

10/59-07A 26130 Frederick Road
NY 91570
g Historic District



HISTORIC PRESERVATION COMMISSION

Isiah Leggett
County Executive

Julia O'Malley
Chairperson

Date: March 01, 2007

MEMORANDUM

TO: Lawrence Ruggeri
26130 Frederick Rd, Hyattstown

FROM: Tania Tully, Senior Planner *TGT*
Historic Preservation Section
Maryland-National Capital Park & Planning Commission

SUBJECT: Historic Area Work Permit Application #443688

Your Historic Area Work Permit (HAWP) application for driveway resurfacing was **Approved with Conditions** by the Historic Preservation Commission at its February 28, 2007 meeting.

The conditions of approval were:

1. *A minimum 6" buffer will be maintained between the historic stone walls and the asphalt paving.*
2. *Asphalt paving is approved for the area requested in the application and for the upper sloped drive. Remaining level surfaces must be tar and chip.*
3. *The asphalt paving will be treated to mute the "ink black" look of the asphalt and provide a more rural appearance. The exact treatment is to be provided to and approved by Staff.*

Before applying for a building permit from the Montgomery County Department of Permitting Services (DPS), you must schedule a meeting with your assigned staff person to bring your three (3) final permit sets of drawings in to the Historic Preservation Office at 1109 Spring Street for stamping. Please note that although the Historic Preservation Commission has approved your work, it may also need to be approved by DPS or another local government office before work can begin.

When you file for your building permit at DPS, you must take with you stamped drawings, the official approval letter, and the signed HAWP Application. These forms will be issued when the drawings are stamped by your assigned staff person and are proof that the Historic Preservation Commission has reviewed your project. For further information about filing procedures or materials for your county building permit review, please call DPS at 240-777-6370.

If your project changes in any way from the approved plans, either before you apply for your building permit or even after the work has begun, you must contact the Historic Preservation Commission staff at 301-563-3400. After your project is completed, please send photos of the finished work to HPC staff.

Thank you very much for your patience and good luck with your project!



Heay

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address: 26130 Frederick Road, Clarksburg **Meeting Date:** 2/14/2007

Resource: Contributing Resource **Report Date:** 2/7/2007
Clarksburg Historic District

Applicant: Lawrence Ruggeri **Public Notice:** 1/31/2007

Review: HAWP **Tax Credit:** none
2 current photos passed around

Case Number: 10/59-07A **Staff:** Tania Tully

PROPOSAL: ~~driveway resurfacing~~ *(1) Carlsuo*

RECOMMENDATION: Approve with Conditions *(2) Wamen*

STAFF RECOMMENDATION: *tax + chip on level surface*
tinted asphalt on slopes

Staff is recommending that the HPC approve this HAWP application with the following conditions:

1. A minimum *5'* buffer will be maintained between the historic stone walls and the asphalt paving.
2. The asphalt paving will be treated to mute the "ink black" look of the asphalt and provide a more rural appearance. The exact treatment is to be provided to and approved by Staff.

ARCHITECTURAL DESCRIPTION *chip - brown aggregate* *not*

SIGNIFICANCE: Contributing Resource within the **Clarksburg Historic District**

Located at the northern end of the historic district, this property contains three structures: a 19th century dwelling, a 19th century church, and a recently modified 1960s building. Access to each building and associated parking is currently a mixture of asphalt and gravel.

Penna Ave

HISTORIC CONTEXT

The following is excerpted from *Places from the Past: The Tradition of Gardez Bien in Montgomery County, Maryland*.

Hyattstown is an early settlement that developed along well-traveled roads linking coastal ports with the westward-moving frontier. The Great Road, known as Frederick Road or Route 355, opened about 1750 to connect the tobacco port of Georgetown with points west, via the county seat of Frederick. At that time, present-day Montgomery County was the southern portion of Frederick County. Part of the Great Road had been a trail used by Native Americans. The Great Road attained significance in the 1810s as an extension of the Federally-funded National Road. The linear nature of the town plan, known as the "Pennsylvania plan", is characteristic of villages in Maryland's piedmont region and reflects German traditions.

In 1798, Jesse Hyatt, a Frederick County farmer, laid out a town, offering for sale 105 quarter-acre lots along the Great Road. Henry Poole built the first house in 1800 and became the town's first storekeeper. The town, named

Hyattstown for its founder, was incorporated in 1809. By the mid-1820s, the community included an innkeeper, a tailor, a carpenter, a blacksmith, a storekeeper, and a constable.

By the 1870s, Hyattstown's population had grown to some 150 residents, and by about 1900 to 275. Historically there have been three churches in the immediate community. The Hyattstown Methodist Church (26165) was organized in 1804. Carpenter John Gardner built the present brick structure in 1856. After the Civil War, the congregation split and the Methodist Episcopal Church South (26200) built a frame church in 1875. Gothic Revival influence is evident in pointed-arch windows and bracketed cornice, yet shallow-pitched roof with cornice returns are Greek Revival. The Hyattstown Christian Church (26012), founded in 1840, is among the oldest disciple congregations in Maryland. The present frame building, with round-arched door and windows, and steeply-pitched roof with cornice returns, was constructed in 1871. The cemetery is even older, with the earliest burial being founder Jesse Hyatt, in 1813. The one-room Hyattstown School (1880), 26004 Frederick Road, served grades 1-7 for much of its use.

Many of the post-Civil War residences have cross gable roofs, bracketed cornices, or bargeboard (gingerbread trim). One-story additions that served as doctor's offices, post offices are reminders of the commercial uses that supplemented the residential nature of the buildings. In recent years, many of the old homes were abandoned due to polluted water. After a new sewage treatment plant opened in 1998, residents are restoring houses and Hyattstown is once again becoming a vital community.

PROPOSAL:

The applicant is proposing to resurface the drive and parking areas with asphalt and tar and chip.

APPLICABLE GUIDELINES:

When reviewing alterations and new construction within the Hyattstown Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include the Approved and Adopted *Clarksburg Master Plan & Hyattstown Special Study Area* (June 1994), "*Vision of Hyattstown: A Long-Range Preservation Plan*" (*Vision*), *Montgomery County Code Chapter 24A (Chapter 24A)*, and the *Secretary of the Interior's Standards for Rehabilitation (Standards)*. The pertinent information in these documents is outlined below.

Vision of Hyattstown: A Long-Range Preservation Plan

It is important to recognize that the significance of Hyattstown Historic District derives from:

- The intimate "small town" character which is defined by the pattern of shallow building setbacks from the street;
- The 19th century character of its architecture;
- The important role of trees in defining the streetscape.

Montgomery County Code; Chapter 24A

- A HAWP permit should be issued if the Commission finds that:
 1. The proposal will not substantially alter the exterior features of a historic site or historic resource within a historic district.
 2. The proposal is compatible in character and nature with the historical archaeological, architectural, or cultural features of the historic site or the historic district in which a historic

resource is located and would not be detrimental thereto of to the achievement of the purposes of this chapter.

Secretary of the Interior's Standards for Rehabilitation:

STAFF DISCUSSION

In February 2005, the HPC approved with conditions a site plan and addition to the non-contributing assembly hall on the property (Circle). The addition has recently been approved for occupancy. In this new application, the upper portion of the site is proposed to be tar and chip and the lower portion asphalt. Part of the existing driveway is already asphalt and some undetermined portion of the area at the top of the drive was asphalt in recent history. The majority of the drives and parking areas are currently graveled. The applicant is proposing the changes for ease of wheelchair use and plowing capability.

The proposed tar and chip has a visible rural look compatible with the character of the historic district. Staff recommends approval of this portion of the application.

It is the Commission's policy to allow re-surfacing/replacement of existing asphalt driveways without a HAWP. This proposal warrants an application because the area of asphalt would be increased and the asphalt portion of the driveway would be widened. Staff's only concern is possible damage to the historic stone walls flanking the drive and the modern look of asphalt. There are several different products on the market that can tint asphalt and stone dust can be rolled into the surface while hot to mitigate the "ink black" look. Doing so, in a gray or earth tone, would help maintain the rural character of the district and the applicant is amenable to this option, though cost is a consideration.

Due to the steep grade of the driveway, the regular use of the parking area, and the need for wheelchair access, staff recommends conditional approval.

STAFF RECOMMENDATION:

Staff recommends that the Commission **approve** the HAWP application **with the conditions specified on Circle 1** as being consistent with Chapter 24A-8(b)(1) & (2);

and with the *Secretary of the Interior's Standards for Rehabilitation*;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable, to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans.



RETURN TO: DEPARTMENT OF PERMITTING SERVICES
255 ROCKVILLE PIKE, 2nd FLOOR, ROCKVILLE, MD 20850
240/777-6370

DPS - #8

HISTORIC PRESERVATION COMMISSION
301/563-3400

443688

APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Person: Larry Roggen
Daytime Phone No.: 210-322-4410-CELL

Tax Account No.: 0003986
Name of Property Owner: Larry Roggen Daytime Phone No.: 210-322-4440
Address: 4549 Franklin Drive Beltsville MD 20814
Street Number City State Zip Code
Contractor: FBD Phone No.: _____
Contractor Registration No.: _____
Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: 26130 Frederick Road Street
Town/City: Hyalstown Nearest Cross Street: Rt 109
Lot: _____ Block: _____ Subdivision: _____
Liber: 8944 Folio: 445 Parcel: 3922

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE:

- Construct
- Extend
- Alter/Renovate
- Move
- Install
- Wreck/Raze
- Revision
- Repair
- Revocable

CHECK ALL APPLICABLE:

- A/C
- Slab
- Room Addition
- Porch
- Deck
- Shed
- Solar
- Fireplace
- Woodburning Stove
- Single Family
- Fence/Wall (complete Section 4)
- Other: _____

1B. Construction cost estimate: \$ 23,000.00

1C. If this is a revision of a previously approved active permit, see Permit # _____

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01 WSSC 02 Septic 03 Other: _____
2B. Type of water supply: 01 WSSC 02 Well 03 Other: _____

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height _____ feet _____ inches
3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:
 On party line/property line Entirely on land of owner On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

[Signature] _____ Date: July 27, 2007
Signature of owner or authorized agent Date

Approved: _____ For Chairperson, Historic Preservation Commission
Disapproved: _____ Signature: _____ Date: _____
Application/Permit No.: _____ Date Filed: _____ Date Issued: _____

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE
REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

1. WRITTEN DESCRIPTION OF PROJECT

- a. Description of existing structure(s) and environmental setting, including their historical features and significance.

Original 1850 Log Home, 1876 United Methodist Church - 2006 Church Meeting Hall

The driveway originally installed asphalt paving needs to be repaired. Asphalt paving needed from Slated & Keweenaw and Ashby Park (Handicap) Areas - Pav + Chgs for side of Church Meeting Hall to corner grade.

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:

Asphalt Repair, Pav + Chgs on grade - Both other Churches in town have bit asphalt paving. Frazar + Parks Law. And Askig for repair of asphalt on the steep driveway and handicap ramp. PAVAS AND PAV + CHGS ON STEEP DRIVEWAY TO HALL

2. SITE PLAN

Site and environmental setting, drawn to scale. You may use your plat. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. PLANS AND ELEVATIONS

You must submit 2 copies of plans and elevations in a format no larger than 11" x 17". Plans on 8 1/2" x 11" paper are preferred.

- a. Schematic construction plans, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. Elevations (facades), with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. An existing and a proposed elevation drawing of each facade affected by the proposed work is required.

4. MATERIALS SPECIFICATIONS

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. PHOTOGRAPHS

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. TREE SURVEY

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

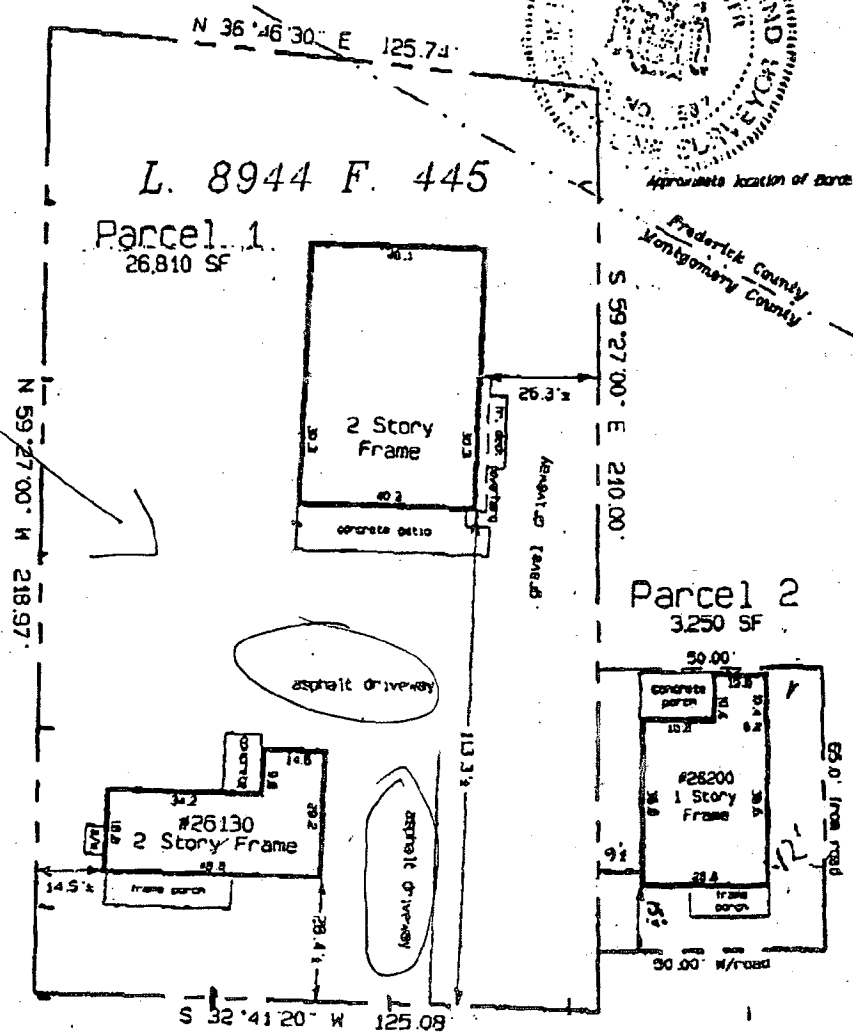
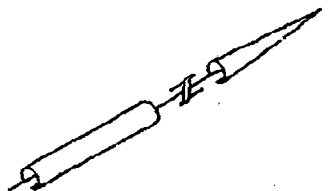
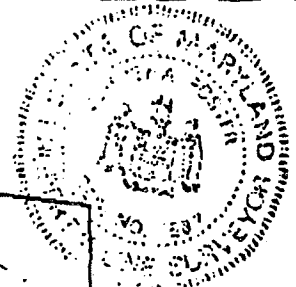
7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS

For ALL projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (301/279-1355).

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.
PLEASE STAY WITHIN THE GUIDES OF THE TEMPLATE, AS THIS WILL BE PHOTOCOPIED DIRECTLY ONTO MAILING LABELS.

CONSUMER INFORMATION NOTES.

1. This plan is a benefit to a consumer insofar as it is required by a lender or a title insurance company or its agent in connection with contemplated transfer, financing or re-financing.
2. This plan is not to be relied upon for the establishment or location of fences, garages, buildings, or other existing or future improvements.
3. This plan does not provide for the accurate identification of property boundary lines, but such identification may not be required for the transfer of title or securing financing or re-financing.
4. Building line and/or Flood Zone information is taken from available sources and is subject to interpretation of originator.



Notes :

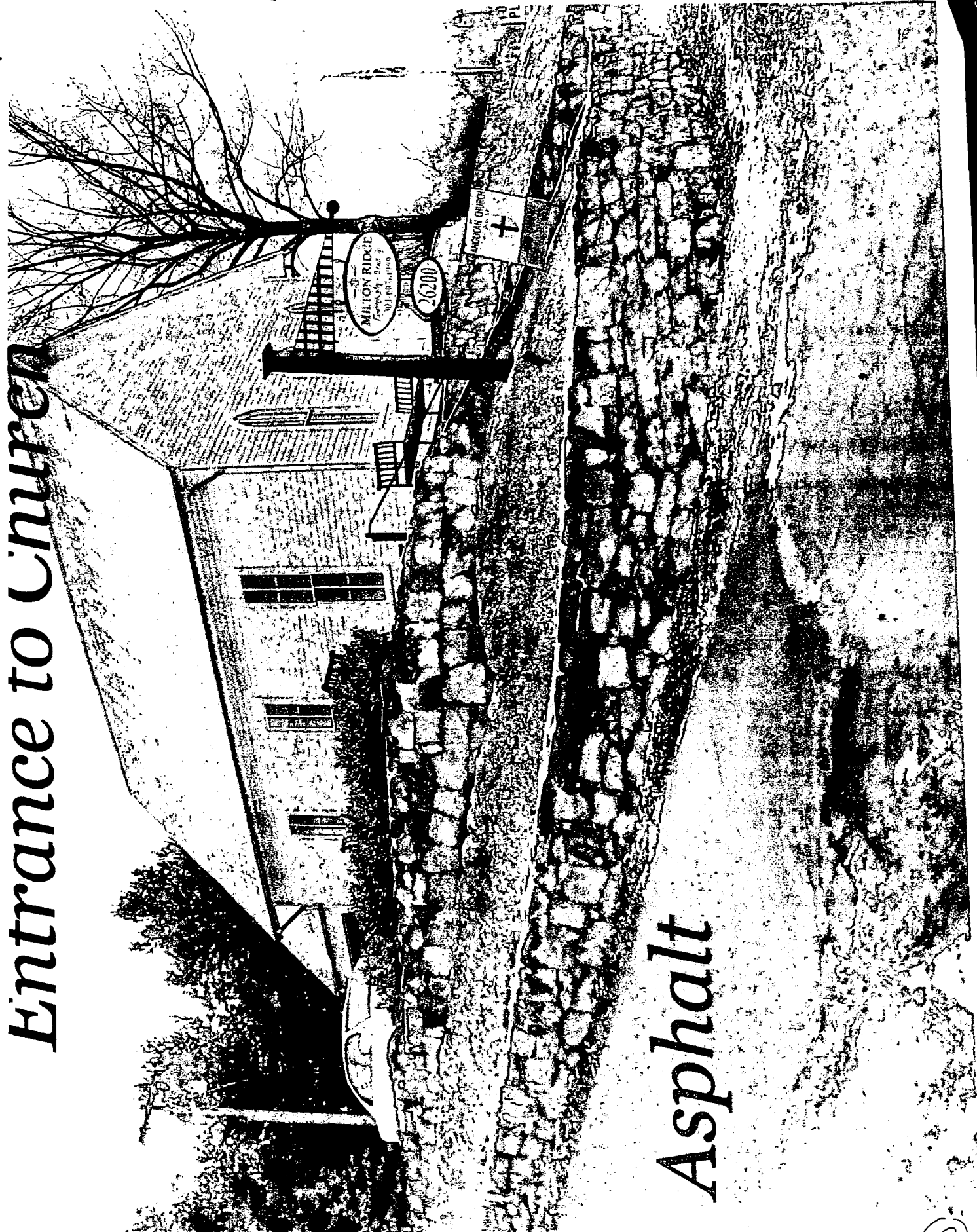
1. Flood zone "C" per H.U.D. panel No. 00508.
2. Setback distances as shown to the principal structure from property lines are approximate. The level of accuracy for this drawing should be taken to be no greater than plus or minus 1.5 FEET ON SIDE YARDS, AND PLUS OR MINUS 5' OR GREATER ON FRONT YARDS.
3. A BOUNDARY SURVEY WOULD BE NEEDED FOR A MORE EXACT LOCATION OF IMPROVEMENT SETBACKS.

