physical and functional relationship to Central Avenue and nearby Metrorail stations. This vision emphasizes sites with corridor frontage, transit accessibility, and integration into the Central Avenue urban design framework as key drivers of walkable, mixed-use redevelopment. Upon further evaluation, staff finds that the subject property’s physical separation from the Morgan Boulevard Metro Station area, lack of frontage or functional relationship to Central Avenue, and continued integration within an established industrial area limit its suitability for transit-oriented or mixed-use redevelopment within the life of the Sector Plan. While center boundaries were initially established under General Plan 2035, staff finds that keeping the subject property within the center boundary is not necessary to advance the Sector Plan’s objectives. This determination is based on the site’s specific location and context and does not apply to properties with Central Avenue frontage or those that are integral to the corridor-focused transit-oriented vision. Accordingly, staff recommends modification of the center boundary to exclude the subject property and supports rezoning the site to the IE Zone to reflect its long-standing industrial function and allow continued industrial use. This recommendation maintains the integrity of the Sector Plan’s overall vision for Central Avenue while recognizing site-specific constraints.

2. Zoning Change 37 (505 Addison Rd - Existing RSF-A // Proposed LTO-E // Requested retain RSF-A):

Objects to the Sector Plan’s recommendation to rezone 505 Addison Road from RSF-A to LTO-E, and requests that the property remain RSF-A, a less intense zone. The owner purchased the property specifically to develop townhouses consistent with existing RSF-A zoning and has already made substantial investments in planning and pre-application review; a rezoning would require redesign, delay, and loss of progress despite the use being permitted in both zones. The owner argues that townhouse development is compatible with surrounding uses, represents appropriate infill near the Addison Road Metro Station, aligns with Sector Plan housing goals, and should not be delayed by unnecessary zoning changes when the proposed development would remain the same under either designation.

Response: Staff has reviewed the objection to rezoning the property at 505 Addison Road from RSF-A to LTO-E and the request that the property remain RSF-A. Staff acknowledges the owner’s investment in planning for townhouse development and notes that townhouse uses, as in the proposed development, are permitted in both the existing and proposed zones. However, staff supports the recommended LTO-E zoning. The subject property is currently undeveloped and is located within approximately one-quarter mile of the Addison Road–Seat Pleasant Metro Station entrance, making it well suited for TOD. The Sector Plan identifies this area as appropriate for zoning that supports greater flexibility, multimodal connectivity, and a broader range of housing and neighborhood serving uses to advance a TOD pattern over time. While the owner proposes development consistent with the existing zoning, the LTO-E designation more fully implements the Sector Plan’s long-term land use and housing goals for transit proximate properties and does not preclude the proposed townhouse development. Retaining RSF-A would maintain a lower intensity zoning pattern that is inconsistent with the adopted vision for properties within walking distance of the Metro station. Accordingly, staff recommends approval of the proposed LTO-E zoning.

3. Zoning Change 2 (104 Westhampton Dr - Existing LTO-E // Proposed RTO-L-E // Requested IE):

Objects to rezone property at 104 Westhampton Drive from LTO-E to RTO-L-E and requests rezoning to the IE Zone, which is less intense and allows long standing industrial uses. The property is part of the Central Industrial Park and has been used for decades as a contractor’s office and storage yard, and owner acquired it specifically for that purpose. The owner argues that earlier zoning actions, including the Development District Overlay Zone and the Countywide Map Amendment, were applied in error and restricted lawful industrial use, forcing years of delay and significant expense simply to occupy the property. Because the site does not front on or visually impact Central Avenue and is surrounded by other IE zoned industrial properties, argues IE zoning would protect existing businesses, allow improvements under current regulations, support local employment, and remain fully consistent with the long-term goals of the Sector Plan without forcing the property to remain a nonconforming use.

Response: Staff has reviewed the objection to rezoning the property at 104 Westhampton Drive from LTO-E to RTO-L-E and the request to rezone the property to the IE Zone. Staff acknowledges the site’s long-standing industrial use, its location within the Central Industrial Park, and the owner’s concerns regarding prior zoning actions. The Sector Plan focuses on concentrating transit-oriented, mixed-use redevelopment along Central Avenue and in areas with a direct physical and functional relationship to the corridor and nearby Metrorail stations. Upon further evaluation, staff finds that the subject property’s continued function as part of an established industrial area and its lack of frontage or functional relationship to Central Avenue limit its suitability for transit-oriented or mixed-use redevelopment within the life of the Sector Plan. This site-specific determination is consistent with other properties included in ZC-2 that similarly lack Central Avenue frontage. Accordingly, staff recommends modifying the center boundary to exclude the subject property and supports rezoning the site to the IE Zone to reflect its long-standing industrial role, and allow continued industrial use, while maintaining the integrity of the Sector Plan’s overall vision.

4. Zoning Change 2 (8424 Central Ave - Existing CGO/LTO-E // Proposed RTO-L-E // Requested CGO):

Objects to rezone from split CGO and LTO-E zoning to RTO-L-E and instead requests that the entire property be zoned CGO, which is less intense and allows the already approved use. The owner has invested over a decade in developing the site in compliance with prior zoning and Development District Overlay Zone standards, culminating in full approvals for a new Advance Auto Parts store that improves the Central Avenue streetscape and aligns with corridor revitalization goals.

II. I: Proposed Sectional Map Amendment

The proposed RTO-L-E zoning would prohibit the approved use, conflict with existing entitlements, and ignore the site's small size and physical limitations that make mixed-use development infeasible. The request does not seek to alter long-term sector plan goals but to protect recently granted approvals, ensure economic viability, and align zoning with an entitled, high-quality development by a long-term local owner.

Response: Staff has reviewed the objection to rezoning the property from split CGO and LTO-E zoning to RTO-L-E and the request to rezone the entire property to the CGO Zone. Staff acknowledges the owner's long-term investment in the site, including development approvals obtained in compliance with prior zoning and Development District Overlay Zone standards for a commercial use along Central Avenue. Upon further evaluation, staff finds that the limited capacity to support mixed-use redevelopment within the life of the Sector Plan distinguish it from other properties along the Central Avenue corridor. While the Sector Plan establishes a coordinated framework to transition select, larger properties over time to more flexible, transit-supportive zoning, staff finds that keeping the subject property within the center boundary is not necessary to advance the plan's broader objectives. This determination is site-specific and should not be interpreted as applicable to larger parcels or sites with greater redevelopment capacity that can support the plan's long-term mixed-use or transit-oriented vision. Rezoning the entire site to the CGO Zone supports implementation of the Sector Plan's vision for Central Avenue by enabling completion of an approved, corridor-oriented commercial development consistent with the surrounding commercial context and intended function of this portion of the corridor. Accordingly, staff recommends modification of the center boundary to exclude the subject property and supports rezoning the site to the CGO Zone to reflect existing entitlements and advance the plan's overall commercial corridor strategy. This recommendation maintains the integrity of the Sector Plan while recognizing site-specific conditions and prior approvals.

