

## HISTORY

Both Capitol View and Forest Glen are communities which developed when the Metropolitan Branch of the B & O Railroad was built in the 1870's. The area known as Forest Glen takes its name from a glade located near where the Capital Beltway crosses under the B & O Railroad. That area developed in the late 1800's around what was once a resort hotel near the grounds of a Girls' Finishing School (the National Park Seminary, now the Walter Reed Army Medical Center Annex). The area's development was spurred by the introduction of regular railroad service from Washington, and the area name was subsequently applied to the larger community which extends east of the original Forest Glen. The latter area sets astride the historically important Brookville Road from Seventh Street Pike; today's Georgia Avenue. It was composed of farms and estates through the early part of the twentieth century and experienced most of its suburbanization in the late 1940's and early 1950's, when large areas of farms and estates were sold, subdivided, and developed, predominantly into single-family communities. In the late 1950's, Georgia Avenue was widened from a two-lane country road to its present six-lane divided cross-section; and in the early 1960's, the Capital Beltway (I-495) was built with an interchange at Georgia Avenue, south of Forest Glen Road and almost midway between Silver Spring and Wheaton.

The following history of Capitol View Park was compiled by the Capitol View Park Historical Society.

Capitol View Park is a community which was developed along the B & O Railroad Metropolitan Branch between Forest Glen and Kensington in the latter part of the 19th Century. The 123½ acres which were included in the original subdivision plan of 1887 surveyed for Mary Harr were already of historic interest, however. Originally part of the 4,220 acre land grant made to William Joseph in 1689, by 1776 they were a part of the land holdings of the famous Daniel Carroll. The acreage passed from Daniel Carroll, Jr., to his son William, and then, by pieces, 800 acres were acquired by Daniel Brent, son of Robert Brent, an executor of the will of Daniel Carroll, Sr. As an interesting side note, Daniel Brent assigned this land to secure payment of \$2,600 due to John Quincy Adams in 1825.<sup>1</sup>

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<sup>1</sup> Deed Y/112, Land Records Office, Montgomery County Court House, Rockville, Maryland.

The land was sold and, in 1829, 498 acres were purchased by Robert Brown<sup>2</sup> a farmer, who passed 276½ acres of that on to his son, Thomas J. Brown, in 1864.<sup>3</sup> Thomas Brown apparently built a house on his land (the Frederick Case house) which was the first known dwelling on the land now known as Capitol View Park. By this time, the land was bisected by the railroad,<sup>4</sup> leaving 123½ acres north of the tracks. In 1876, Brown lost the land to William Adams<sup>5</sup> as a result of a mortgage foreclosure. In 1882, the 123½ acres north of the tracks were sold to Mary Harr,<sup>5</sup> who was ultimately responsible for the platting and development of Capitol View Park.

According to testimony in Equity Case 2225, Montgomery County Circuit Court, Mary and Oliver Harr had been residents of Baltimore prior to the purchase of the property, although Oliver had lived in Washington until about 1865. He had experienced financial difficulties in several small businesses, including coffee and sugar dealerships, and Mary had opened a small grocery store. In 1881, Augustus Burgdorf, a large land holder in the Kensington area and a longtime friend of Oliver Harr's, suggested that the Harrs buy a small farm in Montgomery County, in particular the Adams property. Mrs. Harr's family provided some of the purchase price of \$4,322.50, and Burgdorf loaned her \$3,000. Presumably because Oliver Harr had previously had numerous financial setbacks, the land and testimony in the Equity Case cited above indicates that she had little actual knowledge of the transactions.

The Harrs moved to their farm and built a house in 1882 (the Trimble House). By 1885, Messrs. Harr, Burgdorf, and Burgdorf's friends, Washington real estate broker Frederick Pratt, had decided to subdivide the property, each having a third interest. They commissioned the Plat map of 1887 which was recorded in Mary Harr's name in Plat Book 5 (now Book A), plat #9, Montgomery County Land Records. Numerous lots were sold, many to speculators, and several houses were erected. From the third floor of these original houses, it was possible to see the Capitol, reaffirming the original community name. Much of the area is extremely high, but because of the growth of trees in the intervening years, this view is no longer possible. The Capitol View Park railroad station,

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<sup>2</sup> Deed BS 2/175.

<sup>3</sup> Deed EBP 1/375.

<sup>4</sup> Deed EBP 17/428.

<sup>5</sup> Deed EBP 26/23.

located south of the tracks and west of what is now Stoneybrook Avenue, was built during this period. Through the years many residents of the community have worked in downtown Washington and used the train for transportation.

By 1892, sales had slackened and a new arrangement was made whereby the syndicate would build houses for sale. Mr. Burgdorf thereupon withdrew from the group, and Alexander and Martin Proctor, Washington real estate brokers, joined as partners and sales agents. Although several houses were erected and sold, the arrangement was unsatisfactory and in 1895 the remaining property was divided among the syndicate members who pursued sales individually.

