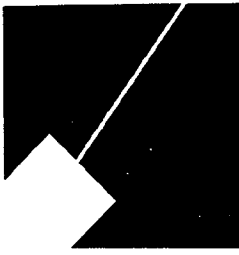


Capital View Park HD

Subdivision - replating of Castle, Rental Store

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

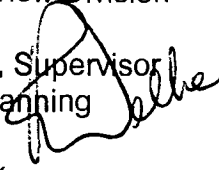
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

January 7, 2002

MEMORANDUM

TO: Richard Weaver, Senior Planner
Development Review Division

FROM: Ronald C. Welke, Supervisor
Transportation Planning 

SUBJECT: Capital View Park
Preliminary Plan No. 1-02010
Kensington/Wheaton Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan.

RECOMMENDATIONS

Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of the subject preliminary plan:

1. Abandon the unimproved paper right-of-way for Pleasant Street within the limits of the subject preliminary plan. The realignment of Capitol View Avenue as a primary street with a 70-foot right-of-way recommended in the 1982 *Capitol View & Vicinity Sector Plan* could be accommodated without impact on the subject property, and, specifically, the Pleasant Street right-of-way.
2. Recognize that the *Capitol View & Vicinity Sector Plan* shows Capitol View Avenue realigned in this vicinity. Full dedication is not being required of the applicant because alternative alignments appear feasible.

DISCUSSION

The subject preliminary plan proposes no new construction, but rather the adjustment of lot lines and the abandonment of an old unimproved paper right-of-way for Pleasant Street. The 1982 *Capitol View & Vicinity Sector Plan* recommends a

realignment of Capital View Avenue through the subject site, which is in an historic district.

Capital View Avenue is classified as a Primary Street with a recommended 70-foot right-of-way and a 26-foot pavement with 4-foot sidewalks on both sides. The estimated average annual daily traffic on Capital View Avenue is 9,000 vehicles per day. It serves as a connecting link between Kensington and Silver Spring.

There are two historic structures on the site; the "castle" building and an auxiliary "carriage house." Transportation Planning staff has met with the applicant, and staff from Historic Preservation, Community-Based Planning and Development Review. Consensus was reached that the historic structures are "significant" and worth preserving.

Capital View Avenue Realignment

Should Capital View Avenue be realigned in the future as recommended in the master plan, the exact location, width of pavement, and associated impact will be determined at that time. The approval of the subject preliminary plan does not preclude a feasible realignment of Capital View Avenue at this location. Therefore, Transportation Planning staff supports the proposed abandonment of the unimproved right-of-way for Pleasant Street.