Location Drawing
 Liber 8944 Folio 445
T.C. & M.H. Zanylo Property
 Montgomery County, Maryland

Frederick Avenue
 State of Maryland Route No. 355

<p>SURVEYOR'S CERTIFICATE</p> <p>THE INFORMATION SHOWN HEREON HAS BEEN BASED UPON THE RESULTS OF A FIELD INSPECTION PURSUANT TO THE DEED OR PLAT OF RECORD. EXISTING STRUCTURES SHOWN HAVE BEEN FIELD LOCATED BASED UPON MEASUREMENTS FROM PROPERTY MARKERS FOUND OR FROM EVIDENCE OF LINES OF APPARENT OCCUPATION.</p> <p><i>Jeffrey A. Foster</i> MARYLAND PROPERTY LINE SURVEYOR REG. NO. 527</p>	<p>REFERENCES</p> <p>PLAT BK.</p> <p>PLAT NO.</p>	<p></p> <p>SNIDER & ASSOCIATES SURVEYORS - ENGINEERS LAND PLANNING CONSULTANTS</p> <p>2 Professional Drive, Suite 218 Gaithersburg, Maryland 20879 301/948-8100, Fax 301/948-1288</p>	<p>DATE OF LOCATIONS</p> <p>SCALE: 1" = 40'</p>
	<p>LIBER 8944</p> <p>FOLIO 445</p>		<p>WALL CHECK:</p> <p>HSE. LOC.: 2-8-96</p>

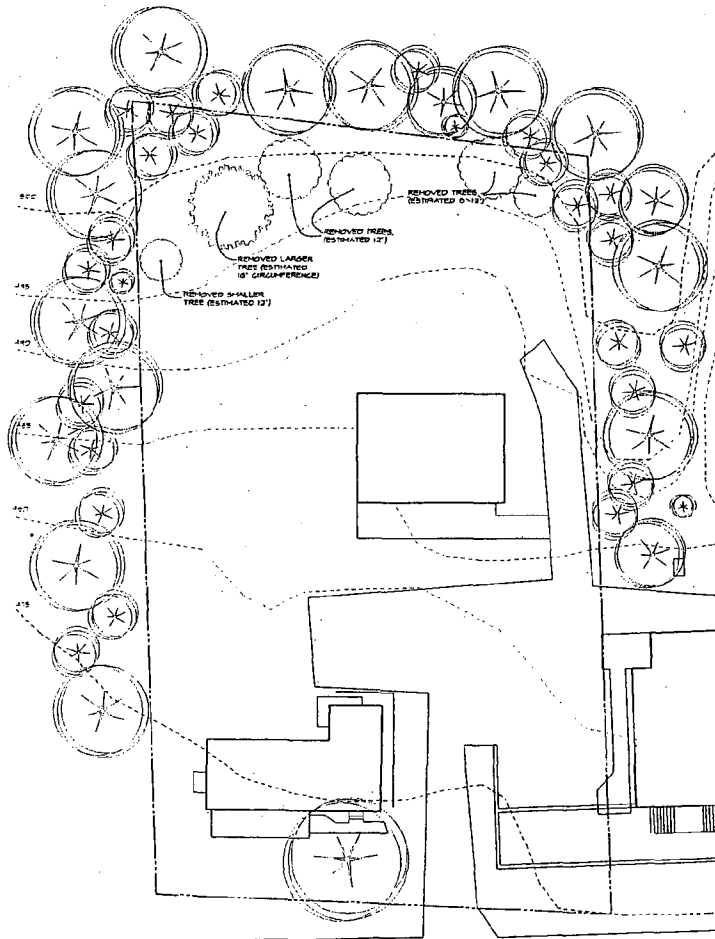
Entrance to Church



Asphalt



Church Meeting Hall



RE-FORESTATION AREA.
 PLANT NEW SIZE OF TREES AND
 NATIVE PLANTS. PLANTS TO BE SELECTED
 FROM THE FOLLOWING LIST:

Red Chokeberry (*Viburnum acerifolium*)
 Sumner Sweet (*Carya ovata*) "Hummelgard" or "Hogan"
 Oakbark Holly (*Ilex opaca*) "Shorecrest"
 Hawthorn (*Milvifolia*) "Red Spruce"
 Virginia Sassafras (*Asa. virginica*)
 Hicoria (*Liquidambar styraciflua*)
 Great Blueblossom (*Rhododendron maximum*)
 Swamp Aromatic (*Rhododendron viscosum*)
 Hicoria (*Viburnum acerifolium*)
 Aristata (*Viburnum acerifolium*)
 Redbait (*Rhododendron virginicum*)

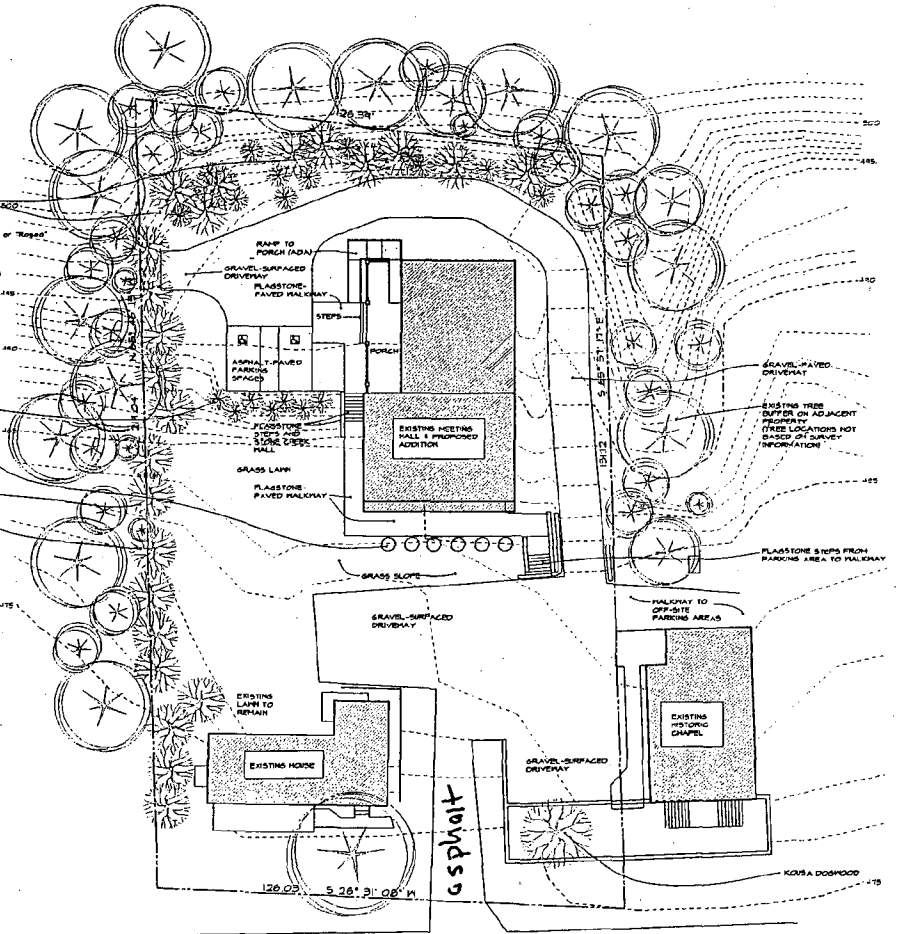
These trees are desired or required,
 select from the following list of native species:

White Tree (*Cornus virginica*)
 Eastern Redbud (*Cornea canadensis*)
 Laurel Magnolia (*Magnolia virginiana*)
 Dogwood (*Fraxinus americana*)
 Dogwood (*Fraxinus americana*)

NEW SCREENING TREES.
 GREEN PLANT ANON. VIBES
 TO SCREEN PARKING

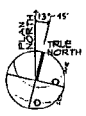
REMOVE EXISTING SMALL TREES

NEW SCREENING TREES.
 GREEN PLANT ANON. VIBES
 UNDER EXISTING TREES ALONG
 EDGE OF ROAD AND PARKING



FREDERICK ROAD
 (VARIABLE RIGHT-OF-WAY WIDTH)

RECONSTRUCTED PLAN BEFORE RE-GRADING ON
 LAST PERMIT
 NOTE: THIS INFORMATION IS BASED ON PHOTOGRAPHS
 AND RECOLLECTIONS OF THE OWNER, NOT ON
 SURVEY INFORMATION, WHICH IS NOT AVAILABLE



ABRAHAM / PETRO
ARCHITECTS & DESIGNERS

40 BOX HSE
 1801 OLD CHURCH AVENUE
 METHELLE, MARYLAND 20711
 (301) 284-1111 - FAX (301) 789-9000

Historic Chapel Meeting Hall

9891 26200 Fredrick Road • Clarksburg, Maryland 20871

LANDSCAPE
 PLAN & NOTES

Date: 24 NOV 04
 Scale: 1/16" = 1'-0"

KENT RICHARD ABRAHAM
 10110 CTR. • TOP 1000

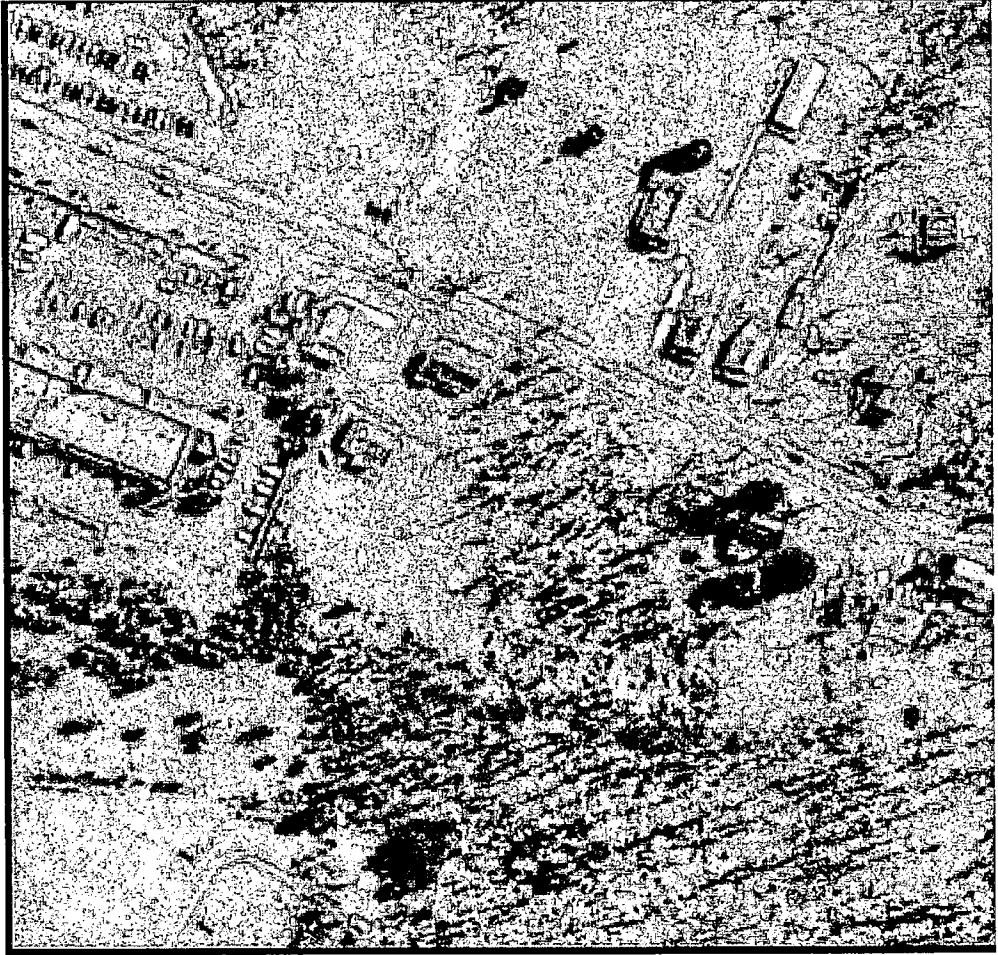
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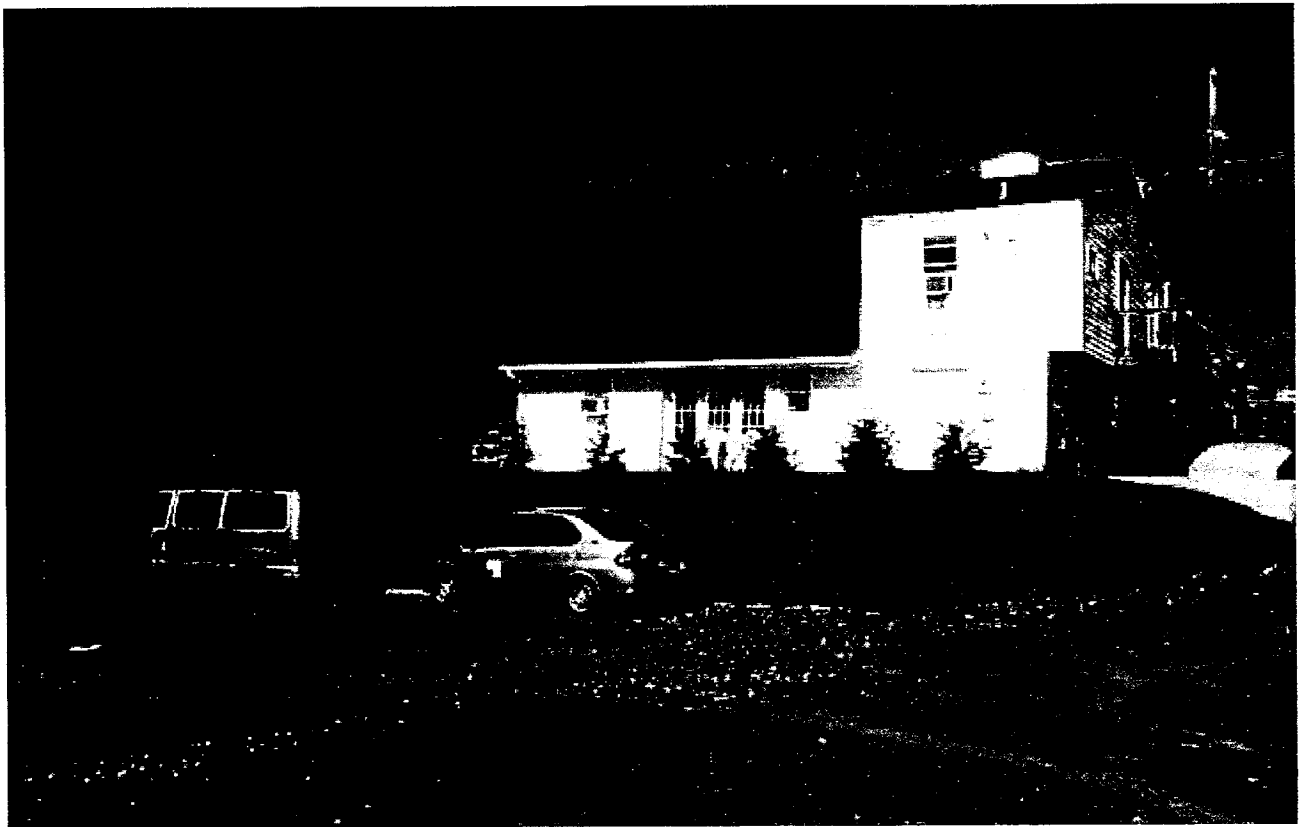
10

HAWP APPLICATION: MAILING ADDRESSES FOR NOTICING
 [Owner, Owner's Agent, Adjacent and Confronting Property Owners]

Owner's mailing address	Owner's Agent's mailing address
Lawrence Roggeri 4549 Fairbield Drive Bethesda, MD 20814	
Adjacent and confronting Prop	
South: Mrs. Haydee England 9501 Singleton Drive Bethesda, Md. 20817	
Across: Hyattstown Methodist Church 26171 Frederick Rd. Clarksburg, Md. 20871	

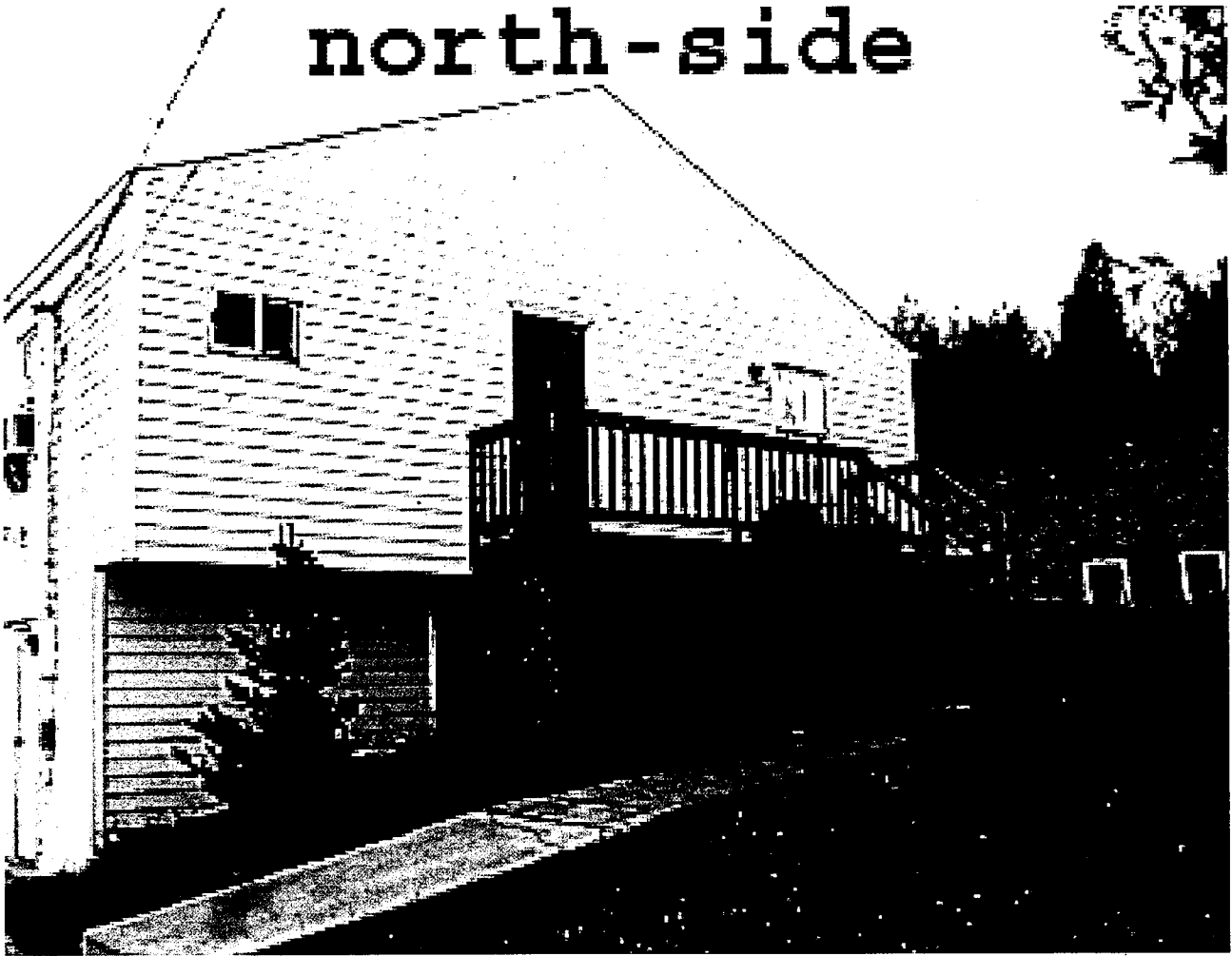
11
 14





(13)

north-side



street-view



Tully, Tania

From: lawrence ruggeri [lawrenceruggeri@yahoo.com]
Sent: Wednesday, February 28, 2007 11:57 PM
To: Tully, Tania
Subject: asphalt colors...Penn Ave

Hi, Tania. Thanks for helping me out this evening. I did think there was a lot of resistance from the commissioners. Is it my imagination or did it seem like Jeff was trying to find something to argue with me about?

Anyway, I did some more research and only could find spray on colors. I did find local contractors that specialize in this process.

