

MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	9 Primrose Street, Chevy Chase	Meeting Date:	3/11/2026
Resource:	Contributing Resource (Chevy Chase Village Historic District)	Report Date:	3/4/2026
Applicant:	Alice Keating Katie Scott, Agent	Public Notice:	2/25/2026
Review:	HAWP	Tax Credit:	Yes
Permit Number:	1146371	Staff:	Dan Bruechert
Proposal:	Railing Replacement		

STAFF RECOMMENDATION

Staff recommends that the HPC **approve with one (1) condition** the HAWP application. Final approval authority is delegated to Staff:

1. The replacement railing must be constructed out of wood. A revised proposal showing a wood railing must be submitted to Staff before the issuance of the final HAWP approval documents.

ARCHITECTURAL DESCRIPTION

SIGNIFICANCE: Contributing Resource within the Chevy Chase Village Historic District
STYLE: Colonial Revival
DATE: 1918

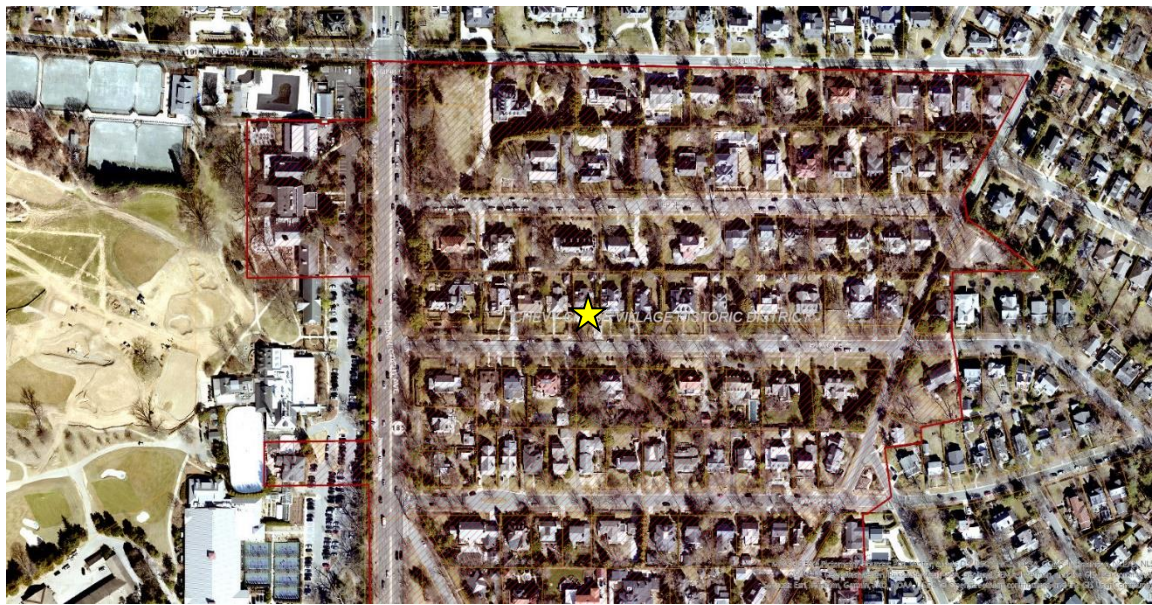


Figure 1: The subject property is located near Connecticut Ave. in the Chevy Chase Village Historic District.

BACKGROUND

On December 19, 2025, Staff approved a HAWP for the removal of the existing metal second-story porch flooring material and installation of a new membrane roof.

PROPOSAL:

The applicants propose to remove the existing second-story porch railing and install a new PVC railing in its place.

APPLICABLE GUIDELINES

When reviewing alterations and new construction within the Chevy Chase Village Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include the historic preservation review guidelines in the approved and adopted amendment for the *Chevy Chase Village Historic District (Guidelines)*, *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.

Chevy Chase Village Historic District Guidelines

The guidelines break down specific projects into three levels of review – Lenient, Moderate and Strict Scrutiny.

“Lenient Scrutiny” means that the emphasis of the review should be on issues of general massing and scale, and compatibility with the surrounding streetscape, and should allow for a very liberal interpretation of preservation rules. Most changes should be permitted unless there are major problems with massing, scale and compatibility.

“Moderate Scrutiny” involves a higher standard of review than “lenient scrutiny.” Besides issues of massing, scale and compatibility, preserving the integrity of the resource is taken into account. Alterations should be designed so that the altered structure still contributes to the district. Use of compatible new materials, rather than the original building materials, should be permitted. Planned changes should be compatible with the structure’s existing design, but should not be required to replicate its architectural style.

“Strict Scrutiny” means that the planned changes should be reviewed to ensure that the integrity of the significant exterior architectural or landscaping features and details is not compromised. However, strict scrutiny should not be “strict in theory but fatal in fact” i.e. it does not mean that there can be no changes but simply that the proposed changes should be reviewed with extra care.

The Guidelines state three basic policies that should be adhered to, including:

Preserving the integrity of the contributing structures in the district. Alterations to contributing structures should be designed in such a way that the altered structure still contributes to the district.

Design review emphasis should be restricted to changes that will be visible from the front or side public right-of-way, or that would be visible in the absence of vegetation or landscaping.

Alterations to the portion of a property that are not visible from the public right-of-way should be subject to very lenient review. Most changes to rear of the properties should be approved as a matter of course.

The *Guidelines* that pertain to this project are as follows:

Balconies should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not.

Porches should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not. Enclosure of existing side and rear porches have occurred throughout the Village with little or no adverse impact on its character, and they should be permitting where compatibility designed. Strict scrutiny should be applied to additions above existing front porches.

Sec. 24A-8. Same-Criteria for issuance.

(b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to insure conformity with the purposes and requirements of this chapter, if it finds that:

- (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
- (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or
- (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
- (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or

(d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district. (*Ord. No. 9-4, § 1; Ord. No. 11-59*)

Secretary of the Interior's Standards for Rehabilitation

#2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided.

#5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

#6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

#9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

#10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STAFF DISCUSSION

The subject property is two-and-a-half story, stucco sided Colonial Revival house with a two-story front porch. The first floor of the porch has round wood columns and a low wood railing, with balusters measuring $7/8'' \times 1\ 3/4''$ (seven-eighths inch wide by one-and-three-quarters inch deep). The porch's second story has square pilasters covered in paintable PVC with a 33'' (thirty-three inch) tall railing balusters measuring $5/8'' \times 1\ 3/8''$ (five-eighths inch wide by one-and-three-eighths inch deep). The applicants propose to remove the existing railing and to install a new Intex cellular PVC railing on the second floor. No work is offered on the first-floor porch.



Figure 2: Front elevation of the subject property, the bottom balusters are noticeably wider.



Figure 3: Much of the ground floor railing is obscured by greenery, but it is visible from the right (east) side.

The second-floor porch railing has been modified from its original configuration. At some point the square posts were covered in PVC, (there is no HAWP on file and this could have happened prior to the establishment of the District) which would have required, at a minimum, shortening the railing to account for the narrower space between the posts. The existing railing shows extensive rot and select areas of repair (see *Figs. 4 and 5*, below). At some point a 1" × 4" (one by four) was applied to the face of the bottom rail which created a dam that has allowed water to collect at the railing. There are also areas where the narrow balusters have warped and bowed.



Figure 4: Detail of the existing railing condition.

Furthermore, the railing will need to be removed to accommodate the new roof surface, approved by Staff in December 2025. Staff finds the railing has deteriorated to the point it will likely fall apart when it is removed for the new roof installation, and the railing has deteriorated beyond reasonable repair and must be replaced. Staff supports the railing removal under 24A-8(b)(2) and (d) and *Standard #6*.

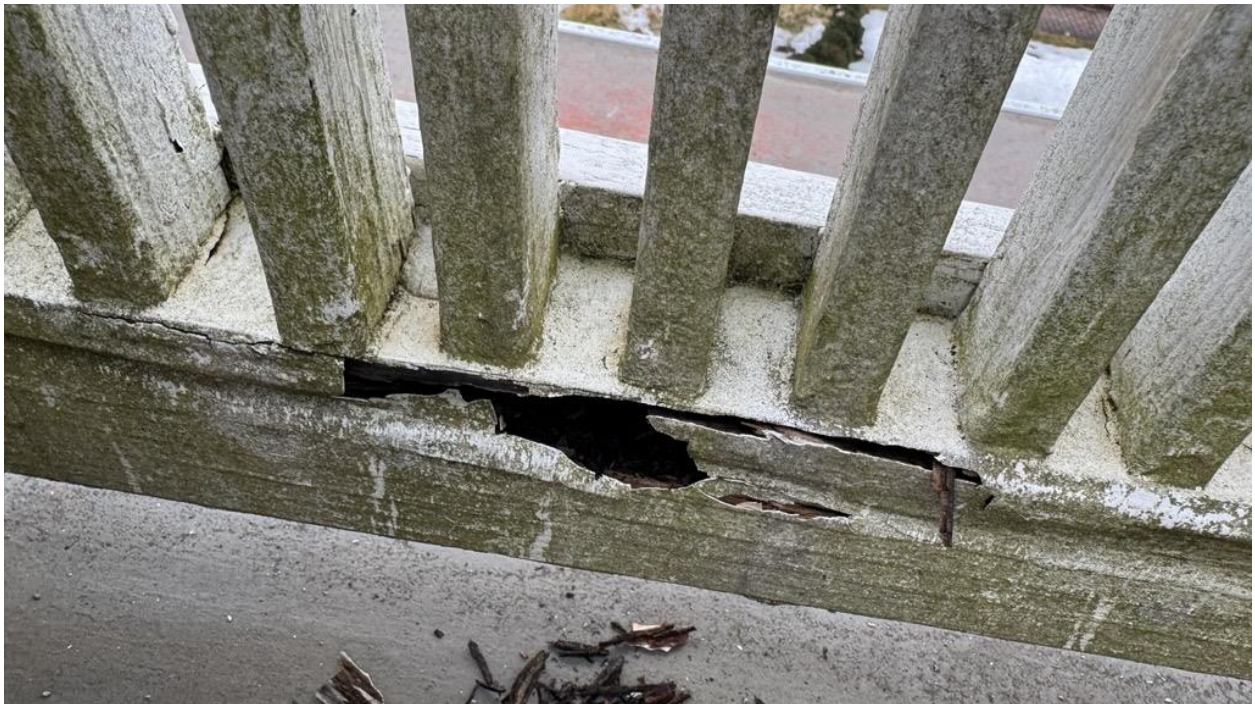


Figure 5: Areas of paint failure show substantial wood rot.