RCW:cmd

Attachments

Capital View Park PP #1-02010.doc

TRANSPORTATION PLAN

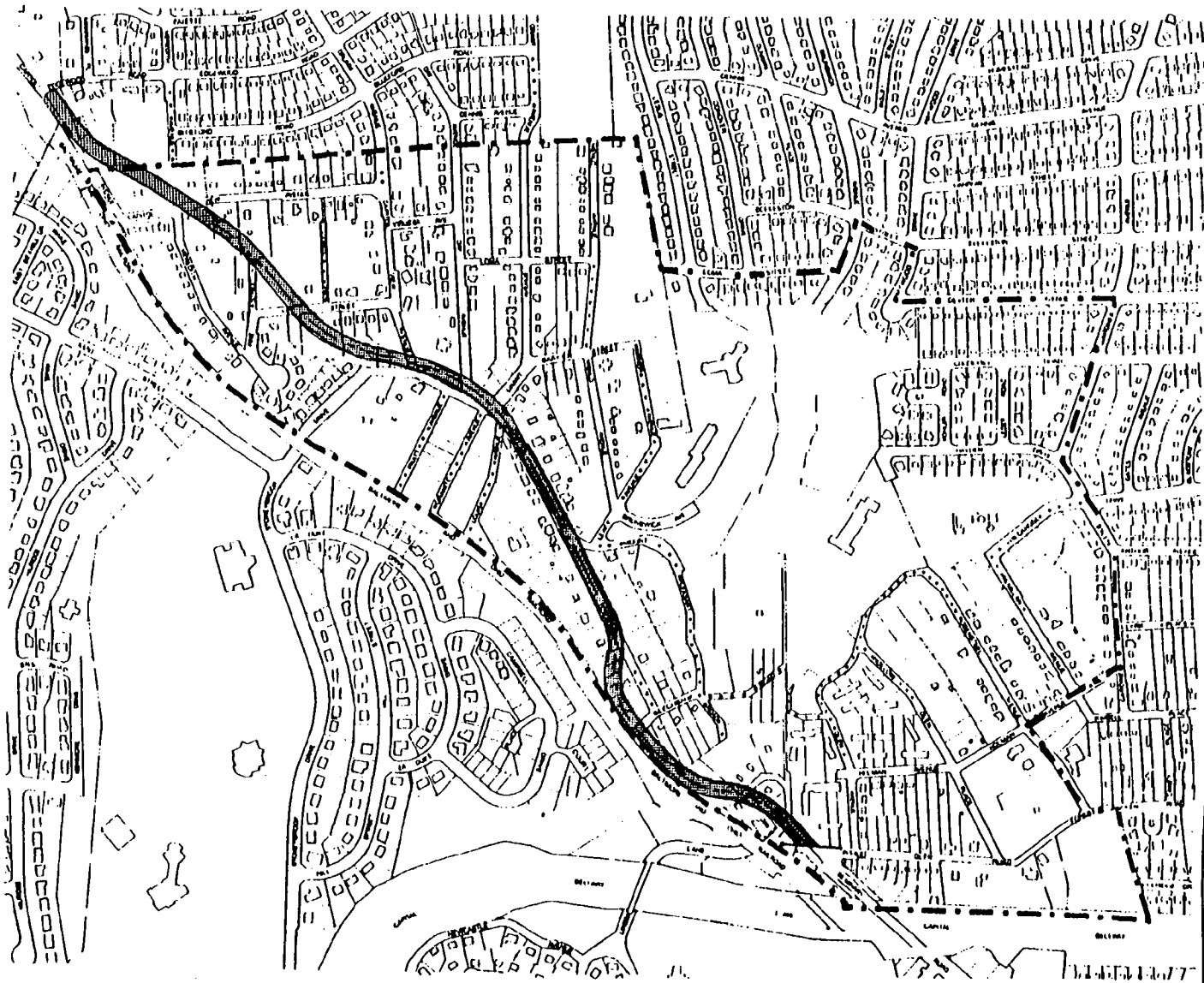
The generalized goal of the transportation plan is a balanced and coordinated network of transport facilities which will improve mobility and safety within the Capitol View and Forest Glen communities, while providing accessibility to and from regional activity centers. In conjunction with this goal are a series of specific objectives, which form the basis for the recommendations which follow. These objectives include:

- . improving major roadways where necessary and feasible, to assure adequate and safe traffic flow and level of service;
- . modifying the street network, where necessary and feasible, to maintain the existing character and stability of the community and to discourage non-local traffic from using local streets;
- . improving existing transit service to satisfy a wide range of local community needs;
- . providing neighborhood access to the Forest Glen METRO rapid rail facilities without disrupting the residential fabric of the existing community; and
- . developing a pedestrian and bicycle circulation network for recreation and to encourage alternatives to the auto for short local trips.