Here is one contractors web site with some photos, and local references

<http://www.drivewayimpressions.com/contractors/?id=11>

<http://www.drivewayimpressions.com/> This site is the dealer site with more photos. Do you see how the asphalt runs right up to the edge? if we put in a 12" buffer on either side not only would the plants get run over but the asphalt would not have an edge to run up to. It would never be perfect. Asphalt likes to run to an edge as you can see it gives a more finished look.

Here is a link you might share with the commissioners

http://drivewayimpressions.com/why_textured_asphalt_driveways/introduction.htm

It shows how asphalt gets its color.

This following link has some color options for you to look at, I like the grey I hope you do as well, I think it matches the stones quite nice.

<http://www.chirienterprise.com/SuperCoat/SuperCoat.html>

One more item, can you please forward this link to the lady commissioner who commented that Pennsylvania ave was made up of aggregate, it is actually asphalt. (**NCPC FILE No 6132**)

<http://www.ncpc.gov/actions/pdf/2004/PennAve010804.pdf>

You might actually send this link to all of the commissioners so that they will be better informed to help other citizens in the future.

I hope I did not seem arguementive - its just that I did my homework.

Thanks again
Larry Ruggeri

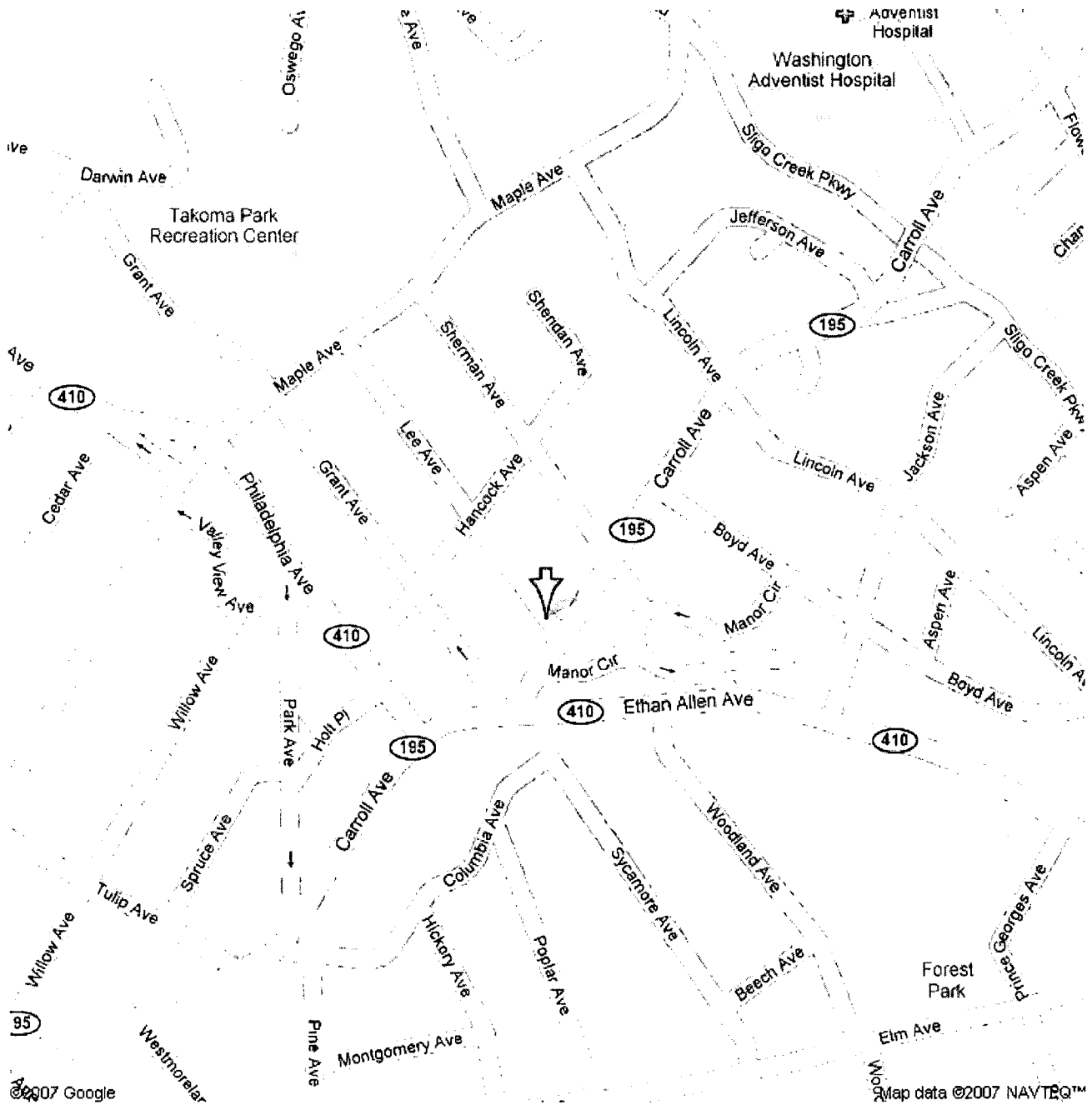
please let me know that you received this e-mail this is important for me

3/1/2007





Address **15 Lee Ave**
Takoma Park, MD 20912

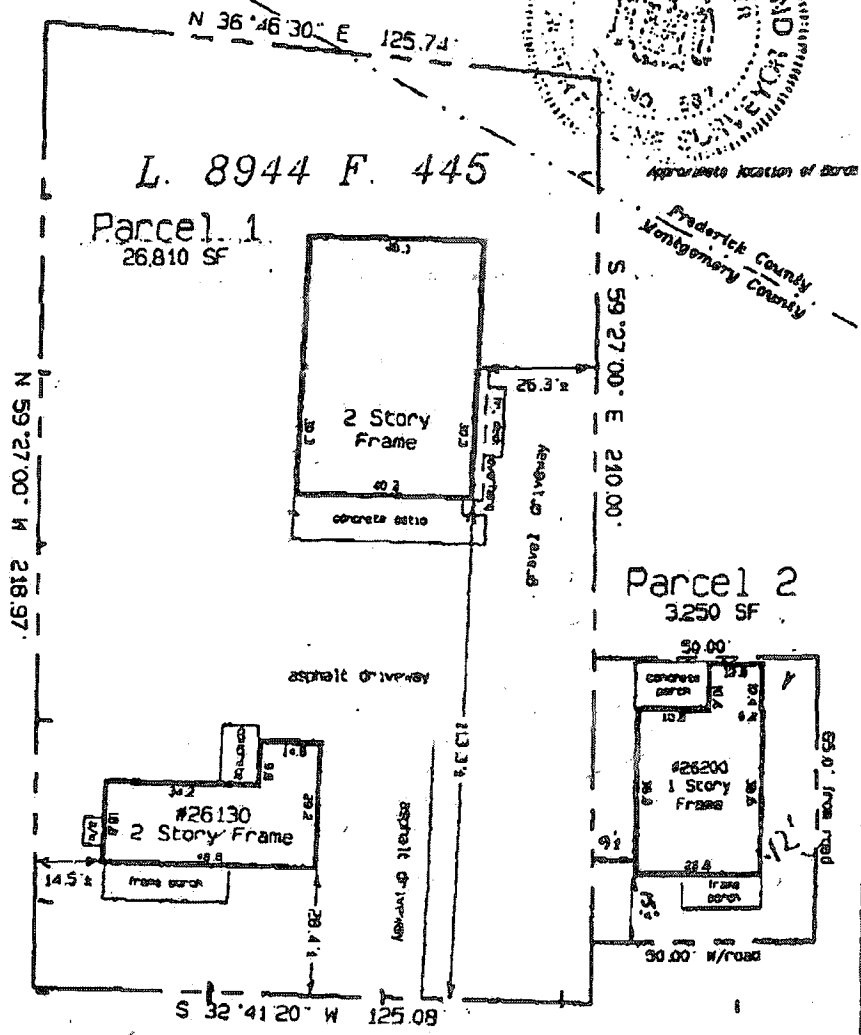
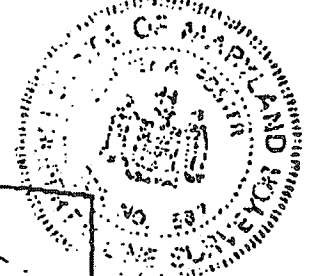
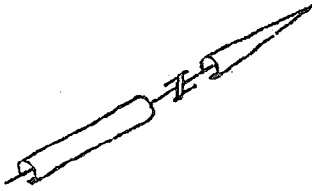


©2007 Google

Map data ©2007 NAVTEQ™

CONSUMER INFORMATION NOTES

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4. Building line and/or Flood Zone information is taken from available sources and is subject to interpretation of originator



Notes :

1. Flood zone "C" per H.U.D. panel No. 00508.
2. Setback distances as shown to the principal structure from property lines are approximate. The level of accuracy for this drawing should be taken to be no greater than plus or minus 1.5 feet on side yards, and plus or minus 5' or greater on front yards.
3. A BOUNDARY SURVEY WOULD BE NEEDED FOR A MORE EXACT LOCATION OF IMPROVEMENT SETBACKS.

Location Drawing
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T.C. & M.H. Zanylo Property
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<p>DATE OF LOCATIONS</p> <p>WALL CHECK:</p> <p>HSE. LOC.: 2-8-96</p>		<p>SCALE: 1" = 40'</p> <p>DRAWN BY: F.E.K.</p> <p>JOB NO.: 96-265</p>	

20871

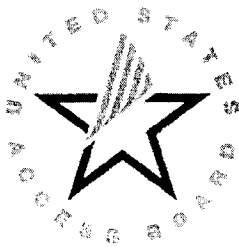
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Clanksheng outside

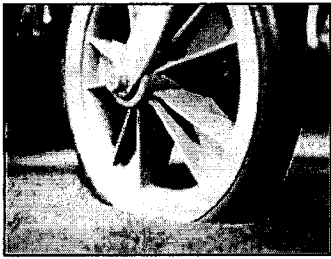
DX63

N/A N/A



The landmark Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to individuals with disabilities in the areas of employment (title I), State and local government services (title II), public accommodations and commercial facilities (title III), and telecommunications (title IV). Both the Department of Justice and the Department of Transportation, in adopting standards for new construction and alterations of places of public accommodation and commercial facilities covered by title III and public transportation facilities covered by title II of the ADA, have issued implementing rules that incorporate the Americans with Disabilities Act Accessibility Guidelines (ADAAG), developed by the Access Board.

UNITED STATES ACCESS BOARD
A FEDERAL AGENCY COMMITTED TO ACCESSIBLE DESIGN



BULLETIN #4: GROUND AND FLOOR SURFACES

3.5 Definitions.

Accessible Route.

A continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.

4.1 Minimum Requirements.

4.1.1 Application.

(1) General. *All areas of newly designed or newly constructed buildings and facilities required to be accessible by 4.1.2 and 4.1.3 and altered portions of existing buildings and facilities required to be accessible by 4.1.6 shall comply with these guidelines, 4.1 through 4.35, unless otherwise provided in this section or as modified in a special application section.*

4.1.2 Accessible Sites and Exterior Facilities: New Construction.

An accessible site shall meet the following minimum requirements: (1) At least one

Why are surface characteristics specified?

Over twenty-seven million Americans report some difficulty in walking. Of these, eight million have a severe limitation; one-fifth of this population is elderly. Ambulatory persons with mobility impairments-- especially those who use walking aids--are particularly at risk of slipping and falling even on level surfaces. Preliminary research conducted for the Access Board in 1990 through the Pennsylvania Transportation Institute at The Pennsylvania State University compared the slip-resistance needs of persons with mobility impairments and those without disabilities walking on level and ramped surfaces both indoors and out. Findings from this limited human-subject testing confirmed that individuals who have gait and mobility disabilities make greater demands on the walking surfaces of floors, ramps, and walkways. The information in this Bulletin was derived from this and other research in order to provide designers with an understanding of the variables that affect the measurement and performance of materials specified for use on walking surfaces.

What surface characteristics are required of an accessible route?

The Americans with Disabilities Act Accessibility Guidelines (ADAAG) requires only that newly-constructed or altered ground and floor surfaces of accessible routes on sites and in buildings and facilities be stable, firm, and slip-resistant. No standards or methods of measurement are specified in scoping or technical provisions, although the Appendix to ADAAG contains advisory recommendations for slip resistance values derived from Board-sponsored research. Because the sample size was small, the testing method unique, and the findings not yet corroborated by other research, the suggested values have not been included in the body of ADAAG and should not be construed, as part of the regulatory requirements for entities covered by titles II and III of the ADA.

However, other regulations, such as those imposed by OSHA in the interests of worker safety, or design and testing standards applied by state, local, or industry mandate, such as certain ASTM (American Society for Testing and Materials) procedures, may require specific values or ranges of slip resistance.

A stable surface is one that remains unchanged by contaminants or applied-force, so that when the contaminant or force is removed, the surface returns to its original condition. A firm surface resists deformation by either indentations or particles moving on its surface. A slip-resistant surface provides sufficient frictional counterforce to the forces exerted in walking to permit safe ambulation.

accessible route complying with 4.3 shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading zones if provided, and public streets or sidewalks, to an accessible building entrance. (2) At least one accessible route complying with 4.3 shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

(3)...

(4) Ground surfaces along accessible routes and in accessible spaces shall comply with 4.5.

4.1.3 Accessible Buildings: New Construction.

Accessible buildings and facilities shall meet the following minimum requirements: (1) At least one accessible route complying with 4.3 shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility. (3) Ground and floor surfaces along accessible routes and in accessible rooms and spaces shall comply with 4.5.

4-5 Ground and Floor Surfaces.

4.5.1 General. Ground and floor surfaces along accessible routes and in accessible rooms and spaces including floors, walks, ramps, stairs, and curb ramps, shall be stable, firm, slip-resistant, and shall comply with 4.5.

4.5.2 Changes in Level.

Changes in level up to 1/4 in (6 mm) may be vertical and without edge treatment. Changes in level between 1/4 in and 1/2 in (6 mm and 13 mm) shall be beveled with a slope no greater than 1:2. Changes in level greater than 1/2 in (13 mm) shall be accomplished by means of a ramp that complies with 4.7 or 4.8.

Because of the great number of variables that affect the performance of a given walking surface--its slope and cross-slope, its material, texture and finish, the presence of moisture or contaminants, the material that contacts it and the method of ambulation--no single set of technical specifications or measurement standards can encompass all criteria that contribute to the safety of a walking surface.

Only slip resistance has a commonly applied unit of measurement--the coefficient of friction, which may be measured as static (at rest) or dynamic (in motion). Its calculation is complex and the methods and equipment of its measurement vary. Affected industries--floor finishes, ceramic tile, plumbing fixtures--each employ a different testing methodology in designating the slip resistance of their products. The static coefficients of friction measured according to the four major ASTM-standard testing procedures have never been correlated by research, although a considerable body of data exists.

What is slip resistance?

In its simplest sense, a slip resistant surface is one that will permit an individual to walk across it without slipping. Contrary to popular belief, however, some slippage is in fact necessary for walking, especially for persons with restricted gaits who may drag their feet slightly. While increasing the slip-resistance of a surface is desirable within certain limits, a very high coefficient of friction may actually hinder safe and comfortable ambulation by persons with disabilities. In fact, a truly non-slip surface could not be negotiated.

While visual inspection can provide some information about a surface such as its degree of cleanliness, whether it is wet or dry, and even the type or texture it exhibits, it cannot provide sufficiently accurate information about a surface to be used in design.

Even clean, dry surfaces with readily-apparent texture will not always be slip resistant. Materials which might be suitable for level surfaces may be inappropriate for sloping surfaces; materials specified for dry conditions may be unsafe when it rains; a leather shoe may perform poorly on smooth dry surfaces yet provide adequate traction when wet. The presence of moisture or other contaminants, the characteristics of the shoe sole or crutch tip making contact, the direction (uphill and downhill effects differ) and slope of travel all will affect the slip resistance of installed surfaces. It is this interaction of material characteristics and human responses which fully characterizes slip resistance.

How is slip resistance measured?

Measuring slip resistance involves the minimum tangential force necessary to initiate sliding of a body over the surface and the body gravity force. The coefficient of friction between the two surfaces is the ratio of the horizontal and vertical forces required to move one surface over another to the total force pressing the two surfaces together.

There are three critical stages in an individual's gait: 1) touchdown, 2) full load, and 3) push-off. In order to avoid slippage while walking, the horizontal and vertical forces applied by the individual must be resisted by forces acting against the foot as it contacts the walking surface. The definitive component of this resisting force, and the variable most subject to manipulation, is the coefficient of friction of the surface material. Consider, for example, an icy surface with a negligible coefficient of friction. A runner whose forward motion applies a substantial horizontal force will slip-and probably fall-on such a surface. A more careful pedestrian may be able to limit his horizontal force contribution so that it balances the available frictional resistance of the ice and thus cross it safely. Adding sand to the icy surface will increase its coefficient of friction and allow for a more standard gait. Once the ice has melted, the higher coefficient of friction of the newly-exposed surface will offer sufficient resisting force to permit the runner to speed across it without incident.



Figure 7(c)
Changes in Level

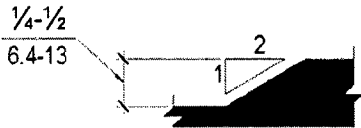


Figure 7(d)
Changes in Level

4.5.3 Carpet.

If carpet or carpet tile is used on a ground or floor surface, then it shall be securely attached: have a firm cushion, pad, or backing, or no cushion or, pad, and leave a level loop, textured loop, level cut pile, or level cut/uncut pile texture. The maximum pile thickness shall be 1/2 in (13 mm) (see Fig. 8(f)). Exposed edges of carpet shall be fastened to floor surfaces and have trim along the entire length of the exposed edge. Carpet edge trim shall comply with 4.5.2.



Figure 8(f)
Carpet Pile Thickness

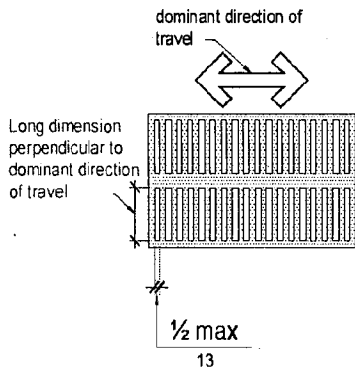


Figure 8(g)
Gratings

4.5.5 Gratings. *If gratings are located in walking surfaces, then they shall have spaces no greater than 1/2 in (13 mm)(see*

The dynamic coefficient of friction varies in a complex and non-uniform way. Although R can be calculated and modeled in the laboratory using sophisticated computer programs, the more straightforward measurement of the static coefficient of friction provides a reasonable approximation of the slip resistance of most surfaces and is the method most appropriate for evaluating surface materials and finishes.

A variety of devices are available for such measurements. The most common device, the James machine, was developed in the early 1940s and was the testing device specified by the Underwriters Laboratory (UL) shortly thereafter when it established--from laboratory test data corroborated by field experience--a minimum value of 0.5 for the static coefficient of friction for floor polish bearing the UL seal. Since then, 0.5 has become the commonly-accepted threshold for classifying slip resistance in products. Furthermore, the James machine is the recognized test method and the 0.5 value (when measured by this tester) is the recognized minimum criterion for slip-resistant walking surfaces in courts of law in the United States.

Measurement by the James machine, utilizing a leather sensor, is the only method appropriate for assessing surfaces and products against the 0.5 UL standard for static coefficient of friction. Using a different sensor material, even if measured by the James machine, will give a different reading for the same surface material.

This is a significant point. An informal comparison of data collected under three different research protocols, involving four different friction-testers and four different shoe sensor materials, all applied to the same 8-inch by 8-inch ceramic tile surface, resulted in thirty readings ranging from a low of .29 to a high of .99 for its static coefficient of friction. Even limiting values to those measured by the James machine but using both leather and Neolite sensor material resulted in a range of 0.57 (leather) to 0.79 (Neolite) for the same surface being tested.

It is impossible to correctly specify a slip-resistance rating without identifying the testing method, tester, and sensor material to be used in evaluating the specified product and equally invalid to compare values obtained through one methodology to those resulting from different testing protocols. Because a consensus test protocol has not yet been identified, the Access Board did not specify a value or testing method for determining the coefficient of friction along an accessible route.

The James machine continues to be a laboratory mainstay, but is not portable and thus cannot be used in field testing. In order to measure the slip-resistance of surfaces already in place, researchers at The Pennsylvania State University evaluated three portable testers: the NBS-Brungraber Tester (also known as the Mark I Slip Tester), the PTI (Pennsylvania Transportation Institute) Drag Sled Tester, and the Horizontal Pull Slipmeter.

Study criteria included relevance (the measuring results should correlate in a known and constant manner with human perception of the surface slipperiness); versatility (accurate measurements of slip resistance must be possible on various types of surfaces and under diverse conditions); sensitivity to measuring technique (the difference between measurements performed on the same surface and under the same conditions by different persons should be minimal), and repeatability (tests of the same surfaces under the same conditions should be consistent over time). In addition, the reliability and precision of the testers were assessed.

Based on the results of this study, the NBS-Brungraber Tester was recommended as the best portable device currently available for measuring slip resistance under dry conditions on all but carpeted surfaces. Easy to use, the

Fig. 8(g)) wide in one direction. If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel (see Fig. 8(h)).

APPENDIX

This appendix contains material of an advisory nature and provides additional information that should help the reader to understand the minimum requirements of the guidelines or to design buildings or facilities for greater accessibility.

The paragraph numbers correspond to the sections or paragraphs of the guideline to which the material relates and are therefore not consecutive (for example, A4.2.1 contains additional information relevant to 4.2.1). Sections of the guidelines for which additional material appears in this appendix have been indicated by an asterisk. Nothing in this appendix shall in any way obviate any obligation to comply with the requirements of the guidelines itself.

A.4.5 Ground and Floor Surfaces.

A4.5.1 General. *People who have difficulty walking or maintaining balance or who use crutches, canes, or walkers, and those with restricted gaits are particularly sensitive to slipping and tripping hazards. For such people, a stable and regular surface is necessary for safe walking, particularly on stairs. Wheelchairs can be propelled most easily on surfaces that are hard, stable, and regular. Soft loose sand or gravel, wet clay, and irregular surfaces such as cobblestones can significantly impede wheelchair movement.*

Slip resistance is based on the frictional force necessary to keep a shoe heel or crutch tip from slipping on a walking surface under conditions likely to be found on the surface.

NBS-Brungraber testing procedure can be mastered in 30 minutes. It measures the static coefficient of friction between a representative sample of shoe sole material and a flooring surface. The result from the recording shaft is converted into an equivalent value of static coefficient of friction by means of a calibration chart supplied with the tester.

The PTI Drag Sled Tester performed well in the tests but was not commercially available at the time of completion of the report. The Horizontal Pull Slipmeter, which proved to be an excellent device for laboratory measurements of slip resistance, did not produce satisfactory results in field measurements. Other portable testers that may be used to measure static coefficient of friction include the Mark II Slip Tester (available from the manufacturer of the NBS-Brungraber Tester) and the Model 80 Tester.

The slip resistance of indoor and outdoor walking surfaces already in place can be measured with one of the portable testers listed in this Bulletin in order to monitor the process of wear and polishing of walking surfaces. An initial reading of the coefficient of friction taken after flooring has been placed and finished will provide a baseline for future comparisons. However, do not attempt to compare such readings to the UL 0.5 coefficient of friction standard or to a manufacturer's slip resistance values unless the same testing methodology, machine, and sensor material was used in each instance.

What values are recommended for ground and floor surfaces along an accessible route?

The surfaces of the accessible route on a site or within a building or facility must be designed to provide slip-resistant locomotion for both level and inclined travel by persons with disabilities. Research findings suggest that such surfaces should have a slip resistance somewhat higher than might be provided for individuals without disabilities.

In the study sponsored by the Access Board, laboratory measurements from a Kistler force plate and computer analysis of the gaits of persons with mobility impairments (including crutch users and above- or below-knee amputees using artificial limbs) and persons without disabilities graphed the dynamic coefficients of friction necessary for safe ambulation. The m-shaped curves that resulted gave a range of values from touch-down to take-off (control group: 0.2- 0.3; persons with disabilities 0.7-1.0). Wheelchair users were tested through a full cycle of push and recovery (0.5-0.7).

Correlating these values with a single static coefficient of friction (the relationship is complex and non-linear) is inexact and involves some approximation in order to facilitate simplified field testing procedures. In the Access Board research, the static coefficients of friction for a variety of common indoor and outdoor surfacing materials were measured in place using the NBS-Brungraber Tester with a silastic sensor material. Although this machine operates on a principle similar to that of the James machine, the use of a non-standard silastic sensor (instead of the leather required by the protocol for the UL standard) results in significantly higher values for the coefficient of friction of the surfaces being measured. As no correlation was made to any other standards or methodologies in the research, the values for coefficient of friction cannot be compared.

Researchers' recommendations for a static coefficient of friction for surfaces along an accessible route, when measured by the NBS- Brungraber machine using a silastic sensor shoe, were approximately 0.6 for a level surface and 0.8 for ramps. These values are included in the advisory material in the Appendix to ADAAG, but are not in any way mandatory.

What materials may satisfy ADAAG requirements?

In new construction and alterations, surface materials must be specified to be slip-resistant. If there is a choice between flooring materials otherwise suitable

While the dynamic coefficient of friction during walking varies in a complex and non-uniform way, the static coefficient of friction, which can be measured in several ways, provides a close approximation of the slip resistance of a surface. Contrary to popular belief, some slippage is necessary to walking, especially for persons with restricted gaits; a truly non-slip surface could not be negotiated.

The Occupational Safety and Health Administration recommends that walking surfaces have a static coefficient of friction of 0.5. A research project sponsored by the Architectural and Transportation Barriers Compliance Board (Access Board) conducted tests with persons with disabilities and concluded that a higher coefficient of friction was needed by such persons. A static coefficient of friction of 0.6 is recommended for accessible routes and 0.8 for ramps.

It is recognized that the coefficient of friction varies considerably due to the presence of contaminants, water, floor finishes, and other factors not under the control of the designer or builder and not subject to design and construction guidelines and that compliance would be difficult to measure on the building site. Nevertheless, many common building materials suitable for flooring are now labeled with information on the static coefficient of friction. While it may not be possible to compare one product directly with another, or to guarantee a constant measure, builders and designers are encouraged to specify materials with appropriate values. As more products include information of slip resistance, improved uniformity in measurement and specification is likely.

for a particular application, we recommend choosing the material with the higher coefficient of friction, particularly for ramps.

Materials that might be appropriate for ramps and level surfaces include concrete wood float surfaces, asphalt, and some types of carpets and resilient tiles. Materials which might be expected to be satisfactory for level surfaces, but which might not be appropriate for ramps, include concrete metal trowelled surfaces, ceramic tile, hardwood and flagstone. These finishes, tested during the Access Board research project, yielded coefficients of friction that fell within the recommended ranges for accessible routes.

However, not all products of the type mentioned may provide the desired slip resistance and many other materials can be expected to be suitable even though they are not included here. For example, some types of materials for which the coefficient of friction is low, are available--or can be treated--with finishes that increase slip resistance.

Products or finishes applied to surfaces after installation are not covered by ADAAG, but may fall under the Department of Justice (DOJ) regulation governing the maintenance of accessible features. Moisture and debris contamination adversely affect the surface slip resistance of most installed finishes. While floor treatments are available that will increase the coefficient of friction of a walking surface, some products or furnishings, such as furniture wax overspray or loose throw rugs, may reduce slip resistance significantly. Others--for example, walkoff mats placed on lobby floors during rainy weather--do much to reduce the chance of slipping on a wet floor. Such mats are not considered carpets within the meaning of ADAAG 4.5.3.

What other surface considerations affect wheelchair travel?

In addition to slip resistance requirements, wheelchair users are affected by the rolling resistance of the surface of the floor and--on exterior surfaces--by cross slope. If the rolling resistance of flooring is high, wheelchair users must avoid those areas or expend extra energy maneuvering across the surface. In a limited study of wheelchair rolling resistance, the force needed to traverse four different surfaces was measured: concrete, linoleum, low-pile carpet (loop, 0.1-inch pile height, 10 stitches/inch, 16-ounce face weight excluding backing and glue, on jute), and high-pile carpet (cut, 0.5-inch pile height, 10 stitches/inch, 40-ounce face weight excluding backing and glue, on ActionBac).

Although the study was not intended to be comprehensive, the results provide some guidance in selecting carpet. With the force needed to traverse bare concrete as a baseline, the increase in force needed to cross each surface was measured to be: +3% for linoleum; +20% for low-pile carpet, and +62% for high-pile carpet. From these results it appears that linoleum and concrete equally require minor effort; low-pile carpet requires a noticeable, though moderate, increase in effort; and high-pile carpeting requires a significant increase in effort. Although the slip resistance ratings of carpet fall within the recommended ranges for use on ramps, its rolling resistance makes most types an inappropriate finish for sloped surfaces.

Exterior ramps and walks will generally be constructed with a cross-slope (perpendicular to the direction-of-travel slope) in order to provide positive drainage. Because the effects of cross-slope are particularly difficult for persons using wheelchairs--particularly along a steep running slope--ADAAG provisions limit accessible routes to a 2% cross-slope.

What other considerations are significant for persons with disabilities?

Materials such as gravel, wood chips, or sand, often used for outdoor walkways, are neither firm nor stable, nor can they generally be considered slip-resistant. Thus, walks surfaced in these materials could not constitute an accessible route.

Cross slopes on walks and ground or floor surfaces can cause considerable difficulty in propelling a wheelchair in a straight line.

A4.5.3 Carpet.

Much more needs to be done in developing both quantitative and qualitative criteria for carpeting (i.e., problems associated with texture and weave need to be studied). However, certain functional characteristics are well established. When both carpet and padding are used, it is desirable to have minimum movement (preferably none) between the floor and the pad and the pad and the carpet which would allow the carpet to hump or warp. In heavily trafficked areas, a thick, soft (plush) pad or cushion, particularly in combination with long carpet pile, makes it difficult for individuals in wheelchairs and those with other ambulatory disabilities to get about. Firm carpeting can be achieved through proper selection and combination of pad and carpet, sometimes with the elimination of the pad or cushion, and with proper installation. Carpeting designed with a weave that causes a zig-zag effect when wheeled across is strongly discouraged.

DOJ

28 CFR Part 36

36.211 Maintenance of Accessible Features.

- (a) *A public accommodation shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities by the Act or this part.*
- (b) *This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.*

However, some natural surfaces, such as compacted earth, soil treated with consolidants, or materials stabilized and retained by permanent or temporary geotextiles, gridforms, or similar construction may perform satisfactorily for persons using wheelchairs and walking aids.

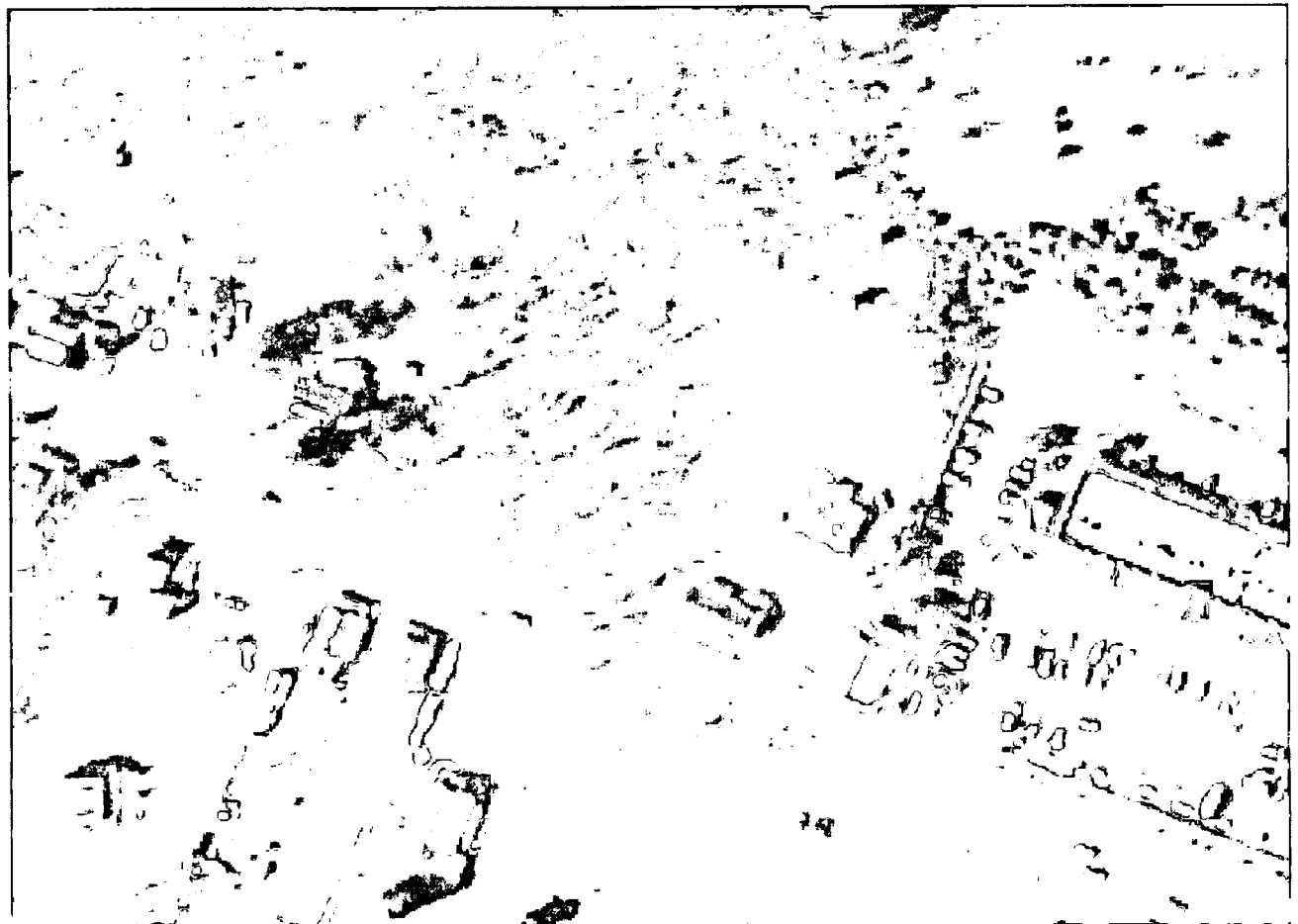
ADAAG also contains provisions that limit surface discontinuities along an accessible route, including elevator cab leveling tolerances at landings, gaps between car and platform in transit facilities, the size and orientation of openings in walkway gratings, the profile of doorway thresholds, and the pile height and attachment of carpeting. ADAAG 4.5.3 specifies that carpet and carpet tile be securely attached. This provision does not require that each tile--or the entire carpet or pad--be adhered to the floor surface provided the method of securement results in a surface that is stable, firm, and slip-resistant and does not pose a tripping hazard.

This technical assistance is intended solely as informal guidance; it is not a determination of the legal rights or responsibilities of entities subject to the ADA.

August 2003



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IMPORTANT: Do not apply to pavement surfaces that have previously been sealed with coal tar or asphalt based sealers.

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- Neutral Base Formula, add SealMaster® ColorPave HD Tint for desired color
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NOTE: SealMaster® ColorPave™ HD 500 is designed to be sprayed with the SealMaster® Texture Spray Unit (see page 41) or other suitable texture coating spray unit.



Product Uses:

- Driveways
- Roadways
- Golf Cart Paths
- Amusement Parks
- Parking Lots
- Walkways
- Logging/Bike Paths
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A highly concentrated water based pigment dispersion designed as a colorant that is added to SealMaster® ColorPave™ HD 500 Neutral Base and SealMaster® ColorPave™ Neutral Base.

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NOTE: Colors will vary somewhat due to printing limitations. Ask your SealMaster Representative for a color chip card for a more accurate representation.



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SealMaster® ColorPave™ HD Clear Coat is a 100% acrylic, clear drying emulsion specifically formulated as a protective top coat for SealMaster® ColorPave™ HD color coatings. It provides additional protection against ultra-violet rays, moisture, oil, gas, and chemical attack.

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SealMaster® ColorPave™ HD 500
S2200P 5-gallon pail (4-gal. net) (56 lbs.) \$99.99

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- NOTE:** If needed, a small amount of water may be added to facilitate application.

- SealMaster® ColorPave™ HD Clear Coat: Use as is. Do not dilute.

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- SealMaster® ColorPave™ HD Clear Coat - Typically, one gallon will cover approximately 200 square feet (22 square yards) per coat.

Tully, Tania

Subject: 26130 Frederick Road - 10:30

Start: Tue 2/6/2007 9:30 AM
End: Tue 2/6/2007 12:30 PM

Recurrence: (none)

Categories: Site Visit

240-372-4440
Larry Ruggeri

Hyattstown Special Study Area (687 Acres)

This area includes approximately 687 acres. How to preserve the historic district of Hyattstown as a viable community is a major planning concern. Another planning issue relates to the appropriate land use for the area south of Hyattstown, which is bounded by I-270 to the west and MD 355 to the east. The future character of MD 355 is critical to the land use pattern in this area.

The Land Use Plan concept for the Special Study Area is shown in Figure 30, page 80.

Plan Objectives:

- Recognize and encourage the preservation of Hyattstown's significant collection of historic buildings and its intact rural village ambiance.

The intent of the Plan for Hyattstown is to preserve the integrity of existing residential uses while allowing some non-residential uses (including commercial) to meet the needs of residents and to help attract visitors to this exceptional historic resource.

The following elements of the Land Use Plan help achieve this vision and are illustrated in Figure 31, page 81:

- *Designation of MD 355 in Hyattstown as a local rather than a regional thoroughfare.*

This Plan opposes the widening of MD 355 through Hyattstown because it would destroy the town. At the same time, it is clear that traffic volumes in this part of the County will increase as development occurs in Frederick County to the north. The major planning issue is how to divert regional through traffic from MD 355, the main street of Hyattstown. The strategy endorsed by this Plan is to encourage traffic from Frederick County to access I-270 north of Hyattstown, thereby reducing through trips on MD 355 through Hyattstown to I-270. This proposal is discussed in the Transportation and Mobility Plan chapter.

Implementation of this concept may make it possible to close the Hyattstown/MD 109 interchange. This interchange has severe environmental constraints which will likely preclude its ever being upgraded. Environmental concerns, coupled with the Plan objective to reduce through traffic in Hyattstown, support the relocation of the interchange into Frederick County.

This Plan proposes that MD 355 in Hyattstown be classified as a "rustic road" (see Transportation and Mobility Plan chapter, page 107).

- *Designation of green buffers to the east and west of Hyattstown.*
Little Bennett Regional Park will continue the town's open space setting

to the east. To the west, a low density, rural land use pattern is proposed to help provide a green buffer.

- *Creation of a hierarchy of commercial uses in the town.*

This Plan proposes two types of commercial uses in the historic district. Presently, commercial uses are clustered at the southern portion of the district. This Plan recommends this area for convenience retail. Further north, in the predominantly residential portion of Hyattstown, this Plan supports special exception uses such as professional offices, antique stores, and bed-and-breakfast lodgings.

The issue of how best to implement a mixed-use recommendation in a historic town like Hyattstown is addressed in the Implementation Strategies chapter.

Two properties in this area are partially zoned for commercial use. One of these properties is a cemetery and the adjacent property to the north is undeveloped. This Plan recommends removal of commercial designation for the cemetery property. The Plan recommends the commercial designation for the entire 1.7-acre adjacent property located at the Frederick County line. This property is located in the Hyattstown Historic District and future development will be reviewed by the Historic Preservation Commission under the provisions of the County's Preservation Ordinance. Any new commercial development on this property must be of a character, size, and scale that is consistent with the historic area in Montgomery County.

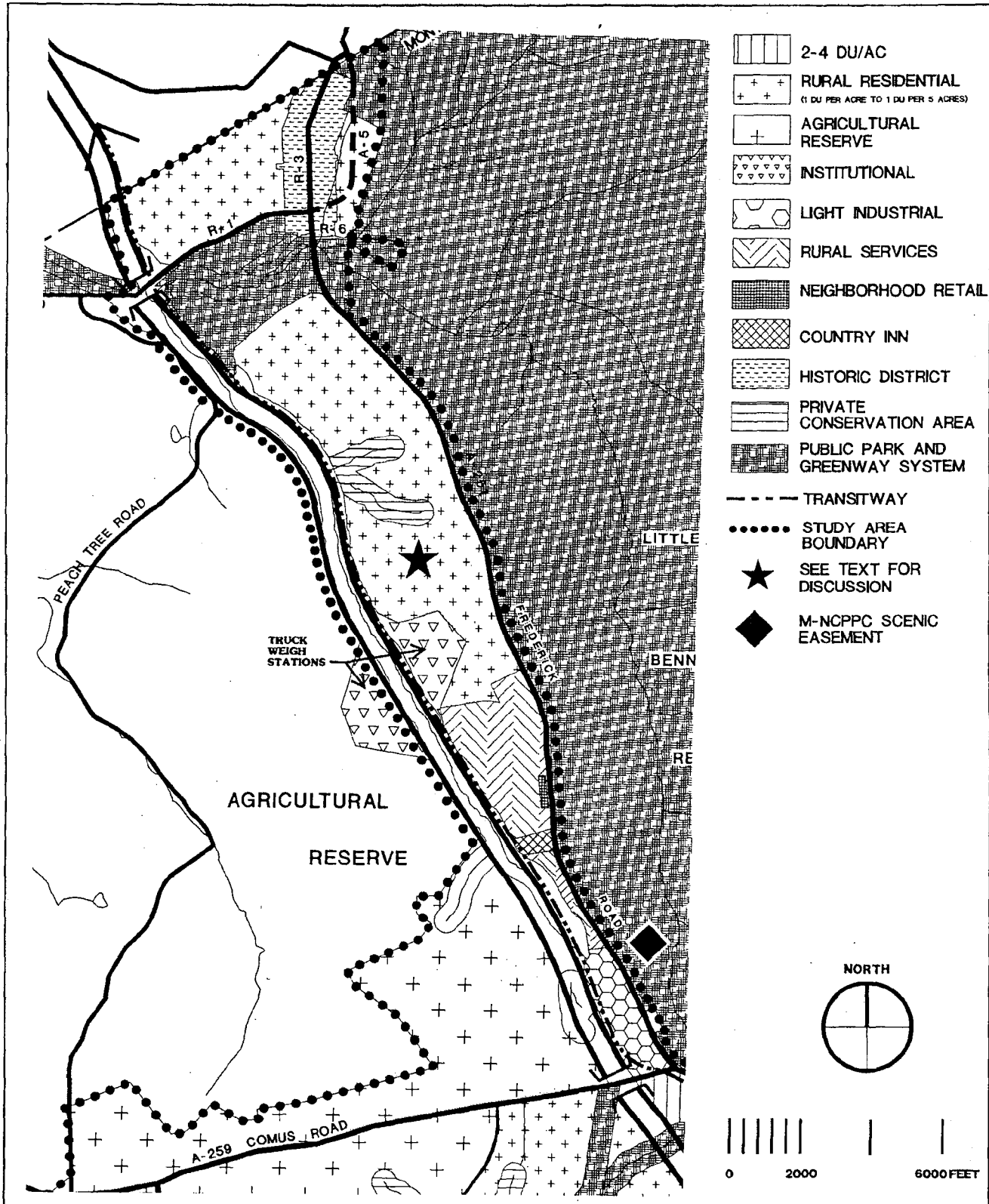
- *Support for the provision of community sewer and water service in the Hyattstown Historic District.*

The provision of community sewer service to Hyattstown is essential if the town is to survive. This Plan strongly endorses the provision of service in a timely manner.

- **Help assure that future development activity is supportive of the Plan's vision for Hyattstown.**
 - Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them.
 - Provide linkages between the town and Little Bennett Regional Park, particularly accentuating the historic Hyattstown Mill and Miller's House, located in the park.
 - Encourage a limited amount of new construction, as long as the new buildings are compatible with the historic ones in terms of size, scale,

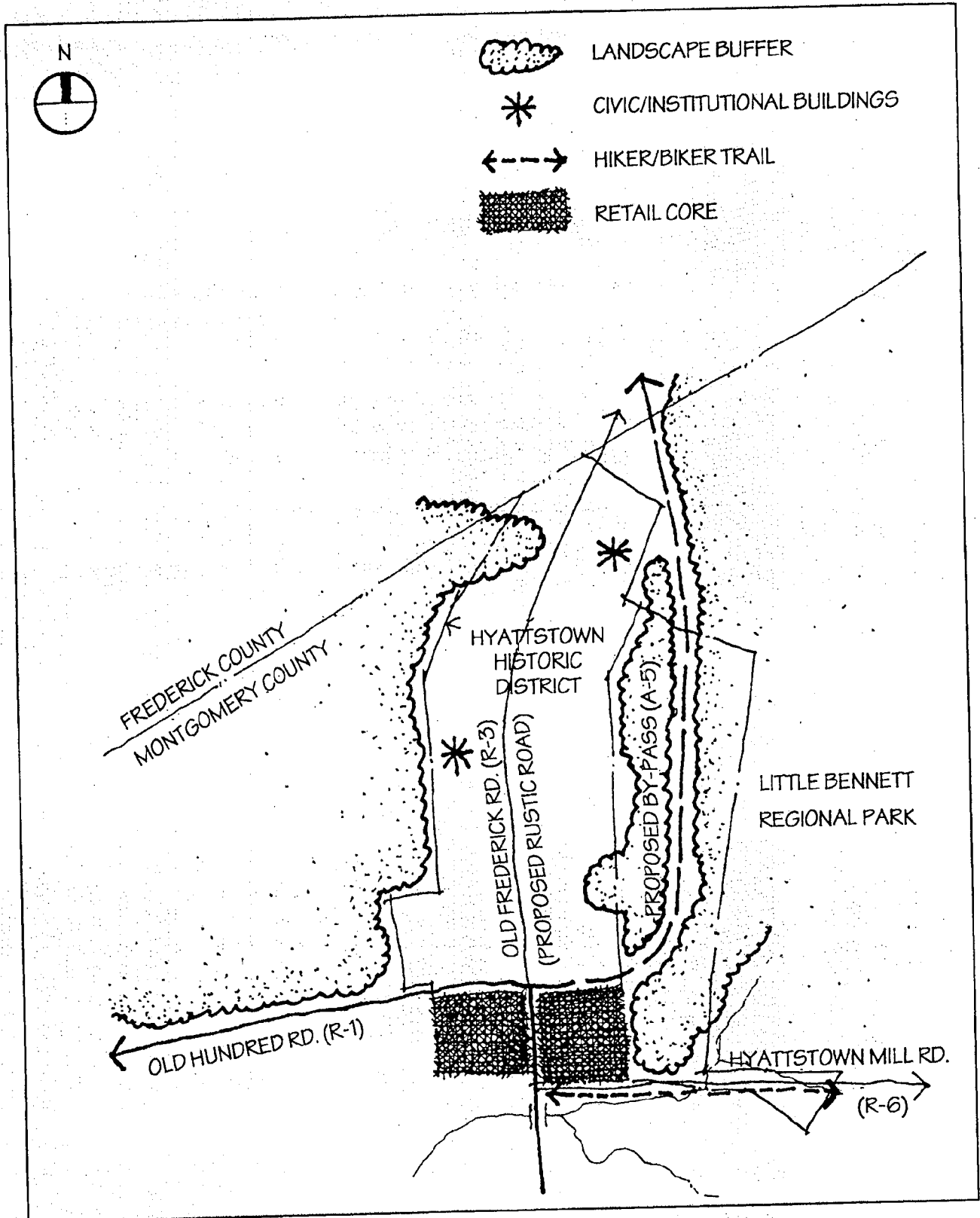
Hyattstown Special Study Area Land Use Plan

Figure 30



Hyattstown Concept Diagram

Figure 31



rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.

- Encourage the maintenance of existing street trees and the planting of new trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
- Encourage the installation of sidewalks along Frederick Road, where topography allows, as long as the sidewalks are informal and meandering to relate to the built and natural environment.
- Encourage appropriate lighting and street furniture, which will enhance Hyattstown's rural character and not present an overly urban or "Georgetown" appearance.
- Encourage the creation of gateways at both the north and south entrances to the town which will enhance the identity of the community and will help to interpret Hyattstown's history.

Figure 32 represents recommendations for Frederick Road.

- **Recommend a rural residential and open space land use pattern between Hyattstown and Clarksburg.**

The area between Hyattstown and Clarksburg is recommended to retain its rural character. The presence of Little Bennett Regional Park will assure that open space will predominate east of MD 355. Recommending a land use pattern which provides a significant amount of open space west of MD 355 will assure a strong rural transition from Clarksburg to Hyattstown. To reinforce this concept, MD 355 in this area is recommended as a primary or arterial roadway rather than a major highway.

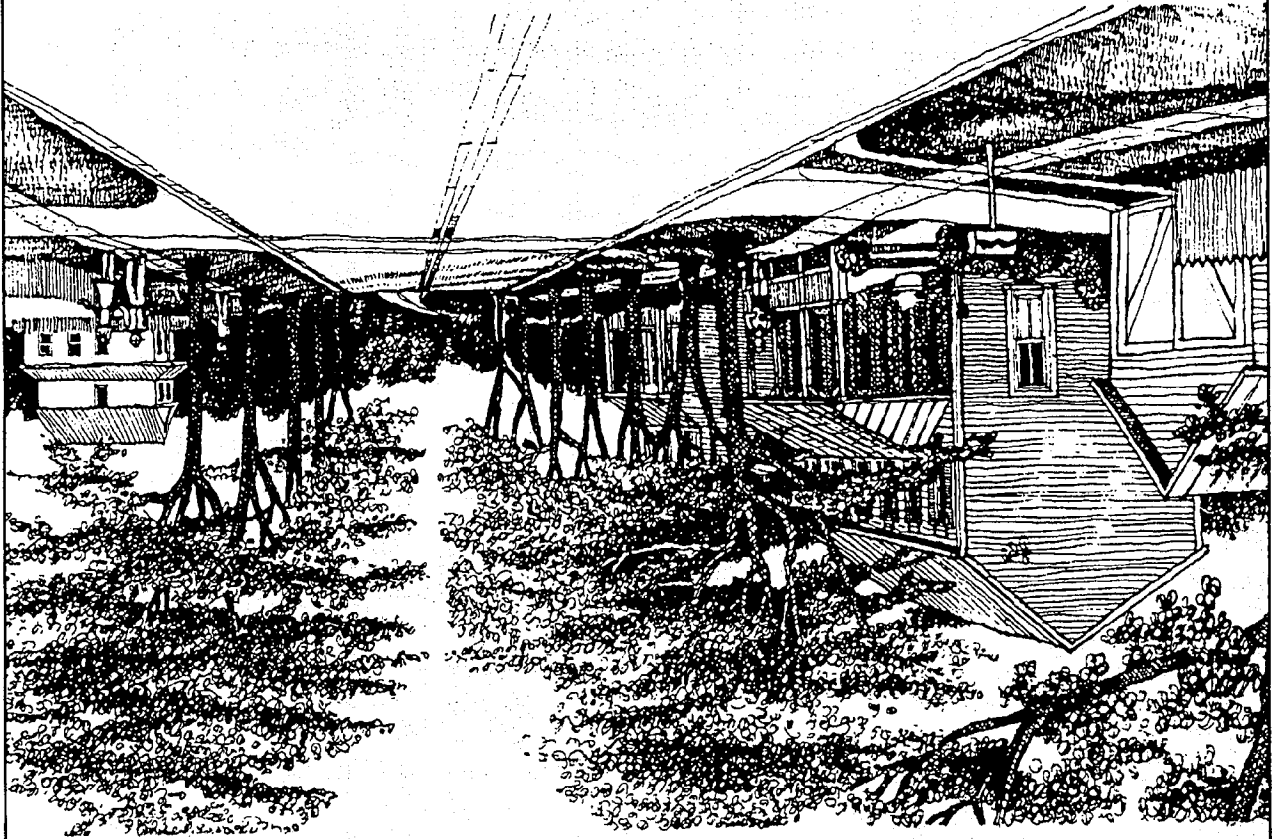
The density recommended for the transition area is one unit per two acres. The intent of this density is to maintain a rural character while allowing property owners some flexibility in locating smaller lots (two acres) on better soils. It is anticipated that poor soils for septic systems will preclude an overall density of one dwelling unit per two acres. This Plan does not support extension of community water and sewer unless the County fails to sewer Hyattstown.

- **Provide land use options supportive of solving Hyattstown's sewer problems.**

As previously noted, the provision of community sewer service is essential to the future of Hyattstown. The County Department of Environmental Protection has conducted a study to determine how to provide this service. Serving Hyattstown alone is dependent on cooperation between WSSC and the County. The FY 1995-2000 Capital Improvement Program (CIP) has

The sketch shows retention of the two-lane, open-section road through Hyattstown for local access. Limited infill of buildings between the existing structures, sidewalks, and street trees are also shown. Through traffic would be directed to the future bypass outside the Historic District.

Frederick Road Within the Hyattstown Historic District —



Hyattstown Sketch

Figure 32

identified a project to resolve the Hyattstown sewerage needs. Should this project not be implemented due to fiscal or institutional constraints, this Plan includes a higher density option for the transition area to help provide a greater service area, thereby offering an incentive for greater developer participation in the provision of sewer.

This higher density option (PD-2, two units per acre) would only be suitable if County efforts to program a solution in the County's adopted CIP to sewer Hyattstown in a timely manner (within two years of adoption of the Master Plan) prove unsuccessful and it can be shown that it is feasible to develop the sewerage system necessary for the higher density option.

The criteria for granting an application for two units per acre should include the continuation of a traditional rural development pattern (clusters of homes amid an agricultural countryside) which duplicates and is supportive of the Hyattstown Historic District.

- **Recommend non-residential land uses in areas projected to experience severe noise impacts.**

Non-residential uses in the Special Study Area are concentrated along MD 355 just north of Comus Road. The existing zoning (I-1) permits industrial uses; the sale and rental of equipment is the predominant land use. This Plan recommends continuation of the I-1 Zone and encourages landscaping along MD 355 to enhance the character of existing industrial uses.

Just north of the area zoned I-1, the Plan supports the existing mix of rural scale services and residences. The businesses located here are non-conforming uses and have been for many years. Rezoning this area to industrial or commercial would change the character from rural residential to strip commercial and industrial. At the same time, properties are affected by noise from I-270 — a situation which will worsen as traffic volumes along I-270 increase. Landscaped screening would improve the vistas of those entering Montgomery County along I-270. The configuration of properties (parcels are “sandwiched” between I-270 and MD 355) will make it impossible for residential development to be clustered outside projected severe noise contours. The area recommended for this policy is shown in Figure 33. This Plan recommends creation of a new zone to permit services of a scale and character which would be compatible in rural settings and would encourage appropriate landscaping and access. Such a zone would be appropriate in this portion of the Plan. If the new zone for this area is not approved, this Plan recommends that this area be zoned Rural with special exceptions used to maintain as many of the currently existing uses as possible.

ron rothman

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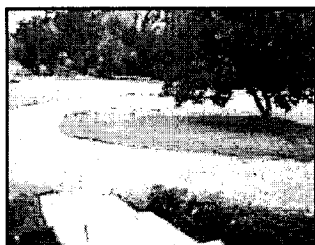
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I Heart My Tar & Chip Driveway

Back in September 2004, I had a tar and chip (bituminous surface treatment) driveway installed in place of the existing gravel drive that came with our old house. Because there wasn't (and still isn't) much web information on tar and chip driveways, I thought I'd briefly summarize my experience.

What Does Tar & Chip Look Like?

(Photos: [tar and chip driveway, completed](#); [installation](#). More photos coming soon.)



If you're a city boy, like me, you probably have no clue what a tar and chip road looks like. Well, our driveway looks more or less like a normal gravel drive, except that, in most spots, if you tried to sweep away the gravel, you'd reach a grey, pseudo-solid, conglomerated rock base. (If it were true gravel, you'd hit earth.)

We put slightly too much stone on the drive after it was tarred, so there's more gravel than we'd ideally like (making look very much like a regular gravel drive). Some people might prefer the way that looks, though.

We also chose to go with grey stone, for a few reasons. For one, it fit better with our house (even though, in a vacuum, I might prefer red stone). More importantly, it was easier (cheaper) to get, and will make future maintenance much less of a headache. Grey is easy to match; I know I'll be able to re-chip the driveway easily later on. Also, it's not easy to find a contractor who does tar and chip (see below), so the fewer exceptions to their normal practices (e.g., grey stone), the better.

Why Is It Better?

Advantages of tar and chip over blacktop (asphalt):

- **Maintenance.** Asphalt requires periodic sealing and repairs; tar and chip is relatively maintenance free—no sealing, and fewer repairs. We have no visible cracks (perhaps the gravel layer hides them?), save for one spot where the substrate

wasn't laid correctly.

- **Traction.** In wet or snowy weather, the rough surface provides extra grip to foot or tire.
- **Cost.** Tar and chip costs less to install than asphalt. (In my case, it was half the cost.) I think it cost us just under \$1 per square foot.
- **Durability.** My driveway will last longer than an "equivalent" blacktop drive.

Disadvantages:

- **Finding a contractor.** The number one problem with tar and chip driveways is: hardly any paving contractors still install them. (See below for reasons.) You may (you will!) have trouble finding someone who even knows what tar & chip is, let alone can install it. I got lucky—and I've included my contractor's contact information below, in case you're local (NJ).
- **Winter shoveling.** As with a gravel drive, you'll find winter snow plowing and shoveling to be harder than with blacktop. But, we have had our driveway plowed several times, and also have shoveled several feet of snow over the past two years, and have had no issues with our tar & chip drive. The worst consequence has been stray gravel getting on the lawn. (But certainly no worse than with the old, pure gravel drive.)
- **Weeds.** A handful of weeds do manage to come up through our tar and chip driveway, here and there. I'm not sure if it's because the tar didn't fully coat some areas during our installation, or whether it's an inherent property of tar and chip roads... but in any case, it's not too bad.
- **Installation time frame.** Installation of a tar & chip driveway requires warmer temperatures than does blacktop, so the "season" of favorable weather is shorter. Where I live, blacktop can be installed through October, but tar and chip can't be done that late.

Why Doesn't Everyone...?

So, if tar and chip is so much better than common asphalt, then why doesn't everyone use it?

Well, you might also ask why we plant non-native grass species in lawns, when they require an unnatural regimen of extreme watering, fertilizing and weed killing.

Or why you can't get a decent tomato in a supermarket.

Or why coca-cola is a corn product.

The short answer is: corporate profits have driven these trends. (The details on lawns, tomatoes and Coke are not really on-topic here, so I'll leave it at that.)



Using tar as a binder requires warm-ish temperatures (for the tar to remain tacky). This limits the paving season during which (tar and chip) roads can be laid. Concrete/asphalt manufacturers realized, several decades ago, that by mixing road materials in their plants—rather than on-site—they could extend the paving season, since they could control the temperature within the plant. Today, that's what they do—mix asphalt in a plant and transport it to the road site.

Which is all fine and dandy—except if you want a product that's better for *you* (tar & chip, native grasses, sugar...), instead of better for *them* (asphalt, Kentucky Bluegrass, corn syrup...).

Contact Information for our Contractor

Our paving contractor was Craig Hup, of Hup & Sons. We're very satisfied with the job he did on our driveway, so we

recommend considering him if you're planning a tar and chip project. Note that they did not offer an official warranty on the work—which I found odd, since tar and chip should outlast a blacktop drive—but I chalk that up to their perception that it was risky, due to lack of data (i. e., too few installations to know how it would hold up).

You can reach them at (908) 832-7878.

For More Information

- [Wikipedia](#)
- [Ms. Builder](#)
- [Ask the Builder](#)
- [Ask the Builder \(Reprise\)](#)
- [NJ Gardenweb](#)

This entry was posted by [Ron](#) on [Wednesday, April 19th, 2006 at 9:37 pm](#) (9 months, 3 weeks ago) and is filed under [General](#) × [Home](#). Use this [RSS 2.0 feed](#) to follow responses to this entry. You can [leave a response](#) below, or [trackback](#) from your own site.

4 Responses to “I Heart My Tar & Chip Driveway” [\[Leave yours »\]](#)

1. October 15th, 2006 at 11:23 pm

[A P](#) said:

Ron, just a note to say thanks for the driveway info. We also have a tar and chip driveway and now we are fixing some of the bad places. The info really helped answer some questions we had. Wish us luck in trying to find a contractor in Winston-Salem,NC.

Thanks again,
A P

1

2. October 30th, 2006 at 12:16 am

[greg](#) [subscribed to comments] said:

I live in Houston and it is in the middle 90's 6 / 8 months a year. Would tar and chip work in our area. Also our driveways crack (a lot) because we sit on a lot of clay and it tends to expand and contract with the weather. Thanks
Greg

2

3. October 31st, 2006 at 10:07 am

[Ron](#) [author of post] said:

sorry greg, i have no idea. our driveway does great all summer long (80's, 90's, july and august)—we never even have to think about it.

our driveway has none of the typical expansion cracks that you see in blacktop. in fact, i remember reading that tar and chip resists cracking much better than asphalt, because it's more flexible (which makes sense to me), and can even “repair itself” to some degree (which i remain somewhat skeptical of).

you may want to try the links in my post for more information.

3

4. December 1st, 2006 at 10:24 am

BIF [subscribed to comments] said:

I really appreciate the info on the tar and chip driveway. You are right about the lack of info! I hate to use your blog as a contact but I am in NC and was wondering if there is anyway to find out if AP (previous comment) ever found a contractor? We are getting ready to build our house and wouldn't need our driveway paved until June/July 2007. Prime time for tar and chip but I may need some help finding a contractor. Thanks again for the info!

4

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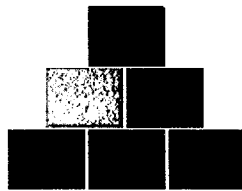
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Price: \$13.00



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Use 1 pint to color
5 gallons of StencilCoat.

Price: \$13.00



Sierra LiquidTint 1Pint

Use 1 pint to color
5 gallons of StencilCoat.

Price: \$13.00



Mahogany LiquidTint 1Pint

Use 1 pint to color
5 gallons of StencilCoat.

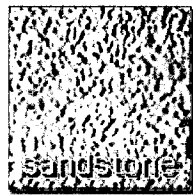
Price: \$13.00

(Not Pictured)

Old Brick LiquidTint 1P

Use 1 pint to color 5 galls
StencilCoat.

Price: \$13.00



Sandstone LiquidTint 1Pint

Use 1 pint to color
5 gallons of StencilCoat.

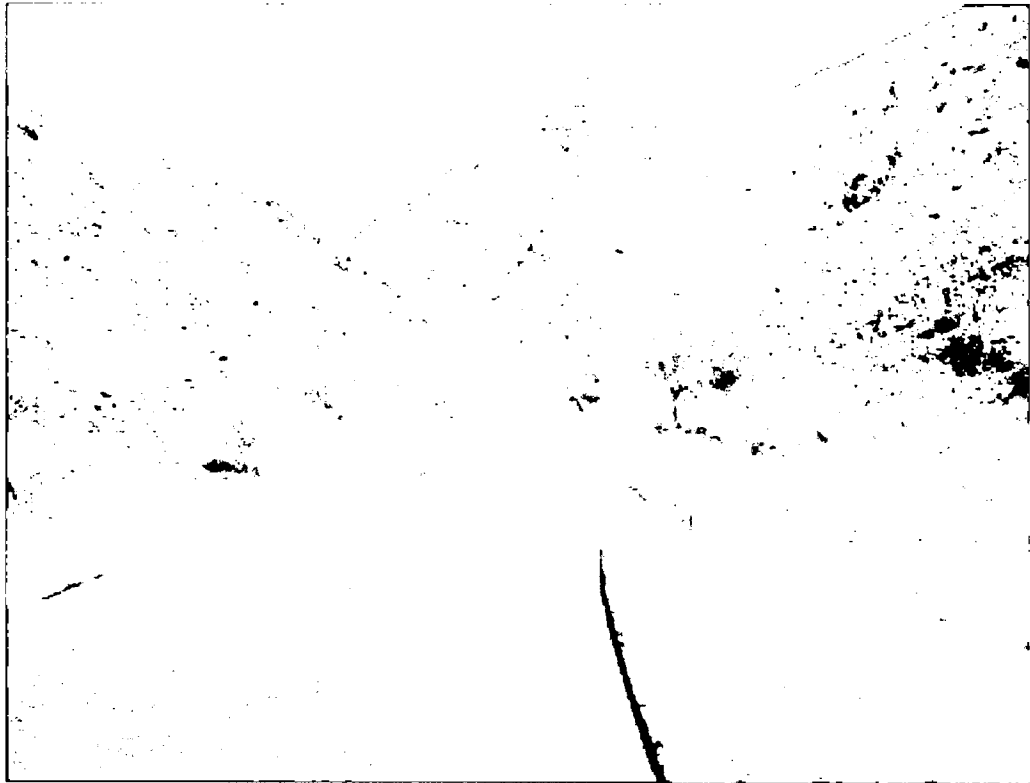
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In terms of its usage, Colourtex epitomizes the flexibility of the Bitumen Asphalt range where it has been used both in the public and domestic sectors. It has proved popular for supermarket parking lots with Sainsbury, Safeway and Waitrose all using Colourtex. More recently, the product has also been used on domestic driveways, as well as parks, parking lots, cycle ways and areas of demarcation.



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The Addaset Resin-Bound surfacing system provides an attractive, hard wearing, low maintenance surface using a range of natural and recycled aggregates. The finished surface provides a bound paving system which is flexible and resistant to cracking.

Where is Addaset used?

- Footpaths
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- Heritage Sites
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- Municipal Parks
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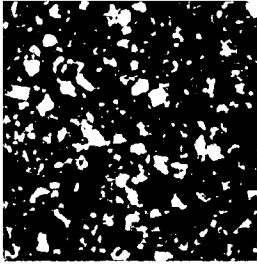
Benefits

- Aesthetically pleasing
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- Low maintenance
- Creative Designs are only limited by your imagination
- Anti-slip
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- Hard wearing
- Can be applied over asphalt and concrete or other stable substrates

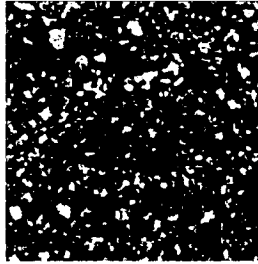


Choice of aggregate

A standard range of Addaset finishes are available including Angular Buff, Tuscan Terracotta and Lucerne Silver. These standard Addaset finishes are illustrated below, but more are being added all the time. Please note that alternative colors are available on request.



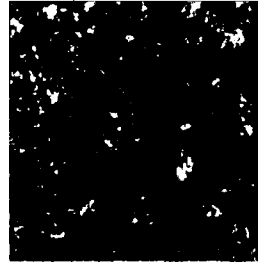
Angular Buff



Tuscan Terracotta



Lucerne Silver



Krysteline Green

What is the difference between Addaset and Addapave?

Addaset is a trowelled system that is mixed with the resin and laid to a smooth level surface with no loose stone. Addapave is a scatter system that provides texture and the appearance of loose aggregate. Addapave surfaces must be thoroughly swept/vacuumed on completion. Further sweeping/vacuuming will also be required until the initial shedding of aggregate has been exhausted.

What color is Addaset Resin?

Addaset resin is a clear cold applied resin

How long after installing Addaset can it be trafficked?

This will depend on your particular project but typically between 8 – 12 hours.

Should an edge detail be installed?

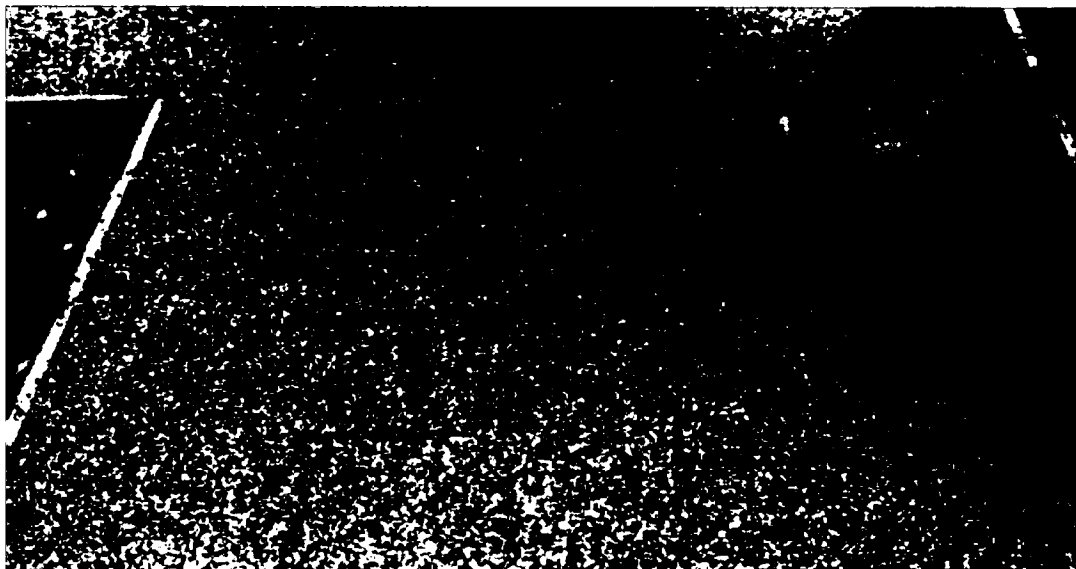
A suitable edging detail should be specified using brick, stone, concrete or steel as required to ensure that a neat and tidy finish is provided.

Who installs Addaset?

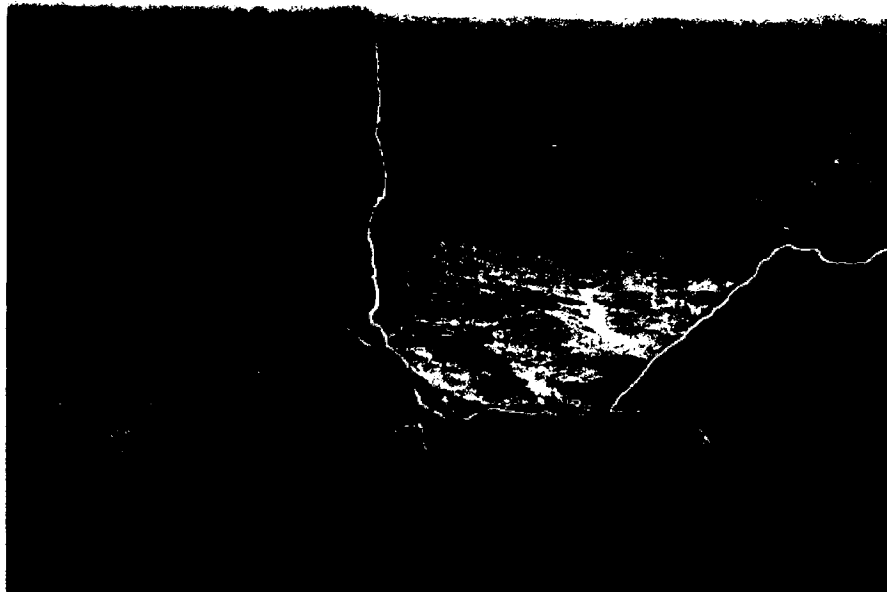
Addaset is installed through our network of installers.

How long will the Addaset surface last?

This will depend on your particular project, substrate, choice of aggregate and levels of trafficking. We would not anticipate any loose stone, cracking, oil damage, UV attack, color change or frost damage within the first 5 years of life. The chosen installer cannot however cover any damage caused by forceful impact, reflective cracking from underlying concrete, damage caused by sinkage, deformation or wheel tracking of underlying structural layer.



Addaset provides an aesthetically pleasing, attractive, hard wearing and low maintenance resin bound paving surface which is flexible and resistant to cracking.



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A Highly Durable, Fast Drying, 100% Acrylic Color Coating For Asphalt Pavement Surfaces.

SealMaster® ColorPave™ HD 500 is supplied as a Neutral Base designed to be mixed with SealMaster ColorPave™ HD Tint to achieve desired color. Pails contain 4 gallons of material to allow room for adding and mixing SealMaster® ColorPave™ HD Tint. Add 1 pint bottle of SealMaster® ColorPave™ HD Tint to one pail of SealMaster® ColorPave™ HD 500.

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SealMaster® ColorPave™ HD 500 Product Features:

- Neutral Base Formula, add SealMaster® ColorPave HD Tint for desired color
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- Fast-Drying Formula
- Designed for spray application (Due to SealMaster® ColorPave™ HD's unique fast drying technology, squeegee application is not recommended)

NOTE: SealMaster® ColorPave™ HD 500 is designed to be sprayed with the SealMaster® Texture Spray Unit (see page 41) or other suitable texture coating spray unit.



Product Uses:

- Driveways
- Roadways
- Golf Cart Paths
- Amusement Parks
- Parking Lots
- Walkways
- Jogging/Bike Paths
- And more!



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Available in 9 standard earthtone colors:

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BRICKYARD RED	SLATE GRAY
FOREST GREEN	BROWNSTONE
GRAYSTONE	OLIVESTONE
	BURNT SIENNA

NOTE: Colors will vary somewhat due to printing limitations. Ask your SealMaster Representative for a color chip card for a more accurate representation.



SealMaster® ColorPave™ HD Clear Coat

SealMaster® ColorPave™ HD Clear Coat is a 100% acrylic, clear drying emulsion specifically formulated as a protective top coat for SealMaster® ColorPave™ HD color coatings. It provides additional protection against ultra-violet rays, moisture, oil, gas, and chemical attack.

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S2200P 5-gallon pail (4-gal. net) (56 lbs.) \$99.99

SealMaster® ColorPave™ HD Tint
S(scc below**)N Pint Bottles (2 lbs.) \$12.99

****Product Numbers and Colors:**

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- Slate Gray.....S2210N
- Brickyard Red.....S2215N
- Brownstone.....S2225N
- Forest Green.....S2240N
- Olivestone.....S2245N
- Sahara Beige.....S2220N
- Burnt Sienna.....S2230N
- Terra Cotta.....S2235N

SealMaster® ColorPave™ HD Clear Coat
S2300P 5-gallon pail (46 lbs.) \$115.99

Mixing Procedure:

- SealMaster® ColorPave™ HD 500: ColorPave HD 500 Neutral Base 1-pail ColorPave HD Tint 1-pint bottle

NOTE: If needed, a small amount of water may be added to facilitate application.

- SealMaster® ColorPave™ HD Clear Coat: Use as is. Do not dilute.

Material Requirements (coverage):

• SealMaster® ColorPave™ HD 500 Neutral Base (with tint) - Typically, one gallon will cover approximately 60 to 70 square feet (6.7 to 7.8 square yards) per coat. Two coats are recommended for optimum performance. **NOTE:** Actual coverate rates will vary due to differences in pavement porosity.

- SealMaster® ColorPave™ HD Clear Coat - Typically, one gallon will cover approximately 200 square feet (22 square yards) per coat.

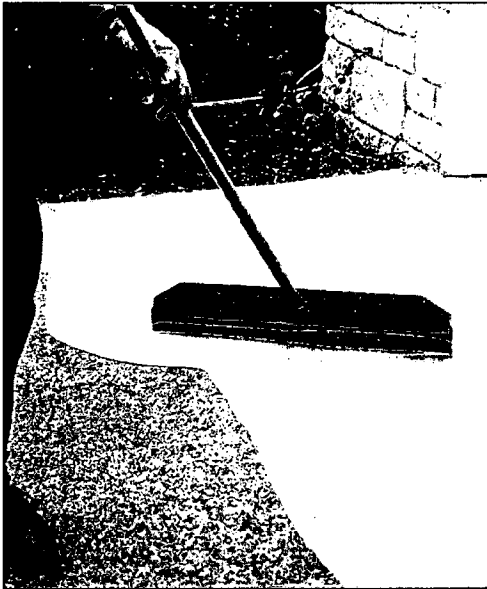
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SealMaster® Neutral Base ColorPave is supplied as a Neutral Base designed to be mixed with SealMaster ColorPave HD Tint (see page 9) to achieve desired color. Pails contain 4 gallons of material to allow room for adding and mixing SealMaster® ColorPave HD Tint. Add 1 pint bottle of SealMaster® ColorPave HD Tint to one pail of SealMaster® ColorPave Neutral Base.

IMPORTANT: Do not apply to pavement surfaces that have previously been sealed with coal tar or asphalt based sealers.



**SealMaster®
Neutral Base
ColorPave is
designed to be
mixed with
ColorPave HD Tint**

**Available in 9 standard
earthtone colors.**

(See page 9 for colors and pricing).

SealMaster® Neutral Base ColorPave is available in:



Pail

SealMaster® Neutral Base ColorPave
S2092P 5-gallon pail (4gal. net) (56 lbs.) \$46.99

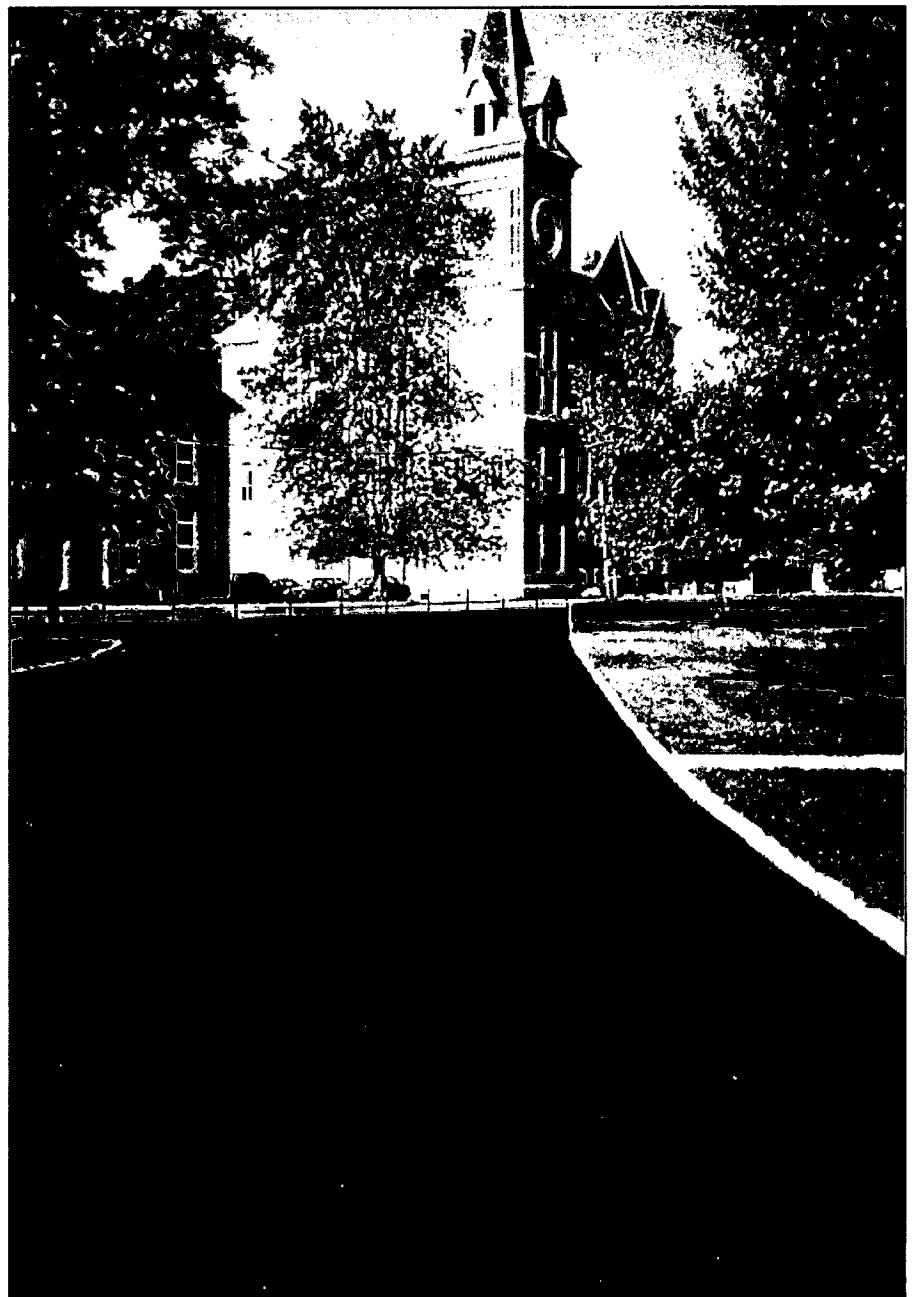
Mixing Procedure:

- SealMaster Neutral Base ColorPave:
Neutral Base ColorPave 1-pail
ColorPave HD Tint 1-pint bottle

NOTE: If needed, a small amount of water may be added to facilitate application.

