



Position Statement

Central Avenue/Blue Line Corridor Sector Plan

In January 2026, the Prince George’s County Planning Department released the preliminary draft of the Central Avenue–Blue/Silver Line Sector Plan and Sectional Map Amendment. The document is a comprehensive, long-range planning framework intended to guide land use, development, and public investment along the Central Avenue corridor, spanning key areas between Washington, D.C. and the Capital Beltway, including the Capitol Heights, Addison Road–Seat Pleasant, and Morgan Boulevard Metro station areas.

Building on prior planning efforts and informed by a multi-year community engagement process, the plan assesses existing conditions, identifies opportunities for growth and preservation, and outlines a shared vision for transit-oriented, mixed-use development that supports housing, economic vitality, mobility, and neighborhood stability. The accompanying Sectional Map Amendment advances updated zoning recommendations to implement this vision, replacing outdated regulations and aligning with the county’s broader goals under Plan Prince George’s 2035 to promote equitable, sustainable, and transit-supportive communities.

The Blue Line Corridor Coalition (BLCC) reviewed and commented on the Central Avenue–Blue/Silver Line Sector Plan and Sectional Map Amendment because the plan directly shapes the future of the communities the coalition represents and organizes within. BLCC has a vested interest in ensuring that public policies, land use decisions, and zoning changes reflect the lived experiences, priorities, and aspirations of residents, small businesses, and local institutions. The sector plan presents a critical opportunity to influence how growth, investment, and development are directed—particularly around transit-oriented development, housing, economic opportunity, and public infrastructure. By engaging in the review process, BLCC seeks to advocate for equitable implementation, prevent the displacement of long-standing communities, and advance community-led solutions that align with its broader vision for a thriving, inclusive, and culturally grounded Blue Line Corridor.

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General Considerations

The Blue Line Corridor Coalition is generally supportive of the Central Avenue–Blue Line Corridor Sector Plan and appreciates the County’s efforts to guide growth, encourage additional density around transit stations, and direct investment toward modernizing the corridor.

As implementation moves forward, the coalition emphasizes that revitalization must occur in a way that protects long-term residents and existing businesses while also creating space for new investment and opportunity. As part of these efforts, it’s crucial the county prioritize engaging with public and civic partners already active in these areas, such as the Blue Line Corridor Coalition and the stakeholders that comprise it. Ensuring that development benefits current communities while welcoming new residents and businesses will be essential to building a stable and inclusive corridor.

The coalition also wishes to emphasize an important reminder as implementation priorities are established: the western portion of the corridor—including the Capitol Heights and Addison Road Metro station areas—should receive meaningful development attention and investment. These locations represent the western gateway into Prince George’s County along Central Avenue and should not be overlooked as the County prioritizes projects and infrastructure improvements.

Finally, the coalition encourages recognition of ongoing community-led initiatives that are already advancing revitalization along the corridor, including the work of the 20743 Coalition, which has been actively organizing municipal leaders, residents, businesses, and community partners around community development priorities.

Economic Prosperity

The coalition strongly supports the sector plan’s focus on strengthening the corridor’s economic ecosystem and expanding opportunities for locally rooted businesses.

Across the corridor, many long-standing businesses already play an important role in serving residents and sustaining neighborhood economies. Examples include [Serengeti Gallery](#), [Intelligent Tax Solutions](#), [Sassi Hair Salon](#), [Kuts by Kelvin](#), [Sweet Tooth Cafe and Cakes](#), and many other businesses that have operated along Central Avenue for decades.

As referenced in [Economic Prosperity Policy 2](#), building infrastructure to support these businesses should be a central priority as economic development strategies are implemented. Ensuring that existing businesses can grow and remain in place will help maintain a locally rooted and resilient economy along the corridor.

One of the most important factors in retaining long-standing businesses is the availability of stable and affordable commercial space. Shopping centers such as the Mini-Plaza, which operates as a retail condominium, offer an example of how locally owned commercial space can help businesses remain in place despite development pressures or fluctuations in commercial rents. Preserving and replicating models that allow small businesses to maintain long-term stability will be essential as redevelopment occurs along the corridor.