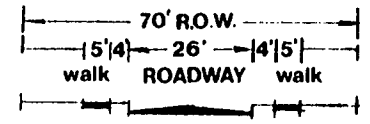
PROPOSED HIGHWAY SYSTEM

During the Capitol View sector planning process, staff investigated a number of alternatives designed to improve the operational and safety problems associated with Capitol View Avenue (MD 192). The analysis evaluated roadway geometrics, traffic accidents and safety, level of service implications, and the potential community impacts resulting from the various alternatives designed to eliminate the identified deficiencies and problems. These alternatives and their principal implications were discussed, in detail, with the Capitol View community and affected property owners. Based upon the staff analysis, the community comments, and the previously cited transportation objectives of the Sector Plan, the following recommendations are made:

- . The current realignment for Capitol View Avenue, contained in The Kensington-Wheaton Master Plan, recommends an Arterial Highway with an 80 foot right-of-way and a 48 foot pavement width. Staff analysis indicated that this right-of-way, together with necessary grading and slope easements, would affect between 17-19



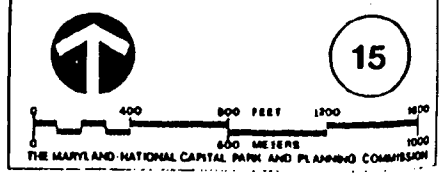
CAPITOL VIEW AVE. REALIGNMENT



TYPICAL SECTION

Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA



homes and commercial structures in the Capitol View community. Based upon discussion with the Maryland State Highway Administration and the community, the staff recommends that any future realignment of Capitol View Avenue be classified as a Primary Street with a 70 foot right-of-way and a 26 foot pavement. A typical cross section is shown in Figure 15. The Sector Plan also recommends that Capitol View Avenue (MD 192) be retained in the State Road System.

- Staff investigated a number of alternatives to the 1959 Master Plan realignment of Capitol View Avenue. These alternatives included possible improvements to the existing roadway such as reconstruction of substandard curve radius and banking, regrading, and widening of pavement and shoulder widths. After extensive meetings with the community, both staff and residents agreed that a realignment of the existing roadway was necessary to overcome many of the safety problems associated with the existing road. The modified realignment, ultimately developed by the staff, would have less of an impact on the community as a whole than any of the other alternatives investigated--short of doing nothing. The Plan, therefore, recommends the modifications to the current realignment of Capitol View Avenue, as shown on Figure 15. The proposed realignment of Capitol View Avenue will improve most of the substandard design feature of the existing roadway including hazardous horizontal curves and unsafe intersections. The proposed reconstruction would affect only three structures in the community.
- During the planning process staff investigated a number of "short-term" improvements to the existing roadway of Capitol View Avenue. Staff recommends that these improvements be implemented as a "special project" by the State Highway Administration at the earliest feasible date. These roadway improvements are shown on Figure 16 and include:
 - Curve warning signs (either large arrow or Chevron alignment sign) should be placed at several locations along Capitol View Avenue (see Figure 16).
 - Sight distances should be improved at locations shown on Figure 16 by removing undergrowth, bushes, trees, banks and walls.
 - The Capitol View/Drumm Avenue intersection should be improved by extending the existing guardrail to block the Drumm Avenue right-of-way. Clearance should be left for a pedestrian walkway. Paving on the east corner shoulder should be expanded to increase the southern approach turning radius.

1/2/02

CARITAT VIEW PARK

JOHN SERRAK

CATHY DORAN

MHG

RITE LAND

PROPERTY

301 670 0840

410/419-930

JOHN T. DORAN

Richard A. Weaver
Malcolm Shannahan

DORAN FUNDATION

Dev. Rec. Div. - MNCPPC

(901) 495-4555

410/414/9300

JOHN GERTER

M-NCPPC

301-495-4575

MARY HURT

Leach Family Review

301-982-1300

Sue Walker

Investment Properties

301-424-4727

Larry Cole

M-NCPPC

301-495-4528

Khalid Akmal

M-NCPPC

301-495-4650

Kon Welter

M-NCPPC (Transp)

(301) 495-4533

Robin Ezek

M-NCPPC (Business Pres)

301-563-3408

GIVEN WRIGHT

M-NCPPC (HIST. PRES.)

301-563-3400

Jeff Riese

mc DPMT (Traffic Planning)

240 777-2190

Ziek, Robin

From: Welke, Ron
Sent: Thursday, January 03, 2002 9:40 AM
To: Weaver, Richard; Afzal, Khalid; Carter, John; Ziek, Robin; Wright, Gwen; Shaneman, Malcolm
Subject: RE: Capital View

I recommend the one that does NOT meet the 'standards' to have to show to the Board if needed.

-----Original Message-----

From: Weaver, Richard
Sent: Wednesday, January 02, 2002 4:25 PM
To: Welke, Ron; Afzal, Khalid; Carter, John; Ziek, Robin; Wright, Gwen; Shaneman, Malcolm
Subject: Capital View

To All:

It is the applicant's desire to proceed to the Board on Jan. 17. We will need to notice this Friday for that hearing. Dev. Rev. does not want to put the Board in a position of deciding a master plan alignment for the road while an applicant for the subdivision is also sitting there. So, we will need to go to the Board with ONE alignment that satisfies, CBP, TP, and HP. Pick one and let us know its good to go by Friday COB.

-Rich

Transportation Planning Division .



**The Maryland-National Capital
Park and Planning Commission**

C O V E R

S H E E T

To: Robin Ziek
Fax #: 301 563-3400 12
Subject: Capital View Park
Date: 11/3/02
Pages: 63, including this cover sheet.

COMMENTS:

*Draft memo attached.
Comments?*

From the desk of...

Ron Wetke

**M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910**

³³
**(301) 495-4525
Fax: (301) 495-1302**

January 3, 2002

MEMORANDUM

TO: Richard Weaver,
Development Review Division

FROM: Ronald C. Welke, Supervisor
Transportation Planning

SUBJECT: Capital View Park
Preliminary Plan No. 1-02010
Kensington/Wheaton Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan.

RECOMMENDATIONS

Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of the subject preliminary plan:

1. Abandon the unimproved paper right of way for Pleasant Street within the limits of the subject preliminary plan. The realignment of Capitol View Avenue as a primary street with a 70-foot right of way recommended in the 1982 *Capitol View & Vicinity Sector Plan* could be accommodated without impact on the subject property, and, specifically, the Pleasant Street right of way.

DISCUSSION

The subject preliminary plan proposes no new construction, but rather the adjustment of lot lines and the abandonment of an old unimproved paper right of way for Pleasant Street. The 1982 *Capitol View & Vicinity Sector Plan* recommends a realignment of Capital View Avenue through the subject site, which is in an historic district.

Capital View Avenue is classified as a Primary Street with a recommended 70 foot right-of-way and a 26-foot pavement with 4-foot sidewalks on both sides. The estimated average annual daily traffic on Capital View Avenue is 9,000 vehicles per day. It serves as a connecting link between Kensington and Silver Spring.

There are two historic structures on the site; the "castle" building and an auxiliary "carriage house." Transportation Planning staff has met with the applicant, and staff from Historic Preservation, Community-based Planning and Development Review. Consensus was reached that the historic structures are "significant" and worth preserving. Should Capital View Avenue be realigned in the future, an alignment is feasible that would not impact the subject property. Therefore, Transportation Planning staff supports the proposed abandonment of the unimproved right of way for Pleasant Street.