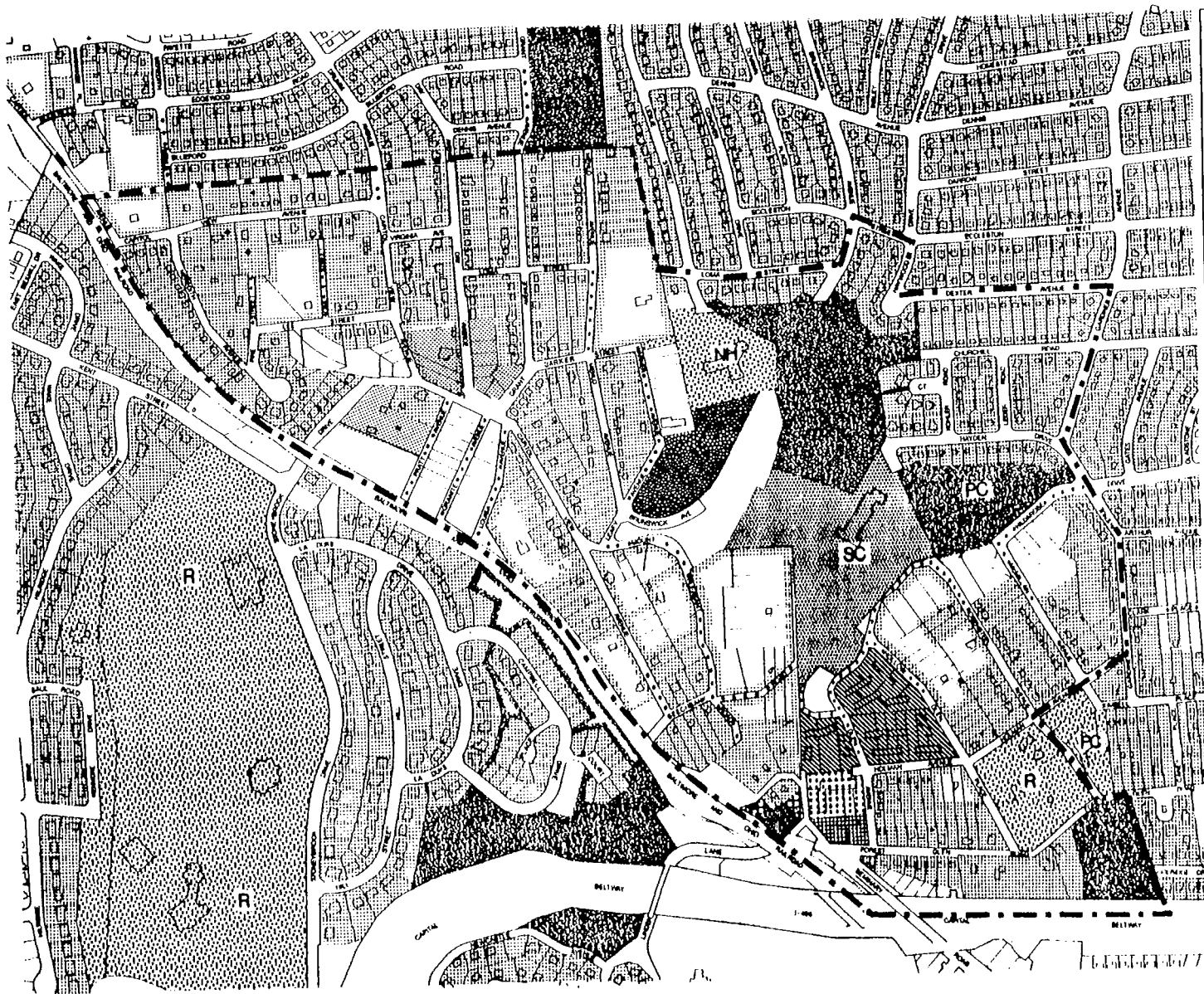
The map of 1908<sup>6</sup> shows approximately 17 buildings in Capitol View Park. In 1911, Capitol View Avenue as it is today was laid out and recorded.<sup>7</sup> Prior to this there was no direct connection to Kensington by road north of the tracks. In the 1930's, some of the street names were changed from those of the 1887 map to those currently used. County water came to the area in the 1920's and slowly the number of houses increased. Many of the smaller houses on Meredith Street and Capitol View Avenue were built in the 1930's.

The area has continued to grow slowly with a mixture of house styles spanning the past 100 years. Approximatley one quarter of the original acreage is still undeveloped.































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<sup>6</sup> Map #55, Montgomery County Public Library, Rockville, Maryland.

<sup>7</sup> Plat Book 2/137, Montgomery County Court House, Rockville, Maryland.

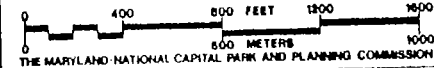


### EXISTING LAND USE

- SINGLE FAMILY (OVER ONE ACRE) 
- SINGLE FAMILY 
- TOWNHOUSE 
- APARTMENTS 
- HOUSING FOR THE ELDERLY 
- RETAIL SALES & SERVICE 
- COMBINED USE 
- OFFICE 
- AUTOMOTIVE & RELATED 
- INDUSTRIAL 
- OPEN STORAGE 
- PUBLIC PARKS & RECREATION 
- OPEN SPACE 
- PRIVATE CLUB 
- EDUCATIONAL FACILITIES 
- PUBLIC 
- PRIVATE 
- PUBLIC 
- LIBRARY 
- FIRE STATION 
- POST OFFICE 
- COMM. OR SENIOR CENTER 
- UTILITY 
- QUASI-PUBLIC 
- NURSING HOME 
- RELIGIOUS INST. 
- FRATERNAL CLUB 
- VACANT 
- DEDICATED STREET 
- NOT CONSTRUCTED 

# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA



THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

## EXISTING LAND USE

The majority of the developed land within the Capitol View Sector Plan boundaries is used for residential purposes. About 134 acres, or 56 percent of the total land area is devoted to residential use. Approximately 92 percent of the total residential land is occupied by single-family detached dwellings. Townhouse and apartments occupy the remaining 8 percent of the total residential land area. These dwelling units are located in the southern portion of the planning area in the vicinity of Holman Avenue and Hollow Glen Place.

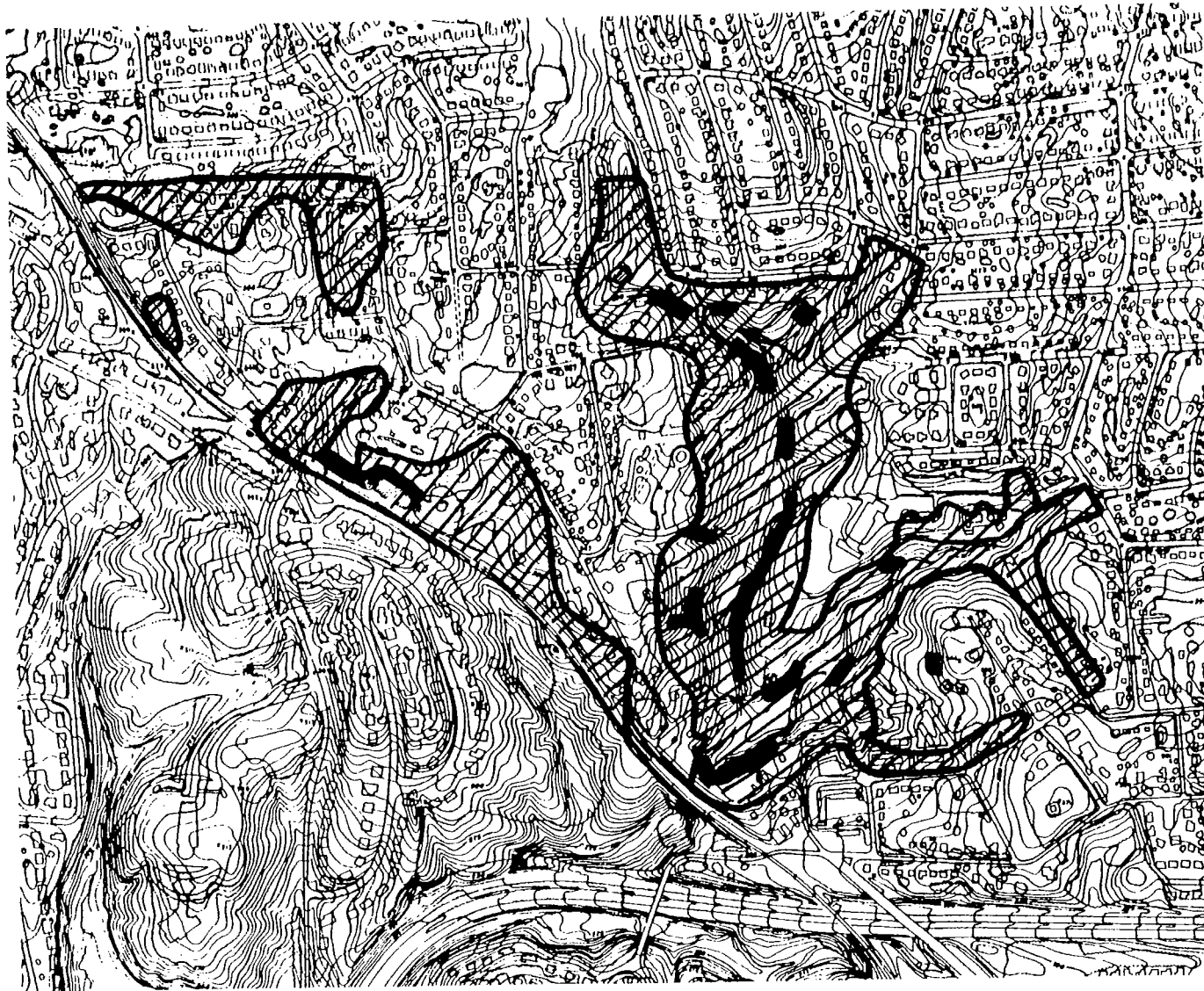
Less than 1 percent, or 1.5 acres, of the total land is devoted to commercial uses. These uses are concentrated at the intersections of Forest Glen Road, Seminary Road, and the Baltimore and Ohio Railroad (Chessie System).

