

Central Avenue-Blue/Silver Line Sector Plan

Hearing date: March 10, 6 pm, sign up to speak [here](#).

Written comment deadline: March 25, 2026.

The [Preliminary Central Avenue-Blue/Silver Line Sector Plan](#) and Sectional Map Amendment (SMA) outlines a long-term vision and strategic framework to guide the development of Inner-Beltway communities along Central Avenue, including portions of Capitol Heights, Seat Pleasant, and surrounding areas, through the year 2045. It establishes key policies and targeted strategies to foster growth and investment in these neighborhoods, all connected by the Metro Blue/Silver Line corridor. Metro stations covered are: Capitol Heights, Addison Road-Seat Pleasant, and Morgan Boulevard.

Land Use and Housing

The plan directs higher-density mixed-use development toward Metro stations and targeted corridors. Infill housing and redevelopment of underutilized properties are encouraged to expand housing choices and support walkable centers. Housing strategies promote varied unit types, affordability options, and protection of environmentally sensitive areas.

References

Start by viewing the 7-minute [video briefing](#)

Sector Plan Draft: [Central Ave-Blue/Silver Line Sector Plan & SMA](#)

Sectional Map Amendment: [Sectional Map Amendment](#) (proposed rezonings)

Figure 10. Aerial View of the Capitol Heights Development Scenario



Blue Line Sector Plan rezoning

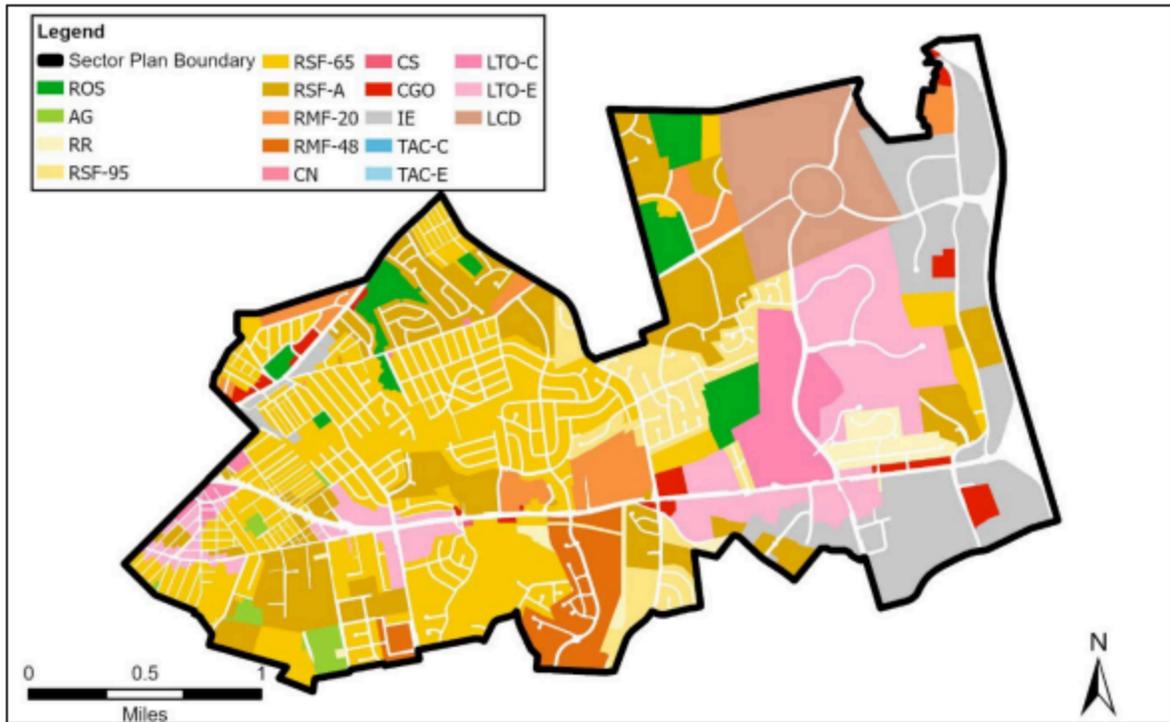
Rezoning of the planning area, a “Sectional Map Amendment,” proposes zoning changes to accomplish the plan’s goals, focused on changing the designated uses of parcels around the Metro stations. Changes to foster transit-oriented development include upzoning parcels from residential to mixed-use, and from single-family residential to three-family residential use, or some combination of residential to mixed-use zones. These changes are an important way to encourage mixed-use buildings that support a walkable environment around transit hubs.

The change from residential to mixed-use transit-oriented (a zone called Local Transit Oriented or LTO) creates a non-conforming use for the property. Property owners of non-conforming parcels can continue to use their property as they have. As part of the rezoning, we will ask for greater guidance from the Department of Planning to help homeowners understand any future limitations on their property, and how the new LTO would guide new uses, landscaping, and buffering.