In addition, the BLCC endorses **Economic Prosperity policies 4 and 5** to expand workforce resilience and entrepreneurship as well as to advance industry clusters which will drive innovation, business growth, and economic resilience. The BLCC is actively exploring a sustainable advanced manufacturing (SAM) initiative that fits this category. SAM refers to the use of modern, green-technology-enabled production methods to efficiently produce goods across key industries.

Within the Blue Line Corridor, several businesses currently operate within the food and construction manufacturing space to various scales, and there also exists an abundance of underutilized warehouse and industrial space that can be retrofitted to support additional manufacturing. In the Hampton Park Blvd industrial cluster, **Whisked** and **Blue Henry** produce proprietary food products in-house for national distribution.

Further, high-impact organizations such as **The Capital Market** and the **Mission of Love Charities** are working to develop agricultural hubs and/or commercial kitchen incubator spaces within the next 2-4 years. Within the construction space of the SAM sector, organizations such as **Heron Consulting**, **Inncuvate**, and HIP are at various stages of developing replicable models for modular, affordable housing fabrication in the Blue Line Corridor and across Prince George's County.

Land-Use & Zoning

The coalition supports the plan's emphasis on transit-oriented development and concentrating growth around Metro stations. Encouraging mixed-use development and increased density near transit can help support local businesses, improve walkability, and strengthen economic activity along the corridor.

At the same time, the coalition encourages additional clarity regarding how existing single-family neighborhoods may transition over time as surrounding areas evolve. In particular, the plan should clarify that property owners whose buildings or uses may become nonconforming as a result of the planned Sectional Map Amendment may continue the nonconforming use or alter or enlarge the nonconforming structure in accordance with Part 27-7 of the Zoning Ordinance. Many homes in the corridor were constructed and platted before the adoption of current zoning standards. Without clear guidance, property owners may face uncertainty when considering reinvestment or modest redevelopment if their properties cannot easily meet current dimensional requirements.

The coalition supports the plan's intention to protect neighborhood character while accommodating thoughtful growth. At the same time, the coalition recognizes that the character of neighborhoods will naturally evolve over time—particularly in areas such as those around Metro stations in the sector area, where growth is planned and recommended. As zoning changes increase the likelihood that properties may be redeveloped, providing guidance for property owners could help support thoughtful reinvestment. This may be particularly helpful for both single-family property owners and smaller neighborhood-serving commercial property owners who may pursue modest redevelopment over time.

Providing examples of architectural patterns commonly found in the community—such as front porches, smaller lot patterns, and other human-scaled design elements—could help encourage redevelopment that complements the existing built environment. Supporting this type of small-scale, incremental reinvestment can also help local property owners remain active participants in neighborhood change and may help mitigate displacement pressures that sometimes accompany larger-scale redevelopment.

This information could be provided as supplemental guidance or a fact sheet rather than incorporated directly into the plan.

The coalition also encourages the County to review **permitted uses within mixed-use and commercial areas**, particularly uses that support small-scale production and food system development. For example, food hubs and community-scale food processing operations are currently only permitted in agricultural zones, yet these types of uses may be appropriate within certain commercial or mixed-use areas along the corridor.

Similarly, the County should review the range of permitted uses along **Old Central Avenue and near the Mini Plaza area** to determine whether small-scale light industrial or maker-space uses could be supported in locations where they would strengthen the local economic ecosystem.

The coalition supports the proposed policy allowing the **conversion of a single-family detached dwelling to include up to two additional dwelling units**. We see this as an opportunity to both support current residents and create new homeownership opportunities. At the same time, the coalition encourages the County to provide clear design guidance and implementation standards to facilitate redevelopment that enhances the evolving character of neighborhoods close to transit.

Housing & Neighborhoods

The coalition supports the sector plan's goal of expanding housing diversity across income levels and housing types, particularly strategies that expand homeownership opportunities.

At the same time, it's crucial that current supports such as the Housing Rehabilitation Program and the Elderly Property Tax Credit, that help existing residents remain in place as development occurs, are fully funded and shared widely. BLCC welcomes the opportunity to work alongside the county to identify and resource strategies that allow residents to adapt their homes to meet changing family needs and modernize an aging housing stock.