5. Zoning Change 2 (7870 Central Ave - Existing: LTO-E // Proposed RTO-L-E // Requested CS):

Objects to the proposed RTO-L-E zone and requests rezoning to the CS Zone to reflect its long-established service commercial use. The property has been owned and maintained by the Berman Companies since 1993 and is improved with well-leased, purpose-built buildings containing furniture retail and neighborhood service uses that neither front on Central Ave nor function as transit-oriented retail. Owner argues that the LTO-E designation adopted through the CMA was inconsistent with prior zoning, limits necessary commercial uses, and threatens the property's ability to remain fully leased and reinvested. Given the site's physical constraints, existing improvements, and lack of feasibility for mixed-use redevelopment, the owner supports the Sector Plan's long-term vision but contends that zoning should reflect the current highest and best use to protect viable businesses, allow future improvements, and prevent unnecessary decline of a well-functioning commercial center.

Response: Staff has reviewed the objection to the proposed RTO-L-E zoning and the request to rezone the property to the CS Zone. While staff acknowledges the property's long standing commercial use, its current zoning classification, and continued investment by the owner, staff does not support rezoning the site to CS. The property is located within approximately one-quarter mile of the Morgan Boulevard Metro Station entrance, an area where the Sector Plan directs long term transit oriented and employment supporting development. While existing commercial uses may continue, the RTO-L-E zoning maintains consistency with County and Sector Plan policies by preserving flexibility for future transit-supportive redevelopment while allowing reinvestment in property improvements. Rezoning the property to CS would reinforce an auto-oriented commercial pattern that is inconsistent with the plan's long-term vision for transit-proximate properties. Accordingly, staff recommends retaining the proposed RTO-L-E zoning to implement the Sector Plan's vision for coordinated, transit-oriented growth near Metro stations.

6. Zoning Change 2 (7901-7963 Central Ave - Existing: LTO-E // Proposed RTO-L-E // Requested CGO):

Objects to the RTO-L-E zone and requests rezoning to CGO to reflect its long-standing and fully leased neighborhood commercial use. The properties, owned by long-term local investors since 1992, has been improved with a well-maintained retail center providing a wide range of community-serving businesses that rely on access to a broad commercial use list. Owner argues that prior planning actions, including the CMA, misapplied transit-oriented zoning to a site that is physically constrained, not suited for mixed-use redevelopment, and intentionally designed to serve hybrid retail and service tenants rather than transit-oriented uses. The owner supports the Sector Plan's long-term vision but contends that current zoning should reflect the property's highest and best existing use to protect viable businesses, allow reinvestment, and prevent decline caused by use restrictions that hinder leasing and maintenance.

Response: Staff has reviewed the objection to the proposed RTO-L-E zoning and the request to rezone the properties to the CGO Zone. Staff acknowledge the long-standing neighborhood commercial use, its continued occupancy by community serving businesses, the owner's history of investment and maintenance, and concerns that changes in permitted uses may affect leasing decisions. However, staff does not support rezoning the property to CGO. The site is located within a designated transit-oriented planning area along the Central Avenue corridor, where the Sector Plan establishes a long-term framework for transitioning properties over time to more flexible, transit supportive, and employment generating zoning patterns. Prior zoning actions, including the Countywide Map Amendment, were adopted through duly authorized legislative processes and reflect County policy to apply transit-oriented zoning at a corridor and station area scale rather than based solely on individual site conditions. While staff recognize the importance of maintaining viable commercial centers, the proposed RTO-L-E Zone allows the continued operation and reinvestment in existing commercial uses while preserving long term flexibility consistent with the Sector Plan's objectives. Rezoning the properties to CGO would establish a commercial zoning pattern that is inconsistent with the coordinated land use strategy for the corridor. Accordingly, staff recommend retaining the proposed RTO-L-E zoning.

7. Zoning Change 61 (8601 & 8605 Central Ave - Existing IE // Proposed CGO // Requested retain IE):

Object to downzone from IE to CGO and request that both the zoning and future land use designation remain industrial. The 6.0-acre assemblage has been owned and operated by the same family for decades and is improved with well-maintained industrial buildings that have successfully supported a range of industrial tenants and employment uses. The owners argue that the proposed downzoning is inconsistent with the General Plan's employment and industrial designation, improperly groups their properties with unrelated mixed-use sites, and would render the buildings nonconforming in a way that prevents re-tenanting, depresses value, and threatens long-term maintenance if vacancies occur. While supporting the Sector Plan's long-term goals, the owner contends the properties are not candidates for redevelopment within the life of the plan and that retaining IE zoning is necessary to protect existing investments, allow lawful industrial reuse, and prevent avoidable property decline.

II. I: Proposed Sectional Map Amendment

Response: Staff has reviewed the objection to rezoning the subject 6.0-acre industrial assemblage from IE to CGO and the request that both the zoning and future land use designation remain industrial. Staff acknowledges the property's long-standing industrial use, stable family ownership, continued contribution to employment, and the owner's concerns regarding reinvestment and long-term maintenance. While the General Plan recognizes the importance of industrial uses, the Sector Plan provides a more detailed, corridor specific framework that evaluates industrial properties based on access, surrounding land use context, and long-term transition opportunities. The proposed CGO zoning broadens the range of employment-supporting and commercial uses that may be considered over time, while allowing existing industrial operations, including printing or similar reproduction facilities permitted by Special Exception, to continue and reinvest, consistent with the Zoning Ordinance. Staff recognize the importance of supporting viable uses during periods of market transition, but retaining IE zoning would limit the plan's ability to implement a coordinated and flexible land use strategy for the corridor. Accordingly, staff recommends approval of the proposed CGO Zone to support greater land use options while advancing the Sector Plan's long-term corridor vision.

8. Zoning Change 2 (7700 Walker Mill Dr - Existing LTO-E // Proposed RTO-L-E // Requested CGO):

Objects the LTO-E to RTO-L-E and requests CGO, a less intense zone that aligns with long-standing, vested shopping center approvals. The owner has held the property since 2005, obtained and vested full subdivision and detailed site plan approvals for a high-quality, grocery-anchored retail center, donated land for a public fire station, and is prepared to complete construction. Owner argues that the LTO-E zoning adopted through the CMA was erroneous, inconsistent with prior plans and approvals, and that the proposed RTO-L-E zoning would conflict with vested rights, prohibit key commercial uses, and impose development standards incompatible with the site's physical and environmental constraints. While supporting the Sector Plan's long-term objectives, the owner contends that rezoning to CGO is necessary to protect existing entitlements, ensure economic viability, and allow completion of a project that advances corridor revitalization without undermining adopted planning goals.

