

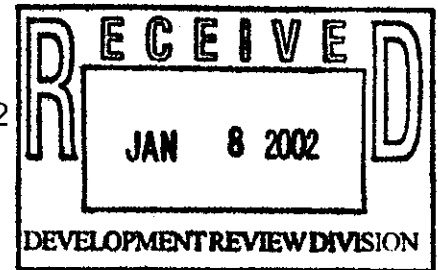
M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 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 *R. Welke*

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 Capital 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:

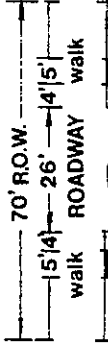
- improving major roadways where necessary and feasible, to assure adequate and safe traffic flow and level of service;
- modifying the street network, where necessary and feasible, to maintain the existing character and stability of the community and to discourage non-local traffic from using local 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

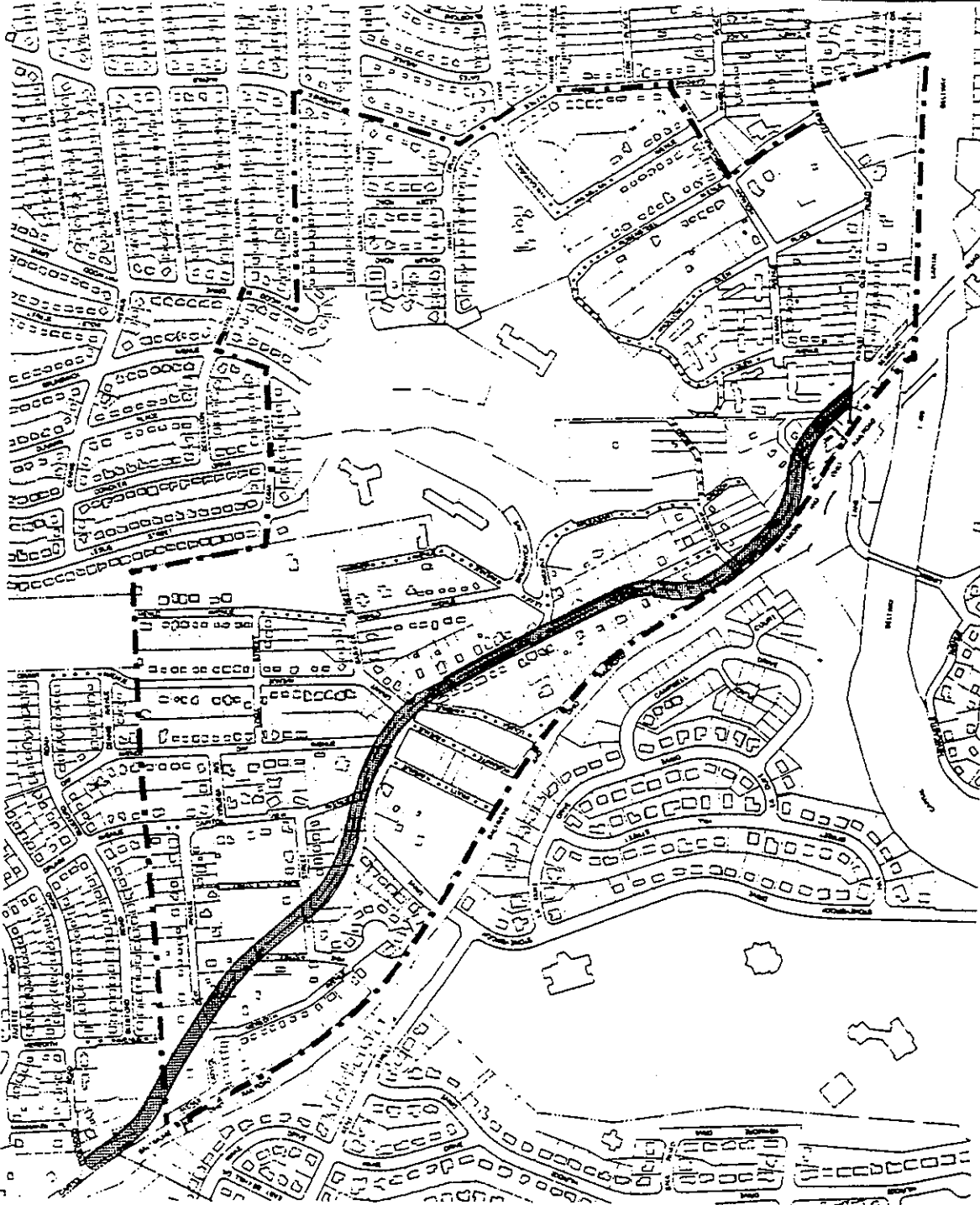
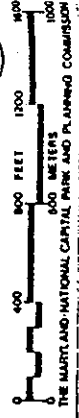
CAPITOL VIEW AVE. REALIGNMENT



TYPICAL SECTION



15



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.