The planning area also contains a school (McKenney Hills School on Hayden Drive), a swim club (Glenwood Club on Gardiner Avenue), and a park (McKenney Hills Local Park). In addition, there are a number of other institutions including a nursing home (on Barker Street), and a church and a cemetery (between Holman Avenue, Forest Glen Road, Hollow Glen Place and Rosensteel Avenue).

Approximately 11 percent (27 acres) of the land in the planning area is vacant or under-developed. These parcels are located on either side of the two streams which run through the area or are adjacent to the Baltimore and Ohio Railroad (Chessie System).

### CAPITOL VIEW SECTOR PLAN EXISTING LAND USE

<u>Use</u>	<u>Acres</u>	<u>Percent of Total Area</u>
Residential	134.0	56
Commercial	1.4	1
Parks and Open Space	20.5	10
Public	12.7	5
Institutional	8.3	3
Right-of-Way	33.8	14
Vacant	27.2	11
TOTAL	<u>237.9</u>	<u>100</u>



## SOILS AND SLOPES



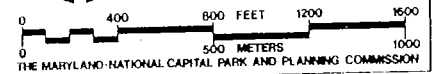
POOR SOILS



SLOPES 25%  
OR GREATER

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## THE ENVIRONMENT

Existing development patterns in the Capitol View Sector Plan area have been influenced primarily by the physical characteristics of the land. In many instances, the fact that certain parcels have water problems, have steep slopes, or have poor soils has been a constraint on the man-made development that has taken place.

### NATURAL SYSTEMS

#### The Land

The analysis of soil conditions in Capitol View is based on a detailed soils survey map and interpretation guide which was prepared by the Soil Conservation Service (Figure 4). Most of the soils in the area are part of the Manor series. These soils have moderate infiltration rates and are highly susceptible to erosion.

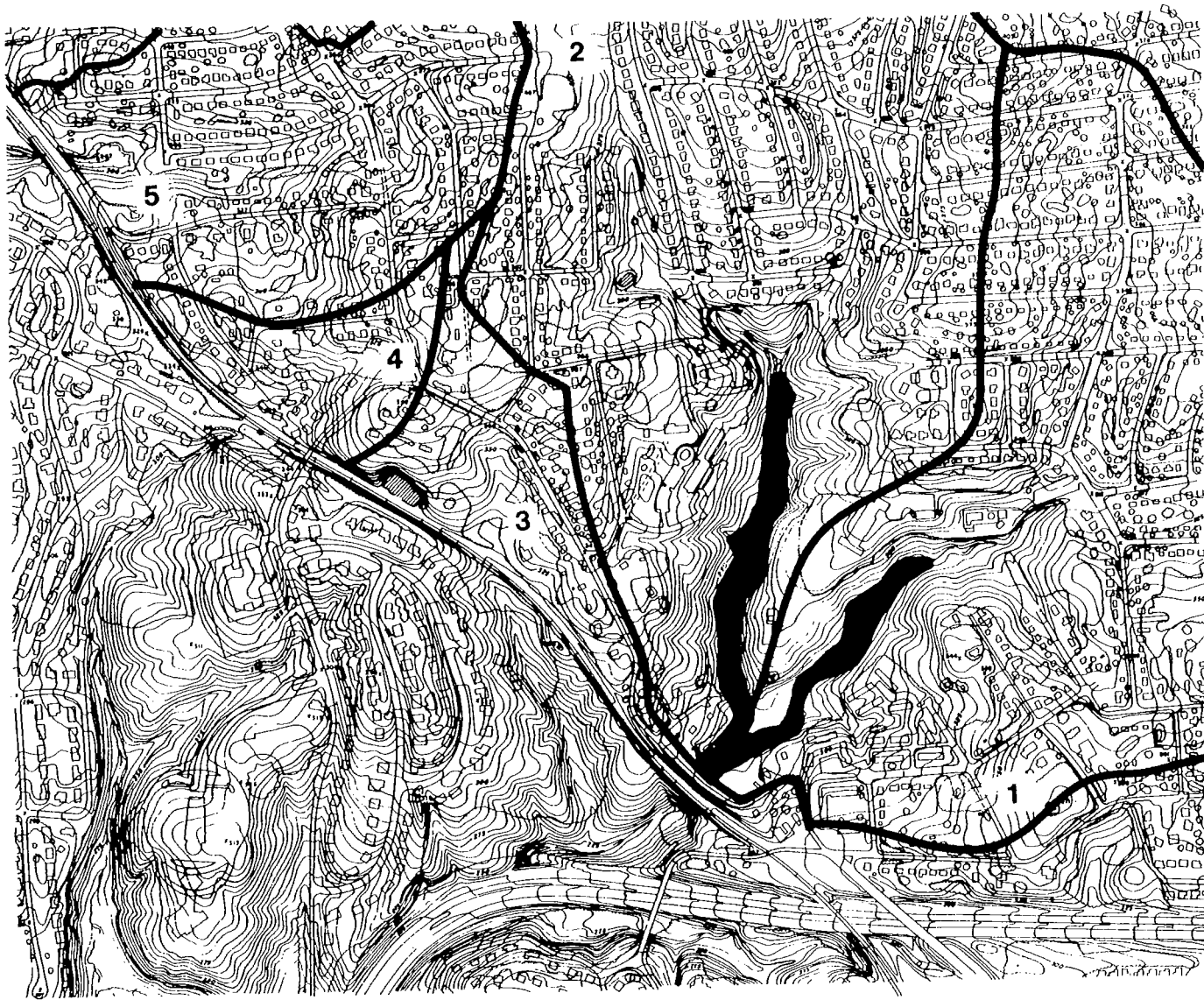
Areas along the Baltimore and Ohio Railroad and to the east of Capitol View Avenue have soil types which will impose a number of problems and limitations on future development. These soil types include Manor, Brandywine, Glenelg, Worsham, Glenville, and Wehadakee.