Response: Staff has reviewed the objection to rezoning the property from LTO-E to RTO-L-E and the request to rezone the property to the CGO Zone. Staff acknowledges the owner's long-term ownership of the site, substantial prior investment, including approved subdivision and detailed site plan applications for a grocery anchored commercial development, and the contribution of land for a public fire station. While the Sector Plan establishes a coordinated framework to transition select sites over time into more flexible, transit supportive development patterns, staff finds that keeping the subject property within the center boundary is not necessary to advance the plan's broader objectives. This determination is site specific and should not be interpreted as applicable to other parcels that are structured, configured, or positioned to support the plan's long-term mixed-use or transit-oriented vision. The subject property includes areas both within and outside the existing center boundary, and its overall configuration does not materially advance the Sector Plan's TOD objectives for the center. Rezoning the entire site to the CGO Zone supports implementation of the Sector Plan's vision for Central Avenue by enabling completion of an approved, corridor-oriented commercial development that is consistent with adjacent commercially zoned properties and the intended function of this segment of the corridor. Accordingly, staff recommends modification of the center boundary to exclude the subject property and supports rezoning the site to the CGO Zone to reflect existing entitlements and advance the plan's overall corridor strategy. This recommendation maintains the integrity of the Sector Plan while recognizing site specific conditions and prior approvals.

SMA Testimony

Staff recommends the following::

	Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Speaker #/Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
I1	Zoning Change 13	Agreement with proposed zone	Exhibit(s): 3 Dyonne and Lolita Gleaton	8005 Homefield Drive	3739497	LTO-E	RTO-L-E	N/A	No Change	Concurred with Staff's Recommendation	
I2	New Request: Requests rezoning the Addison Station brownfield to LTO-E. Notes ongoing remediation and methane mitigation and highlights long-term vacancy due to infrastructure and environmental constraints. New Request: Expand ZC 40 to include properties fronting Adak Street and Addison Road and incorporating the Addison Station brownfield site into the LTO-E zone.	Reclassify to New Zone	Speaker 4 Thomas Mateya Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	See Section VI. Appendix	See Section VI. Appendix	RSF-A	N/A	LTO-E	Staff supports the requested zoning change and proposes adding a change to the SMA. See Staff Recommendation I3.	Concurred with Staff's Recommendation	

II. I: Proposed Sectional Map Amendment

	Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Speaker #/Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
I3	New Request: Requests expansion of Local Transit-Oriented (LTO) zoning around Central Avenue and Addison Road, including the NE quadrant and Goodwin Park. Advocates for TOD designation, more housing, and eventual attraction of a grocery store.	Reclassify to New Zone	<p>Speaker 10 Exhibit(s): 52, 55 & 59 Kyrthlyn Rhoda (on behalf of the City of Seat Pleasant)</p> <p>Exhibit(s): 65 Adam Beal (Exec. Vice Pres. of Development Turning Point Energy)</p> <p>Exhibit(s): 68 Brian Gault</p>	See Section VI. Appendix	See Section VI. Appendix	RSF-65 & RSF-A	LTO-C/RSF-65 & RSF-A	LTO-C/ LTO-E	<p>Staff reviewed testimony requesting expansion of the LTO-E Zone and the Addison Road Local Transit Center to support redevelopment of the Addison Station (brownfield) site, including areas beyond the current center boundary. Staff supports rezoning the properties identified in the testimony that are currently within the Addison Road Local Transit Center to LTO-E to advance a coordinated, transit-oriented redevelopment framework, including brownfield remediation, renewable energy opportunities, and equitable development consistent with the Sector Plan.</p> <p>Staff also supports a limited adjustment to the Local Transit Center boundary to include one adjacent property currently zoned RSF-A to avoid leaving a single property zoned RSF-A that would be inconsistent with the surrounding zoning. However, staff does not support further expansion of the Local Transit Center or LTO-E zoning beyond this property, including expansion toward Goodwin Park, as broader boundary/zoning changes are not necessary to advance the plan's objectives and could affect established residential or open-space areas.</p>	Concurred with Staff's Recommendation	
I4	Zoning Change 61: Strongly opposes downzoning from IE to CGO. Requests retention of existing industrial zoning, citing long-term family ownership, building design incompatibility with commercial uses, and financial hardship from loss of industrial utility.	Retain Current	<p>Speaker 3 Exhibit(s): 54 Abraham Helal</p>	8601, 8605, and 8607 Central Ave	1442664 1441120 1504034	IE	LTO-E	IE	No Change	Concurred with Staff's Recommendation	
I5	Zoning Change 38: Rolling Ridge residents oppose rezoning that could make single-family homes nonconforming or drive displacement. They support higher density near the Metro on vacant commercial sites while seeking protection to preserve neighborhood character and allow residents to age in place.	Retain Current	<p>Speaker 7 Exhibit(s): 15 Colette Lawson</p> <p>Speaker 23 Exhibit(s): 79 Karen Swindell</p> <p>Speaker 26 Exhibit(s): 66 Chawndese Hylton</p>	6400-6528 Rolling Ridge Dr 300-314 Milfan Dr	2077154 2107191 2072544 2023307 2061562 2068625 2066496 2048700 2016665 2074128 2068229 2066918	RSF-65	LTO-E		<p>No Change</p> <p>Under the Transitional Provisions, existing single-family dwellings that were lawfully established may continue to be treated as legal and conforming following rezoning and would not become nonconforming solely due to the change.</p> <p>Additionally, because single-family dwellings are exempt from Use & Occupancy permit requirements, they are not subject to the same</p>	Concurred with Staff's Recommendation	

II. I: Proposed Sectional Map Amendment

	Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Speaker #/Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
			Exhibit(s): 56 Alvin Mahone		1990043 2032316 2072585 2038776 2104099 2067734 2058790 2098028 9999999 2015030 2107779 1991215 2072189 200544 2040756 2058675 2071785 2015386 2065035 2045789 2016673 2064756 2062552 2105112				regulatory impacts as commercial or retail uses. As a result, rezoning does not affect single-family homes in the same way it would a business use, which helps address concerns about displacement and neighborhood stability. Staff reached out to two residents to set up a meeting with them and their neighbors to address concerns and answer questions. Staff will continue to communicate with Rolling Ridge residents as the Sector Plan approval process moves forward.		
I6	The Church neither supports nor opposes the Preliminary Central Avenue-Blue/Silver Line Sector Plan but does not support the SMA as currently proposed. The primary concern is a lack of clarity regarding the SMA's rezoning impacts on property use, property values, tax liability, and long-term permissibility of existing institutional uses.	N/A ZC 2 ZC 7 ZC 8	Exhibit(s): 60 Gregory Johnson	8509 Central Ave 8511 Central Ave 8513 Central Ave 8515 Central Ave 8517 Central Ave	1440734 1440759 1445972 1507433 1536077	LTO-E RR IE	RTO-L-E	N/A	No Change Staff has reached out to Mr. Johnson to clarify the impacts of zoning and address any other questions and concerns.	Concurred with Staff's Recommendation	
I7	Zoning Changes 15–28 and Zoning Changes 29–43	Agreement with Proposed Zone	Exhibit(s): 63 Bradley Heard - Greater Capitol Heights Improvement Corporation (GCHIC)	N/A	N/A	N/A	N/A	N/A	No Change	Concurred with Staff's Recommendation	
I8	Zoning Change 2	Reclassify to New Zone	Speaker 21 Exhibit(s): 69 Thomas Haller	51 Ritchie Rd	2083558	LTO-E	RTO-L-E	IE	Modify the Local Transit Center boundary to exclude the subject property and grant the requested IE Zone.	Concurred with Staff's Recommendation	