The coalition does not support **Housing and Neighborhoods Policy HN-3**, which proposes creating a new nonprofit entity to steward implementation of the sector plan. Instead, the coalition encourages the County and Planning Department to partner with **existing organizations and coalitions that are already engaged in corridor revitalization efforts**, including the Blue Line Corridor Coalition and other community-based initiatives. In particular, coalition members **Housing Initiative Partnership** (HIP) and the **Local Initiatives Support Corporation** (LISC) have long histories of supporting affordable housing in Prince George's County and the region.

The BLCC is actively advancing an affordable homeownership initiative that builds on HIP's successful project in partnership with The Town of Fairmount Heights and the Redevelopment Authority, to build new, affordable homeownership opportunities on vacant and underutilized land. We are also looking at strategies to attract new investments to the corridor, including the creation of a Blue Line Corridor focused investment fund, monitor and preserve naturally occurring affordable multifamily housing and support legacy and senior homeowners.

Transportation & Mobility

Transportation improvements will play a critical role in supporting safe and connected communities along Central Avenue. The coalition encourages greater emphasis on the Central Avenue Connector Trail, including stronger connections between key destinations such as Morgan Boulevard, Largo, and surrounding neighborhoods.

Strengthening these connections can support active transportation, improve regional accessibility, and increase economic activity along the corridor. The coalition also encourages transportation strategies that prioritize safer streets and corridor design that supports local economic activity. In particular, we support the proposed narrowing from six lanes to four lanes of Central Avenue (MD 214) and the reduction of other excessive travel lanes on other roadways in key sections (See Table 10). These proposed changes will greatly improve safety and multimodal accessibility by slowing down vehicle traffic and reducing crossing distances.

The Coalition supports policies that advance pedestrian access, safety, and improvements to the overall walking experience. Safe and walkable streets are essential to encouraging economic activity, particularly for neighborhood-serving small businesses that rely on foot traffic and comfortable public spaces.

While we recognize the importance of improving pedestrian infrastructure, we believe that **Policy TM 1.12**, which explores installing a pedestrian bridge, is inconsistent with the plan's broader goal of creating walkable, economically vibrant communities. Pedestrian bridges are often implemented to maintain uninterrupted vehicle traffic rather than to prioritize pedestrian comfort, accessibility, and street-level activity that supports neighborhood vitality and local businesses.

In many cases, pedestrian bridges can feel uncomfortable, inconvenient, or inaccessible for residents, which may discourage their use. Such facilities are typically more appropriate for situations where pedestrians must cross impenetrable barriers—such as freeways, rail corridors, or rivers—rather than roadways that would benefit more from a multimodal redesign that prioritizes safe, at-grade crossings.

Research consistently shows that pedestrian bridges do not necessarily result in high usage rates, even when pedestrians must cross wide and heavily trafficked roadways. Studies have found that pedestrians often prefer signalized at-grade crossings over footbridges or underpasses, particularly women, older adults, and individuals with mobility limitations (Räsänen et al., 2007; Anciaes & Jones, 2018). Other research has noted that pedestrian bridges are frequently implemented primarily to maintain uninterrupted vehicle traffic rather than to prioritize pedestrian infrastructure (Soliz & Pérez-López, 2022).

For these reasons, the coalition encourages continued support for street-level pedestrian improvements and safer crossings, similar to the corridor improvements implemented along Route 1 in College Park and Baltimore Avenue, where pedestrian safety and economic development have been successfully integrated. In particular, the coalition notes that two of its steering committee members are well-positioned to support the design of these strategies. The [Coalition for Smarter Growth](#), through [RISE Prince George's](#) has engaged residents, traffic engineers and planners to develop a set of recommendations for the corridor. In addition, [Greater Capitol Heights Improvement Corporation](#) (GCHIC), is currently undertaking a Transportation Infrastructure and Economic Development study that

will recommend additional ways to improve multimodal circulation around the Capitol Heights and Addison Road Metro station areas.

Natural Environment

The coalition supports strategies that integrate environmental stewardship into the physical design of the corridor.

Stormwater management and green infrastructure investments should provide both functional environmental benefits and visible aesthetic improvements that enhance the public realm. Incorporating landscaping, green infrastructure, and tree canopy improvements can help create a more attractive corridor while addressing stormwater management and environmental resilience.

In addition, the Coalition recognizes that much of the developable land near Metro Stations requires heavy green infrastructure investments. The BLCC encourages the county to work closely with the development community to identify subsidies and capital resources to limit the barrier this poses to new development.

Community Heritage, Culture, and Design

The Blue Line Corridor contains several historic and culturally significant communities, including the Ridgely community, whose history and contributions should be acknowledged and preserved as redevelopment occurs.

The BLCC and its partners have a long history of placemaking activities, such as The Capital Market's [Turnip Tour](#) that center resilient communities, cultural heritage, and joy. Much of this work has happened in partnership with the [Mildred Ridgely Gray Charitable Trust](#), Prince George's Arts & Humanities Council and the M-NCPPC's Placemaking Division.

We encourage the County to build on this work and the history of public and private partnership and consider strategies that strengthen cohesive corridor branding, wayfinding, and cultural storytelling. Establishing a clear identity for the Blue Line Corridor can help create a stronger sense of place and reinforce the corridor's cultural heritage.

Healthy Communities

The Coalition appreciates the strong emphasis within the Healthy Communities section on both expanding access to healthy food retail and recognizing food as an opportunity for local economic development.

The coalition strongly supports Policy HC-4, which promotes farmers' markets, community-supported agriculture, mobile markets, and other innovative healthy food retail models.

The Capital Market has already demonstrated the effectiveness of these approaches by piloting farmers' markets and mobile food access programs within the corridor, including partnerships with WMATA to host farmers' markets and activate transit-adjacent spaces such as Addison Road Metro Station and the Ridgely Rosenwald School.

Through the Coalition's vacant lot research initiative, we are also exploring opportunities to partner with faith-based institutions that have underutilized properties to activate these spaces for local food production and processing. Expanding these models can improve access to healthy food while also supporting local farmers, food entrepreneurs, and small businesses.

Public Facilities & Implementation

As the sector plan moves toward implementation, the coalition encourages the County to ensure that investments and priorities align with other planning initiatives and public investments occurring in the region.

These include alignment with:

- The Largo Town Center Sector Plan, incorporating the proposed bridge for the Central Avenue Connector Trail over I-495 to Morgan Boulevard.
- Other relevant County sector plans
- The Maryland Pedestrian Safety Action Plan
- State Highway Administration planning for the Central Avenue Shared Use Path, which identifies portions of the Central Avenue Connector Trail within the state highway right-of-way.

Aligning these efforts will help ensure that investments are coordinated and that infrastructure improvements support the broader goals of corridor revitalization.

Additional Considerations

The coalition encourages the County to adopt intentional policies and support programs that help to reduce the potential for residential and commercial displacement that may occur as investment increases along the corridor.

Such policies should include assisting existing property owners who wish to redevelop their properties in ways that support the sector plan's transit-oriented growth and retail enhancement strategies.

The coalition also encourages additional clarity regarding the Mini Plaza and Yost Place area, including the status of residential uses and long-standing businesses located there. As redevelopment occurs, it will be important to ensure that existing entrepreneurs have pathways to remain and participate in the corridor's future growth.

Advocacy & Implementation

The coalition intends to remain actively engaged as the sector plan moves toward adoption and implementation.

As part of this effort, coalition members plan to provide technical written comments and recommended revisions to complement verbal testimony. The coalition also anticipates coordinating testimony so that different members speak to specific sections of the plan, ensuring that a range of perspectives and priorities are represented.

The Blue Line Corridor Coalition looks forward to continuing to work collaboratively with the Planning Department, County leadership, and community stakeholders to translate the sector plan into meaningful investments and community-centered development outcomes for the corridor.

About the Blue Line Corridor Coalition

The Blue Line Corridor Coalition (BLCC) is funded by the Maryland State Legislature and is a partnership of residents, community organizations, businesses owners, developers, philanthropic and public stakeholders working together to drive community-led transformation of the Blue Line Corridor by uniting partners across diverse sectors, leveraging local assets, and advancing fair access for sustainable economic growth

We envision a thriving Blue Line Corridor where history and culture fuel progress, and where residents, businesses, and communities share in growth and opportunity for all. The partners who make up the Blue Line Corridor Coalition are collaboratively working to align community priorities with market realities and push forward interventions in housing, the built environment, economic mobility and community power. To learn more, please visit the Blue Line Corridor Coalition website at bluelinecc.org.