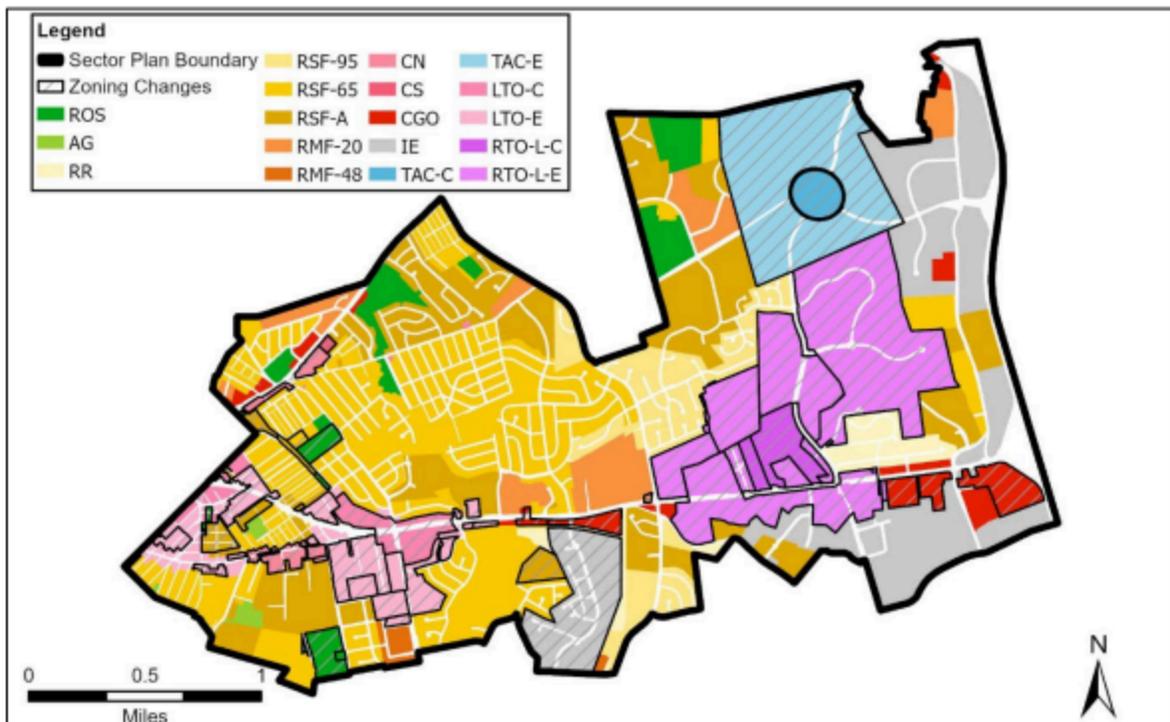
Mapping the zoning changes

Below is a map of the proposed zoning changes for the plan area. More detailed maps and zoning changes can be found in the [Sectional Map Amendment](#) (SMA). Pink surrounds the Capitol Heights and Addison Road-Seat Pleasant Metro stations, connected by the white line that is Central Avenue. The pink is for the LTO zones -- dark pink is LTO *core* (LTO-C), which has higher limits than LTO *edge* (LTO-E). The purple at the Morgan Boulevard Station is for Regional Transit-Oriented zones (RTO), a higher density designation. The gold represents residential uses with dark gold as 3-family zones (RSF-A), and light gold as single family (RSF-65).