II. I: Proposed Sectional Map Amendment

	Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Speaker #/Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
I9	Zoning Change 37	Retain Current	Speaker 21 Exhibit(s): 70 Thomas Haller	505 Addison Rd	2056224	RSF-A	LTO-E	RSF-A	No Change	Concurred with Staff's Recommendation	
I10	Zoning Change 2	Reclassify to New Zone	Speaker 21 Exhibit(s): 71 Thomas Haller	104 Westhampton Ave	5505094	LTO-E	RTO-L-E	IE	Modify the Local Transit Center boundary to exclude the subject property and grant the requested IE Zone. The properties at 120 Westhampton Dr (Tax # 1999457 & 1999465) will also be removed from the Center and rezoned to IE.	Concurred with Staff's Recommendation	
I11	Zoning Change 2	Reclassify to New Zone	Speaker 21 Exhibit(s): 72 Thomas Haller	8424 Central Ave	2015162	CGO/LTO-E	RTO-L-E	CGO	Modify the Local Transit Center boundary to exclude the subject property and grant the requested CGO Zone. The property at 4 Norair Ave (Tax # 2073336) will retain the CGO Zone.	Concurred with Staff's Recommendation	
I12	Zoning Change 2	Reclassify to New Zone	Speaker 21 Exhibit(s): 73 Thomas Haller	7870 Central Ave	2071470	LTO-E	RTO-L-E	CS	No Change	Concurred with Staff's Recommendation	
I13	Zoning Change 2	Reclassify to New Zone	Speaker 21 Exhibit(s): 74 Thomas Haller	7901-7963 Central Ave	5605917 2964286	LTO-E	RTO-L-E	CGO	No Change	Concurred with Staff's Recommendation	
I14	Zoning Change 61	Retain Current	Speaker 21 Exhibit(s): 75 Thomas Haller	8601, 8605 and 8607 Central Ave	1442664 1441120 1504034	IE	CGO	IE	No Change	Concurred with Staff's Recommendation	
I15	Zoning Change 2	Reclassify to New Zone	Speaker 21 Exhibit(s): 76 Thomas Haller	7700 Walker Mill Dr	5509917	LTO-E	RTO-L-E	CGO	Modify the Local Transit Center boundary to exclude the subject property and grant the requested CGO Zone.	Concurred with Staff's Recommendation	

II. J: Testimony Outside the Boundary of the Staff Draft Sector Plan and/or Proposed SMA

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
J1	Represents Glenarden Community Center and American Legion Post. Supports expanded community and athletic facilities, youth programming, TOD, diverse housing types, and MD 214 road diet improvements.	Acknowledged	N/A	Speaker: 18 Eric Waters	No Change	Concurred with Staff's Recommendation	
J2	Concerned that the sector plan could increase traffic and lead to future rezoning pressures affecting Clinton. They ask the County to set clear planning limits, mitigate traffic impacts, and keep the community engaged to protect neighborhood stability and affordability.	Acknowledged	N/A	Exhibit(s): 6 Mrs. Harris	No Change	Concurred with Staff's Recommendation	
J3	In support noting amendments requested on behalf of American Legion Post 275 and Letter requesting County support for a veteran-focused campus concept associated with American Legion Post 275.	Acknowledged	N/A	Exhibit(s): 45 Cashenna A. Cross, et al.	No Change	Concurred with Staff's Recommendation	
J4	Testimony intended for Go Prince George's Master Plan of Transportation	Acknowledged	N/A	Exhibit(s):61 Micah Watson	No Change	Concurred with Staff's Recommendation	

III. K: Late Testimony

Should the Planning Board determine to allow the referenced additional testimony (T1 and T2) into the record pursuant to Section 27-3502(f)(3) of the Zoning Ordinance, staff provide the following analysis and recommendations:

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
General Testimony							
K1	The Capital Market is broadly supportive of the plan's direction and believe it provides a strong foundation for guiding equitable growth along the corridor.	Acknowledged	N/A	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	No change	Concurred with Staff's Recommendation	
K2	Supports the Sector Plan and SMA, and the rezoning from RSF-65 to LTO-E.	Acknowledged	Zoning Change ZC 35	Exhibit(s): T-2 Andrew T. Shelly (On behalf of Harold W. Johnson)	No Change	Concurred with Staff's Recommendation	
Land Use (LU)							
K3	The BLCC supports TOD and increased density near Metro stations but requests greater clarity on how existing single-family properties will be treated, particularly regarding nonconforming uses under the SMA.	The Preliminary Sector Plan and SMA guide long-term growth and do not require the redevelopment or removal of existing single-family homes. Where zoning changes result in existing residences becoming nonconforming, those uses may continue in accordance with Part 27-7 of the Zoning Ordinance, including the ability to maintain, repair, and, where permitted, alter or expand structures. The SMA is intended to support future transit-oriented redevelopment over time while providing stability for existing neighborhoods and homeowners. In plain terms, current homeowners are not required to change how they use their homes or to redevelop because of the plan. A key component of the plan is to balance growth near Metro stations with neighborhood stability.	LU 1	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	No Change	Concurred with Staff's Recommendation	
K4	The BLCC encourages guidance to support incremental, small-scale reinvestment that aligns with neighborhood character.	The Sector Plan includes multiple policies that support incremental, small-scale reinvestment consistent with neighborhood character, including housing diversity strategies, nonconforming use provisions, and context-sensitive design principles within transit-oriented areas. These policies recognize that change will occur gradually and are intended to support homeowners and small property owners who seek to reinvest over time without triggering large-scale redevelopment.	Various	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	No Change	Concurred with Staff's Recommendation	
K5	The BLCC recommends expanding permitted uses in mixed-use and commercial zones to	The Preliminary Sector Plan supports a diverse and locally rooted economic base along the corridor and recognizes the role these activities can play in	N/A	Speaker 29 Exhibit(s): T-1	No Change	Concurred with Staff's Recommendation	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	include small-scale production and food-related uses.	supporting small businesses and community vitality. Use permissions are established through the Countywide Zoning Ordinance, and the plan's role is to provide policy guidance rather than to modify use regulations.		Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)			
K6	The BLCC supports policies allowing additional dwelling units in single-family homes but calls for clear design and implementation standards.	The Preliminary Sector Plan's housing diversity and incremental infill policies encourage context-sensitive additions that expand housing options while maintaining neighborhood context. Detailed design standards are addressed through the Zoning Ordinance and development review processes.	HN 2 HN 7 HD 3	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	No Change	Concurred with Staff's Recommendation	
Economic Prosperity (EP)							
K7	The Capital Market Recommends expanding the Sector Plan's economic development framework beyond mixed-use and retail to more fully recognize existing industrial assets and opportunities for sustainable and advanced manufacturing along the corridor. Industrial lands could support green production, food manufacturing, and other value-added enterprises. Building on these assets would help diversify the corridor's economic base, support local entrepreneurship, and create accessible employment pathways for residents while complementing the plan's broader redevelopment goals.	The Preliminary Sector Plan supports economic diversification and the continued role of employment-generating uses alongside mixed-use redevelopment. In response to this comment, staff is recommending a new strategy under Policy EP-5 to acknowledge and leverage existing industrial lands for value-added manufacturing opportunities, including green production and food-related uses, in a manner that complements transit-oriented development and long-term corridor goals.	EP 4 EP 5 HC 6 HC 12.1	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	Add strategy EP 5.4: <u>Leverage existing industrial lands to support sustainable and advanced manufacturing opportunities.</u> (i) <u>Encourage adaptive reuse and reinvestment in underutilized industrial spaces for value-added enterprises, including green production, food manufacturing, and small-scale fabrication, where compatible with surrounding land uses.</u> (ii) <u>Coordinate economic development, workforce development, and entrepreneurship efforts to expand accessible employment opportunities for corridor residents while complementing long-term transit-oriented and mixed-use redevelopment.</u>	Concurred with Staff's Recommendation	
K8	The BLCC strongly supports efforts to strengthen the corridor's economic ecosystem, particularly by supporting long-standing, locally rooted businesses. The BLCC emphasizes the need for stable and affordable commercial space, including ownership models like retail condominiums, to help businesses remain in place. The BLCC supports workforce development, entrepreneurship, and industry cluster strategies and promote sustainable advanced manufacturing (SAM), including food production, construction, and light industrial uses. Encourage reuse of underutilized industrial space and support emerging initiatives like	The Sector Plan prioritizes small business support, workforce development, entrepreneurship, and industry cluster strategies, and recognizes the importance of stable and affordable commercial space to support business continuity and reduce displacement pressures. In response to highlighting sustainable and advanced manufacturing opportunities, staff is recommending Strategy EP 5.4 under Policy EP 5 to recognize and leverage existing industrial and employment lands for value-added activities.	EP 4 EP 5	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	No Change	Concurred with Staff's Recommendation	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	commercial kitchens, agricultural hubs, and modular housing production.						
Transportation and Mobility (TM)							
K9	The proposed pedestrian bridge at Cabin Branch should be carefully evaluated to avoid prioritizing vehicular movement over the pedestrian experience.	See staff response in E4	TM 1.12	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	See staff recommendation in E4	Concurred with Staff's Recommendation	
K10	The BLCC opposes the proposed pedestrian bridge, arguing that it prioritizes vehicle flow over pedestrian experience and is inconsistent with walkable, vibrant communities. They instead advocate for enhanced at-grade crossings and street-level improvements.	See staff response in E4	TM 1.12	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	See staff recommendation in E4	Concurred with Staff's Recommendation	
Natural Environment (NE)							
K11	The Capital Market recommends strengthening the Sector Plan's environmental stewardship and public realm strategies by addressing invasive species and improving overall tree canopy health along the corridor. Enhancements to street lighting and safety conditions, deployment of smart technologies to deter and respond to issues such as illegal dumping, and improved wayfinding and preservation of key landmarks, including the East Corner Boundary Stone at Addison Road.	<p>The sector plan acknowledges the presence of invasive species, gaps in tree canopy, and illegal dumping and makes recommendations for how to address and improve through, for example, targeting tree planting, installing illegal dumping enforcement measures, and developing invasive species management plans.</p> <p>The sector plan also includes recommendations to promote lighting in street design, CPTED strategies for visibility to improve public safety, and incorporation of smart technology and wayfinding.</p> <p>The sector plan specifically calls for the long-term preservation of the East Corner Boundary Stone at the corner of Easter Ave NE and Southern Ave NE and other key landmarks by creating intentional public spaces that respect and represent the history of the area.</p>	<p>Invasive species (NE 1.1, NE 1.2, NE 1.3)</p> <p>Tree canopy (Policy NE 3)</p> <p>Street lighting (TM 4.2, HD 2.1)</p> <p>CPTED (HD 4.1, PF 1.2)</p> <p>Illegal dumping (NE 4.1)</p> <p>Wayfinding (HD 2.1, HD 2.2, HD 2.3)</p> <p>Boundary stone (HD 1.13, HD 2.8, PF 2.11)</p>	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	No change	Concurred with Staff's Recommendation	
Housing and Neighborhoods (HN)							