Problems associated with these soils include:



- . Temporary ponding of water in areas of alluvial soils;
- . Soils susceptible to frost action;
- . Possible wet basements or foundations;
- . Soils highly susceptible to erosion and siltation during construction; and
- . Shallow bedrock.

The geology of the Capitol View area is characterized by micaceous shist and gneiss bedrock types. Some alluvium is found near the streams in the eastern and western portions of the planning area. Some areas contain bedrock that is less than 20 feet from the surface. This condition could cause problems for utility and foundation construction.

The topography of the planning area is characterized by many hills and steep slopes. This condition has resulted in the area of greatest relief remaining undeveloped. Land surface

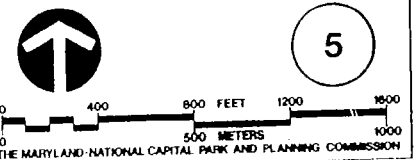


## DRAINAGE BASINS

-  Sub-Basins
-  100 Year Ultimate Floodplain

# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA





slopes of 35 to 50 percent are found throughout the community and steep slopes in excess of 15 percent are prevalent in many areas.

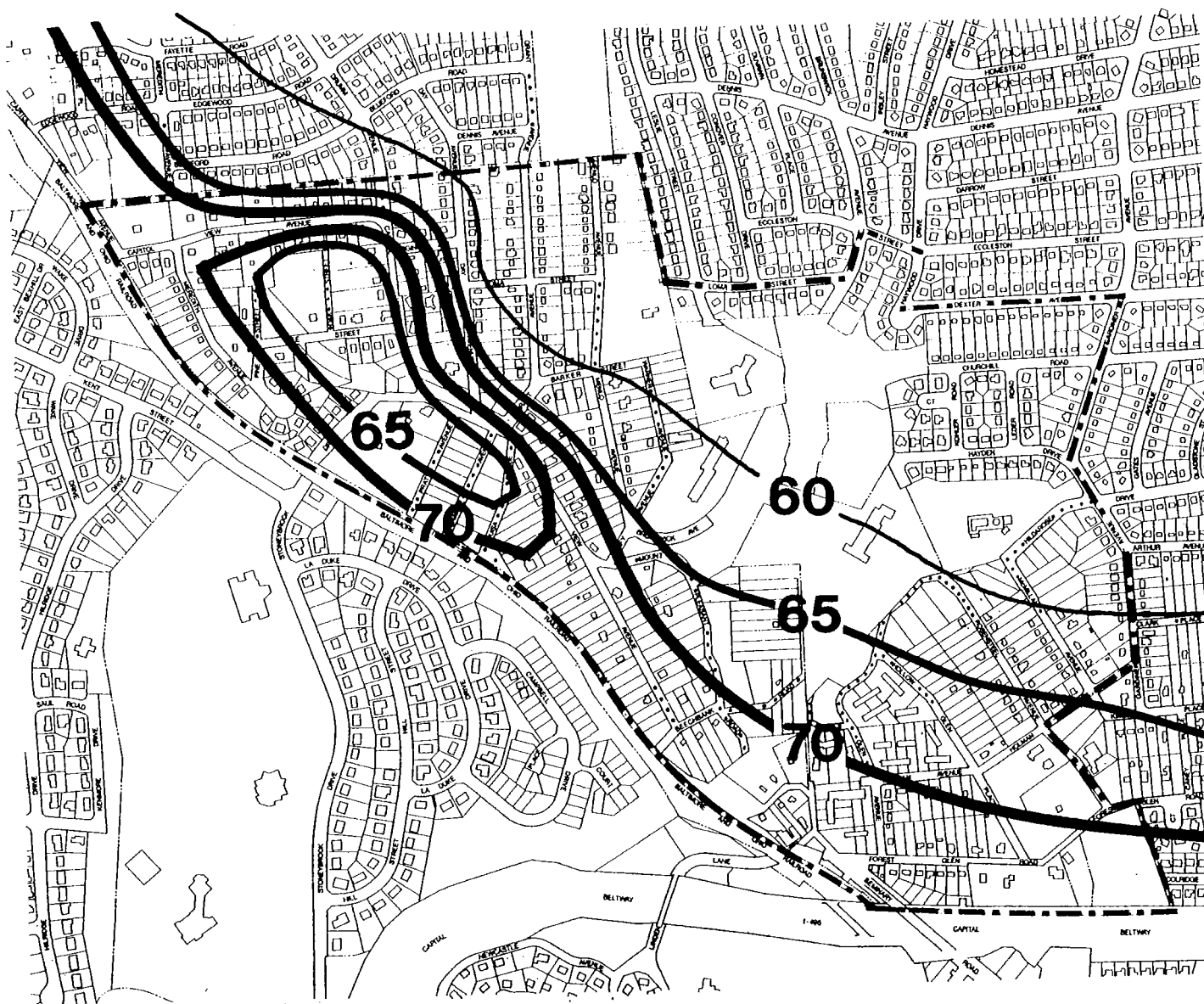
The predominate vegetation in the Capitol View area is mature woods. In developed neighborhoods, these trees provide landscaping. In the stream valleys and other undeveloped areas, the woods prevent soil erosion and decrease stormwater runoff. The aesthetic, cooling and recreation benefits to the community also support the need for preservation.

## Water

The Capitol View Sector Plan area is located in the lower Rock Creek Basin. The area is primarily drained by two small streams, the Left Fork and the Right Fork, which join together at the outlet of the basin, before flowing under Capitol View Avenue. The two forks are nearly identical in size, shape, and drainage. However, the Right Fork has denser development while the Left Fork has greater open space and natural drainage.


The overall basin can be further divided into five sub-basins (see Figure 5). The following is a brief description of the drainage conditions in each sub-basin.