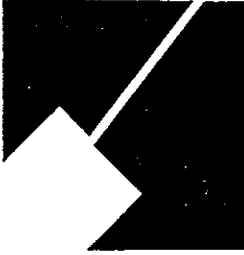
Staff investigated a number of alternatives to the 1959 Master Plan realignment of Capitol View Avenue. These alternatives included possible improvements to the existing roadway such as reconstruction of substandard curve radius and banking, regrading, and widening of pavement and shoulder widths. After 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.

Item # 10

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MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

M E M O R A N D U M

DATE: January 11, 2002
TO: Montgomery County Planning Board
FROM: A. Malcolm Shaneman
Development Review Division
(301) 495-4587
SUBJECT: Informational Maps for Subdivision Items on the
Planning Board's Agenda for January 17, 2002.

Attached are copies of plan drawings for Items #06, #09, #10, #11. These subdivision items are scheduled for Planning Board consideration on January 17, 2002. The items are further identified as follows:

Agenda Item #06 - Preliminary Plan 1-02060
Pleasants Rural Property

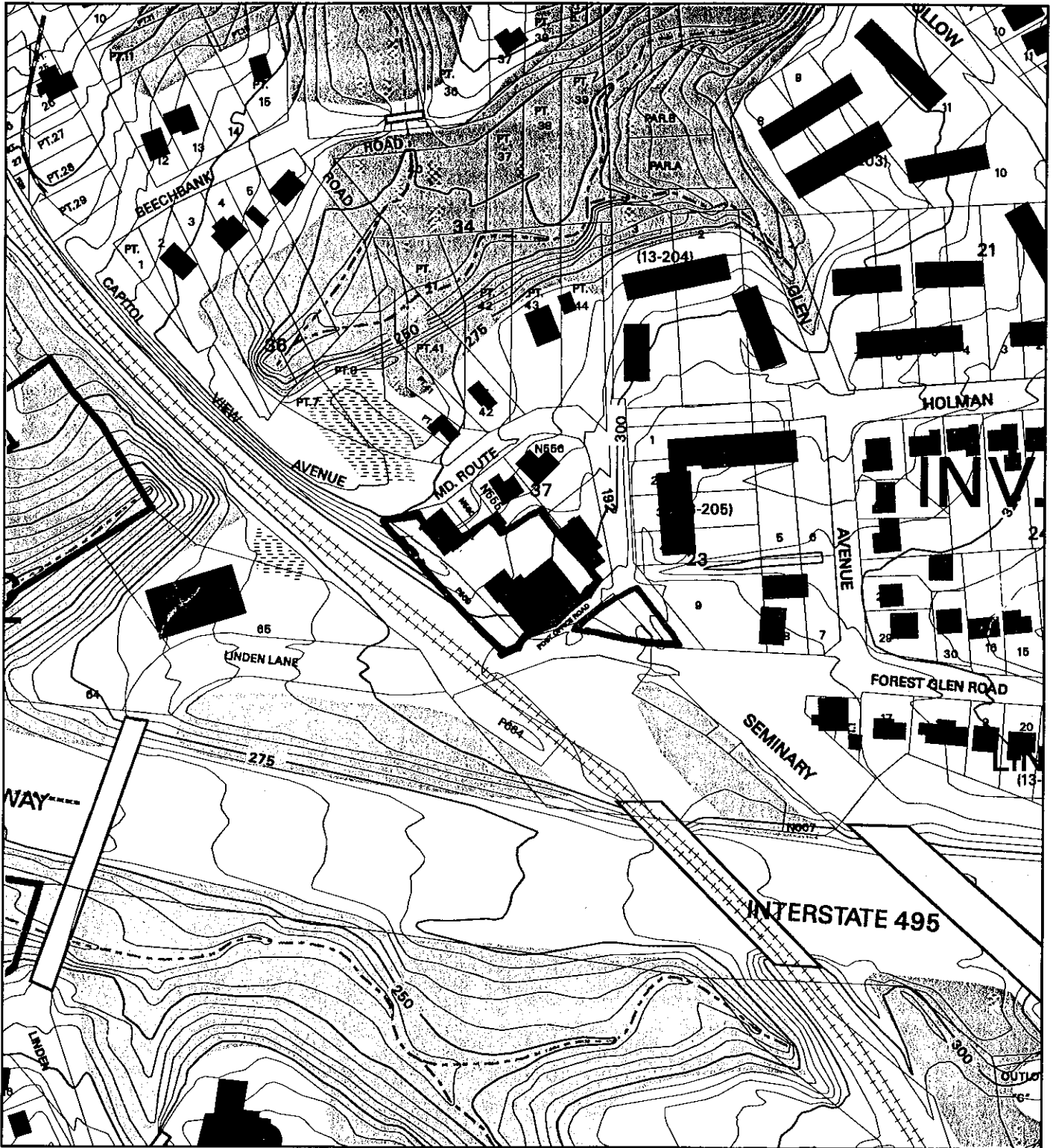
Agenda Item #09 - Preliminary Plan 1-00075
Stamoulis Property

Agenda Item #10 - Preliminary Plan 1-02010
Capitol View Park

Agenda Item #11 - Preliminary Plan 1-02023
Westchester

Attachment

VICINITY MAP FOR
CAPITOL VIEW PARK (1-02010)



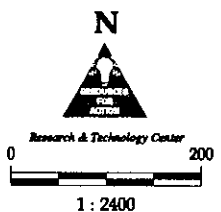
Map compiled on August 28, 2001 at 12:06 PM | Site located on base sheet no - 212NW03

NOTICE

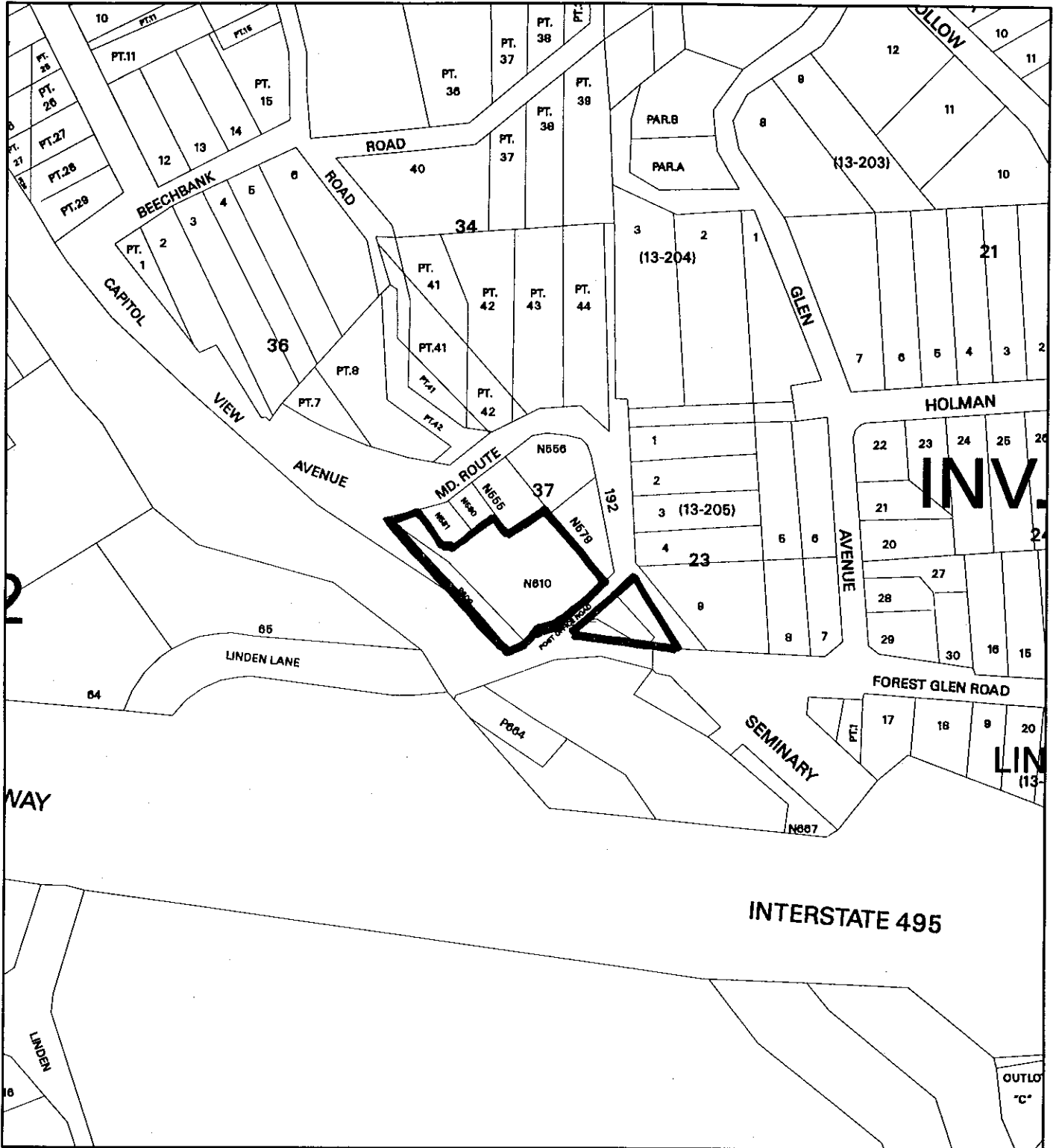
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VICINITY MAP FOR
CAPITOL VIEW PARK (1-02010)



Map compiled on August 28, 2001 at 12:55 PM | Site located on base sheet no - 212NW03

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