Material Requirements (coverage):

- SealMaster® Neutral Base ColorPave (with tint) -Typically, one gallon will cover approximately 60 to 70 square feet (6.7 to 7.8 square yards) per coat. Two coats are recommended for optimum performance. NOTE: Actual coverate rates will vary due to differences in pavement porosity.



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Owner's mailing address

Lawrence Roggeri
4549 Fairbaird Drive
Bethesda, MD 20814

Owner's Agent's mailing address

Adjacent and confronting Prop

South:

Mrs. Haydee England
9501 Singleton Drive
Bethesda, Md. 20817

Across:

Hyattstown Methodist Church
26171 Frederic Rd.
Clarksburg, Md. 20871

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address:	26130 Frederick Road, Clarksburg	Meeting Date:	2/14/2007
Resource:	Contributing Resource Clarksburg Historic District	Report Date:	2/7/2007
Applicant:	Lawrence Ruggeri	Public Notice:	1/31/2007
Review:	HAWP	Tax Credit:	none
Case Number:	10/59-07A	Staff:	Tania Tully
PROPOSAL:	driveway resurfacing		
RECOMMENDATION:	Approve with Conditions		

STAFF RECOMMENDATION:

Staff is recommending that the HPC approve this HAWP application with the following conditions:

1. A minimum 6" buffer will be maintained between the historic stone walls and the asphalt paving.
2. The asphalt paving will be treated to mute the "ink black" look of the asphalt and provide a more rural appearance. The exact treatment is to be provided to and approved by Staff.

ARCHITECTURAL DESCRIPTION

SIGNIFICANCE: Contributing Resource within the **Clarksburg Historic District**

Located at the northern end of the historic district, this property contains three structures: a 19th century dwelling, a 19th century church, and a recently modified 1960s building. Access to each building and associated parking is currently a mixture of asphalt and gravel.

HISTORIC CONTEXT

The following is excerpted from *Places from the Past: The Tradition of Gardez Bien in Montgomery County, Maryland*.

Hyattstown is an early settlement that developed along well-traveled roads linking coastal ports with the westward-moving frontier. The Great Road, known as Frederick Road or Route 355, opened about 1750 to connect the tobacco port of Georgetown with points west, via the county seat of Frederick. At that time, present-day Montgomery County was the southern portion of Frederick County. Part of the Great Road had been a trail used by Native Americans. The Great Road attained significance in the 1810s as an extension of the Federally-funded National Road. The linear nature of the town plan, known as the "Pennsylvania plan", is characteristic of villages in Maryland's piedmont region and reflects German traditions.

In 1798, Jesse Hyatt, a Frederick County farmer, laid out a town, offering for sale 105 quarter-acre lots along the Great Road. Henry Poole built the first house in 1800 and became the town's first storekeeper. The town, named

Hyattstown for its founder, was incorporated in 1809. By the mid-1820s, the community included an innkeeper, a tailor, a carpenter, a blacksmith, a storekeeper, and a constable.

By the 1870s, Hyattstown's population had grown to some 150 residents, and by about 1900 to 275. Historically there have been three churches in the immediate community. The Hyattstown Methodist Church (26165) was organized in 1804. Carpenter John Gardner built the present brick structure in 1856. After the Civil War, the congregation split and the Methodist Episcopal Church South (26200) built a frame church in 1875. Gothic Revival influence is evident in pointed-arch windows and bracketed cornice, yet shallow-pitched roof with cornice returns are Greek Revival. The Hyattstown Christian Church (26012), founded in 1840, is among the oldest disciple congregations in Maryland. The present frame building, with round-arched door and windows, and steeply-pitched roof with cornice returns, was constructed in 1871. The cemetery is even older, with the earliest burial being founder Jesse Hyatt, in 1813. The one-room Hyattstown School (1880), 26004 Frederick Road, served grades 1-7 for much of its use.

Many of the post-Civil War residences have cross gable roofs, bracketed cornices, or bargeboard (gingerbread trim). One-story additions that served as doctor's offices, post offices are reminders of the commercial uses that supplemented the residential nature of the buildings. In recent years, many of the old homes were abandoned due to polluted water. After a new sewage treatment plant opened in 1998, residents are restoring houses and Hyattstown is once again becoming a vital community.

PROPOSAL:

The applicant is proposing to resurface the drive and parking areas with asphalt and tar and chip.

APPLICABLE GUIDELINES:

When reviewing alterations and new construction within the Hyattstown Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include the Approved and Adopted *Clarksburg Master Plan & Hyattstown Special Study Area* (June 1994), "*Vision of Hyattstown: A Long-Range Preservation Plan*" (*Vision*), *Montgomery County Code Chapter 24A (Chapter 24A)*, and the *Secretary of the Interior's Standards for Rehabilitation (Standards)*. The pertinent information in these documents is outlined below.

Vision of Hyattstown: A Long-Range Preservation Plan

It is important to recognize that the significance of Hyattstown Historic District derives from:

- The intimate "small town" character which is defined by the pattern of shallow building setbacks from the street;
- The 19th century character of its architecture;
- The important role of trees in defining the streetscape.

Montgomery County Code; Chapter 24A

- A HAWP permit should be issued if the Commission finds that:
 1. The proposal will not substantially alter the exterior features of a historic site or historic resource within a historic district.
 2. The proposal is compatible in character and nature with the historical archaeological, architectural, or cultural features of the historic site or the historic district in which a historic

resource is located and would not be detrimental thereto of to the achievement of the purposes of this chapter.

Secretary of the Interior's Standards for Rehabilitation:

STAFF DISCUSSION

In February 2005, the HPC approved with conditions a site plan and addition to the non-contributing assembly hall on the property (Circle). The addition has recently been approved for occupancy. In this new application, the upper portion of the site is proposed to be tar and chip and the lower portion asphalt. Part of the existing driveway is already asphalt and some undetermined portion of the area at the top of the drive was asphalt in recent history. The majority of the drives and parking areas are currently graveled. The applicant is proposing the changes for ease of wheelchair use and plowing capability.

The proposed tar and chip has a visible rural look compatible with the character of the historic district. Staff recommends approval of this portion of the application.

It is the Commission's policy to allow re-surfacing/replacement of existing asphalt driveways without a HAWP. This proposal warrants an application because the area of asphalt would be increased and the asphalt portion of the driveway would be widened. Staff's only concern is possible damage to the historic stone walls flanking the drive and the modern look of asphalt. There are several different products on the market that can tint asphalt and stone dust can be rolled into the surface while hot to mitigate the "ink black" look. Doing so, in a gray or earth tone, would help maintain the rural character of the district and the applicant is amenable to this option, though cost is a consideration.

Due to the steep grade of the driveway, the regular use of the parking area, and the need for wheelchair access, staff recommends conditional approval.

STAFF RECOMMENDATION:

Staff recommends that the Commission **approve** the HAWP application **with the conditions specified on Circle 1** as being consistent with Chapter 24A-8(b)(1) & (2);

and with the *Secretary of the Interior's Standards for Rehabilitation*;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable, to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans.



RETURN TO: DEPARTMENT OF PERMITTING SERVICES
255 ROCKVILLE PIKE, 2nd FLOOR, ROCKVILLE, MD 20850
240/777-6370

DPS - #8

443688

HISTORIC PRESERVATION COMMISSION
301/563-3400

APPLICATION FOR
HISTORIC AREA WORK PERMIT

Contact Person: Larry Roggeri
Daytime Phone No.: 240-372-4440-CELL

Tax Account No.: 0003986

Name of Property Owner: Larry Roggeri Daytime Phone No.: 240-372-4440

Address: 4549 Fields Drive Beltsda MD 20814
Street Number City State Zip Code

Contractor: TBD Phone No.: _____

Contractor Registration No.: _____

Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: 2630 Frederick Road Street: _____

Town/City: Hyalleswin Nearest Cross Street: Rt 109

Lot: _____ Block: _____ Subdivision: _____

Liber: 8944 Folio: 445 Parcel: 3922

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE:

- Construct
- Extend
- Alter/Renovate
- Move
- Install
- Wreck/Raze
- Revision
- Repair
- Revocable

CHECK ALL APPLICABLE:

- A/C
- Slab
- Room Addition
- Porch
- Deck
- Shed
- Solar
- Fireplace
- Woodburning Stove
- Single Family
- Fence/Wall (complete Section 4)
- Other: _____

1B. Construction cost estimate: \$ 23,000.00

1C. If this is a revision of a previously approved active permit, see Permit # _____

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01 WSSC 02 Septic 03 Other: _____

2B. Type of water supply: 01 WSSC 02 Well 03 Other: _____

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height _____ feet _____ inches

3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:

- On party line/property line
- Entirely on land of owner
- On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

[Signature]
Signature of owner or authorized agent

[Signature] 27, 2007
Date

Approved: _____ For Chairperson, Historic Preservation Commission

Disapproved: _____ Signature: _____ Date: _____

Application/Permit No.: _____ Date Filed: _____ Date Issued: _____

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE
REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

1. WRITTEN DESCRIPTION OF PROJECT

a. Description of existing structure(s) and environmental setting, including their historical features and significance.

Original 1850 Log Home, 1876 United Methodist Church - 2006 Church Meeting Hall

The Driveway originally installed Asphalt paving needs to be repaired, Asphalt paving needed for Sloped driveway and adjacent Park (Handicap) Areas - Plan + City for side of Church Meeting Hall to cover

b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district.

Asphalt Repair, Plan + City for one grave - Both other Churches in town have bit asphalt paving for a parking lot. One Asky for Repair of Asphalt on the Slope Driveway and Handicap Areas and Plan + City on Slope Driveway & Hall

2. SITE PLAN

Site and environmental setting, drawn to scale. You may use your plat. Your site plan must include:

- the scale, north arrow, and date;
- dimensions of all existing and proposed structures; and
- site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. PLANS AND ELEVATIONS

You must submit 2 copies of plans and elevations in a format no larger than 11" x 17". Plans on 8 1/2" x 11" paper are preferred.

- Schematic construction plans**, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- Elevations (facades)**, with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. An existing and a proposed elevation drawing of each facade affected by the proposed work is required.

4. MATERIALS SPECIFICATIONS

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. PHOTOGRAPHS

- Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. TREE SURVEY

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS

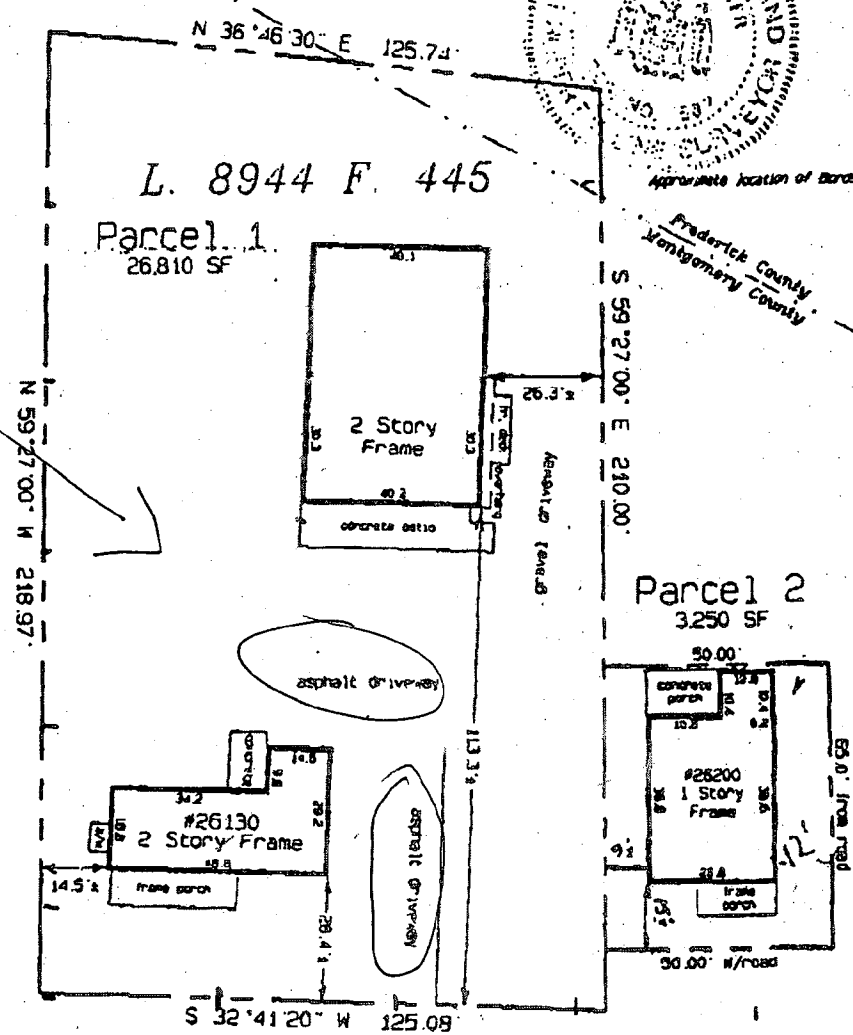
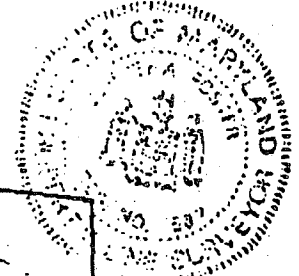
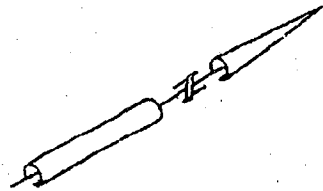
For ALL projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (301/279-1355).

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.
PLEASE STAY WITHIN THE GUIDES OF THE TEMPLATE. AS THIS WILL BE PHOTOCOPIED DIRECTLY ONTO MAILING LABELS.

EXHIBIT B

CONSUMER INFORMATION NOTES:

1. This plan is a benefit to a consumer insofar as it is required by a lender or a title insurance company or its agent in connection with contemplated transfer, financing or re-financing.
2. This plan is not to be relied upon for the establishment or location of fences, garages, buildings, or other existing or future improvements.
3. This plan does not provide for the accurate identification of property boundary lines, but such identification may not be required for the transfer of title or securing financing or re-financing.
4. Building line and/or Flood Zone information is taken from available sources and is subject to interpretation of originator.



Notes :

1. Flood zone "C" per H.U.D. panel No. 00508.
2. Setback distances as shown to the principal structure from property lines are approximate. The level of accuracy for this drawing should be taken to be no greater than plus or minus 1.5 FEET ON SIDE YARDS; AND PLUS OR MINUS 5' OR GREATER ON FRONT YARDS.
3. A BOUNDARY SURVEY WOULD BE NEEDED FOR A MORE EXACT LOCATION OF IMPROVEMENT SETBACKS.

Location Drawing
 Liber 8944 Folio 445
T.C. & M.H. Zanylo Property
 Montgomery County, Maryland

Frederick Avenue
 State of Maryland Route No. 355

SURVEYOR'S CERTIFICATE

"THE INFORMATION SHOWN HEREON HAS BEEN BASED UPON THE RESULTS OF A FIELD INSPECTION PURSUANT TO THE DEED OR PLAT OF RECORD. EXISTING STRUCTURES SHOWN HAVE BEEN FIELD LOCATED BASED UPON MEASUREMENTS FROM PROPERTY MARKERS FOUND OR FROM EVIDENCE OF LINES OF APPARENT OCCUPATION."

Jeffrey A. Foster
 MARYLAND/PROPERTY LINE SURVEYOR REG. NO. 527

REFERENCES

PLAT BK.
 PLAT NO.

LIBER 8944
 FOLIO 445



DATE OF LOCATIONS

WALL CHECK:

HSE. LOC.: 2-8-96

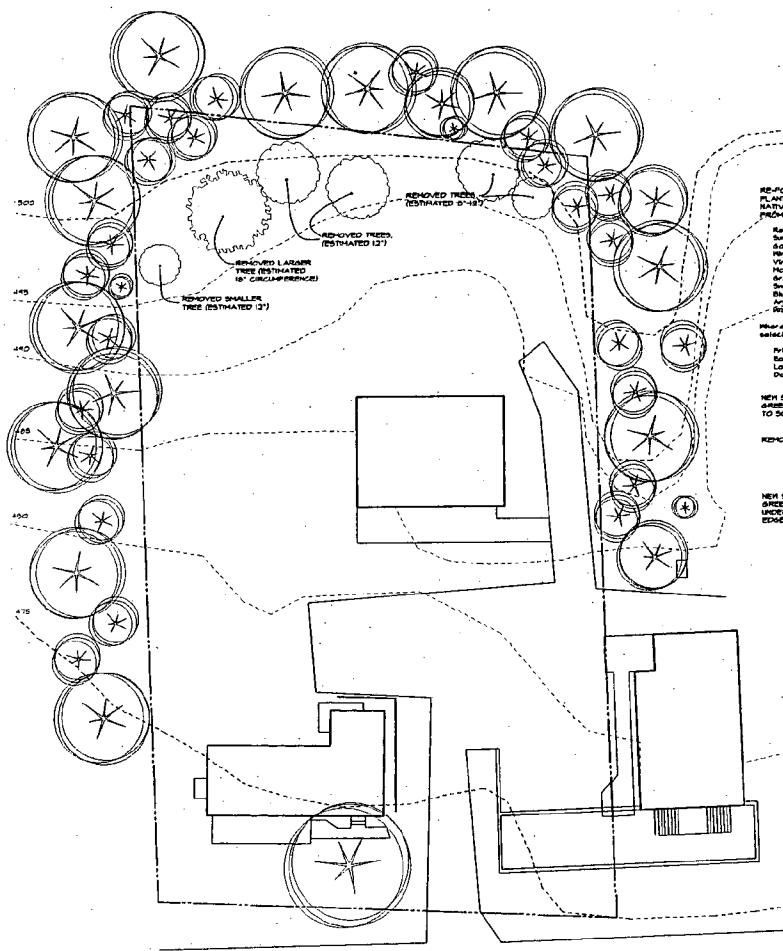
SNIDER & ASSOCIATES
 SURVEYORS - ENGINEERS
 LAND PLANNING CONSULTANTS
 2 Professional Drive, Suite 216
 Gaithersburg, Maryland 20879
 301/948-6100, Fax 301/948-1286

SCALE: 1" = 40'

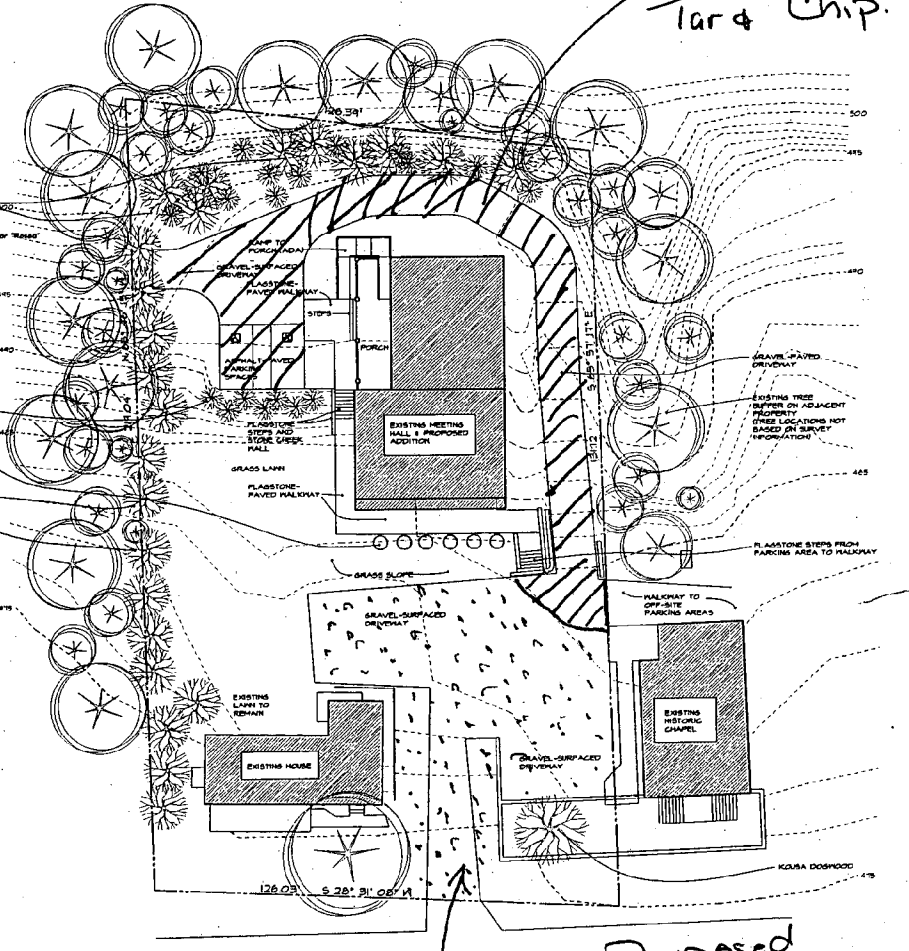
DRAWN BY: F.E.K.