- Sub-basin #1 (194 acres) drains into the Right Fork from two storm sewer pipes at the end of Hildarose Drive. The stream valley is characterized by steep slopes and mature tree cover. Dumping has occurred along the stream banks, especially in the vicinity of Gardiner Avenue. Gullying often follows land disturbance in the area. Drainage from sub-basin #1 flows through a large culvert under the B & O Railroad (Chessie System), at the confluence of the Left Fork and Right Forks.
- Sub-basin #2 (177 acres) drains into the Left Fork. The upper part of the sub-basin is drained by a storm sewer discharging from pipes at the ends of Leslie Street and Brunswick Avenue. The lower part of the sub-basin receives drainage from area runoff. This stream valley is also characterized by steep slopes and mature tree cover. Channel erosion and meander has cut away the back of lots of houses on Beechbank Road. As a result, these residents lost use of their septic fields and have had to connect into the sanitary sewer system. This stream valley is not as environmentally disturbed as the Right Fork. Several abandoned vehicles rest in the streambed, but only limited amounts of trash are found near the storm drain outlets. Underground and surface springs are located in the area of Loma Street and Menlo Avenue.
- Sub-basin #3 (27 acres) drains into a culvert under the B & O Railroad and into the



# POTENTIAL NOISE IMPACTS AREAS

- 1995 -

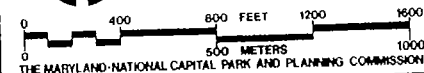
 NOISE EXPOSURE LEVEL CONTOURS (dBA LdN)

# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA



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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

ditch paralleling the railroad. Poor drainage occurs along the area of alluvial soils (Wehadakee) found near the former "quarry site" (see Figure 4).

- Sub-basin #4 (18 acres) also passes under the B & O Railroad track. Wet basements have been reported in the area of the homes that surround the cul-de-sac at the end of Meredith Avenue.
- Sub-basin #5 (60 acres), the third largest sub-basin, drains into a ditch and culvert behind the homes along Capitol View Avenue and Blueford Road. Storm sewers serve parts of Meredith Avenue and Blueford Road. Drainage from this sub-basin is passed under the B & O Railroad. The drainage culvert under Capitol View Avenue (near Meredith Avenue) has filled with sediment and rubble and can drain only a limited amount of water. The culvert and drainage pipes along properties on the north side of Capitol View Avenue are inadequate to drain the area on the south side. There are also drainage problems for properties on the north side of Capitol View Avenue due to the amount of drainage being received.

## UTILITIES

The Capitol View area is completely served by the WSSC water and sewerage system. Future hookups would involve attaining the necessary permits and connecting to these systems.

In the case of the sewerage system, there is potential for future problems due to transmission constraints downstream in the Rock Creek basin and limited treatment capacity at the Blue Plains Sewage Treatment Plant in Washington, D.C. The Washington Suburban Sanitary Commission is currently addressing the transmission constraints as part of the Rock Creek Facility Plan (CIP Project S-49.09).

Existing treatment capacity should be sufficient through 1987, when the Rock Run Sewage Treatment Plan is scheduled for completion.

## NOISE

Excessive noise is an environmental health problem which disrupts speech, interferes with sleep and causes psychological stress in the human body. Noise problems are exacerbated by loudness, intensity, and frequency of occurrence.

Historically, the primary noise sources in the Capitol View area are railroad and roadway traffic. The high percentage of trucks coming from Metropolitan Avenue, near

Kensington, produces relatively high noise levels near Capitol View Avenue. Ambient noise levels in the south eastern part of the area are increased by traffic noise from I-495. However, the most intrusive noise source in the area is from the train passbys on the Baltimore and Ohio Railroad tracks. Based on current train counts and traffic volumes, the combined day/night average sound level ( $L_{dn}$ )<sup>8</sup> exceeds 65 dBA in those areas adjacent to Capitol View Avenue and the B & O Railroad. Potential 1995 levels, illustrated in Figure 6, are somewhat greater than current levels.

Noise levels above 60 dBA  $L_{dn}$  are considered intrusive and annoying for outdoor activities such as talking or relaxing. Therefore, this is the criterion most suitable for protection of residents in suburban locations. The degree of activity interference increases at 65 dBA  $L_{dn}$  and above. Where parcels are small (2 acres or less), or where the configuration makes application of 60 dBA inequitable, the 65 dBA criteria may be acceptable. HUD and various other Federal agencies concur in a Federal policy establishing levels above 65 dBA  $L_{dn}$  as "normally unacceptable" for residential uses.

Peak noise levels which exceed typical background levels by 15 dBA or more are extremely intrusive particularly at night (10 P.M. - 7 A.M.) when significant sleep interference occurs. Monitoring in the Capitol View area indicates that railroad noise peaks 150 feet from the railway are between 80 and 90 dBA for engine, car, and truck noise. Near the Linden Lane railroad crossing, train safety whistles creates noise levels of 105 dBA at 50 feet. In some locations, existing topography creates a noise reducing barrier. Thus, railroad noise peaks of 65 to 75 dBA occur in these areas.

Current train operations occur frequently enough to be considered a significant noise source. The annoyance caused by train passbys is compounded by the high percentage of freight train traffic that occurs during the nighttime hours. A train passby criteria of 75 dBA is the maximum acceptable level for train noise recommended by the American Public Transit Association. While interior and exterior speech interference will still occur at this level, this criteria will provide adequate protection to the more noise-sensitive sleep activity. Sleep interference begins at 45 dBA, a level obtainable with a 30 dBA outdoor to indoor reduction due to the attenuation from an energy-efficient building shell with windows closed. Moreover, with windows open, a peak interior noise will be in the range of 60-65 dBA. At these noise levels, a majority of persons experience increased loss of sleep quality and speech interference.

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<sup>8</sup>  $L_{dn}$  - A weighted equivalent sound level for a 24-hour period with 10 dBA added to nighttime periods (10 P.M. - 7 A.M.) to account for the greater degree of distraction experienced.