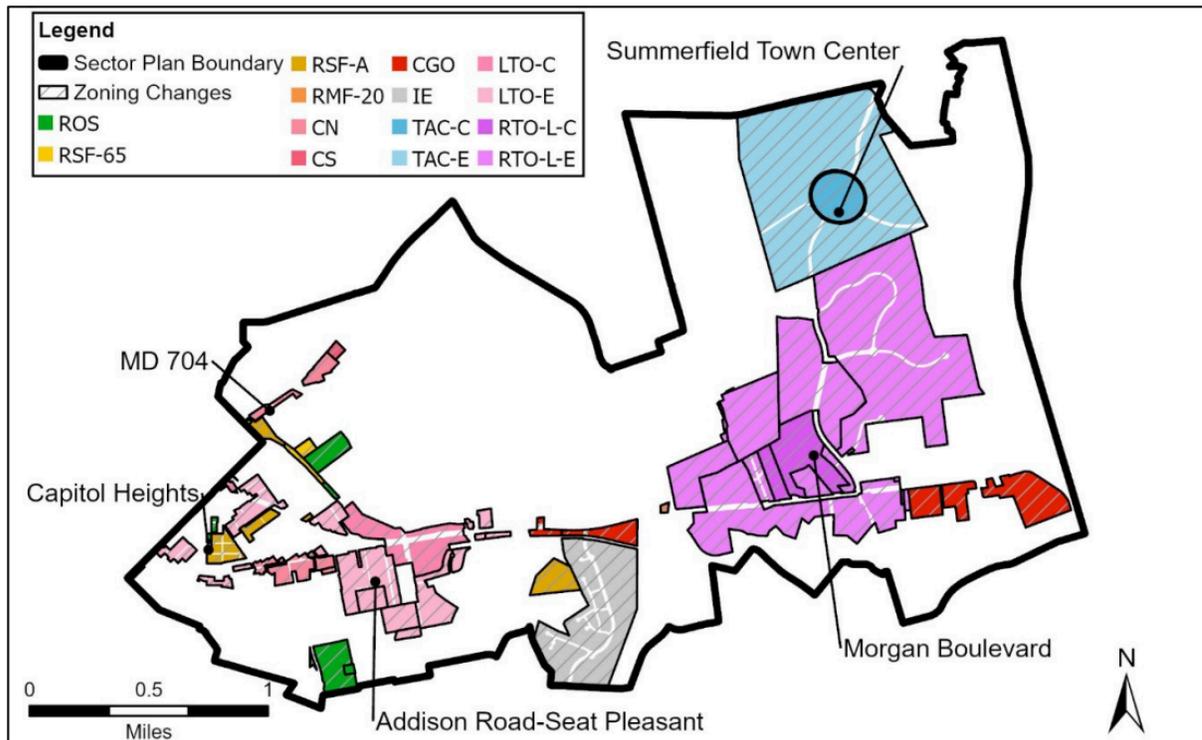
Map 1. Existing Zoning



Map 2. Proposed Zoning Changes



Map 3. Zoning Changes

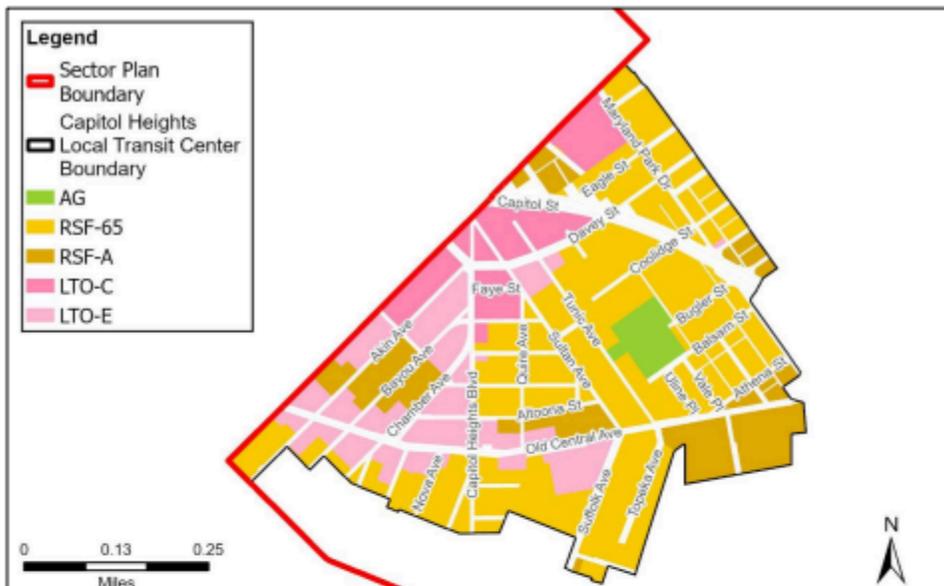


Capitol Heights Local Transit Center

According to the [Sector Plan](#): “Targeted infill development envisions 6- to 7-story mixed-use buildings that integrate residential units with ground-floor retail on vacant sites located between East Capitol Street and Old Central Avenue. These higher-density structures will gradually step down to 3- to 4-story buildings and townhouses near adjacent single-family neighborhoods. Over time, existing residential parcels may transition into duplexes, triplexes, or garden apartments, contributing to a diverse range of housing options.”

Capitol Heights Local Transit Center

Map 6. Existing Zoning



Map 7. Proposed Zoning

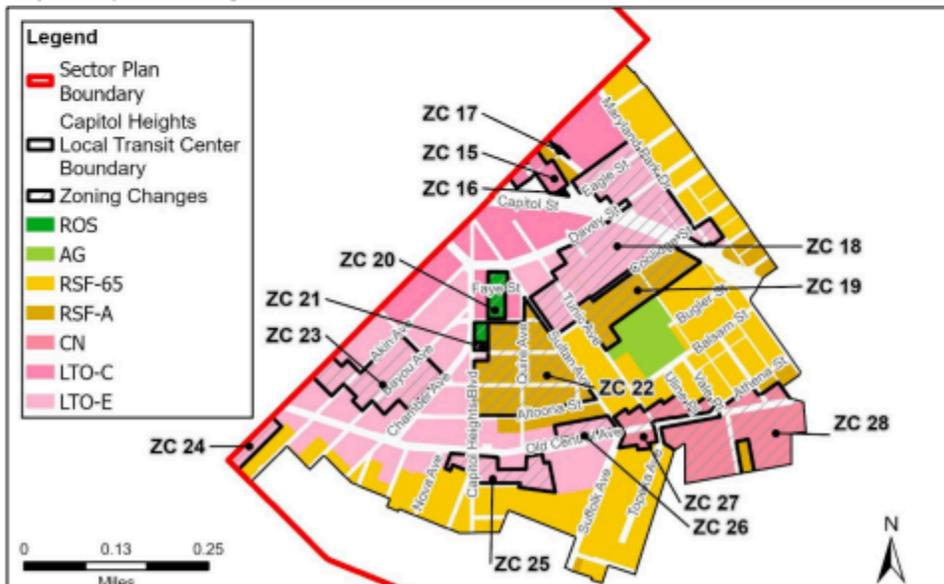
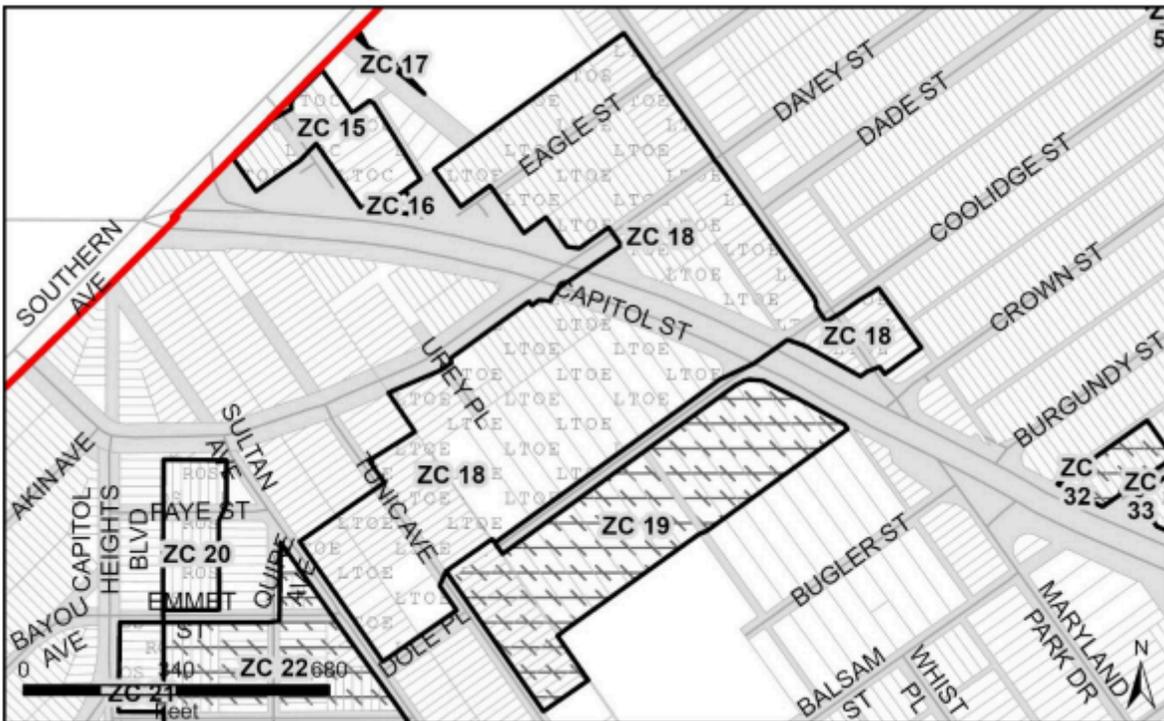