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
K12	The Capital Market recommends that the Sector Plan include policies specifically aimed at supporting existing residents, particularly homeowners, as redevelopment occurs. It calls for resources and programs that promote housing rehabilitation, aging in place, and long-term neighborhood stability to help residents maintain and adapt their homes. These measures are intended to ensure that current residents can remain in their communities and share in the benefits of future investment and revitalization.	<p>Staff agrees with the sentiment that existing residents should be supported as development and redevelopment occurs in the future. The Sector Plan has policies and strategies supporting rehabilitation and home preservation, aging in place, and anti-displacement measures.</p> <p>Policy HN 6 addresses rehabilitation and home preservation by pointing residents to various available programs including the Blue Line Corridor Homeowner Rehabilitation Assistance Program, the Moderate Rehabilitation Program, Prince George's County Homeownership Preservation Program, and others.</p> <p>Policy HN 7 advocates for residents to age-in-place by ensuring existing housing stock and future residential development meets the needs of individuals of all ages and abilities. This policy has strategies that recommend housing counseling services for seniors, the incorporation of Universal Design features, and the preservation of affordable, accessible senior housing. In addition, this policy also recommends the development of an assisted living facility in the sector plan area for residents who need advanced care.</p> <p>Policy HN 4 recommends numerous strategies oriented around preventing displacement of residents. Among these are the proposal for additional study of displacement vulnerability, displacement mitigation strategies like inclusionary zoning, rent stabilization, tax burden assistance, and the provision of residents with legal assistance.</p>	HN 4 HN 6 HN 7	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	No Change	Concurred with Staff's Recommendation	
K13	The BLCC opposes the creation of a new nonprofit entity to implement the plan, instead advocating for partnerships with existing organizations such as HIP, LISC, and BLCC.	See staff response in F2	HN 3	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	See staff recommendation in F2	Concurred with Staff's Recommendation	
Community Heritage, Culture, and Design (HD)							
K14	The Capital Market recommends strengthening the Sector Plan's cultural heritage policies by expanding recognition beyond currently identified historic sites to include additional individuals, families, and places that shaped the	The Sector Plan includes strategies to document identified historic and cultural resources, support placemaking at key locations, and establish a community archive to preserve corridor stories. To provide additional flexibility, staff supports	HD 1	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	Add strategy: HD 1.15: Investigate and document additional individuals, families, and places that shaped the Blue Line Corridor, including the Robert Harrod Jr., James	Concurred with Staff's Recommendation	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	Blue Line Corridor, including Robert Harrod Jr., James Farmer, and the Wilson Dairy Farm. It urges the plan to more fully document African American land ownership, agricultural history, and cultural contributions, and to incorporate these narratives into planning, placemaking, and interpretive strategies. Recognizing underrepresented histories, including the transition of one of the last working farms inside the Capital Beltway, would help ensure that future development honors community memory and integrates cultural preservation into long-term growth decisions.	adding/revising strategies to allow for the ongoing identification of historic and culturally significant entities and structures through continued community engagement.			<u>Farmer, and the Wilson Dairy Farm, to determine historical and cultural significance.</u> Revise Strategy: HD 2.6 Install temporary and permanent public art and placemaking elements at key locations identified in Table 32 and Map 41 and into existing and new park spaces listed in Table 33, Table 34, and Table 35. Identify additional sites and installations through ongoing community and stakeholder engagement <u>to recognize previously untold narratives of the individuals, families, and places that shaped the Blue Line Corridor.</u>		
K15	The BLCC recommends developing cohesive branding, wayfinding, and cultural storytelling strategies to strengthen the corridor’s identity and sense of place.	The Sector Plan already includes this as a strategy building on previously published Planning Department studies and using local heritage themes.	HD 2.1	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	No change	Concurred with Staff’s Recommendation	
Healthy Communities (HC)							
K16	The Capital Market recommends that the Sector Plan more clearly elevate local food systems as a public health and economic development strategy by building on existing initiatives that expand food access and entrepreneurship. They call for greater support for farmers markets, CSAs, mobile markets, and culturally relevant food retail; promotion of land-based business models such as the Urban Farm Incubator at Watkins Regional Park; and increased use of County programs like Cultivate-a-Lot to activate vacant land for food production and small business development. The testimony also urges formalizing Healthy Food Walk Audits as an ongoing engagement and analysis tool, including partnerships with local schools, to ground planning decisions in lived experience and generate actionable insights on food access and the built environment.	The Sector Plan already includes strategies to expand farmers and mobile markets and form a CSA program as well as use vacant land for growing to improve food access. The Sector Plan includes a strategy to establish a teaching farm in the Morgan Boulevard area which could function like the Urban Farm Incubator at Watkins Regional Park. Additional details can be added to that strategy. Staff recommends the addition of a strategy to incorporate Healthy Food Walk Audits into the information gathering phase of establishing a food oasis.	HC 4 HC 5 HC 10.2	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Capital Market)	Add strategy HC 1.8: <u>Conduct Healthy Food Walk Audits to explore local food access challenges as an engagement and analysis tool to guide future changes to the built environment, policy, and food networks.</u> Revise strategy HC 10.2: Explore establishing an interactive “teaching farm” north of the Morgan Boulevard Metro Station (south of Sheriff Road) to improve healthy food access and education about the area’s farming history. <u>The farm could function similar to the Urban Farm Incubator at Watkins Regional Park to provide support and training for beginning farmers by demonstrating best practices.</u>	Concurred with Staff’s Recommendation	
K17	The BLCC highlights ongoing efforts such as farmers’ markets and food access programs and encourages expansion of these models, including partnerships to activate vacant or underutilized land for food production and processing.	The Sector Plan already includes strategies to partner with faith-based organizations, the County Land Bank Authority, community centers, schools, and more to make private and public land available for urban agriculture and farmers markets. Other strategies	HC 1.3 HC 4 HC 5	Speaker 29 Exhibit(s): T-1 Brittney Drakeford (On behalf of the Blue Line Corridor Coalition BLCC)	No change	Concurred with Staff’s Recommendation	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Speaker #/Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
		highlight creating an inventory of vacant or underused buildings for food producing and processing activities.					

IV. List of Speakers

Verbal Testimony #	Speaker Signup #	Name	Title	On Behalf Of
V1	1.	Cheryl Cort		
V2	2.	Peter Gray		
V3	3.	Abraham Helal		
V4	4.	Thomas Mateya		
V5	5.	Roy Gardiner		
V6	6.	Jared Morgan (absent)		
V7	7.	Colette Lawson		
V8	8.	Michael Jones II		
V9	9.	Taylor Frazier McCollum (absent)		
V10	10.	Kyrthlyn Rhoda		
V11	11.	Maurus Robinson		
V12	12.	Rande Atcherson		
V13	13.	Kyle Reeder		
V14	14.	Ivin Myles	Assistant Pastor, House of Prayer Church of God, No. 1	
V15	15.	Belinda Queen		
V16	16.	Stanford Fraser		
V17	17.	Eddie Diaz-Campbell (absent)	Senior Land Planner, Hijazi & Carroll, P.A.	
V18	18.	Eric Waters	Judge Advocate at the Glenarden American Legion Post 275	
V19	19.	Bryan Franklin		
V20	20.	Mark Vogel		
V21	21.	Bernard Holloway		
V22	22.	La Verne Gray	Mildred Ridgley Gray Charitable Trust, Inc.	
V23	23.	Karen Swindell		
V24	24.	Thomas Haller	Gibbs & Haller	
V25	25.	Douglas Edwards	The Coalition	
V26	26.	Chawndese Hylton		
V27	27.	Jean A. Lawson		
V28	28.	Arsalan Raminen (absent)		
V29	29.	Brittney Drakeford	The Capital Market	