The applicant proposes to replace the railing with a custom milled Intex cellular PVC railing. The new railing will maintain the general appearance of the existing railing on the ground floor porch but differs in two dimensions. First, the railing height will be raised by 3" (three inches) to 36" (thirty-six inches) to satisfy existing building code. The second change to the design is the new balusters will measure 1" × 1 ¾" (one inch wide by one-and-three-quarters inch deep), 1/8" (one-eighth inch) wider than the existing baluster. This is the narrowest profile available from this manufacture. This railing system includes custom milled profiles to match the existing railing and is internally reinforced. All fasteners are hidden. The cellular PVC is paintable. The change in the railing height is intended to satisfy existing building code and staff supports this design change under 24A-8(b)(4) as the taller rail will remedy a potential hazard. Staff finds the proposed dimension changes are appropriate but finds that a wood railing is the appropriate material for the reasons outlined below.

In evaluating the existing railing, Staff has come to the conclusion that the existing railing is likely not the original second floor railing for several reasons. First, the two baluster dimensions do not match. Staff finds it would have been highly unlikely that two different railing designs were installed on a house with this high level of design and craftsmanship (see *Figs 4 and 5*, above and the application photos). Second, to accommodate the PVC-wrapped posts, the existing railing would have been removed (the PVC posts are highly visible in *Fig. 2*, above). The railing would likely have been replaced at this time. Third, because the house faces south, the second-floor porch is fully exposed to the sun, and as the house is over 120 years old, Staff finds the second-floor railing would have degraded much faster than the materials on the covered first floor porch. While none of these reasons are individually determinative, Staff finds it highly unlikely that the existing railing is constructed using the historic fabric and that it is just as unlikely that the historic railing design was retained. As Staff concludes the existing railing is not the original one, Staff finds it is not necessary to replicate the design and dimensions of the existing second-story porch railing.

The question then is, what are the appropriate design and dimensions for a new railing? Staff finds replicating the dimensions of the first-floor railing (albeit in a taller, code-compliant height) is a reasonable approach, as this detail is extant at the subject property. Deviating slightly from the dimensions of the existing first-floor railing, the applicant proposes a railing with balusters that will be 1/8" (one-eighth inch) wider than the existing first-floor balusters, an increase from the 7/8" (seven-eighths inch) on the first floor to 1" (one inch) wide on the second floor porch. The applicant's selected railing manufacturer cannot produce a baluster smaller than 1" (one inch) wide. The 1" (one inch) spacing between balusters will be maintained. Staff finds the 1/8" (one-eighth inch) difference between the ground-floor balusters and the proposed second-story balusters is de minimis and will be difficult to discern. This is particularly the case because of the difference in height between the two railings. Under a moderate scrutiny review, Staff finds the dimensions of the proposed balusters to be appropriate under the Design Guidelines, Chapter 24A-8(b)(2) and (d); and *Standard #2*.

While Staff finds the proposed design and dimensions to be appropriate, under the *Standards* and 24A, Staff does not find the proposed material to be appropriate and recommends the HPC add a condition to the approval of this project requiring the railing to be wood. The *Design Guidelines* require a moderate scrutiny review for the replacement railing for changes to porches visible from the public right-of-way. The plain language of *Standard #6* requires the replacement of historic features, when possible, with matching materials (the justification for allowing minor changes in the dimensions/design and not requiring an exact match is discussed above). Wood is a widely available product and can be milled to match the profiles and dimensions of the other members. To further investigate the appropriateness of substitute materials, Staff utilized the guidance in *Preservation Briefs #16: The use of Substitute Materials on Historic Exteriors*, a publication by the National Park Service providing general best

practices on historic preservation topics.¹ The brief provides several criteria to be applied when considering a substitute material. Among the criteria are, the availability of the historic material, the inadequacy of the durability of the available material, the significance of the feature being replaced, code-required performance, the closeness of the visual and physical match, and the material's performance over time. In balancing these factors, Staff finds that the wood can be milled to match and thoroughly painting the railing will offer substantial material protection; and that wood has the strength necessary to satisfy code. Additionally, Staff finds that the railing is in a prominent location on the front of the house. Staff further finds that the Intex cellular PVC will not develop a patina and replicate the appearance of the aged wood.

The application of moderate scrutiny as defined in the *Design Guidelines*, includes the consideration of 'compatible new materials.' The *Guidelines* fail to provide any additional information as to how to determine what factors make a material compatible. Staff therefore relies on the guidance in the *Preservation Brief* and again concludes that wood is the appropriate material.

Staff's evaluation also considered the second-floor location of the railing, the fact that the railing is not replacing original fabric, and the porch's highly exposed south-facing orientation. However, Staff found these factors did not outweigh the considerations in using a replacement wood railing.

For the reasons cited above, Staff finds that wood is the appropriate material. With a condition requiring a wood railing, Staff recommends approval of this HAWP under 24A-8(b)(1), (2), (4), and (d); *Standards #2 and #6*; and the *Design Guidelines*.

STAFF RECOMMENDATION:

Staff recommends that the Commission **approve with one (1) condition** the HAWP application with final approval authority delegated to Staff;

1. The replacement railing must be constructed out of wood. A revised proposal showing a wood railing must be submitted to Staff before the issuance of the final HAWP approval documents; under the Criteria for Issuance in Chapter 24A-8(b)(1), (2), (6), having found that the proposal is consistent with the *Chevy Chase Village Historic District Guidelines* identified above, and therefore will not substantially alter the exterior features of the historic resource and is compatible in character with the district and the purposes of Chapter 24A;

and with the *Secretary of the Interior's Standards for Rehabilitation #2 and #6*;

and with the general condition that the applicant shall present an electronic set 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 final project design details, not specifically delineated by the Commission, shall be approved by HPC staff or brought back to the Commission as a revised HAWP application at staff's discretion;

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. Once the work is completed the applicant will contact the staff person assigned to this application at 301-563-3400 or dan.bruechert@montgomeryplanning.org to schedule a follow-up site visit.

¹ <https://www.nps.gov/orgs/1739/upload/preservation-brief-16-substitute-materials-2023.pdf>

Description of Property: Please describe the building and surrounding environment. Include information on significant structures, landscape features, or other significant features of the property:

Description of Work Proposed: Please give an overview of the work to be undertaken:

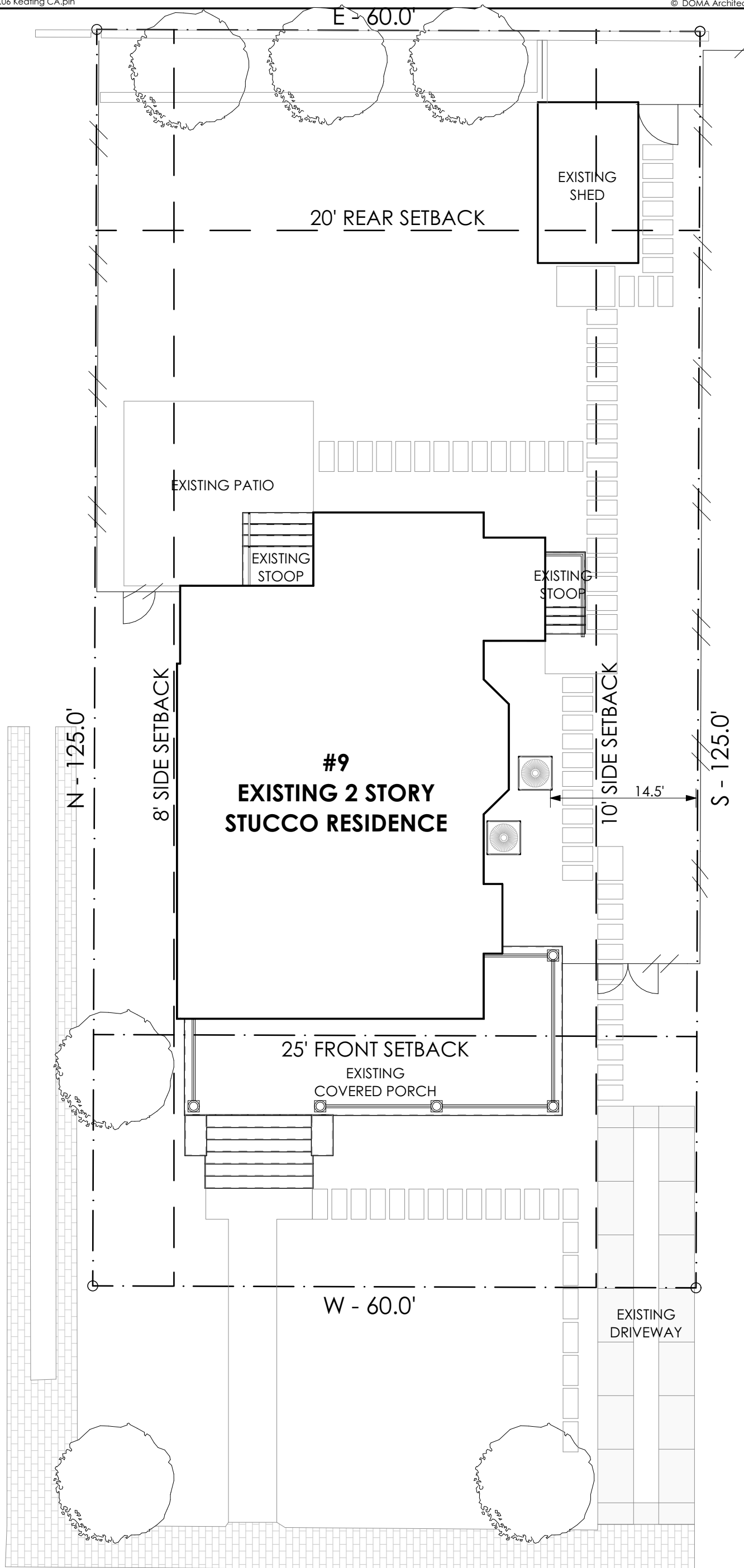
Work Item 1: _____	
Description of Current Condition:	Proposed Work:

Work Item 2: _____	
Description of Current Condition:	Proposed Work:

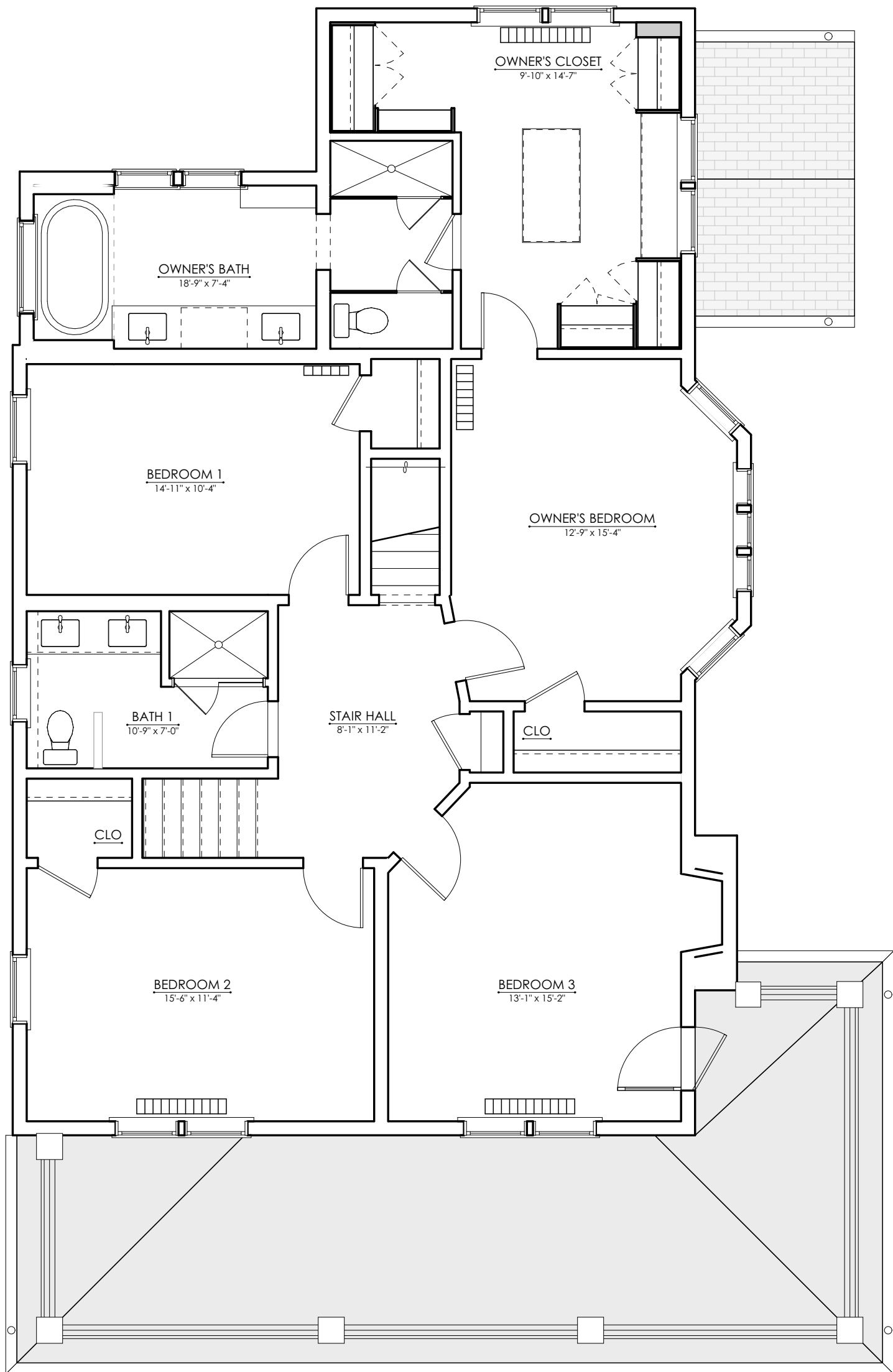
Work Item 3: _____	
Description of Current Condition:	Proposed Work:

**HISTORIC AREA WORK PERMIT
CHECKLIST OF
APPLICATION REQUIREMENTS**

	Required Attachments						
Proposed Work	I. Written Description	2. Site Plan	3. Plans/Elevations	4. Material Specifications	5. Photographs	6. Tree Survey	7. Property Owner Addresses
New Construction	*	*	*	*	*	*	*
Additions/Alterations	*	*	*	*	*	*	*
Demolition	*	*	*		*		*
Deck/Porch	*	*	*	*	*	*	*
Fence/Wall	*	*	*	*	*	*	*
Driveway/Parking Area	*	*		*	*	*	*
Grading/Excavation/Landscaping	*	*		*	*	*	*
Tree Removal	*	*		*	*	*	*
Siding/ Roof Changes	*	*	*	*	*		*
Window/ Door Changes	*	*	*	*	*		*
Masonry Repair/ Repoint	*	*	*	*	*		*
Signs	*	*	*	*	*		*

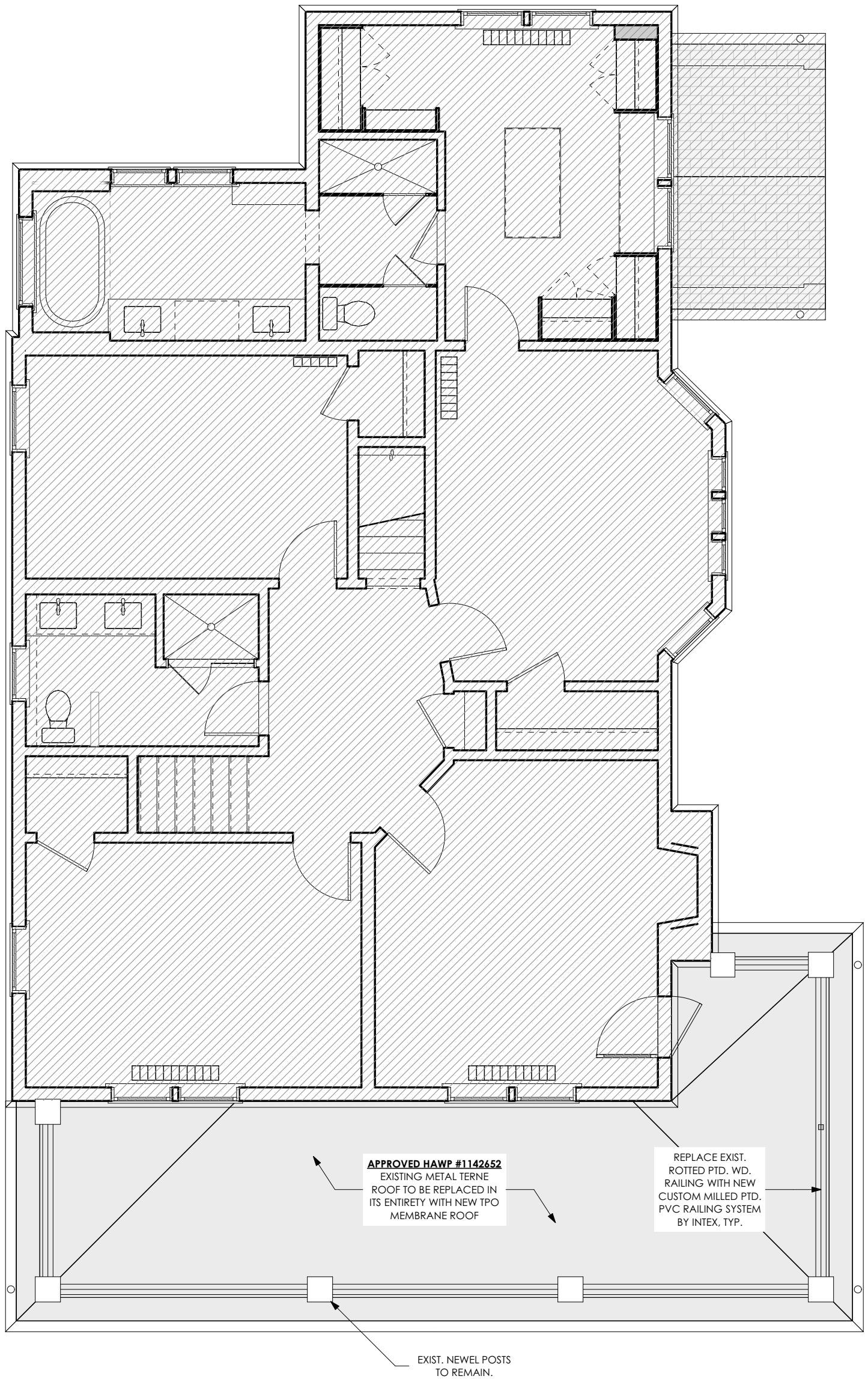


1 Existing Site Plan **PRIMROSE STREET**
 3/32" = 1'-0"



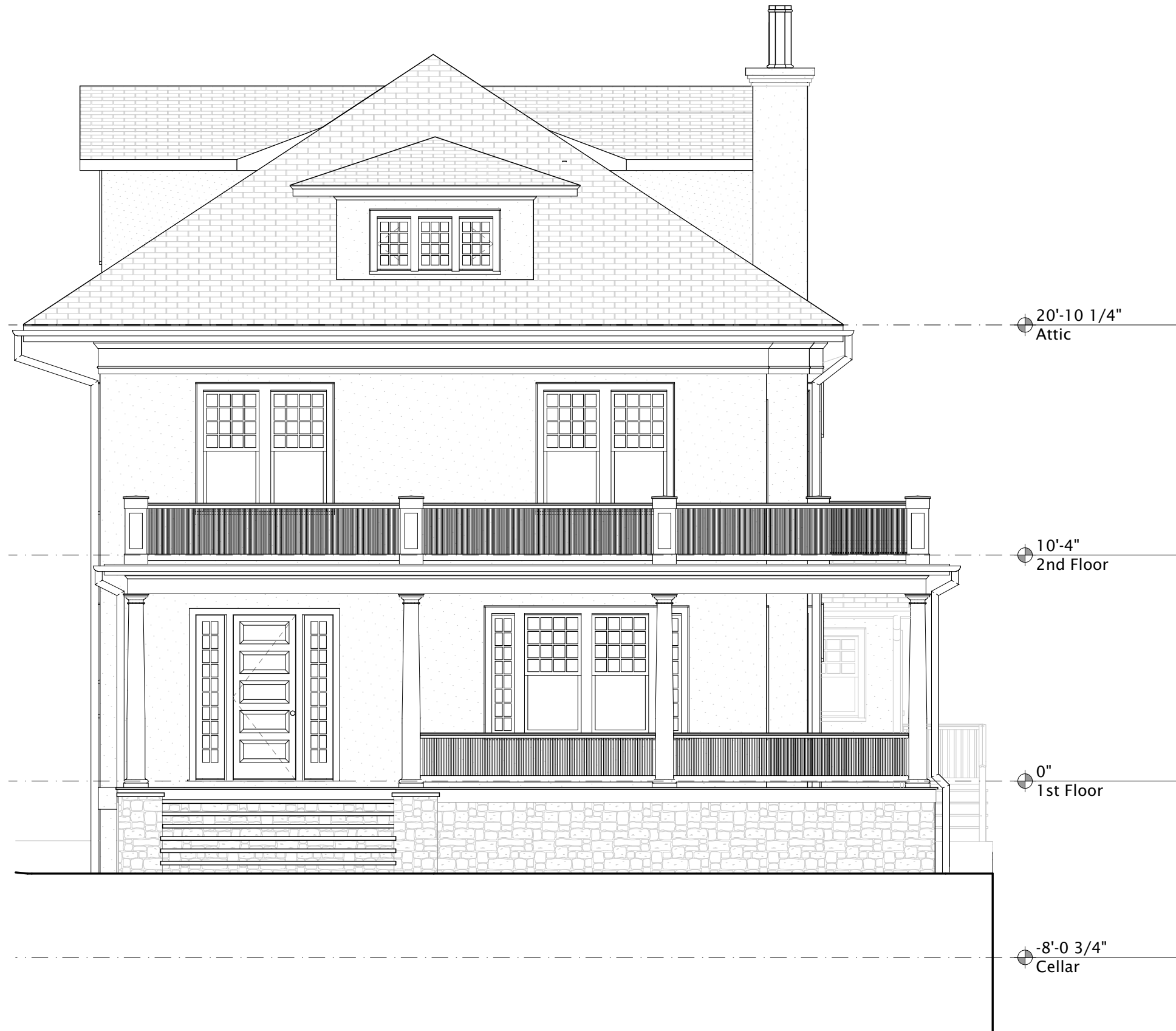
1 Existing Second Floor Plan

3/16" = 1'-0"



1 Proposed Second Floor Plan

3/16" = 1'-0"



1 Existing Front Elevation

3/16" = 1'-0"

Date	Issue Description
01-19-2026	HAWP Set

Sheet Title

Existing Front Elevation

Sheet Number

A2-1

File Name: "C:\Users\kscot\OneDrive\Desktop\2025.08.06_Keating_C.A.pln"



Date	Issue Description
01-19-2026	HAWP Set

Sheet Title

Existing Left Elevation

Sheet Number

A2-3

File Name: "C:\Users\kscot\OneDrive\Desktop\2025.08.06_Keating_C.A.dwg"

1 Existing Left Elevation

3/16" = 1'-0"



Date	Issue Description
01-19-2026	HAWP Set

Sheet Title

Existing Right Elevation

Sheet Number

A2-5

1 Existing Right Elevation

3/16" = 1'-0"

File Name: "C:\Users\kscot\OneDrive\Desktop\2025.08.06_Keating_C.A.pln



1 Front (South) View



2 West Side View



3 East Side View



1 Exist. Railing, Covered Porch
For Reference Only

Date	Issue Description
01-19-2026	HAWP Set

Sheet Title

Existing Photographs

Sheet Number

A3-1

File Name: "C:\Users\kscoo\OneDrive\Desktop\2025.08.06_Keating_C.A.pln



1 Exist. Top Rail Dtl., Porch Roof



2 Exist. Cap Detail, Porch Roof



3 Exist. Btm. Rail Dtl., Porch Roof



4 Exist. Bottom Rail Dtl., Porch Roof

Date	Issue Description
01-19-2026	HAWP Set

Sheet Title

Existing Photographs

Sheet Number

A3-3



1 Exist. Baluster Dtl., Porch Roof



2 Exist. Baluster Dtl., Porch Roof



3 Exist. Baluster Detail, Porch
For Reference Only



4 Exist. Baluster Detail, Porch
For Reference Only

Date	Issue Description
01-19-2026	HAWP Set

Sheet Title

Existing Photographs

Sheet Number

A3-4

JANUARY 19, 2026

KEATING RESIDENCE

9 PRIMROSE STREET CHEVY CHASE MD 20815

PROJECT SCOPE

The existing front porch painted metal terne roofing will be replaced with new TPO membrane roofing, as per approved HAWP #1142652. In conjunction with this project, the General Contractor has determined that the existing railings along the perimeter of the front porch roof must first be removed to fully access the area of work and to install required flashings. The General Contractor has further determined that the existing railings are in poor condition and are not salvageable for reinstallation. The front porch roof railings require full replacement.

The existing railing at the perimeter of the existing front porch roof is primarily painted mahogany. The bottom rail appears to be assembled from painted 1x pine trim. The railings do not appear to be the original construction and have been replaced within the last twenty years. The existing structural posts are wrapped in 1x PVC trim, also likely replaced within the last twenty years.

The existing painted pine and mahogany railing at the perimeter of the existing front porch roof will be replaced with a new 36-inch tall engineered Nautilus PVC railing by Intex. The Nautilus product is custom milled cellular PVC and is assembled like wood without visible fasteners or brackets. All material is factory-primed and will be painted on site. The advantage of the cellular PVC material over mahogany is that it will not rot and will hold paint longer. As the upper railing is exposed to full sun and is unprotected, this material selection will benefit the homeowner by reducing maintenance. Once painted, the railing components will have the same appearance as painted wood.

The Nautilus railing will be custom milled to match the existing top and bottom rail profiles and dimensions. The existing porch roof railing balusters are 5/8" wide x 1-3/8" deep, with a 3/4" space between. This varies from the original first floor porch below, where the balusters are 7/8" x 1-3/4", with 1" space between. The railing fabricator does not recommend matching the 5/8" balusters as they will bow and eventually fail again. We propose using 1" x 1-3/4" balusters at the upper railing and will match the baluster spacing at the first floor front porch below. Our approach will unify the upper and lower porch railings for a more consistent and improved appearance and will ensure the longevity of the architectural millwork over time.

The existing PVC wrapped newel posts at the existing porch roof will remain and will be repainted. The PVC trim at the base of the posts will be temporarily removed to install the TPO roofing. An intermediate mid-newel support post will be added along the east side as required to accommodate the existing railing length and prevent deflection.

No work is proposed at the first floor porch below.

SPECIFICATIONS

GENERAL

Intex Nautilus Railing System

Cellular PVC: Extruded, expanded PVC with a small-cell microstructure, recommended by manufacturer for exterior use, made from UV- and heat-stabilized, rigid material.

SECTION 062020

EXTERIOR PVC RAILINGS

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. Drawings and other Contract Documents, listed in the agreement between the Owner and Contractor, apply to this Section.

1.2 SUMMARY

- A. Section Includes:
 - 1. Exterior PVC railings.

1.3 ACTION SUBMITTALS

- A. Product Data: For each type of process and factory-fabricated product. Indicate component materials, dimensions, profiles, and colors and include construction and application details.
- B. Shop Drawings: Include plans, elevations, sections, details, and attachments to other work.
- C. Samples for Initial Selection: For each type of product involving selection of colors, profiles, or textures.
- D. Samples for Verification:
 - 1. For cellular PVC railing components, with half of exposed surface finished; 50 sq. in.
- E. Delegated-Design Submittal: For railing systems, including analysis data signed and sealed by the qualified professional engineer responsible for their preparation.

1.4 INFORMATIONAL SUBMITTALS

- A. Evaluation Reports: For the following, from ICC-ES:
 - 1. Cellular PVC.
- B. Warranties: Provide sample warranties.

1.5 QUALITY ASSURANCE

- A. Engineer PVC railing system to withstand design loads indicated on Drawings.

1.6 DELIVERY, STORAGE, AND HANDLING

- A. Store materials flat with spacers between bundles to provide air circulation. Protect materials with waterproof covering.
- B. Do not store packaging materials in direct sunlight to prevent heat build up.

1.7 FIELD CONDITIONS

- A. Weather Limitations: Proceed with installation only when existing and forecast weather conditions permit work to be performed.
- B. Do not install PVC materials that are damaged.

1.8 WARRANTY

- A. Manufacturer's Warranty for Cellular PVC Railings Systems: Manufacturer agrees to replace components that fails due to defects in manufacturing within specified warranty period.
 - 1. Warranty Period: Limited Lifetime Warranty. Refer to manufacturer's website for details.

PART 2 - PRODUCTS

2.1 MANUFACTURER

- A. INTEX Millwork Solutions, LLC; 20 Bogden Blvd., Millville, NJ 08332; Tel: (856) 293-4100, Fax: (856) 293-4102.

2.2 NAUTILUS MILLED RAIL SYSTEM

- A. Cellular PVC: Extruded, expanded PVC with a small-cell microstructure, recommended by manufacturer for exterior use, made from UV- and heat-stabilized, rigid material.
 - 1. Basis of Design Product: Subject to compliance with requirements, provide the following: Intex Millwork Solutions; Nautilus Milled Rail System.
- B. Top Rail Base: 2-13/16 inch high by 3-1/2 inch wide rigid cellular PVC rail profile.
- C. Bottom Rail: 3-1/2 inch high by 3 inch wide extruded rigid cellular PVC contoured rail profile.
- D. Aluminum Reinforcing Insert: 1 inch high by 1-3/4 inch wide 6063-T5 extruded aluminum "C" section (0.12 inch thick web; 0.06 inch thick flanges) with four raceway channels running the entire length. Used in top and bottom rail of all systems.
- E. Balusters: 1 inch by 1-3/4 inch extruded rigid cellular PVC pickets.

- F. Railing Cap: 15/16 inch high by 5-3/4 inch wide extruded rigid cellular PVC contoured cap profile.
- G. Support Block: 3 inch high extruded rigid cellular PVC cut to length and secured to the underside of the bottom rail.
- H. Rail to Post Connection: Manufacturer's standard.
- I. Support Post: Preservative-treated wood (Southern Pine) 4 by 4 inches.

2.3 MISCELLANEOUS MATERIALS

- A. Fasteners for PVC Railing Components: Provide manufacturer's recommended fasteners.
 - 1. (A) Rail Bracket Screws: #8 x 1-1/4 inches Flat Head Square Drive.
 - 2. (B) Rail Attachment Screws: #10 x 3 inches Slot Hex Washer Head.
 - 3. Top Rail Cap Attachment Screws:
 - a. (C) #8 x 1-3/4 inches Flat Head Square Drive (RS40 Flat Cap ONLY).
 - b. (D) #8 x 2-1/4 inches Flat Head Square Drive (RS40 Peaked Cap ONLY).
 - 4. (E) Baluster Screws: #8 x 2-1/2 inches Flat Head Square Drive.
 - 5. (F) Baluster Lock Screws: #8 x 1-1/2 inches Flat Head Square Drive.
 - 6. (G) Rail Attachment Screws: #12 x 4 inches Slot Hex Washer Head. For level sections greater than 8 ft. long and all stair rails.
- B. Adhesive for Cellular PVC: Product recommended by manufacturer.
- C. Sealants: Type as recommended by manufacturer and complying with ASTM C 834 and with applicable requirements in Division 07 Section "Joint Sealants."

PART 3 - EXECUTION

3.1 EXAMINATION

- A. Examine substrates, with Installer present, for compliance with requirements for installation tolerances and other conditions affecting performance.
- B. Examine PVC materials before installation. Reject materials that are damaged.
- C. Proceed with installation only after unsatisfactory conditions have been corrected.

3.2 PREPARATION

- A. Clean substrates of projections and substances detrimental to application.

3.3 INSTALLATION, GENERAL

- A. Do not use materials that are unsound or warped.
 - 1. Do not use manufactured units with defective surfaces, sizes, or patterns.
- B. Install exterior finish carpentry level, plumb, true, and aligned with adjacent materials.
 - 1. Scribe and cut PVC components to fit adjoining work.
 - 2. Coordinate PVC components with materials and systems in or adjacent to it. Provide cutouts for mechanical and electrical items that penetrate exterior finish carpentry.

3.4 INSTALLATION - GENERAL

- A. Install PVC railing systems in strict accordance with manufacturer's written installation instructions, and detailed shop drawings.
- B. Refer to manufacturer's website for latest information and installation videos.

3.5 INSTALLATION – NAUTILUS RAILING SYSTEM

- A. Horizontal Application.
 - 1. Measure and cut rail sections to length.
 - a. Insure newels or columns to which rail will be mounted are plumb and sturdy enough to support rail.
 - b. Measure span at top and bottom rail locations.
 - c. Cut all vinyl portions of rail (and rail top cap w/aluminum supplemental support which is pre-attached), to required length.
 - 2. Determine baluster layout and assemble rail/baluster section. (Note: check local building codes for maximum spacing allowed).
 - a. Pre-drill for balusters through both the bottom rail and the lower section of the top rail.
 - b. Secure each baluster with one screw through the lower section of top rail, and two through the bottom rail to preclude baluster from rotating after installation. (#8A x 2-1/4 inch Phillips head stainless steel screws are recommended and available through Intex in bags of 150).
 - 3. Prepare aluminum reinforcements.
 - a. Cut aluminum rail reinforcements to length, 1/4 inch shorter than the vinyl rails. (1/2 inch shorter for rails used in stair applications).
 - b. Attach mounting brackets to both ends of each aluminum rail reinforcement, using four #8A x 1-1/4 inch Phillips head stainless steel screws supplied. Lubricate the threads with oil or soap to avoid binding or stripping screws.
 - c. Locate crush blocks provided to bottom of one aluminum rail reinforcement, spacing no greater than 32 inches from the end, or between crush blocks.

- d. Drill a 3/16 inch hole through the aluminum rail reinforcement, and secure each crush block using a screw. (#8A x 2-1/4 inch Phillips head stainless steel screws are recommended and available through Intex in bags of 150).
4. Install rail.
 - a. Position bottom aluminum rail reinforcement, with crush blocks attached, between newels or columns, centered in newel or column face, and secure each end with two #10A x 3 inch Pan head stainless steel screws supplied.
 - b. Position vinyl rail/baluster assembly between newels or columns and seat fully down on aluminum rail reinforcement.
 - c. Seat remaining aluminum reinforcement into lower section of top rail.
 - d. Insure rail is centered on face of newel or column and secure each end with two #10A x 3 inch Pan head stainless steel screws supplied.
 - e. Drill a 3/16 inch hole through the aluminum reinforcement over every third baluster (note: offset to avoid the screw which is into the top of each baluster) and secure the aluminum reinforcement to the rail/baluster assembly using screws. (#8A x 2-1/4 inch Phillips head stainless steel screws are recommended and available through Intex in bags of 150).
 - f. Locate rail cross-section drawing matching the rail type you are installing to determine caulk location for applying rail top cap.
 - g. Apply an exterior grade caulk as indicated and seat the top cap onto the lower section of the top rail. (For 5 inch and 7 inch rail, use Velcro straps supplied to secure until caulk cures).
- B. Stair or Rake Application.
1. Determine angle, measure rail lengths and determine baluster layout/spacing.
 - a. Insure newels or columns to which rail will be mounted are plumb and sturdy enough to support rail. If newel/column covers are used, insure they have blocking at each location where railing will be attached.
 - b. Determine and mark angle
 - c. Based upon Baluster spacing determined for the other rails on the job, determine the best end spacing by either locating a baluster directly at the center of the rail section, or the mid-point between two balusters as the center of the rail section. Be sure to take the angle into consideration when determining 'center'. Once Baluster spacing is determined, cut end(s) of Baluster Cap and Bottom Rail to angle and length. (Note: do not cut Rail Top Cap until section is assembled and secured at all four mounting points).
 - d. If equal spacing between all balusters and newels/columns is desired, disregard section 'c' above and determine spacing based upon width and number of balusters (Note: check local building codes for maximum spacing allowed).
 2. Assemble rail/baluster section.
 - a. Trim Balusters to required length and angle.
 - b. Using the spacing from 1c or 1d above, at the center of the location for each Baluster, drill a 1/8 inch hole through the Bottom Rail at the centerline, at the angle of the Baluster attachment. Repeat this for process for the Baluster Cap, using the same spacing. Again remember to take the angle into consideration.

- c. Secure each baluster with one #8 x 2-1/2 inch Square Drive T17 18-8SS screw through the Baluster Cap, and one through the bottom rail. Insure balusters are straight and aligned and secure with one #8 x 2-1/2 inch Square Drive T17 18-8SS screw through the bottom rail (offset from center) to preclude baluster from rotating after installation. (#8A x 2-1/4 inch Phillips head stainless steel screws are recommended and available through Intex in bags of 150).
3. Prepare aluminum reinforcements.
 - a. Attach a lower stair bracket (90 degree bend) using two #8 x 1-1/4 inch Square Drive T17 18-8SS screws supplied to the lower end of each reinforcement. Lubricate the threads with glycerin or soap to avoid binding or stripping screws. Note: Do not cut this end of the reinforcement to the rail angle.
 - b. Measure and cut the upper end of both reinforcements to the rail angle determined in Step 1, include the protruding portion of the lower bracket as part of the total length. Attach an upper stair bracket to the angle cut end of the top rail reinforcement, with the bracket flush with the top of the reinforcement, using four #8 x 1-1/4 inch Square Drive T17 18-8SS screws supplied. Attach an upper stair bracket to the angle cut end of the bottom rail reinforcement, with the bracket flush with the bottom of the reinforcement, using four #8 x 1-1/4 inch Square Drive T17 18-8SS screws supplied. Lubricate the threads with glycerin or soap to avoid binding or stripping screws.
 - c. Cut one end of crush block to angle of rail and locate to the bottom aluminum rail reinforcement, with spacing no greater than 32 inches from the end, or between crush blocks. Insure that crush block(s) will be located on a stair tread.
 - d. Drill a 3/16 inch hole through the aluminum rail reinforcement, and secure each crush block using one #8 x 2-1/2 inch Square Drive T17 18-8SS screw.
 4. Install rail.
 - a. Position bottom aluminum rail reinforcement, with crush block(s) attached, between newels or columns, centered in newel or column face, and secure each end with three #10 x 3 inch Slot Hex Washer Head TA 18-8SS screws supplied.
 - b. Position vinyl rail/baluster assembly between newels or columns and seat fully down on bottom aluminum rail reinforcement.
 - c. Seat remaining aluminum reinforcement into baluster cap.
 - d. Insure rail is centered on face of newel or column and secure each end with three #10 x 3 inch Slot Hex Washer Head TA 18-8SS screws supplied.
 - e. Drill a 3/16 inch hole through the aluminum reinforcement over every third baluster (note: offset to avoid the screw which is into the top of each baluster) and secure the aluminum reinforcement to the rail/baluster assembly using screws. (#8A x 2-1/4 inch Phillips head stainless steel screws are recommended and available through Intex in bags of 150).
 - f. Locate rail cross-section drawing matching the rail type you are installing to determine caulk location for applying rail top cap.
 - g. Apply an exterior grade caulk as indicated and seat the top cap onto the lower section of the top rail.

3.6 ADJUSTING

- A. Replace PVC components that is damaged or does not comply with requirements. Adjust joinery for uniform appearance.

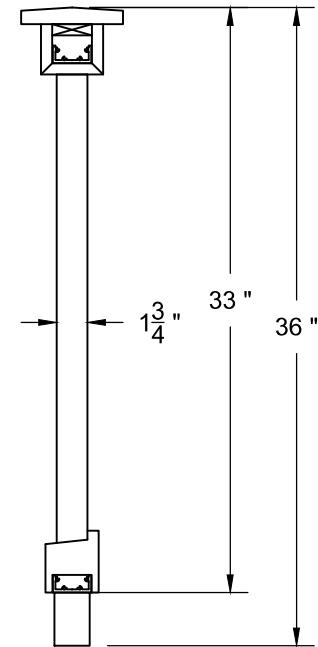
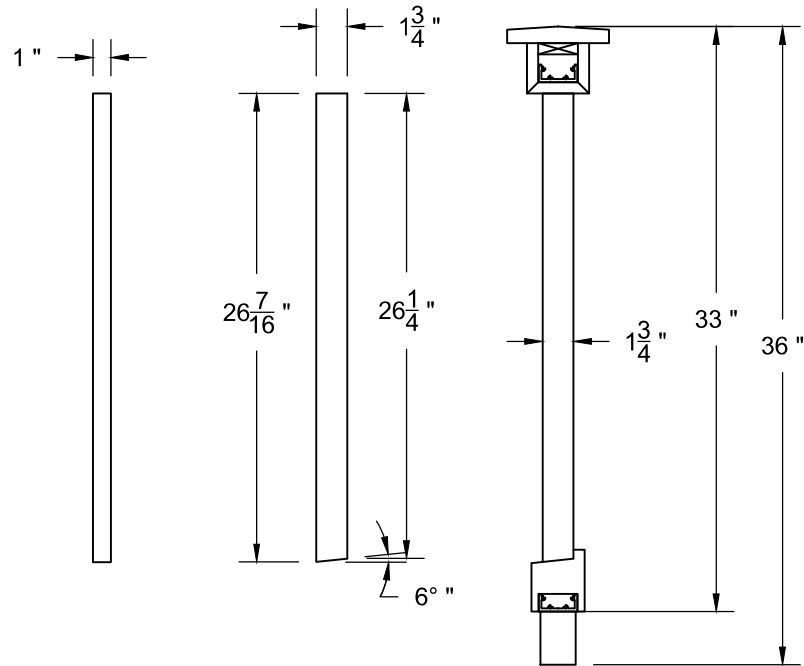
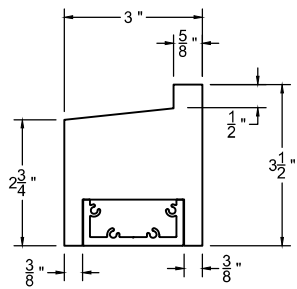
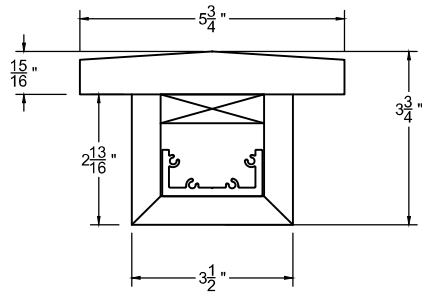
3.7 CLEANING

- A. Clean exposed and semiexposed PVC surfaces.

3.8 PROTECTION

- A. Protect installed products from damage from weather and other causes during construction.
- B. Remove and replace PVC materials that are damaged.

END OF SECTION



Approved by _____ Date _____

Drawn By: D. Midgette

Date: 1/15/2026

DWG #: DM121625B-REV2

Quote #: Q64240-02

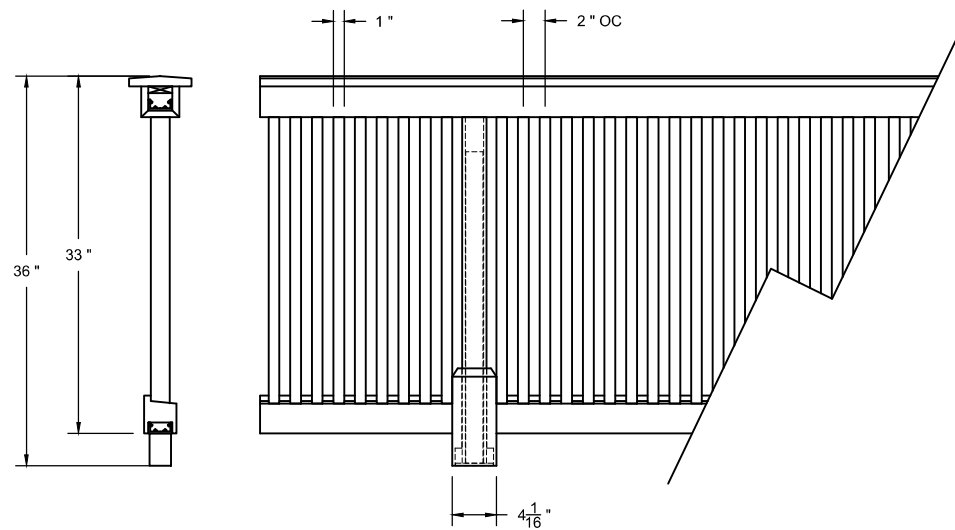
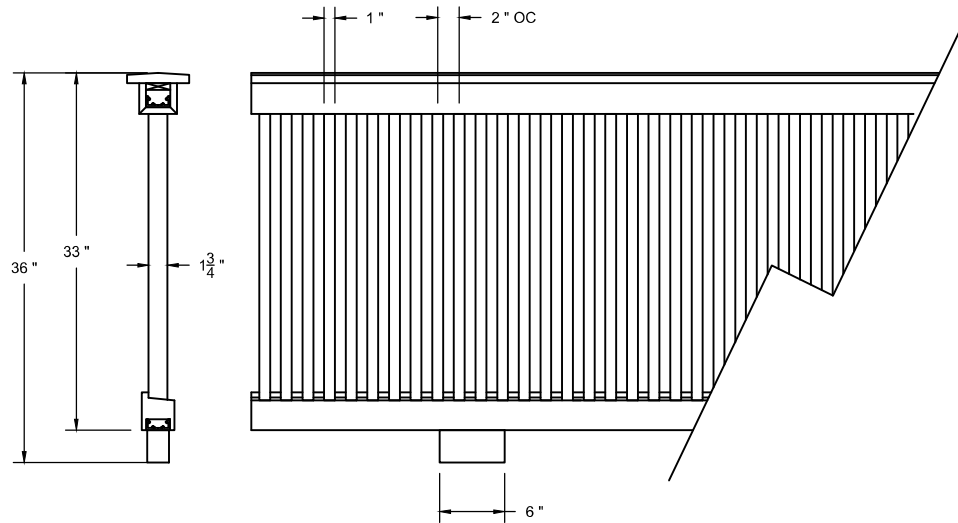
Customer: Wholesale



Description: Custom rail with 1" x 1-3/4" slat balusters

Legal Disclaimer: This drawing and any attachments are the sole property of Intex Millwork Solutions, LLC and are provided for the purpose of description and approval for quoted products. Any unauthorized use may result in legal action to the extent of the applicable laws.

45 Mill Street
 Mays Landing, NJ, 08330
 Phone 856-293-4100
 Fax 856-293-4102



Approved by _____ Date _____

Drawn By: D. Midgette

Date: 1/15/2026

DWG #: DM121625B-REV2

Quote #: Q64240-02

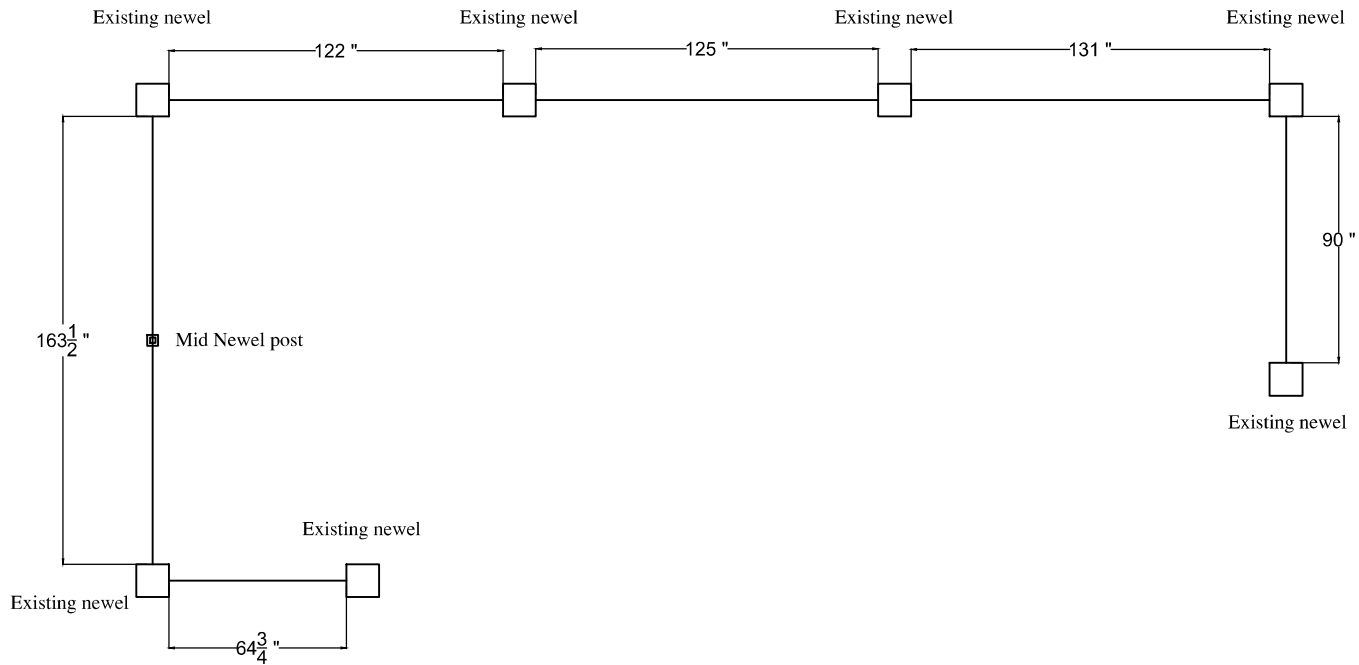
Customer: Wholesale



Description: Custom rail with 1" x 1-3/4" slat balusters

Legal Disclaimer: This drawing and any attachments are the sole property of Intex Millwork Solutions, LLC and are provided for the purpose of description and approval for quoted products. Any unauthorized use may result in legal action to the extent of the applicable laws.

45 Mill Street
 Mays Landing, NJ, 08330
 Phone 856-293-4100
 Fax 856-293-4102



Approved by _____ Date _____

Drawn By: D. Midgette

Date: 1/15/2026

DWG #: DM121625B-REV2

Quote #: Q64240-02

Customer: Wholesale



Description: Custom rail with 1" x 1-3/4" slat balusters (layout)

Legal Disclaimer: This drawing and any attachments are the sole property of Intex Millwork Solutions, LLC and are provided for the purpose of description and approval for quoted products. Any unauthorized use may result in legal action to the extent of the applicable laws.

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 Mays Landing, NJ, 08330
 Phone 856-293-4100
 Fax 856-293-4102



INTEX[®]
MILLWORK SOLUTIONS



Product Catalog

intexmillwork.com

Common Features EXTRUDED RAIL

Nothing adds distinction and definition to homes and outdoor living spaces like a stylish exterior railing. Both beautiful and functional, a deck or exterior railing can be stunningly elegant, classically simple or designed as a wrap-around porch with real curb appeal. Cellular PVC railings are a great choice for your railing system.

ALL EXTRUDED INTEX RAILS:

- Matte finish - 100% Cellular PVC with aluminum-reinforced core
- Hidden Stainless Steel fasteners
- Square-edge balusters and square-edge posts
- Compatible with 5" standard Newel Wrap with 6", 8", 10", and 12" available as upgrades
- Independent lab tested and certified with Code Compliance Research Report (CCRR)
- Low maintenance and easy to clean
- Multiple unique upgrades available for all INTEX Rail System to set your project apart!
- Do not require paint, but can be painted with a light reflective value (LRV) of 55 or greater



Background: Hampton Flat 10ft Span

Common Upgrades for Extruded Kits



Radius Rail
(Showing Liberty RS60275)



Aluminum-Reinforced Gates
(Showing Hampton Flat)



Decorative Panels
(Showing Dartmouth Peaked)



Glass Balusters
(Showing Liberty RS60275)

Additional upgrades available for specific Extruded Rail Systems. Upgrades start on page 16.

How to Order EXTRUDED RAIL KITS

STEP 1

Select a Structural Post

- INTEX Structural Post Mount
 - Wood Mount Hardware
 - Concrete Mount Hardware
- Pressure Treated 4x4
- Pressure Treated 6x6

STEP 2

Select a Newel Wrap Size & Style

- NEWEL5-EX
Fits 4 x 4 Or Structural Post Mount
- NEWEL5
Fits 4 x 4 Or Structural Post Mount
- NEWEL6.5
Fits 4 x 4, 6 x 6, Or Structural Post Mount












STEP 3

Select a Style & Size for Newel Cap + Base Trim

- Injection Molded Cap & Base**
- IMPC5
 - IMTR5
- Cellular PVC Caps & Bases**
- NCFLAT
 - NCPYRAMID
 - NCHAR5
 - NBTR
- For Upgraded Cap Styles See Page 40*

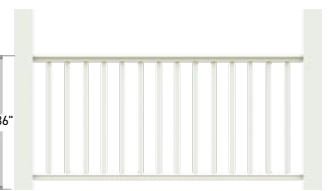

STEP 4

Select a Rail Profile

- RS60 Liberty Rail
 -  RS60275
 -  RS60350
 -  Bottom Rail
- RS40 Hampton Rail
 -  RS40350P
 -  RS40350F
 -  Bottom Rail
- RS70 Providence Rail
 -  RS70
 -  Bottom Rail
- RS35 Dartmouth Rail
 -  RS35400
 -  RS35350
 -  Bottom Rail

STEP 5

Select a Rail Height

- 36" Rail Height
 
- 42" Rail Height
 

STEP 6

Select Desired Upgrades (If Any)

- Laminate Top Cap
- Decorative Panels
- Radius Bend(s)
- Single Gates
- Double Gates
- Black, Round Aluminum Balusters*
- Drink Rail
- 3-Line Rail*
- FSC Mahogany Top Cap*
- Glass Balusters
- Glass Panels*
- Louver Infill*
- Horizontal Balusters*

*Rail Upgrades, *Including Availability By Rail Line, Start on Page 16*

Nautilus MILLED RAIL



How to Order Nautilus Custom Milled Rail

Our premier railing system built by craftsmen just like a wood rail would have been made years ago. The components are milled, assembled, hand sanded and then primed, so they are ready for the finish coat of your choice.

- 5", 6", 7" and 8" standard rail widths
- Custom profiles available
- Spans up to 10' for IBC level application
- Spans up to 8' for IBC stair application
- Gooseneck available for RS50500
- Square, Chamfered, or Turned Balusters available in multiple sizes
- Painting required; paint must be light reflective value (LRV) of 55 or greater

STEP 1

Select a Structural Post

- INTEX Structural Post Mount
 - Wood Mount Hardware
 - Concrete Mount Hardware
- Pressure Treated 4x4
- Pressure Treated 6x6

STEP 2

Select a Newel Post Wrap Size & Style

- NEWEL6.5
Fits 5" Rail or Smaller
- Millwork Newels
Newel Width Should Be At Least 1" Larger Than Rail Width. See page 39 for Millwork Newel Sizes and Styles

STEP 3

Select a Newel Cap Style

- Non-Skirted Newel Cap
Fits all flush and directional paneled newels
- Skirted Newel Cap
Fits all flush and panel 4-side newels

STEP 4

Select a Rail Profile

- Nautilus RS10500
- Nautilus RS50500
- Nautilus RS10600
- Nautilus RS20700
- Nautilus RS20800

STEP 5

Select an Infill

- Square Baluster (A)
- Chamfered Baluster (B)
- T1 Turned Baluster (C)
- T2 Turned Baluster (D)
- Square Decorative Panel
- Full Decorative Panel

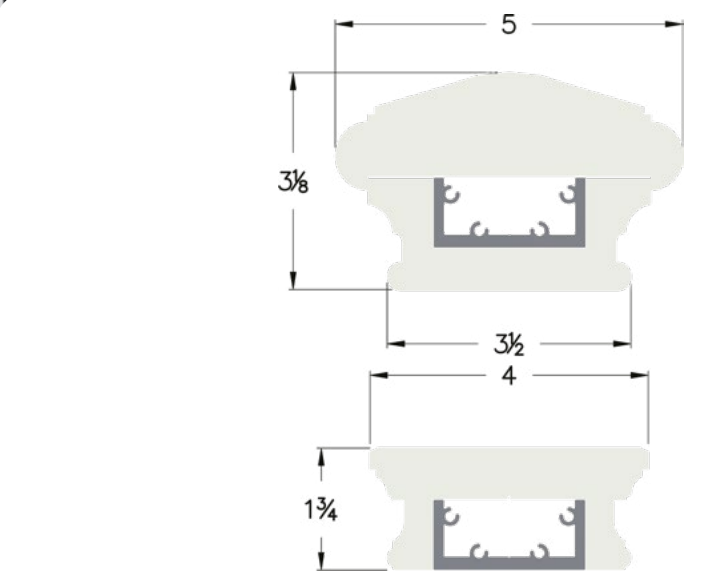
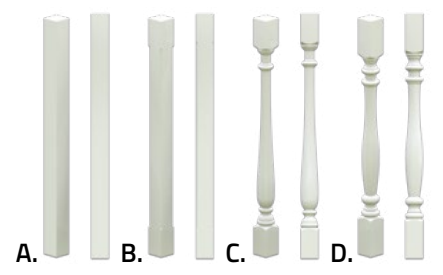
STEP 6

Select Desired Gate(s) and or Upgrades (If Any)

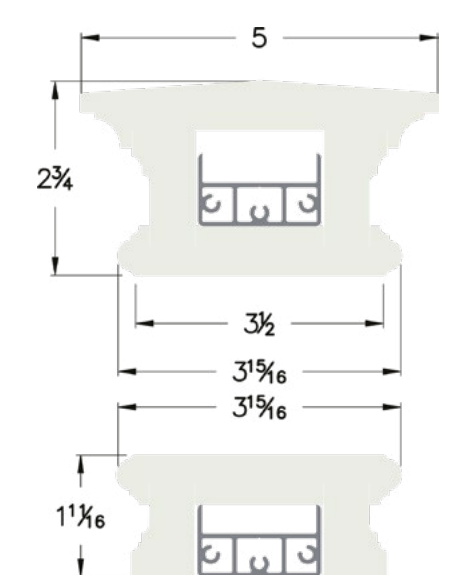
- Single Gate
- Double Gate
- Deco Panels
- Radius Rail
- Glass Balusters

NAUTILUS BALUSTERS

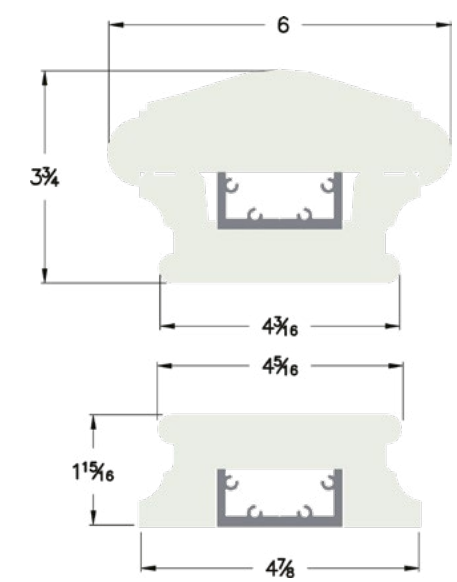
Standard Nautilus Balusters (shown, right) are available as 1.5", 2", 2.5", 3.5" or 5" widths. Custom balusters are available at all widths and heights.



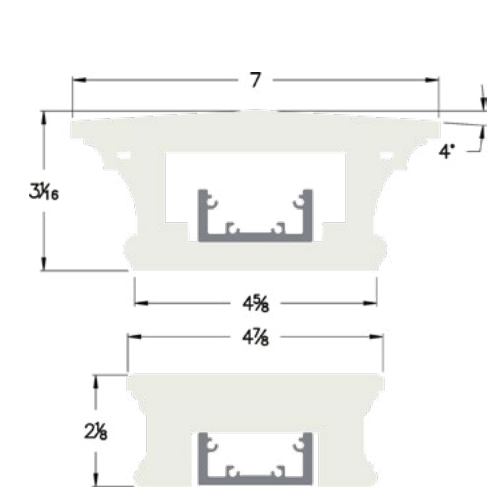
NAUTILUS RS10500
Works with 2-1/2" Baluster or Smaller



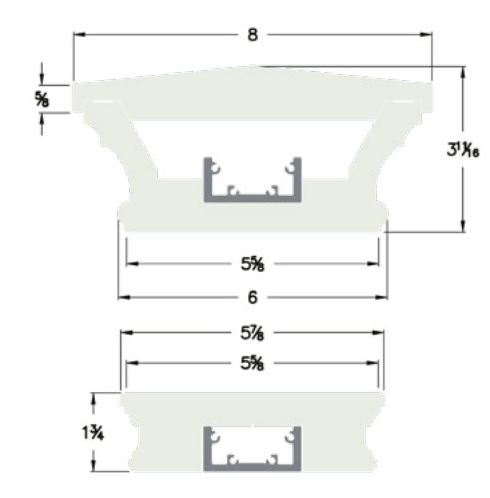
NAUTILUS RS50500
Available in Gooseneck; Works with 2-1/2" Baluster or Smaller



NAUTILUS RS10600
Works with 3-1/2" Baluster or Smaller



NAUTILUS RS20700
Works with 3-1/2" Baluster or Smaller



NAUTILUS RS20800
Works with 5" Baluster or Smaller

 **GET AN INSTANT QUOTE!**
INTEXMILLWORK.COM

All Nautilus Rail	6' Length	8' Length	10' Length	12' Length
36" Height	✓	✓	✓	✗
42" Height	✓	✓	✓	✗
Stair Application	✓	✓	✗	✗



Example of a historical railing replicated using the Nautilus custom milled cellular PVC product.

FREQUENTLY ASKED QUESTIONS

CAN INTEX PRODUCTS BE PAINTED?

Yes, due to the inherent expansion and contraction characteristics of PVC, INTEX's PVC millwork products should only be painted colors with an LRV (light reflective value) greater than 55.

HOW DO YOU CLEAN CELLULAR PVC?

Cleaning all INTEX products are easy and fast with most major household cleaners. For specific recommendations and instructions, visit intexmillwork.com. Harsh cleaners with glycol ethers or ethanol type solvents and/or isopropyl alcohol are not recommended.

HOW LONG DO INTEX PRODUCTS LAST?

INTEX products are designed to last in the harshest of environments. For this reason, all INTEX Millwork Solutions products carry a lifetime limited warranty.

WHERE CAN I PURCHASE INTEX PRODUCTS?

Visit intexmillwork.com to find an authorized dealer near you.



INTEX[®]
MILLWORK SOLUTIONS

INTEX Millwork Solutions, LLC

45 Mill Street | Mays Landing, NJ 08330

(856) 293-4100 | intexmillwork.com

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2023-2 Printing

Front Cover Image: Dartmouth Flat with Square Web Deco Panels, 1-1/2" Square Balusters, 5" FlatNewel Wraps, 8",10" & Custom Recessed Panel Newels

Product Catalog

intexmillwork.com



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

HISTORIC AREA WORK PERMIT APPLICATION

Application Date: 1/16/2026

Application No: 1146371
AP Type: HISTORIC
Customer No: 1525491

Comments

The replacement railing will be a custom milled cellular PVC by Intex, fabricated to match the existing top and bottom rail profiles and dimensions. Baluster size and spacing to match existing first floor front porch below.

Affidavit Acknowledgement

The Contractor is the Primary applicant authorized by the property owner
This application does not violate any covenants and deed restrictions

Primary Applicant Information

Address 9 PRIMROSE ST
CHEVY CHASE, MD 20815

Othercontact Scott (Primary)

Historic Area Work Permit Details

Work Type RESREP

Scope Replace existing painted wood railing at the perimeter of the existing front porch roof due to rot and disrepair. Railing will be replaced with new 36-inch of tall engineered PVC railing. The railing will be reinstalled in its existing location and configuration. The existing PVC wrapped newel posts at the existing Work porch roof will remain and will be repainted.