Table 5. Capitol Heights Zoning Changes

Change Identifier	Change	Area of Change
ZC 15	RSF-A to LTO-C	1.36 Acres
ZC 16	RSF-65 to LTO-C	0.06 Acres
ZC 17	RSF-65 to LTO-C	0.03 Acres
ZC 18	RSF-65 to LTO-E	14.78 Acres
ZC 19	RSF-65 to RSF-A	4.85 Acres
ZC 20	LTO-C to ROS	1.31 Acres
ZC 21	RSF-65 to LTO-E	0.13 Acres
ZC 22	RSF-65 to RSF-A	9.71 Acres
ZC 23	RSF-A to LTO-E	6.02 Acres
ZC 24	RSF-65 to LTO-E	0.99 Acres
ZC 25	RSF-65 to LTO-E	2.69 Acres
ZC 26	RSF-A to LTO-E	0.99 Acres
ZC 27	RSF-65 to CN	2.26 Acres
ZC 28	RSF-A to CN	8.79 Acres

See [Page 37 in the Sectional Map Amendment for zoning maps for Capitol Heights.](#)



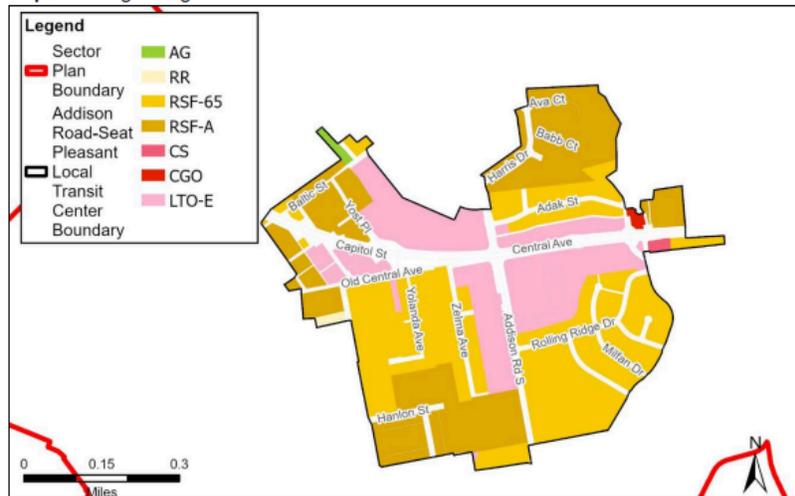
Addison Road Local Transit Center

According to the [Sector Plan](#): "...the proposed development scenario concentrates new multi-story buildings northwest of the Metro Station, particularly along Central Avenue and the Addison Plaza Shopping Center. These developments include 6- to 7-story mixed-use buildings with ground-floor retail and upper-level residential units. Streetscape improvements such as seating areas, street furniture, and pedestrian-friendly design elements encourage walkability and help create an inviting atmosphere along Central Avenue.

"To ensure compatibility with nearby residential areas, building heights are stepped down gradually—from the tallest structures near the station and major intersections to townhouses and low-rise buildings closer to single-family homes. Over time, existing single-family lots could evolve into duplexes, triplexes, garden apartments, or other context-sensitive multifamily housing that supports a diverse and inclusive community."