Attachments

RCW/cmd
Capitalviewpark.doc

TRANSPORTATION PLAN

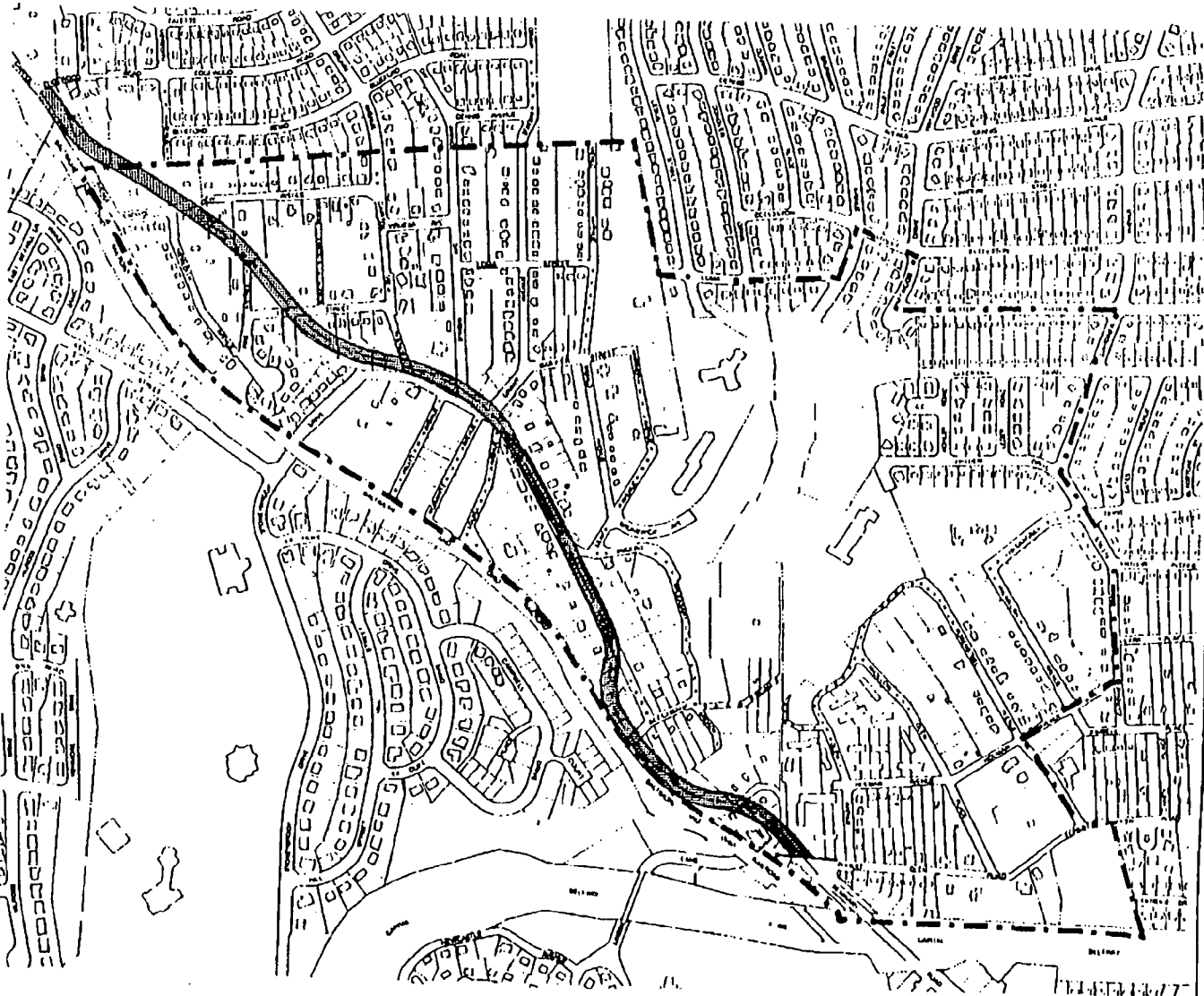
The generalized goal of the transportation plan is a balanced and coordinated network of transport facilities which will improve mobility and safety within the Capitol View and Forest Glen communities, while providing accessibility to and from regional activity centers. In conjunction with this goal are a series of specific objectives, which form the basis for the recommendations which follow. These objectives include:

- . improving major roadways where necessary and feasible, to assure adequate and safe traffic flow and level of service;
- . modifying the street network, where necessary and feasible, to maintain the existing character and stability of the community and to discourage non-local traffic from using local streets;
- . improving existing transit service to satisfy a wide range of local community needs;
- . providing neighborhood access to the Forest Glen METRO rapid rail facilities without disrupting the residential fabric of the existing community; and
- . developing a pedestrian and bicycle circulation network for recreation and to encourage alternatives to the auto for short local trips.

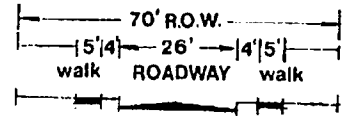
PROPOSED HIGHWAY SYSTEM

During the Capitol View sector planning process, staff investigated a number of alternatives designed to improve the operational and safety problems associated with Capitol View Avenue (MD 192). The analysis evaluated roadway geometrics, traffic accidents and safety, level of service implications, and the potential community impacts resulting from the various alternatives designed to eliminate the identified deficiencies and problems. These alternatives and their principal implications were discussed, in detail, with the Capitol View community and affected property owners. Based upon the staff analysis, the community comments, and the previously cited transportation objectives of the Sector Plan, the following recommendations are made:

- . The current realignment for Capitol View Avenue, contained in The Kensington-Wheaton Master Plan, recommends an Arterial Highway with an 80 foot right-of-way and a 48 foot pavement width. Staff analysis indicated that this right-of-way, together with necessary grading and slope easements, would affect between 17-19



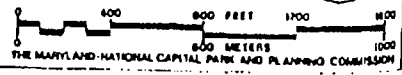
CAPITOL VIEW AVE. REALIGNMENT



TYPICAL SECTION

Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA



homes and commercial structures in the Capitol View community. Based upon discussion with the Maryland State Highway Administration and the community, the staff recommends that any future realignment of Capitol View Avenue be classified as a Primary Street with a 70 foot right-of-way and a 26 foot pavement. A typical cross section is shown in Figure 15. The Sector Plan also recommends that Capitol View Avenue (MD 192) be retained in the State Road System.

- Staff investigated a number of alternatives to the 1959 Master Plan realignment of Capitol View Avenue. These alternatives included possible improvements to the existing roadway such as reconstruction of substandard curve radius and banking, regrading, and widening of pavement and shoulder widths. After extensive meetings with the community, both staff and residents agreed that a realignment of the existing roadway was necessary to overcome many of the safety problems associated with the existing road. The modified realignment, ultimately developed by the staff, would have less of an impact on the community as a whole than any of the other alternatives investigated--short of doing nothing. The Plan, therefore, recommends the modifications to the current realignment of Capitol View Avenue, as shown on Figure 15. The proposed realignment of Capitol View Avenue will improve most of the substandard design feature of the existing roadway including hazardous horizontal curves and unsafe intersections. The proposed reconstruction would affect only three structures in the community.
- During the planning process staff investigated a number of "short-term" improvements to the existing roadway of Capitol View Avenue. Staff recommends that these improvements be implemented as a "special project" by the State Highway Administration at the earliest feasible date. These roadway improvements are shown on Figure 16 and include:
 - Curve warning signs (either large arrow or Chevron alignment sign) should be placed at several locations along Capitol View Avenue (see Figure 16).
 - Sight distances should be improved at locations shown on Figure 16 by removing undergrowth, bushes, trees, hanks and walls.
 - The Capitol View/Drumm Avenue intersection should be improved by extending the existing guardrail to block the Drumm Avenue right-of-way. Clearance should be left for a pedestrian walkway. Paving on the east corner shoulder should be expanded to increase the southern approach turning radius.

Capitol View Park H.D.

Sept. 18, 2001

Check for Contradiction between Master Plan & H.D.

regarding: (1) Castle doesn't show up in drawing;

(2) New alignment of C.P. Ave would demolish
historic structures & The feel & character of
the road!

Get back to him & Larry Cole

Get roadway "Specs"

arterial
major
etc.