JOB NO.: 96-265

Proposed
Tar & Chip.



- RE-FORESTATION AREA.
PLANT WITH ONE OF TREES AND
NATIVE PLANTS. PLANTS TO BE SELECTED
FROM THE FOLLOWING LIST:
- Rail Chokeberry (*Vaccinium angustifolium*)
 - Summer Sweet (*Saxifraga oppositifolia*)
 - Saltwort (*Halimolobos longifolia*)
 - Mountain Blue (*Veronica montana*)
 - Virginia Mountain Blue (*Veronica montana*)
 - Mountain Laurel (*Kalmia latifolia*)
 - Arise (*Rhododendron canadense*)
 - Swamp Azalea (*Rhododendron viscosum*)
 - Blueberry (*Vaccinium corymbosum*)
 - Arrowwood (*Viburnum dentatum*)
 - Wildflower (*Asclepias tuberosa*)
- Many trees are marked as 'REMOVED'.
- REMOVES TREES TO BE SELECTED FROM THE FOLLOWING LIST OF REMOVED SPECIES:
- Prickly Pear (*Cylindropuntia imbricata*)
 - Eastern Redstart (*Cardinalis canadensis*)
 - Lowell Magnolia (*Magnolia virginiana*)
 - Downy Birch (*Betula pennsylvanica*)
- NEW SCREENING TREES
SHOULD BE PLANTED ALONG
TO SCREEN PARKING
- REMOVE EXISTING SMALL TREES
- NEW SCREENING TREES
SHOULD BE PLANTED ALONG
EDGE OF ROAD AND PARKING

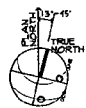


FREDERICK ROAD
(VARIABLE RIGHT-OF-WAY WIDTH)

Proposed
asphalt.

RECONSTRUCTED PLAN BEFORE RE-GRADING ON
LAST FORM

NOTE: THIS INFORMATION IS BASED ON PHOTOGRAPHS
AND RECOLLECTIONS OF THE OWNER, NOT ON
SURVEY INFORMATION, WHICH IS NOT AVAILABLE



ABRAHAM / PETRO
ARCHITECTS & DESIGNERS

PO BOX 988
3801 EAST CENTRAL AVENUE
SHELTON, MARYLAND 20757
CIVIL 224-4401 - FAX 224-74-2002

Historic Chapel Meeting Hall

9891 26200 Fredrick Road • Clarksburg, Maryland 20871

LANDSCAPE
PLAN & NOTES

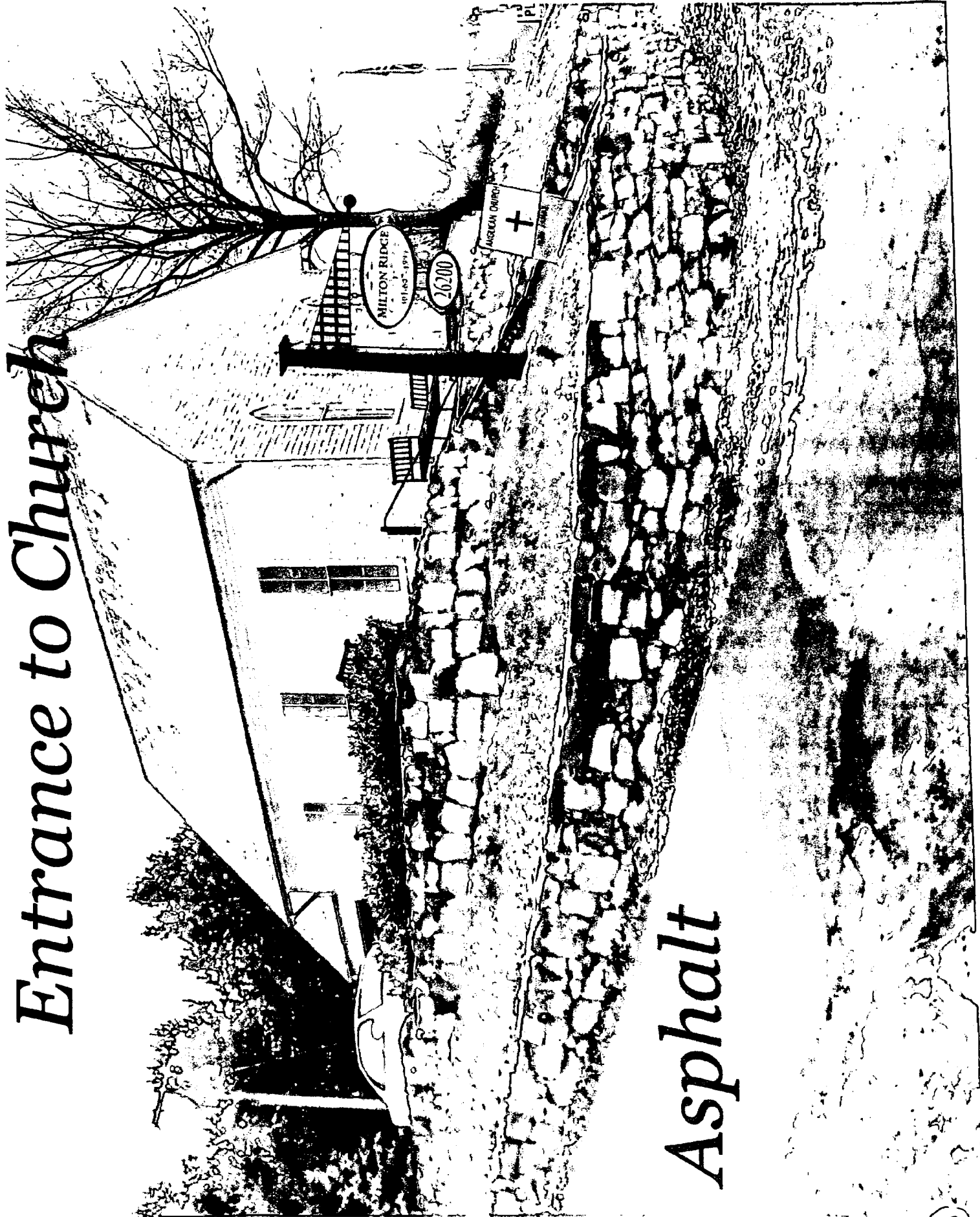
Date: 24 NOV '04
Scale: 1/16" = 1'-0"

L-1

KENT RICHARD ABRAHAM
603.887.2718 (cell)



Entrance to Church

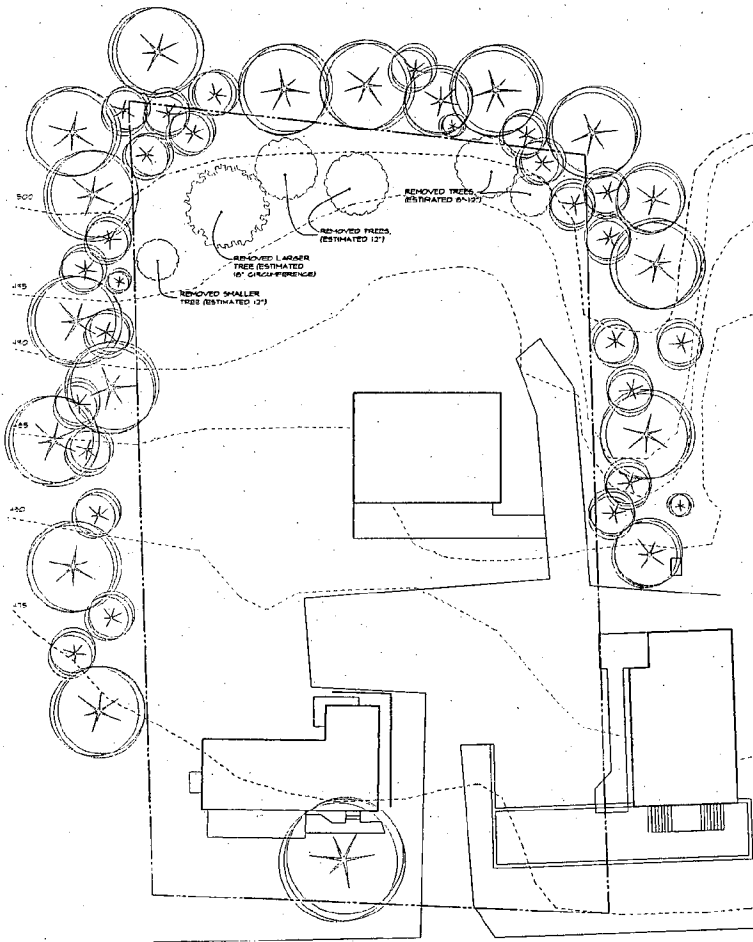


Asphalt

Church Meeting Hall



69



RE-FORESTATION AREA:
 PLANT WITH RES OF TREES AND
 NATIVE PLANTS. PLANTS TO BE SELECTED
 FROM THE FOLLOWING LIST:

- Red Cedarberry (*Juniperus horizontalis*)
- Summer Sweet (*Geopelia arborescens*) "Humbug" or "Rose"
- Yellowing Holly (*Ilex glabra*) "Wintergreen"
- Winterberry (*Viburnum acerifolium*) "Red Spirit"
- Virginia Sassafras (*Rhus typhina*)
- Mountain Laurel (*Loiseleuria glabra*)
- Grass Pine (*Podocarpus virginianus*)
- Swamp Alder (*Rhododendron viscosum*)
- Blackberry (*Viburnum corymbosum*)
- Agave (*Yucca filamentosa*)
- Redstart (*Parus carolinensis*)

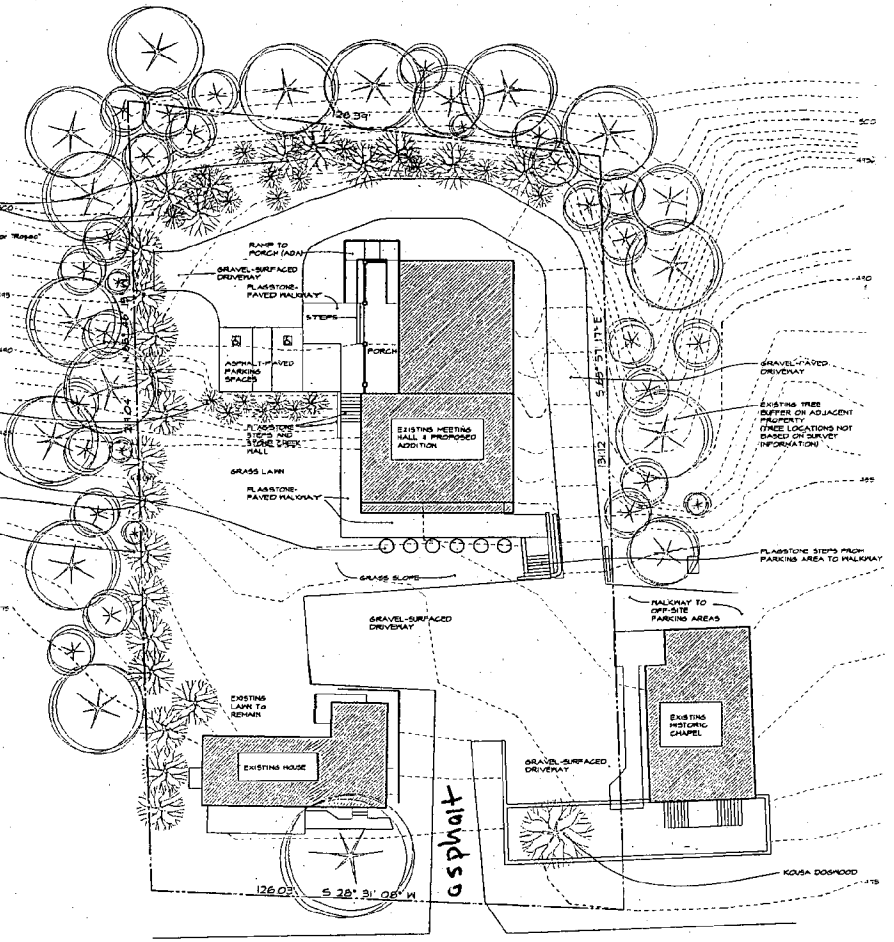
Where trees are desired or required,
 select from the following list of native species:

- Prickly Pear (*Cholla*)
- Eastern Redbud (*Cercis canadensis*)
- Laurel Magnolia (*Magnolia virginiana*)
- Dogwood (*Cornus florida*)

NEW SCREENING TREES:
 SPACES SHOWN AROUND PERIMETER
 TO SCREEN PARKING

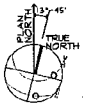
REMOVE EXISTING SMALL TREES

NEW SCREENING TREES:
 SPACES SHOWN AROUND PERIMETER
 UNDER EXISTING TREES ALONG
 EDGE OF ROAD AND PARKING



FREDERICK ROAD
 (VARIABLE RIGHT-OF-WAY WIDTH)

RECONSTRUCTED PLAN BEFORE RE-GRADING ON
 LAND PERMIT
 NOTE: THIS INFORMATION IS BASED ON PHOTOGRAPHS
 AND RECOLLECTIONS OF THE OWNER, NOT ON
 SURVEY INFORMATION, WHICH IS NOT AVAILABLE



ABRAHAM / PETRO
ARCHITECTS & DESIGNERS

P.O. BOX 488
 2601 OLD CENTRAL AVENUE
 CLARKSBURG, MARYLAND 20871
 (301) 234-4421 FAX (301) 448-0022

Historic Chapel
Meeting Hall

9891 26200 Fredrick Road • Clarksburg, Maryland 20871

LANDSCAPE
 PLAN & NOTES

Date: 24 NOV '04
 Scale: 1/16" = 1'-0"

L-1

10

HAWP APPLICATION: MAILING ADDRESSES FOR NOTICING
 [Owner, Owner's Agent, Adjacent and Confronting Property Owners]

Owner's mailing address

Lawrence Roggeri
 4549 Fairbaird Drive
 Bethesda, MD 20814

Owner's Agent's mailing address

Adjacent and confronting Prop

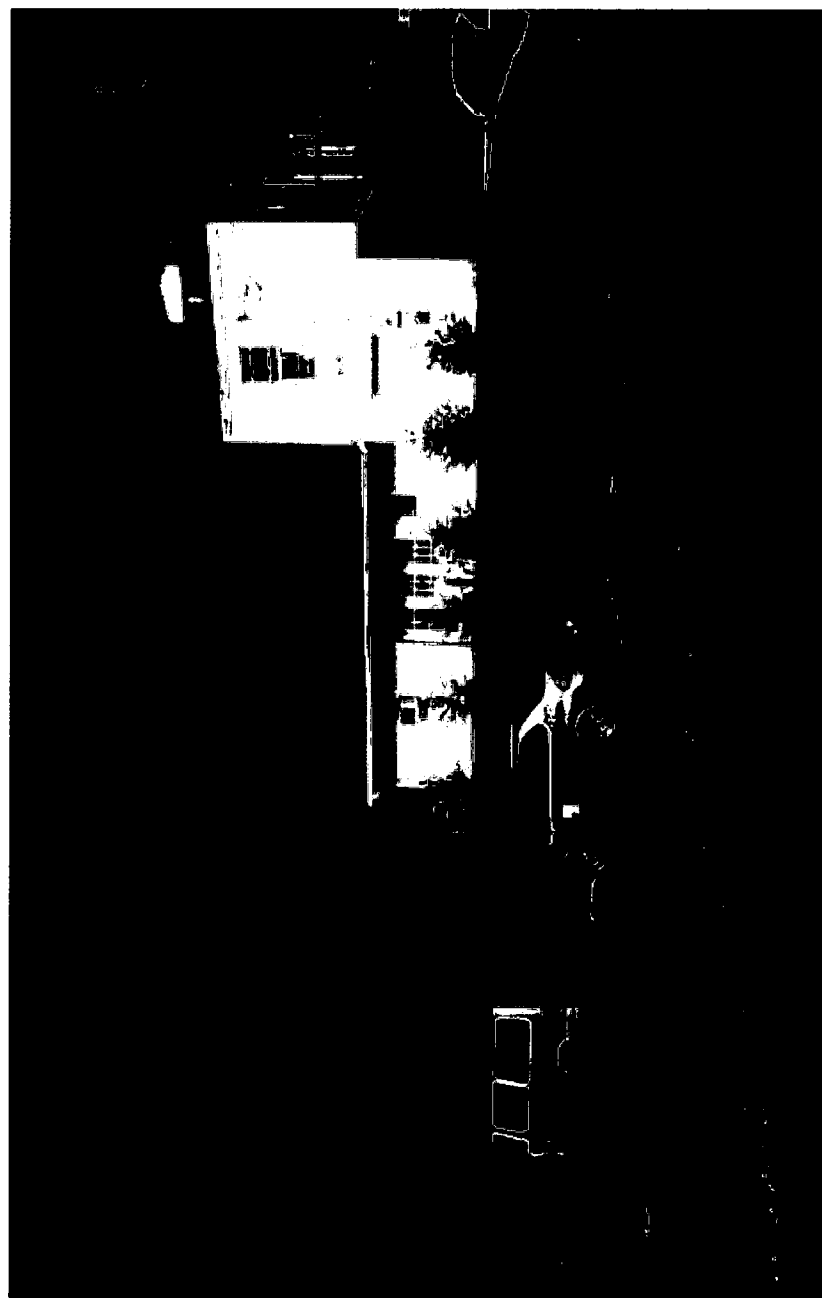
South:

Mrs. Haydee England
 9501 Singleton Drive
 Bethesda, Md 20817

Across:

Hyattstown Methodist Church
 26121 Frederick Rd.
 Clarksburg, Md. 20871





(13)

north-side



street-view