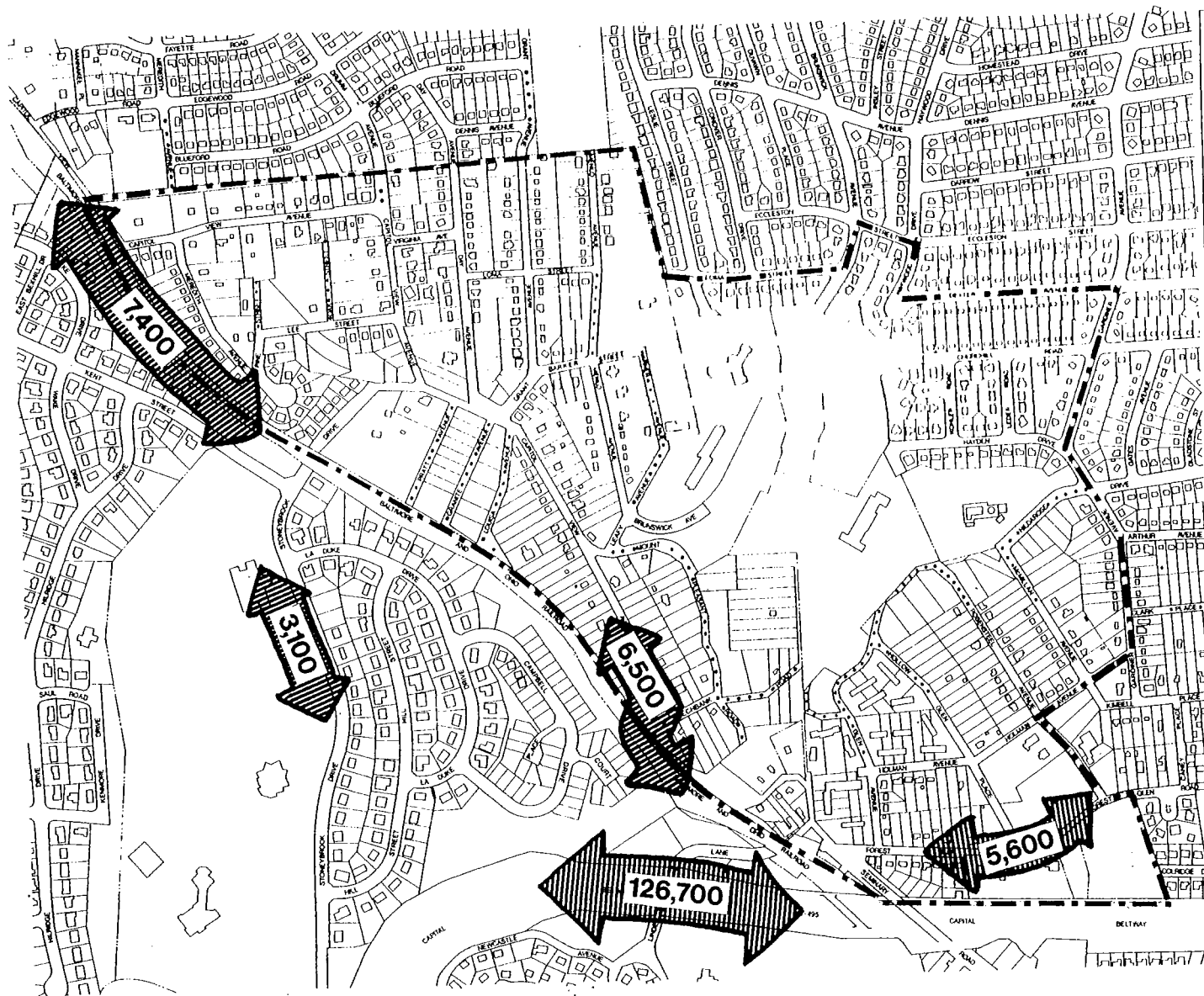
## EXISTING TRANSPORTATION

### EXISTING HIGHWAY SYSTEM

The Capitol View Study Area is surrounded by the Baltimore and Ohio Railroad on the west, Capital Beltway (I-495) on the south, and County residential streets on the east and north. The major principal roadways inside the study area are Capitol View Avenue (MD 192), which runs north-south, and Forest Glen Road (also MD 192) which runs east-west. The Capital Beltway, which serves primarily interstate and regional trips, is a major eight-lane circumferential freeway. Average daily traffic (ADT) volumes for 1980 were 126,700 vehicles per day on the segment of the Beltway between Seminary Road and Stoneybrook Drive. The Beltway average daily traffic volume is projected to be 160,577 vehicles per day by 1985. Average daily traffic volumes on Capitol View Avenue and Forest Glen Road range between 6,500 and 7,400 vehicles per day in 1980. Specific ADT volumes for these roadways are shown in Figure 7.

The level of service of a roadway system is typically measured by analysis of the peak hour traffic demands at critical intersections and expressed as an alphabetic scale from A (best) to F (worst). In Montgomery County, Level of Service "D" is the established minimum service level used for planning purposes. Level of Service "D" can be described as a predominantly stable traffic flow condition with occasional instability of the flow. At this level of service, vehicle delays are moderate to heavy and signal time deficiencies are experienced for short durations within the total peak period. However, the traffic flow is such that periodic "valleys" occur, thereby preventing unacceptable traffic backup and congestion. Calculations of the peak hour conditions at the Forest Glen Road/Seminary Road/Capitol View Avenue and Capitol View Avenue/Stoneybrook Drive intersections indicate that the level of service for both the A.M. and P.M. peak hours is "A." The existing 1980 P.M. peak hour traffic volumes are shown in Figure 8.

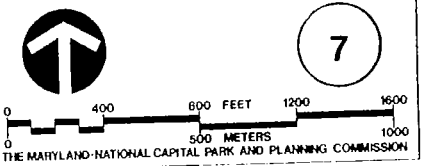
Capitol View Avenue, a two-lane state road, serves as the major northwest-southeast access route between Connecticut Avenue in Kensington and Georgia Avenue in Silver Spring. The road, which was originally laid out in 1887, has numerous sharp bends and hills, poor sight distances at intersections, and narrow roadway width without shoulders. In addition, because of a narrow right-of-way, utility poles are extremely close to the pavement along certain segments of Capitol View Avenue. These roadway problems cause Capitol View Avenue to have a relatively high rate of traffic accidents and limited capacity to handle additional traffic generated by future development in the area.



**1980 AVERAGE  
DAILY TRAFFIC**  
(NOT TO SCALE)

# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA



The existing Capitol View Avenue realignment, shown in Figure 9, was originally proposed in the 1959 Kensington-Wheaton Master Plan. This realignment, which would have improved many of the existing substandard design features, such as unsafe horizontal curves and poor sight distances, would have had a major impact on many of the houses in the area. The Maryland State Highway Administration (SHA) has not made any major improvements along Capitol View Avenue. They have indicated that roadway improvements involving realignment or relocation of the highway is not practical or possible due to the limited right-of-way of the highway and the residential development adjacent to it. The SHA, however, has listed Capitol View Avenue improvements in their current Maryland State Highway Needs Inventory (1980) as a two (2) lane urban construction. The project is not included in the current Maryland Department of Transportation Consolidated Transportation Program (1981-1985) and is not expected to have any funding priority in the SHA's project programming. It appears unlikely that the realignment or relocation of Capitol View Avenue will occur in the foreseeable future.