Addison Road-Seat Pleasant Local Transit Center

Map 8. Existing Zoning



Map 9. Proposed Zoning

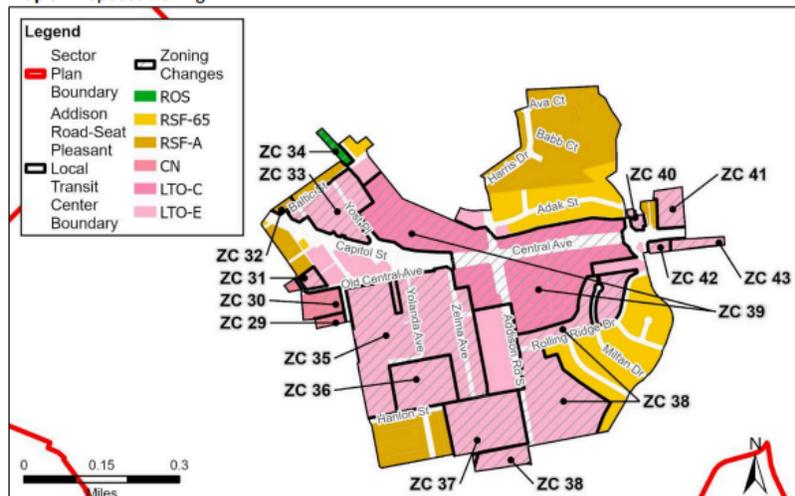
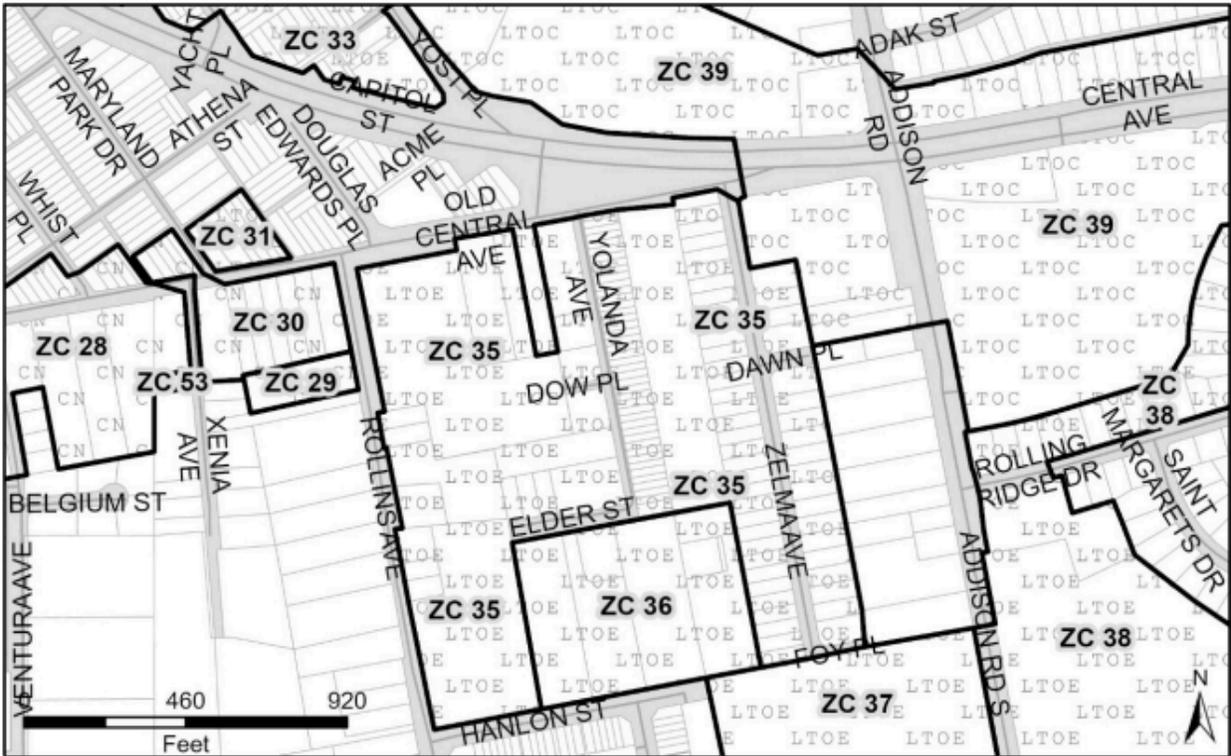


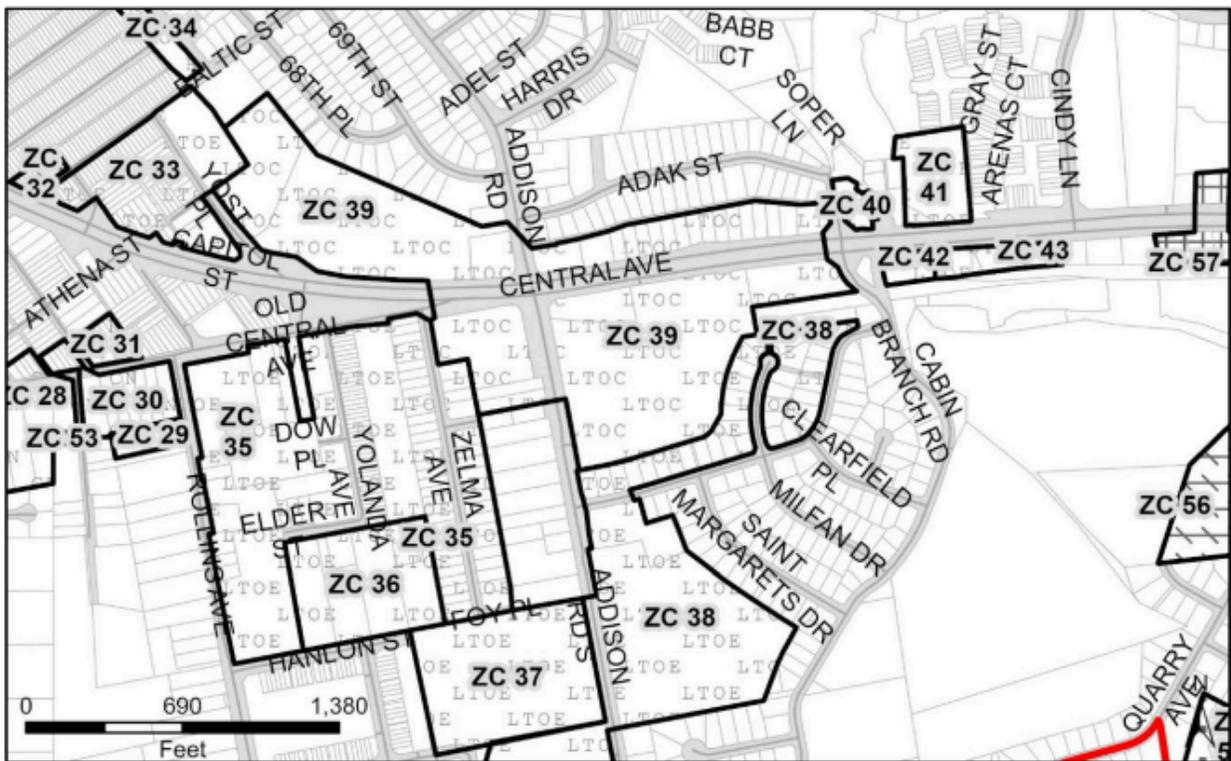
Table 6. Addison Road-Seat Pleasant Zoning Changes

Change Identifier	Change	Area of Change
ZC 29	RR to CN	0.80 Acres
ZC 30	RSF-A to CN	2.91 Acres
ZC 31	RSF-A to LTO-E	0.87 Acres
ZC 32	RSF-65 to RSF-A	0.50 Acres
ZC 33	RSF-A to LTO-E	7.72 Acres
ZC 34	AG to ROS	1.02 Acres
ZC 35	RSF-65 to LTO-E	30.51 Acres
ZC 36	RSF-A, RSF-65 to LTO-E	6.98 Acres
ZC 37	RSF-A to LTO-E	9.85 Acres
ZC 38	RSF-65 to LTO-E	23.30 Acres
ZC 39	LTO-E to LTO-C	34.61 Acres
ZC 40	CGO to LTO-E	0.66 Acres
ZC 41	RSF-A to LTO-E	2.71 Acres
ZC 42	CS to LTO-E	0.68 Acres
ZC 43	RSF-65 to LTO-E	1.44 Acres

Zoning Change 35 (ZC 35): RSF-65 to LTO-E

Zoning Change No	Current Zone	Proposed Zone	Area of Change	Focus Area	Applicable Policy	200' Scale Index Map
ZC 35	RSF-65	LTO-E	30.51 Acres	Addison Road-Seat Pleasant	LU 1, LU 2, LU 6, LU 13, HN 1, HN 2, HN 15	201SE06
Future Land Use			Mixed Use			
Does the rezoning create nonconformance?			Yes			
<p>Justification: These properties are zoned RSF-65, a primarily single-family residential zone that does not permit higher density residential uses. Rezoning the properties to LTO-E will align this to the proposed Redevelopment Authority Addison Park development (approved application PPS-2023-024 and DET-2023-011), which is allowed to proceed up to LTO-C Zone standards pursuant to 27-1408 of the Zoning Ordinance. Generally, LTO-C is applied to properties within ¼ mile of a Metro station entrance, due to these properties' distance from the station and location along MD 332 (Old Central Avenue) and orientation away from the Addison Road-Seat Pleasant Metro Station itself, the LTO-E Zone is more contextually appropriate here and is complementary to the properties abutting this zoning change.</p> <p>The Addison Park project proposes 293 multifamily dwelling units for the elderly and 29,572 square feet of commercial and institutional uses on the properties, advancing the plan's goals for a mix of uses and providing housing options to seniors.</p> <p>To complement this changing form and scale, the RSF-65 Zoned properties lining Zelma Avenue are rezoned to LTO-E. Under the proposed LTO-E Zone, these existing single-family detached residential dwellings will become nonconforming. The creation of this nonconformance advances the recommendation of Policy HN 11 by permitting higher density multifamily dwellings and community supporting amenities and retail.</p>						
Tax Accounts						
2084101, 1992171, 1992403, 2048049, 1997543, 1997550, 2078012, 2033561, 1997535, 2056992, 2067627, 2021210, 1992668, 1992684, 1992627, 2071975, 2072429, 2057040, 2062073, 2062081, 2062040, 2062057, 2062065, 2104032, 2980019, 1997923, 1997931, 2099372, 2068005, 2041887, 2036960, 2100899, 2014462, 2114593, 2084200, 2098358, 2066322, 2078996, 2079002, 2079010, 2004976, 1991058, 2051050, 2051035, 1998863, 2050581, 2039279, 2079036, 2079028, 2077980, 2117927, 2077303, 1986595, 2118289, 2072031, 2056117, 2065456, 2014884, 2084929, 2010361, 2064731, 2035442, 2056067, 2093060, 2009405, 2009256, 2082238, 2006740, 2110559, 2058006, 2058121, 2075679, 2093995, 2038156, 2098101, 2081263, 2083038, 2118115, 2061455						



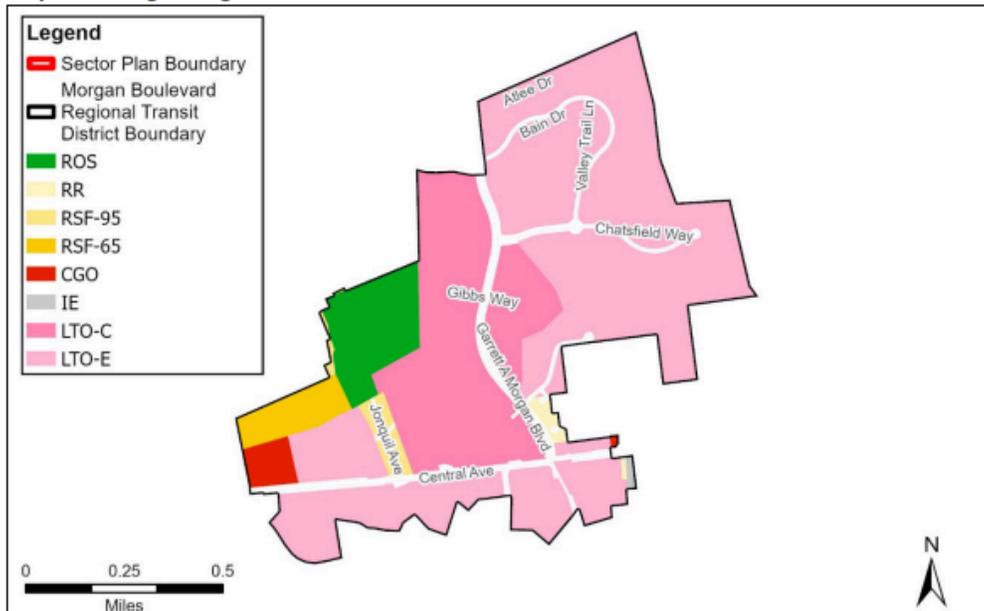


Morgan Boulevard Regional Transit District

The vision according to the [Sector Plan](#): “The Morgan Boulevard Regional Transit District is a renowned regional entertainment hub that centers around unique civic amenities and boasts seamless, tree-lined greenways, bikeways, and trails that connect to Downtown Largo and Summerfield Town Center. This captivating multimodal district activates the Morgan Boulevard Metro Station, attracting residents and visitors who value a variety of mobility and amenity options.”

Morgan Boulevard Regional Transit District

Map 4. Existing Zoning



Map 5. Proposed Zoning

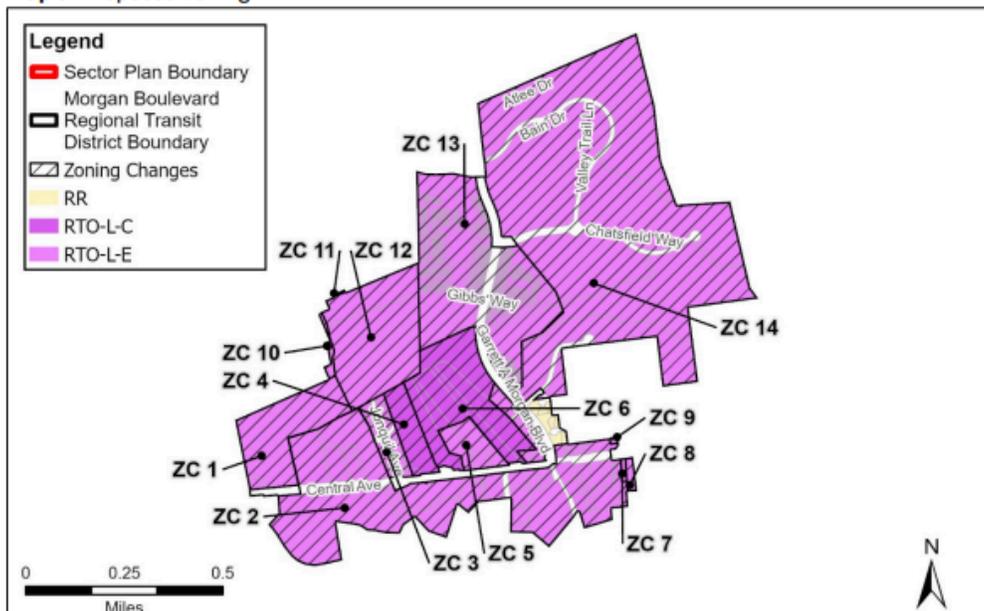


Table 4. Morgan Boulevard Zoning Changes

Change Identifier	Change	Area of Change
ZC 1	CGO, RSF-65 to RTO-L-E	26.50 Acres
ZC 2	LTO-E to RTO-L-E	96.72 Acres
ZC 3	RR to RTO-L-E	6.63 Acres
ZC 4	LTO-C to RTO-L-C	9.10 Acres
ZC 5	LTO-C to RTO-L-E	8.11 Acres
ZC 6	LTO-C to RTO-L-C	35.94 Acres
ZC 7	RR to RTO-L-E	0.47 Acres
ZC 8	IE to RTO-L-E	1.26 Acres
ZC 9	CGO to RTO-L-E	0.25 Acres
ZC 10	RSF-95 to RTO-L-E	1.44 Acres
ZC 11	RSF-95 to RTO-L-E	0.15 Acres
ZC 12	ROS, LTO-E to RTO-L-E	41.09 Acres
ZC 13	LTO-C to RTO-L-E	75.14 Acres
ZC 14	LTO-E to RTO-L-E	217.38 Acres

For other rezoning maps see the SMA [here](#).

Key Zones

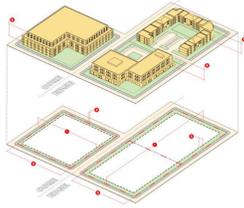
Local Transit Oriented (LTO) zone - Core and Edge ([reference](#))

(e) Local Transit-Oriented (LTO) Zone

(1) Purposes

The purposes of the Local Transit-Oriented (LTO) Zone are:

- (A) To provide lands for moderate-intensity, vibrant, and transit-rich mixed-use centers;
- (B) To incorporate walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options;
- (C) To provide a mix of uses that serve community-wide needs; and
- (D) To encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design.



(3) Intensity and Dimensional Standards

Standard(1)	Edge			
	Core	Nonresidential & Mixed-Use	Residential	
1 Block length, min. max. (ft)	200 600	400 800	400 800	
Lot area, min. (sf)	1,500	3,000	5,000 (2)	
2 Lot width, min. (ft)	20	30	50 (3)	
Density, min. max. (du/ac of net lot area) (4)	20.00 150.00	10.00 120.00 (10)	10.00 120.00	
Floor area ratio (FAR), min. max. (5)	0.5 3.0	0.25 2.0	No requirement	
Lot coverage, min. max. (% of net lot area)	65 100	50 90	No requirement 90	
3 Build-to line, min. max. (ft) (6)(7)	15 27	11 31	11 31	
Building width in build-to zone, min. (% of lot width) (7)(8)	70	50	50	
Front yard depth, min. (ft)	0	0	10	
Side yard depth, min. (ft)	0	0	5 (9)	
Rear yard depth, min. (ft)	0	0	0	
Building façade fenestration/transparency min. (% of street-level façade area)	Abutting or facing a street frontage or pedestrian way	50	40	No requirement
	Facing a public gathering space	45	35	No requirement
4 Principal structure height, min. max. (ft)	24 100	No requirement 80	No requirement 80	

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

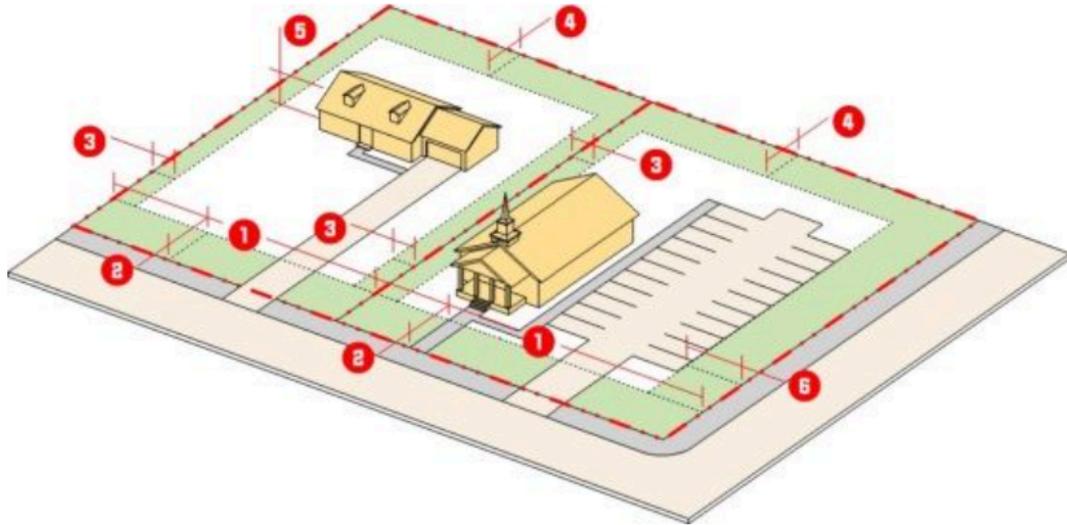
Residential, Single-Family-65 (RSF-65) Zone

(2) Intensity and Dimensional Standards		
Standard(1)	Single-Family Detached Dwelling	Other Uses
Density, max. (du/ac of net lot area)	6.7	No requirement
Net lot area, min. (sf)	6,500	6,500
① Lot width, min. (ft)	65	45
Lot frontage (width) at front street line, min. (ft)	45 (4)	36
Lot coverage, max. (% of net lot area)	35	60
② Front yard depth, min. (ft)	25	25
③ Side yard depth, min. (ft) (2)	8	8
④ Rear yard depth, min. (ft)	20	20
⑤ Principal structure height, max. (ft)	40	40
Accessory structure height, max. (ft) (3)	15	15

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

- (1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.
- (2) On corner lot, min. side yard depth alongside street = 25 ft. ⑥
- (3) May be increased for certain purposes by approval of a special exception pursuant to Section 27-3604, Special Exception.
- (4) If the lot is located on a cul-de-sac, the minimum width may be reduced to forty-five (45) feet.

Single-Family Detached Dwellings and Other Uses



(f) Residential, Single-Family-Attached (RSF-A) Zone

(1) Purposes

The purposes of the Residential, Single-Family-Attached (RSF-A) Zone are:

- (A) To provide for development in a form that supports residential living and walkability, is pedestrian oriented and is well connected to surrounding lands;
- (B) To provide development that is respectful of the natural features of the land; and
- (C) To provide development that is compatible with surrounding lands.

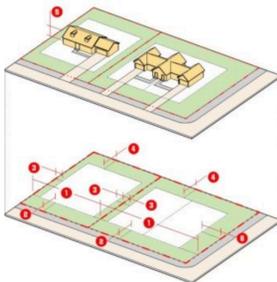


(2) Intensity and Dimensional Standards

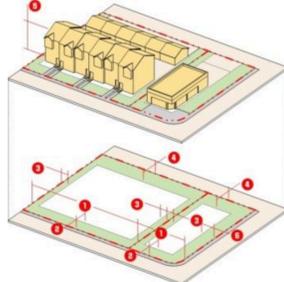
Standard(1)	Single-Family Detached Dwelling	Two-Family Dwelling	Three-Family Dwelling	Townhouse Dwelling	Other Uses
Density, max. (du/ac of net lot area)	8.70	32.66	12.44	16.33	No requirement
Net lot area, min. (sf)	5,000	No requirement	No requirement	No requirement	6,500
1 Lot width, min. (ft)	45 (10)	60 (8)	40	20 (5)	45
Lot frontage (width) at front street line, min. (ft)	40	48 (9)	32	16	36
Lot coverage, max. (% of net lot area)	40	45 (2)	40 (2)	45 (2)	60
2 Front yard depth, min. (ft)	15	15	15	15	15
3 Side yard depth, min. (ft)	8 (3)	8 (4)	8 (4)	8 (4)	8 (3)
4 Rear yard depth, min. (ft)	20	20 (7)	20	20 (7)	20
5 Principal structure height, max. (ft)	40	50	40	50	40
Accessory structure height, max. (ft) (6)	25	25	25	25	25

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

Single-Family Dwellings and Two- and Three-Family Dwellings



Townhouse Dwellings and Other Uses



ROS: Reserved Open Space Zone - 20 acre lot per single family dwelling

Addressing a rezoned residential property as nonconforming use

From Bill Skibinski, Planner III, Community Planning Division, MNCPPC

Feb 5, 2026

When a single-family home in the RSF 65 Zone is rezoned to the LTO Zone through the SMA, it becomes a legal nonconforming use, so the homeowner can keep living in it indefinitely. They can also get a Certification of Nonconforming Use to document that status, and the home can still be maintained, repaired, or rebuilt if damaged.

The LTO Zone only allows a limited set of commercial uses, and tire repair shops aren't permitted. Any new commercial use that *is* allowed must follow the use regulations in the zoning ordinance, as well as the development standards like access, parking, lighting, noise, and general compatibility. New development also has to meet the Landscape Manual requirements, including buffering and screening, which helps reduce impacts on nearby homes.

From a permitting standpoint, any new business would need a Use and Occupancy permit, which confirms the use is allowed in the LTO Zone and meets all safety and zoning requirements. If a project involves new construction, exterior work, or changes to the site, it would also need building permits and potentially site plan review. That process ensures compliance with access, parking, lighting, noise, landscaping, and other compatibility standards. Different agencies, like DPIE, Fire/EMS, or Health, may also review the application depending on the use.

The Preliminary CABL Sector Plan also includes policies focused on preserving neighborhood character and guiding how new development transitions next to existing homes.