V. List of Exhibits

Exhibit No.	Item Description	Received From	Date
March 10, 2026 - Joint Public Hearing			
1	Preliminary Central Avenue-Blue/Silver Line Sector Plan	M-NCPPC	10/06/2025
2	Proposed Central Avenue-Blue/Silver Line SMA	M-NCPPC	10/06/2025
3	eComment in support of the SMA and supporting recommended change to the zoning classification of property	Dyonne & Lolita Gleaton	01/24/2026
4	Email with affidavits	Brian Gault Addison Station LLC	02/05/2026
5	E-comment with affidavits	Thomas Haller, Gibbs, and Haller	02/06/2026
6	E-comment with concerns about increased traffic on surrounding corridors including Clinton and potential impacts on future rezoning proposals extending southward	Mrs. Harris	02/08/2026
7	Email regarding consideration of impacts and making the county attractive to a more diverse group of residents and businesses	Cynthia Alston	02/25/2026
8	Email in support of development around Metro stations, specifically supporting mixed-use walkable development.	Alexander Barnes	02/25/2026
9	Email in support of creating a more walkable Central Avenue, improving safety, supporting local businesses, and making it easier for residents to connect with transit	Yohannes Bennehoff	02/25/2026
10	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Nicholas Orrick	02/25/2026
11	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Henry Renze	02/25/2026
12	Email in strong support of more transit oriented development along the Blue Line corridor.	Stanford Fraser	02/25/2026
13	Email in support of the Plan and SMA and rezoning to allow mixed use land usage including dense housing, retail, and green space near Metro stations.	Deirdre McGlynn	02/25/2026
14	Email in support for the Blue Line Sector Plan to support housing, business development, greater connectivity, and increased walking and biking opportunity.	Tom Taylor	02/25/2026
15	eComment on needing more information	Colette Lawson	02/25/2026
16	Email in strong support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Clara Irazabal	02/26/2026
17	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Sarah Batto	02/26/2026
18	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Benjamin Bradley	02/26/2026
19	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Jody Taylor-Fisher	02/26/2026
20	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Steve Brigham	02/27/2026
21	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Paul Cruz	02/27/2026
22	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Steve Brigham	02/27/2026
23	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Rich Holcomb	03/02/2026
24	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Jacob Barker	03/02/2026
25	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Rich Holcomb	03/02/2026
26	Email in support of the Plan and SMA including focusing new homes, businesses, and civic spaces around Metro stations and creating walkable, transit-oriented neighborhoods.	Dr. Clara Irazabal	03/03/2026

V. List of Exhibits

27	Preliminary Central Avenue-Blue/Silver Line Sector Plan	M-NCPPC	3/04/2026
28	Proposed Central Avenue-Blue/Silver Line SMA	M-NCPPC	3/04/2026
29	Errata Sheet	M-NCPPC	3/04/2026
30	2010 Approved Subregion 4 Master Plan and Sectional Map Amendment	M-NCPPC	3/04/2026
31	2008 Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment	M-NCPPC	3/04/2026
32	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to establish more walkable, transit accessible centers	Paul Cruz	03/04/2026
33	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Ms. Judith Allen-Leventhal	03/05/2026
34	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	James Heilig	03/05/2026
35	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Taylor Johnson	03/05/2026
36	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Jody Taylor-Fisher	03/05/2026
37	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Dan Behrend	03/05/2026
38	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Margaret Boles	03/05/2026
39	Email requesting to speak and submitting affidavits	Eddie Diaz-Campbell	03/05/2026
40	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Sarah Batto	03/06/2026
41	E-Comment request to speak	Ivin Myles	03/06/2026
42	E-Comment in strong support of the Plan and its vision to build more housing, increase thoughtful density near Metro stations, and improve walkability and connectivity	Kyle Reeder	03/06/2026
43	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Moira McCauley	03/07/2026
44	E-comment request to speak	Belinda Queen	03/07/2026
45	E-comment in support noting amendments requested on behalf of American Legion Post 275 and Letter requesting county support for a veteran-focused campus concept associated with American Legion Post 275	Dr. Cashenna A. Cross et al.	03/08/2026
46	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Bernard Holloway	03/09/2026
47	Email in support of the Plan and SMA with a focus on new homes, businesses, and civic spaces around Metro stations to create more walkable, transit-oriented neighborhoods	Thomas Zeller	03/09/2026
48	Email and letter in support of the Plan and SMA and its focus on transit-oriented, mixed residential and commercial uses, along with public spaces, around three Metro stations	Cheryl Cort DC & Prince George's Policy Director Coalition for Smarter Growth	03/09/2026
49	E-comment regarding the benefits of increasing housing supply to lessen the strain on housing prices and being a boost to the economy	Stanford Fraser	03/09/2026
50	E-comment and letter in support of the Plan and SMA and its focus on transit-oriented, mixed residential and commercial uses, along with public spaces, around three Metro stations	Cheryl Cort DC & Prince George's Policy Director Coalition for Smarter Growth	03/09/2026

V. List of Exhibits

51	Written testimony with comments on behalf of Bishop Myles an the church family	Ivin Myles Assistant Pastor Hose of Prayer Church of God No. 1	03/10/2026
52	Email and Letter expressing overall support for the Plan and SMA and requesting changes	Mayor Kelly Porter (submitted by Kyrthlyn Rhoda)	03/10/2026
53	Letter in support of the transportation aspects of the Plan, calling attention to the need for funding and constructing the Central Avenue Connector Trail.	Peter Gray Washington Area Bicyclist Association	03/10/2026
54	Letter requesting properties retain their current Industrial, Employment (IE) zoning and strongly opposing the proposed downzoning to CGO	Abraham Helal	03/10/2026
55	Email Letter expressing the City's overall support of the Preliminary Sector Plan and SMA and requesting changes	Kyrthlyn Rhoda Grant Manager City of Seat Pleasant, MD	03/11/2026
56	E-comment in support of the broader redevelopment vision for Addison Road-Seat Pleasant Metro area, but strongly opposing rezoning Rolling Ridge from RSF-65 to LTO-E.	Alvin Mahoney	03/18/2026
57	Email and (Revised) Letter in support of the Plan and SMA and its focus on transit-oriented, mixed residential and commercial uses, along with public spaces, around three Metro stations	Cheryl Cort DC & Prince George's Policy Director Coalition for Smarter Growth	03/19/2026
58	Email and additional affidavits	Eddie Diaz-Campbell	03/23/2026
59	Email strongly in support of Transit-Oriented Development (TOD) Designation for the Central Avenue-Blue Line Corridor Development.	Mayor Kelly Porter (submitted by Kyrthlyn Rhoda)	03/23/2026
60	Email and letter neither supporting nor opposing the Preliminary Sector Plan, but do not support the Sectional Map Amendment with proposed zoning and existing land use changes.	Gregory Johnson, Trustee Bishop Francis Myles, Presiding Prelate Elder Ivin Myles, I, Assistant Pastor House of Prayer Church of God, No. 1	03/24/2026
61	Email and letter in opposition to any new interchange connecting Route 50 with Cabin Branch Road	Micah Watson, Mayor, Cheverly Cheverly Green Infrastructure Committee	03/24/2026
62	Email and letter providing comments and requesting amendments to zoning regulations.	Abdullah Hijazi, Esq. (submitted by Eddie Diaz-Campbell)	03/24/2026
63	E-comment, Email, and letter providing comments along with affidavit	Bradley Heard, President, Greater Capitol Heights Improvement Corporation (GCHIC)	03/24/2026
64	E-comment requesting clarification on whether existing townhomes in Victory Promenade will be redeveloped or removed and the impacts rezoning will have on property	Marrisa Thornton	03/24/2026
65	Email and letter in support of rezoning the Addison Station Property to LTO-E, support for community solar facility, and support for expansion of Addison Road Local Transit Center	Adam Beal Exec. Vice Pres. of Development Turning Point Energy	03/25/2026
66	Email with concerns over rezoning of Rolling Ridge homes to LTO-e and requesting additional outreach to residents.	Chawndese Hylton	03/25/2026
67	Email in opposition to demolition of the Ridgley residence, requesting preservation as a historic and educational community resource, and requesting to be contacted	Dr. Corinthia Boone (submitted by La Verne Gray)	03/25/2026
68	Email and Letter in support of City of Seat Pleasant's request for expansion of the Addison Road Local Transit Center and requesting zoning changes.	Alan C. "Skip" Gault, Jr., Manager Brian Gault Addison Station LLC	03/25/2026
69	Email and letter in opposition to rezoning to RTO-L-E and requesting IE zone instead	Thomas Haller, Gibbs and Haller (51 Ritchie Road LLC)	03/25/2026
70	Email and letter comments in opposition to rezoning to LTO-E and requesting to remain in existing RSF-A zone.	Thomas Haller, Gibbs and Haller (505 Addison LLC)	03/25/2026
71	Email and letter in opposition to recommended rezoning to RTO-L-E and requesting IE zone instead	Thomas Haller, Gibbs and Haller (American Resource Management Group L.P.)	03/25/2026
72	Email and letter in opposition to rezoning current split zoned property to RTO-L-E and requesting entire property be zoned to CGO	Thomas Haller, Gibbs and Haller (Central Property Group LLC)	03/25/2026
73	Email and letter in opposition to rezoning to RTO-L-E and requesting CS zone	Thomas Haller, Gibbs and Haller (Family Center LLC)	03/25/2026
74	Email and letter in opposition to rezoning to RTO-L-E and requesting CGO zone	Thomas Haller, Gibbs and Haller (GDR III Limited Partnership)	03/25/2026

V. List of Exhibits

75	Email and letter in opposition to downzoning to CGO and request to remain in IE zone with ethics affidavits.	Thomas Haller, Gibbs and Haller (RA+A LLC & Gray Graphics Corp.)	03/25/2026
76	Email and letter in opposition rezoning to RTO-L-E and requesting CGO zoning	Thomas Haller, Gibbs and Haller (ZP No. 141 LLC)	03/25/2026
77	Email and letter requesting amendments to the Draft Sector Plan along with an affidavit	Jonathan Martin and Christopher L. Hatcher, Clhatcher, LLC (WFI Stadium LLC)	03/25/2026
78	Email in vehement opposition to demolition of the historic Gray residence at 8118 Central Avenue and requesting to work on suitable uses to honor African Americans	Elder Wilbert A. Ridgley Jr Senior Pastor St. Annis Primitive Baptist Church	03/25/2026
79	Email with concerns about rezoning property from RSF-65 to LTO-E, including impacts on nonconforming use status, property rights, etc. and requesting detailed clarifications and protections for homeowners.	Karen Swindell	03/25/2026
Items Received After the Close of the Record (after 5:00pm 3/25/2026)			
T-1	Email and letter broadly supportive of the plan's direction while offering recommendations	Brittney Drakeford Board Member The Capital Market Co-Convenor Blue Line Corridor Coalition	03/25/2026
T-2	Email and letter in strong support of the Plan and SMA as well as the Prince George's Go update, focusing on the Addison Park property in Capitol Heights	Harold Johnson, II CJRD Addison Park Development Partners, LC. (submitted by Andrew Shelly, Shipley & Horne)	03/26/2026

VI. Appendix

SMA Table ID	Address	Tax Account
I2	Addison Station Property (former Class III rubble fill)	2060390, 2956712, 2086478, 2956548, 2956530, 2956522, 2956514, 2956506, 2956498, 2956472, 2956480, 2956472, 2956464, 2956456, 2956449, 2956431, 2956423, 2956415, 2956407, 2956399, 2956704, 2956555, 2956563, 2956589, 2956571, 2956597, 2956613, 2956621, 2956639, 2956654, 2956647, 2956654, 2956662, 2956670, 2956688, 2956696, 2957892, 2956720, 2956381, 2956373, 2956365, 2956357, 2957876, 2957546, 2957157, 2960334, 2957215, 2957165, 2956944, 2956936, 2956944, 2956951, 2956977, 2956969, 2956985, 2956993, 2957009, 2957017, 2957025, 2957033, 2957041, 2957066, 2957058, 2957066, 2957074, 2957082, 2957090, 2957108, 2957173, 2957116, 2957124, 2957181, 2957199, 2957132, 2957140, 2957207, 2956738, 2956746, 2956753, 2956746, 2956761, 2956779, 2956787, 2956795, 2956803, 2956811, 2956837, 2956845, 2956852, 2956860, 2956878, 2956886, 2956894, 2956902, 2956910, 2956928, 2956928, 2960342, 2957223, 2957231, 2957249, 2957256, 2957264, 2957272, 2957280, 2957298, 2957306, 2957314, 2957322, 2957330, 2957348, 2957355, 2957363, 2957371, 2957389, 2957397, 2957413, 2957405, 2957421, 2957439, 2957447, 2957454, 2957462, 2957470, 2957488, 2957496, 2957504, 2957512, 2957884, 2957538, 2957520, 2957728, 2957736, 2957744, 2957751, 2957769, 2957777, 2957785, 2957793, 2957868, 2957850, 2957835, 2957843, 2957827, 2957801, 2957819, 2957553, 2957561, 2957579, 2957587, 2957595, 2957603, 2957611, 2957629, 2957637, 2957645, 2957652, 2957660, 2957678, 2957678, 2957694, 2957702, 2957710
I3	6400-6533 Adak Street 6236, 6240, 6300, 6400 Addison Road	2006047, 1997907, 2067635, 2089209, 2035210, 1990811, 1998285, 2092567, 2092575, 2092575, 1999929, 2035541, 2089001, 2089019, 2063238, 2099182, 2069243, 2035574, 2121812, 2098564, 2098580, 2121804, 1998251, 2007938, 2048239, 2061638, 2089191, 1995091, 2046381, 2012110, 2113777, 2111078, 2072684, 2105799, 2082139, 1998095, 2080042, 2067940, 2000669, 2058634, 2016020, 2077527, 2039634