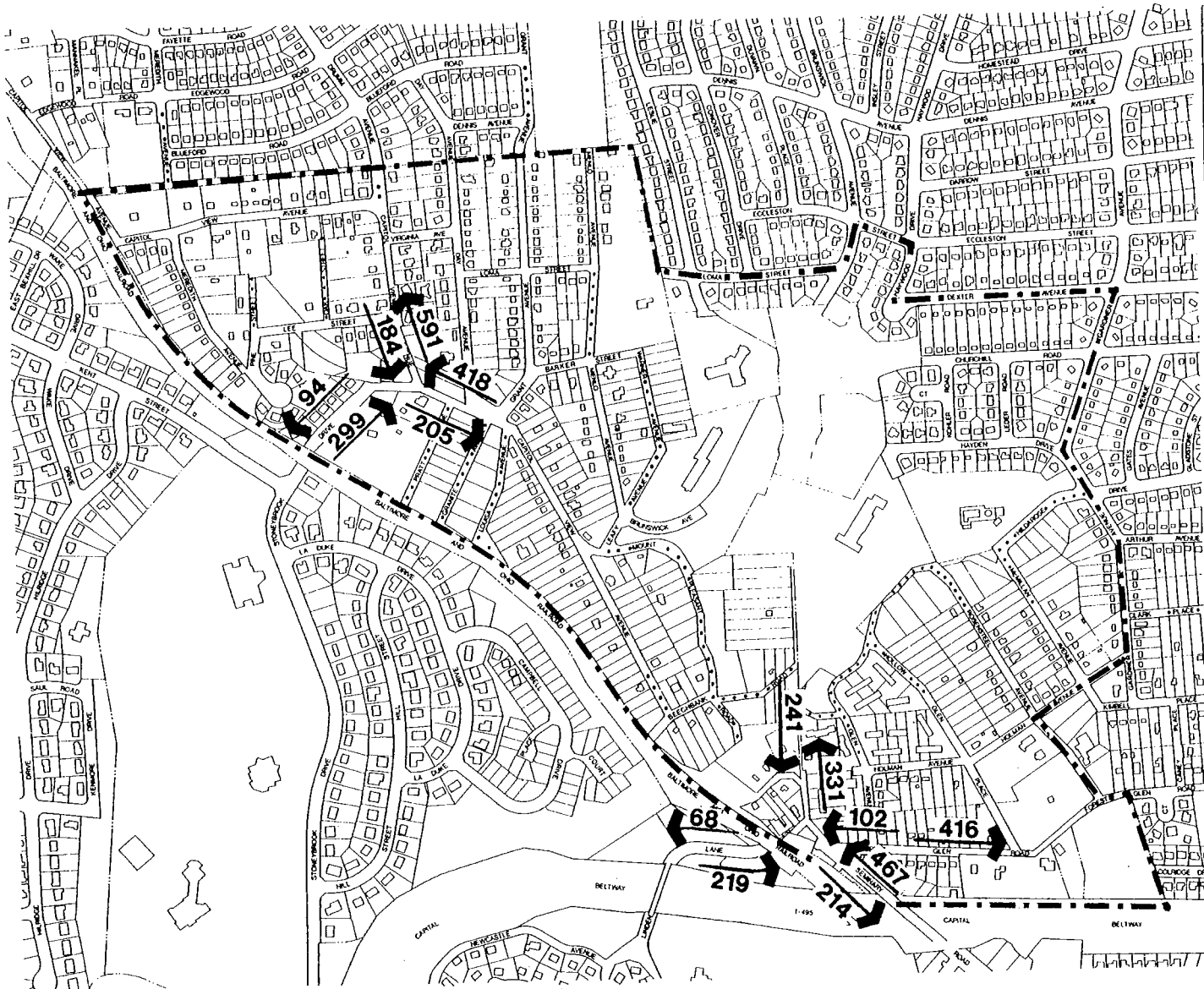
#### EXISTING TRANSIT SERVICE

Metrobus service operates in the area on Georgia Avenue. Local and express routes, mostly through service from Wheaton, Aspen Hill, and beyond into Silver Spring, combine to produce an overall frequency of 18 buses per hour in the peak direction. In addition, Montgomery County provides local Ride-On service on Capitol View Avenue linking the area with White Flint, Garrett Park, Kensington and Silver Spring. The Ride-On routes provide service with a 20 to 30 minute headway in the peak direction during peak hours.

The Forest Glen commuter rail station is located near the intersection of Forest Glen Road and Capitol View Avenue, 0.8 miles west of Georgia Avenue. This stop is served by A.M. inbound and P.M. outbound trains. The paved at-grade crossing of Forest Glen Road at the B & O tracks serves as the pedestrian platform; no other facilities are provided at the station. Recent surveys of ridership show that approximately 6 to 20 commuters use this stop daily.

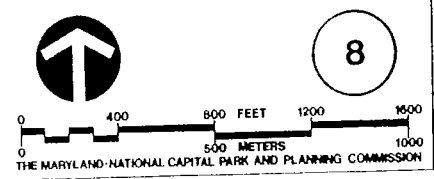
The Forest Glen METRO Station is under construction on Forest Glen Road, a short distance west of Georgia Avenue. Station surface facilities, according to plans developed by WMATA and approved by the Montgomery County Council, include 5 bus bays, 20 bicycle storage racks, 45 kiss-'n'-ride spaces, and approximately 500 park-'n'-ride spaces. The station platform will be located 200 feet beneath the intersection of Georgia Avenue and Forest Glen Road. A high speed elevator system is included in the station design to transport patrons from the surface mezzanine to the platform.

**1980 P.M. PEAK  
 HOUR VOLUMES  
 ( NOT TO SCALE )**

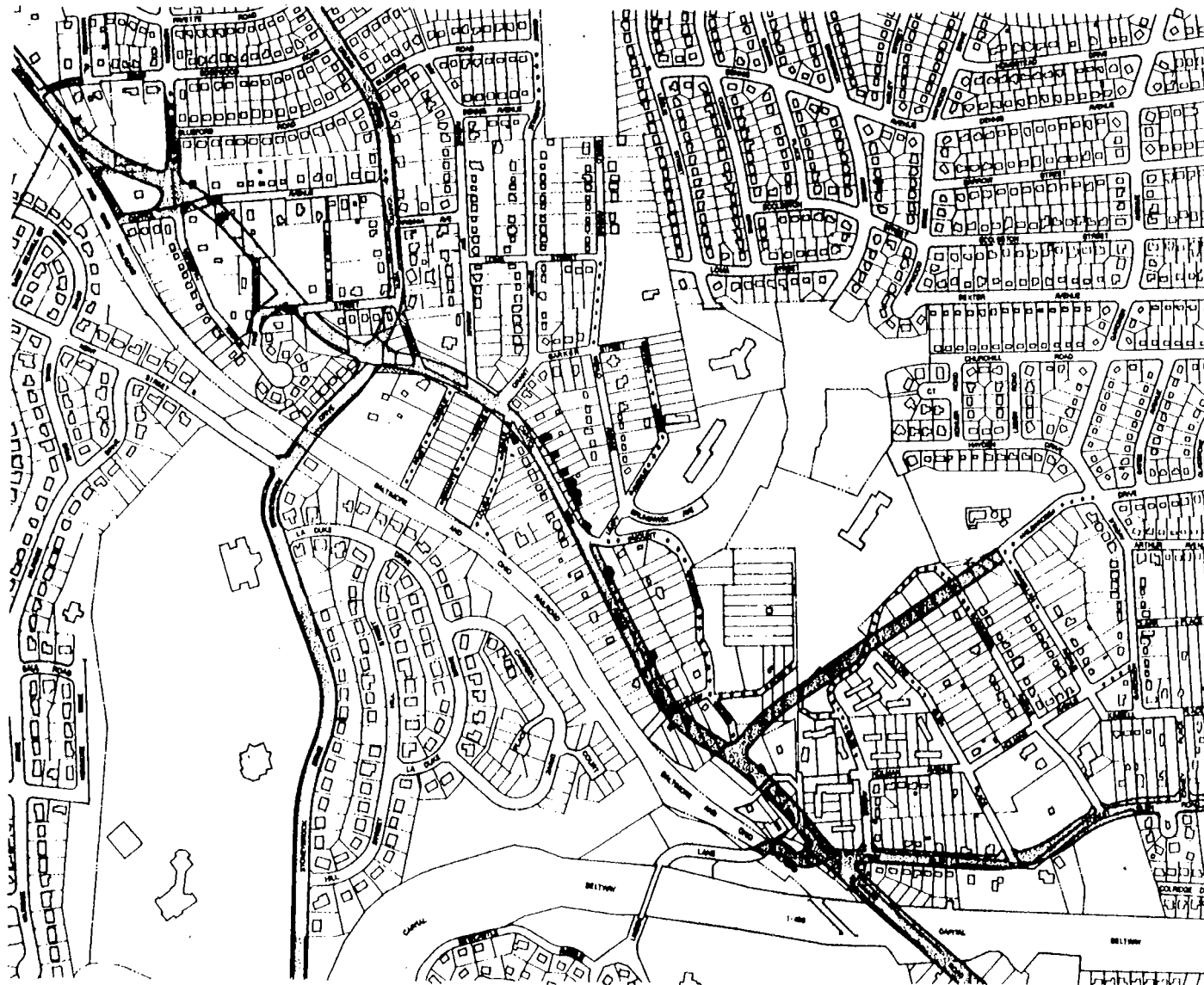


# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA











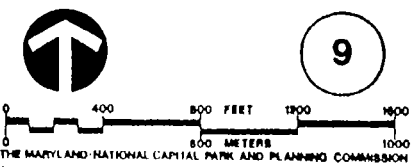
### STREET & HIGHWAY PLAN

(ADOPTED BY KENSINGTON-WHEATON MASTER PLAN '90)

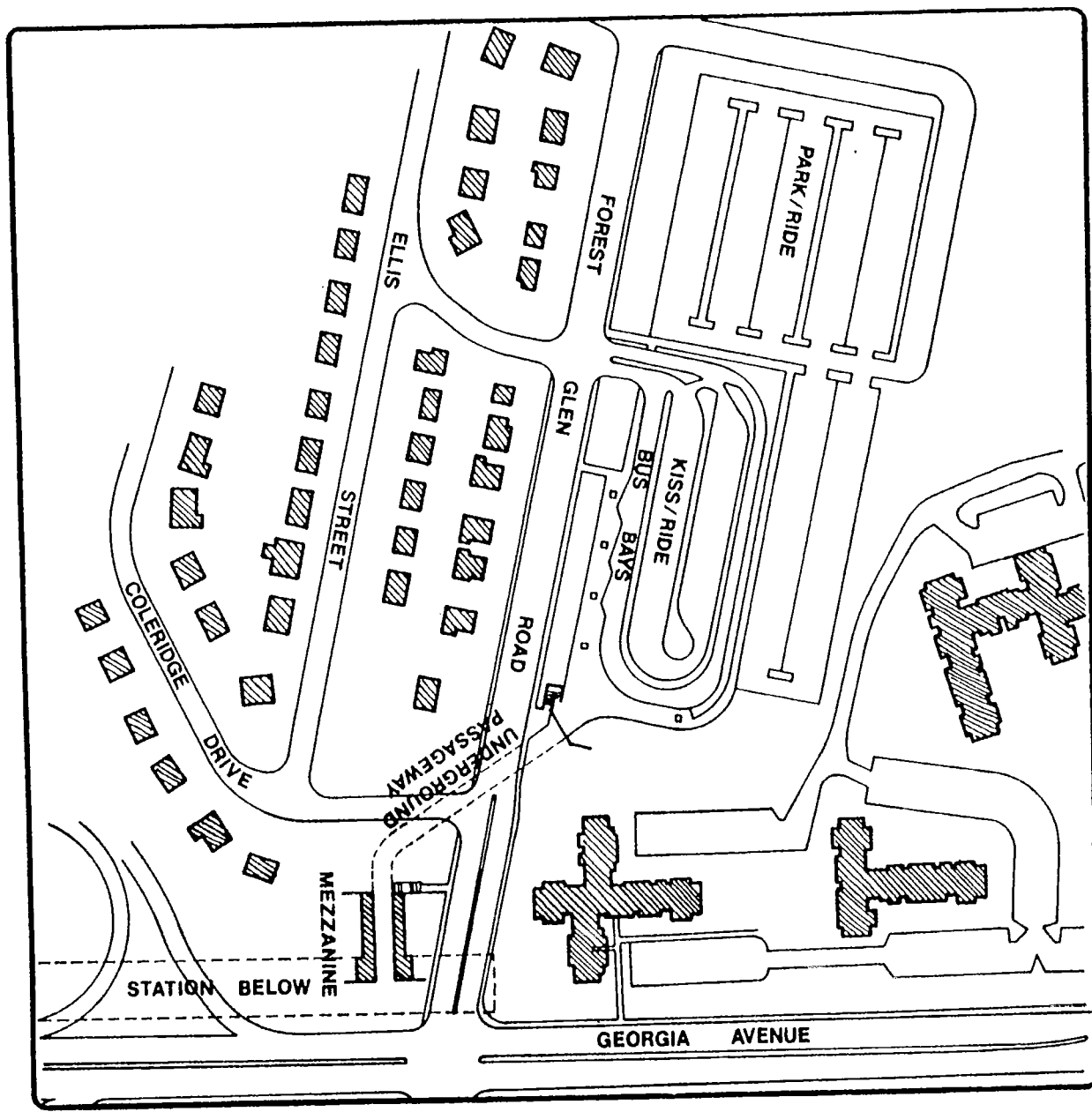
- ABANDONED STREET R/W 
- PROPOSED REALIGNMENT'S 
- HOUSES AFFECTED BY REALIGNMENT 
- DEDICATED STREET NOT CONSTRUCTED 

# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA



**FOREST GLEN  
METRO STATION  
PLAN**



10

# Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA