

7222/4 Carroll Ave., Takoma Park -  
Takoma Junction Gas Station 5/14/97  
(Preliminary Consultation)

D. B.  
David Friend

410-997-

4058

Address: ?

5608 April Journey

Columbia 21044

Mail to

Glenn Sutton

Griffith

Consumers Co.

2155-B Northbridge  
Ave.

Baet, MD 21226

Staff Report sent to:

David B. Friend  
Glenn Sutton  
Carl Elephante  
Sharon Stewart  
Ted Kowaluk

5-8-97 *AK*

Please send copy of  
report to:

(1) Elephante'

(2) Historic Takoma

Sharon Stewart, President

7333 Carroll Ave

Tak PK 20912

(3) Teh Kowaluk, City of T.P.

7570 Maple Ave, TP 20912

*Kevin Nabel - designing canopies  
Dave Friend  
Coleen Sutton*

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address: 7222/4 Carroll Avenue Meeting Date: 5/14/97  
Resource: Takoma Park Historic District Review: 2nd Preliminary Consultation  
Case Number: N/A Tax Credit: No  
Public Notice: 4/30/97 Report Date: 5/7/97  
Applicant: Hemkund Corporation Staff: Robin D. Ziek  
PROPOSAL: Install canopy over gasoline pumps RECOMMENDATIONS: REVISE PROPOSAL

RESOURCE SUMMARY

RESOURCE: Takoma Park Historic District - Non-Contributing Resource

STYLE: Modern gasoline station

DATE: c1960±

The applicant appeared before the HPC on March 12, 1997 for a Preliminary Consultation on this issue. The general concensus was that some canopy might be acceptable if it were compatible with the surrounding environment/historic district and worked as a background piece. The applicant has redesigned the project, and is submitting 2 new designs for gas station canopies for HPC consideration. (See circle 4 & circle 6)

PROJECT DESCRIPTION

The subject property, in Takoma Junction, is known to the HPC as the Texaco Station. The property has been purchased by Hemkund Corporation, and will be run as a Citco gas station. This is a modern gas station, located on a highly visible corner lot at the junction of Carroll Avenue and Grant Avenue. Traffic along East-West highway is heavy for morning and afternoon rush hour and draws on a wide geographic area; local traffic passes by during the day.

The station includes a small service building with 2 service bays and one island of gas pumps. The entire property is paved with asphalt. Entry is provided off of both Carroll and Grant Avenues. There is a brick planter at the corner, and a low brick wall along the sidewalks which were installed as part of the City's efforts to upgrade this commercial area. The City's facade ordinance applies to this site.

Takoma Junction is the second largest commercial area in Takoma Park, and was originally the junction of two trolley lines. The original gas station in Takoma Junction (c1938), which has been renovated as a park structure, sits 1/2 block away at the junction of Carroll Avenue and East-West Highway.

The applicant proposes to install a canopy which would measure 22' x 44'. This is slightly smaller than the previous submission (by 2' in width), and the sidewalk setback would

*Halt: Old ER Station or Doolley like station? Like Grant Ave bldg? Cross Trusses... Derivative*

*Spurlock: none detail*

*Trumble: Non-Contributing Resources... Don't review!*

*Queen: New construction on non-contributing resources Does Count ... Queen contradicts Trumble.*

①

therefore be 6' instead of the previously proposed 5'. The canopy would be a soft-white color, and would be supported by two columns which have a brick column base c3' high. Steel posts set in the brick bases would carry the canopy. The clearance to the bottom of the fascia would be 14'-6".

Differences between Proposal 1 and Proposal 2:

- o Proposal #1 would have a standing-seam metal hipped roof, with an overall height of 16". The fascia itself would be approximately 10" high.
- o Proposal #2 would utilize a flat roof, and banded fascia which would be 22" high.

The applicant proposes a reduced lighting level, and would utilize recessed lighting fixtures. This redesign is in response to the HPC's comments that the applicant should not draw attention to the canopy per se, especially through the use of lighting.

#### GENERAL STAFF COMMENTS

The applicant has modified the previously submitted design in an attempt to minimize the impact of the canopy on the historic district. Through the combination of the reduced overall width, the reduced fascia width, the use of brick as column bases, and the reduced lighting levels, the applicant has tried to reduce the visibility of the canopy. Unfortunately, the canopy would still remain a very large and highly visible architectural feature which, as a highway structure, would have no relationship to the surrounding buildings in the historic district in terms of scale, massing or design.

Staff is encouraged by the applicant's willingness to propose something other than the standard highway canopy which was submitted in the first Preliminary Consultation. However, the proposals in this second consultation are still derived from the highway model. The applicant does not appear to be re-thinking "the canopy", but merely trying to dress it down. Staff feels this is an inadequate treatment for the Takoma Park Historic District.

The proposed canopy would be highly visible in the historic district, especially considering the sight lines along Carroll Avenue and East-West Highway. The road curves at this point, and a canopy set 6' back from the sidewalk along Carroll Avenue would be most apparent to traffic in both directions. In addition, the canopy would block views across the existing open corner, and become a focus itself for traffic at this corner. **Since any canopy on this corner will be a focus for the community because of its prominent site and prominent size, staff feels it should be an architectural asset in the community rather than a reduced version of a highway canopy.**

The historic districts are important centers within our county, where building after building is of interest, has a specific history and tells part of a complicated story. The Takoma Park Guidelines are quite clear in their encouragement of good design in new construction:

"The goal of new construction within both residential and commercial historic districts is to be sympathetic to the traditional street and building patterns in the district, while allowing for creative new building designs...Unique designs which may not adhere strictly to traditional neighborhood practices, but which are sensitive to and compatible with the fabric of the community should be supported." (P.18)

**It is clear that the proposal before the HPC for their consideration does not meet these criteria.**

## STAFF RECOMMENDATION

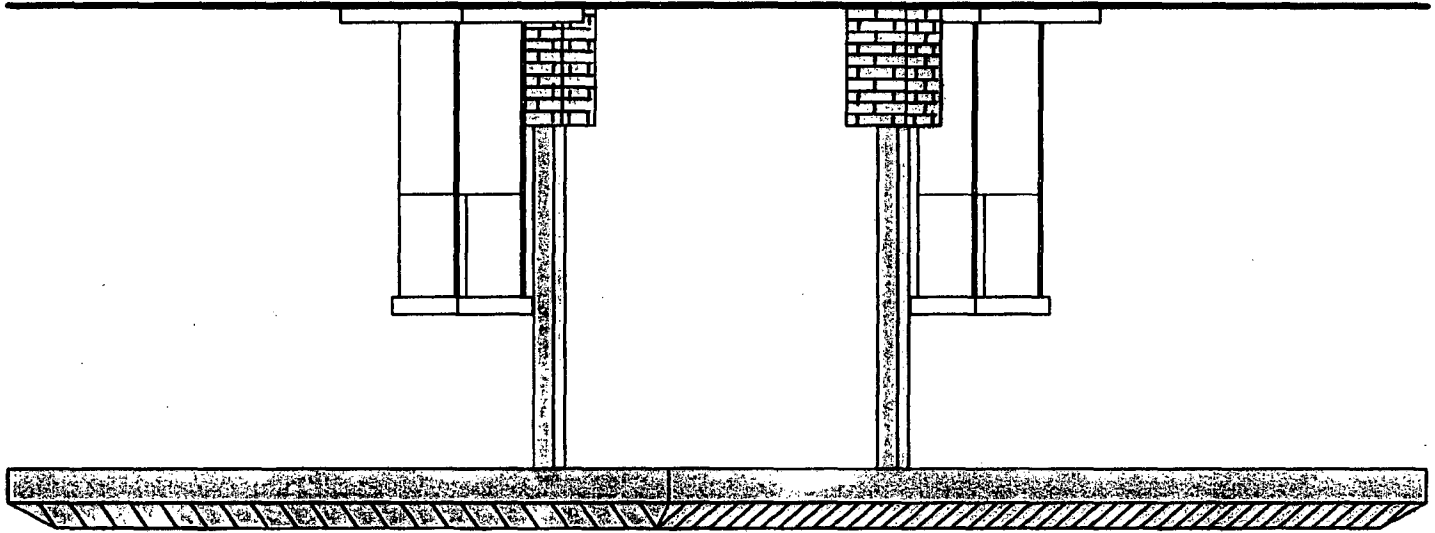
Staff feels that the highway canopy should not be the starting point for the design of this project. The result, as we see, is merely a reduced highway canopy which is still a large-scale intrusive element in the historic district. With the various proposals submitted to date, staff wonders if a canopy can be compatible at all.

The design of a successful canopy at this site is a difficult task and quite a challenge. A successful canopy should be very special. It should be original, and provide a sense of integration with the site and with other structures in the historic district. This is a difficult task as there is an existing building on the site, and the new canopy is proposed without any relationship to anything around it. Perhaps, if one were to start from a different perspective than the highway canopy, the final product would be more in character with the historic district. It may be advisable at this time for the applicant to speak with a creative architect who could rethink the project, and design a canopy which was integrated into the site and historic district.

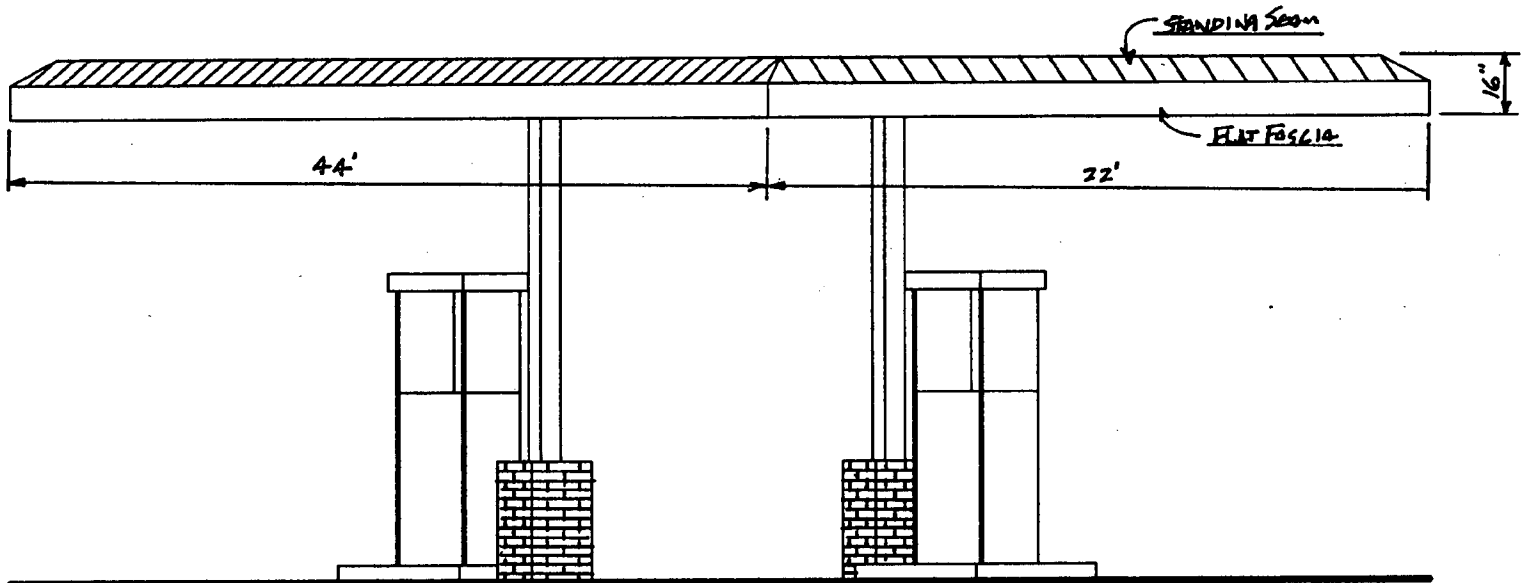
PERSPECTIVE DRAWING

Talana Park  
Proposed Canopy  
#1  
Date 4-20-97

4







TAKOMA PARK CITY  
PROPOSED CANOPY #1  
DATE 4-20-97

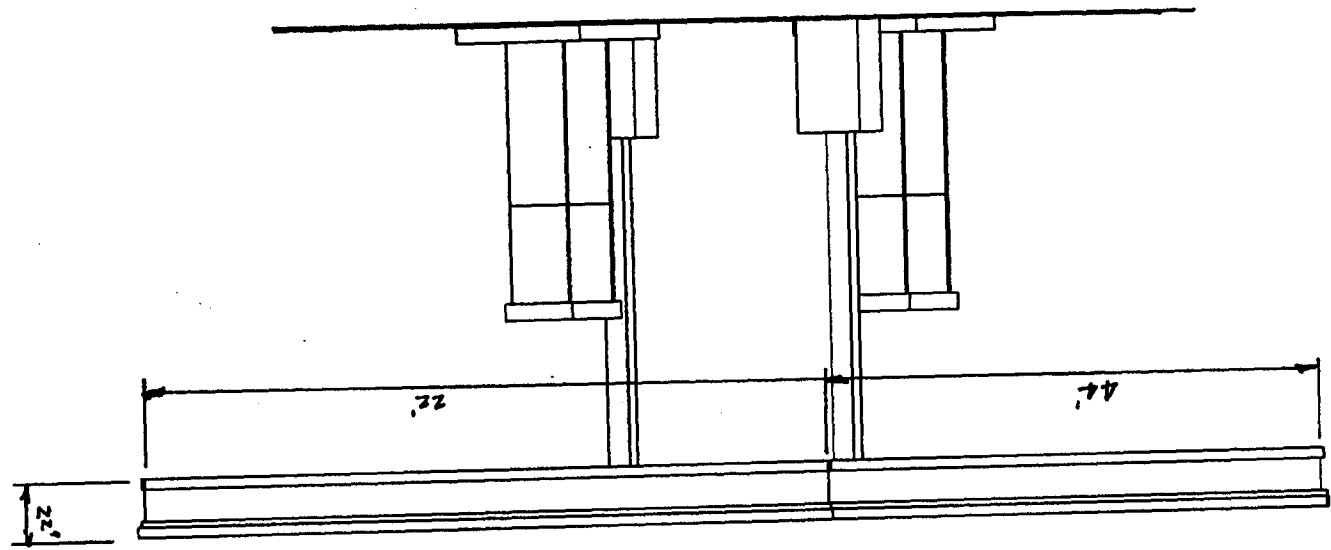
PERSPECTIVE DRAWING

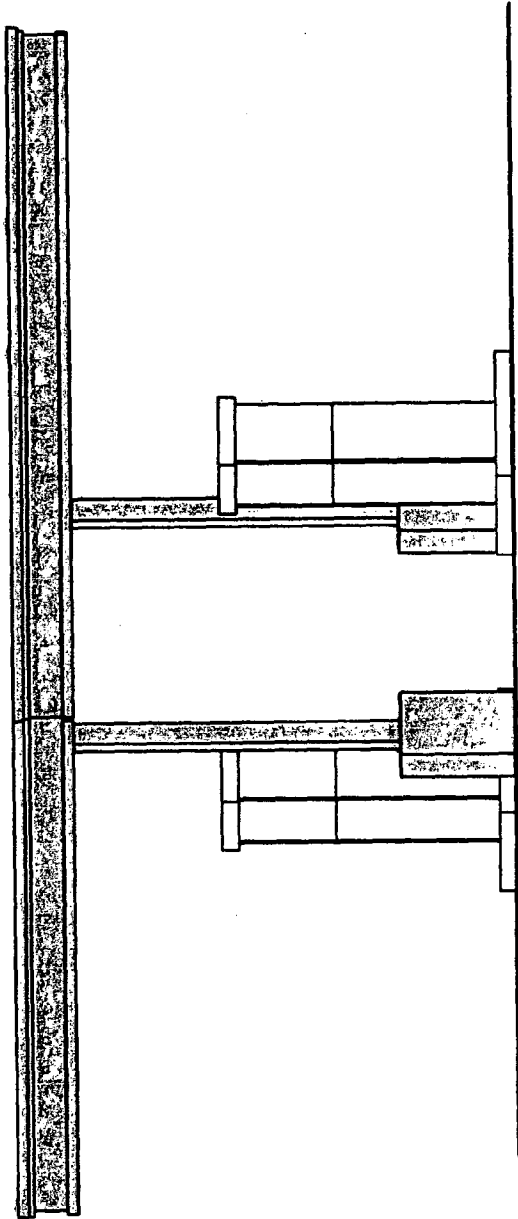
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PERSPECTIVE DRAWING

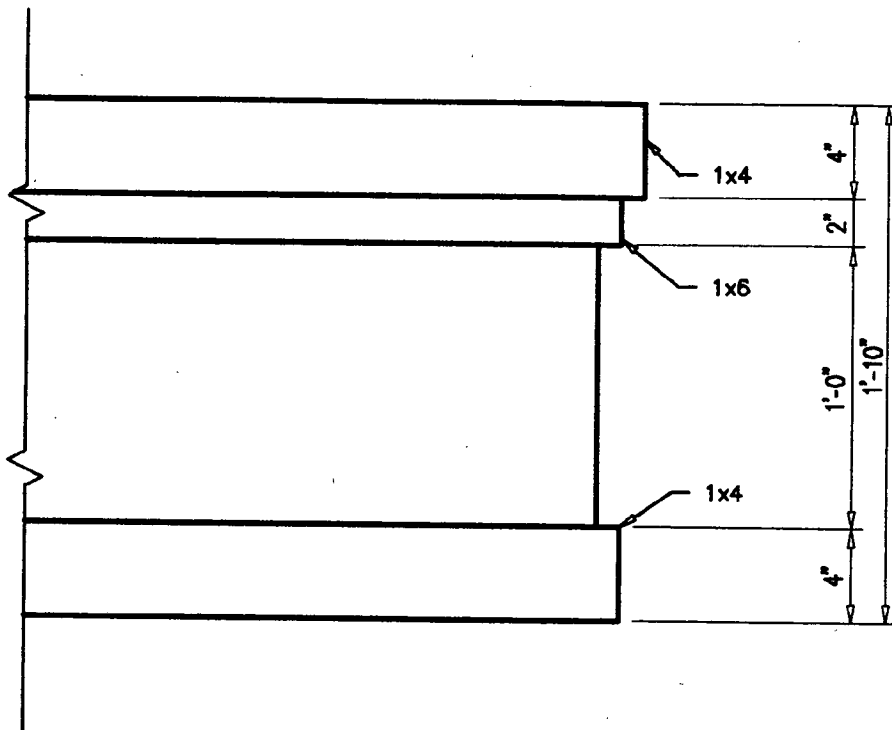
Torona Park Cmpo  
Kroposki Conopy - #2  
Date 4-20-97





Tulahoma Park City  
Proposed canopy #2  
DATE 4-20-97

PERSPECTIVE DRAWING



## FASCIA DETAIL

TOTAL CANOPY SIZE = 22' WIDE x 44' LONG  
COL. SPACING AS PER SITE PLAN

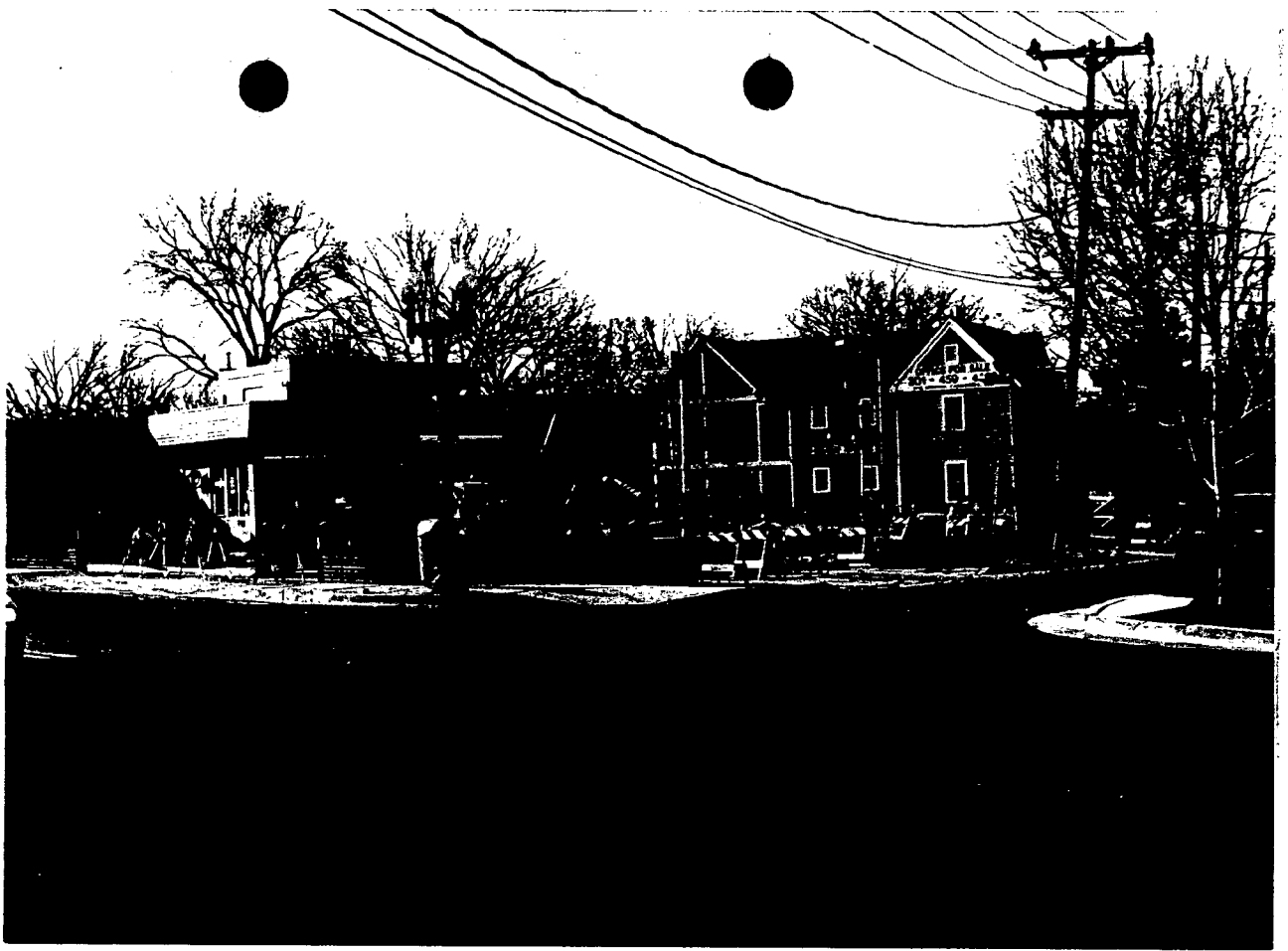
RECESSED LIGHTING

BRICK COLUMNS UP ABOUT 3'

*Proposed Canopy #2  
Fascia Detail.*

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Takoma Park Auto Clinic Inc.  
7221 Carroll Ave.  
Takoma Park 20912

City of Takoma Park  
Office of City Administrator  
7500 Maple Ave.  
Takoma Park 20912

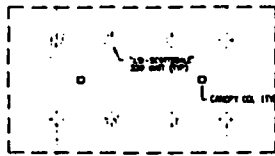
Constructive Alternatives Inc.  
7334 Carroll Ave  
Takoma Park 20912

Ozone Enterprises Inc.  
7216 Carroll Ave.  
Takoma Park 20912

Edward Bontempo  
5 Grant Ave  
Takoma Park 20912

John J. & D.M. Regan  
7 Grant Ave  
Takoma Park 20912

⑥  
⑪

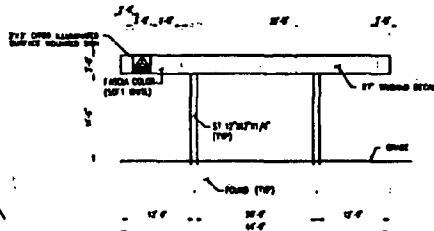
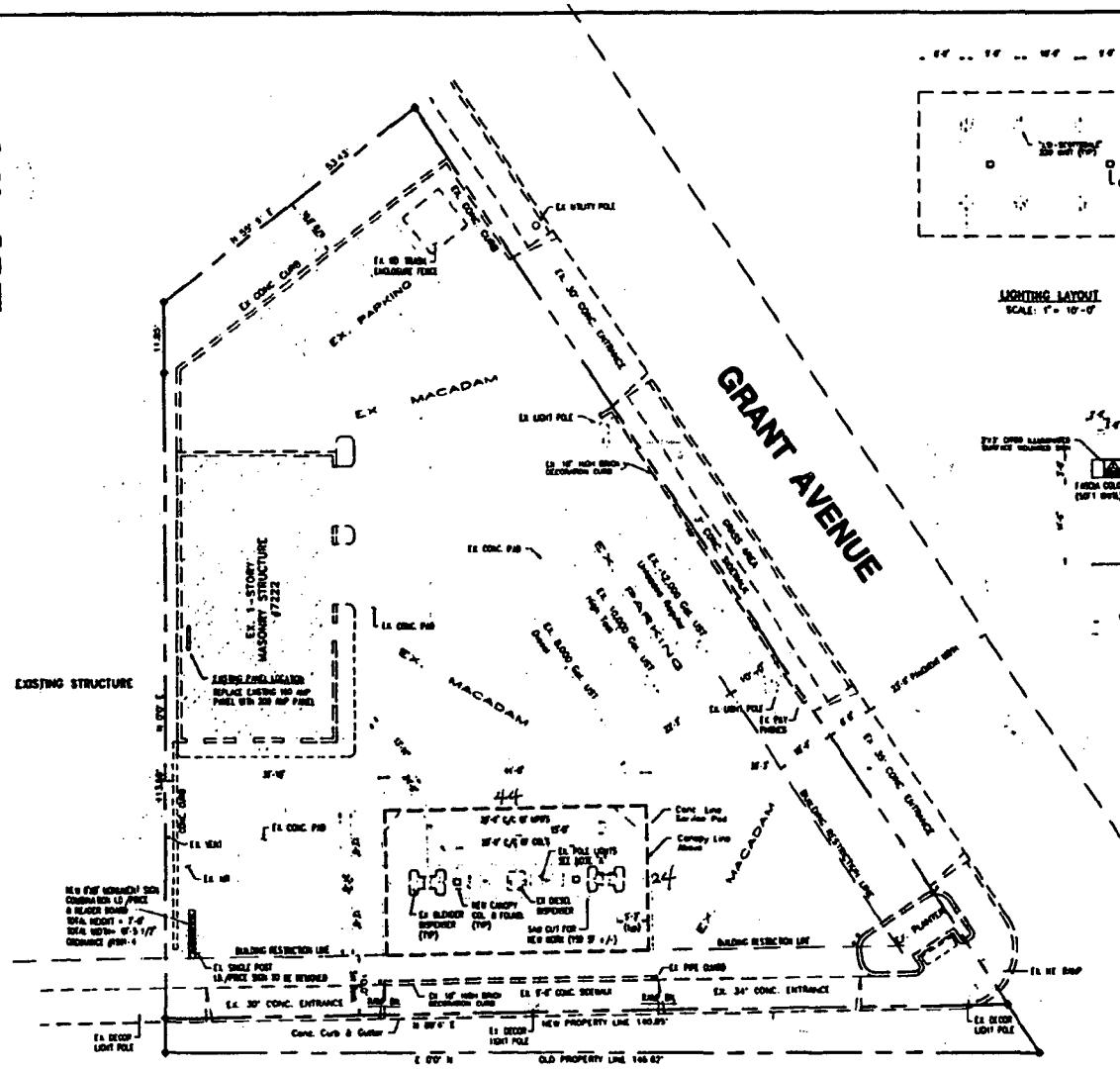


**LIGHTING LAYOUT**  
SCALE: 1" = 10'-0"

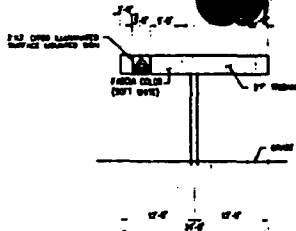
**NOTE:**  
REMOVE EX. EXISTING 1000 WATT POLE LIGHTS AT CANOPY LOCATION (SEE PLAN) INSTALL EX. 300 WATT SURFACE MOUNTED CANOPY LIGHTS



**VICINITY MAP**



**FRONT ELEVATION**  
(FACING CARROLL AVE.)  
SCALE: 1" = 10'-0"



**END VIEW ELEVATION**  
(FACING GRANT AVE.)  
SCALE: 1" = 10'-0"

**SITE DATA:**

**PROPERTY ADDRESS:** 7122 CARROLL AVE.  
SALONIA PARK  
MONTGOMERY CO., MD. 20812

**STATION PHONE:** (301) 270-1747

**CONTRACT OWNER:** MARPLE SIMON

**ADDRESS:** B HANDBRAND CORPORATION  
4140 LEE HIGHWAY  
ARLINGTON, VA 22207  
(703) 974-2783

**AREA:** 11,233 SF OR 30 AC.

**ZONE:** C-1

**WATER:** PUBLIC

**SEWER:** PUBLIC

**CANOPY DATA:**

**SIZE:** 41'-0" LONG x 24'-0" WIDE, 2 COLLUM

**HEIGHT:** 15'-0" CLEARANCE  
30" FABRICA HEIGHT  
17'-0" TOTAL HEIGHT

**GROUP USE:** N  
**CONSTRUCTION TYPE:** 2

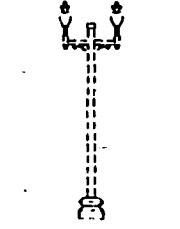
**ROOF LIVE LOAD:** 30 PSF  
**WIND LOAD:** 25 PSF (LATERAL)

**NOTE:** REFER TO MOUNTING DRAWINGS NUMBERS 97-019-1 AND 97-019-2

**NOTE:**  
SAB OUT ALL OF REBAR/ANCHORS - 120 SF +/-  
EXISTING CONCRETE TO BE REPLACED @ SAME GRADE  
REINFORCING SAs OUT

**CARROLL AVENUE**

**CANOPY ARRANGEMENT**  
SCALE: 1" = 10'-0"



**EXISTING DECOR LIGHT POLE**  
NO SCALE

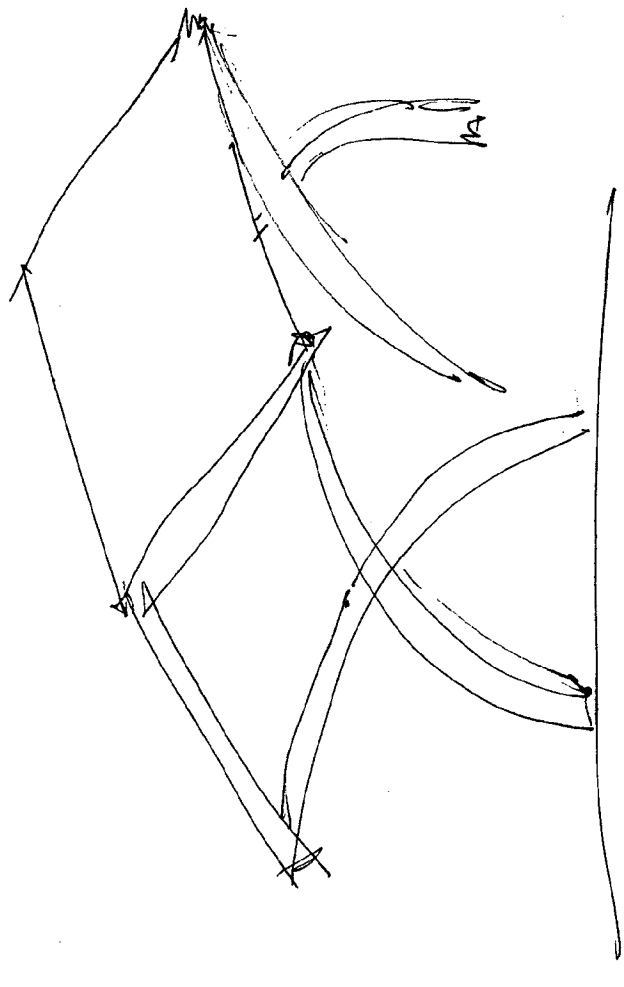
12

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*SITE PLAN FROM 1<sup>ST</sup> SUBMITTAL. CANOPY WOULD BE REDUCED IN WIDTH BY 2'*

DESIGN	Job Name	SALONIA PMS. CHGO	Drawn By	g.d.f.	Checked By
	Location	7122 CARROLL AVE CITY OF SALONIA PMS. MONTGOMERY COUNTY, MARYLAND	Date	11-20-07	11-20-07
	Designer	PERFORMED CANOPY REPLACEMENT	Job Number		Drawing Name





**Griffith** CONSUMERS  
 GASOLINE DIVISION COMPANY



TO: Ms. Robin Ziek

FAX No. 301-495-1307

FROM: Glenn Sutton

DATE/TIME: 4-22-97

NUMBER OF PAGES INCLUDING THIS COVER PAGE: 1

REMARKS: With regards to our phone conversation today:

Please schedule the Hemkund Corporation request to install a gasoline  
fuel island canopy for another preliminary consultation with the  
commission on May 14, 1997. I will have the material delivered to you  
for review by April 29, 1997.

2155-B Northbridge Avenue, Baltimore, Maryland 21226, 1-800-532-8012, FAX 410-354-7433

MARYLAND • VIRGINIA • WEST VIRGINIA • WASHINGTON, D.C.

**Griffith** CONSUMERS  
 COMPANY  
 GASOLINE DIVISION



TO: Ms. Robin D. Zieck

FAX No. 301. 495-1307

FROM: Glenn Sutton

DATE/TIME: 1-14-97

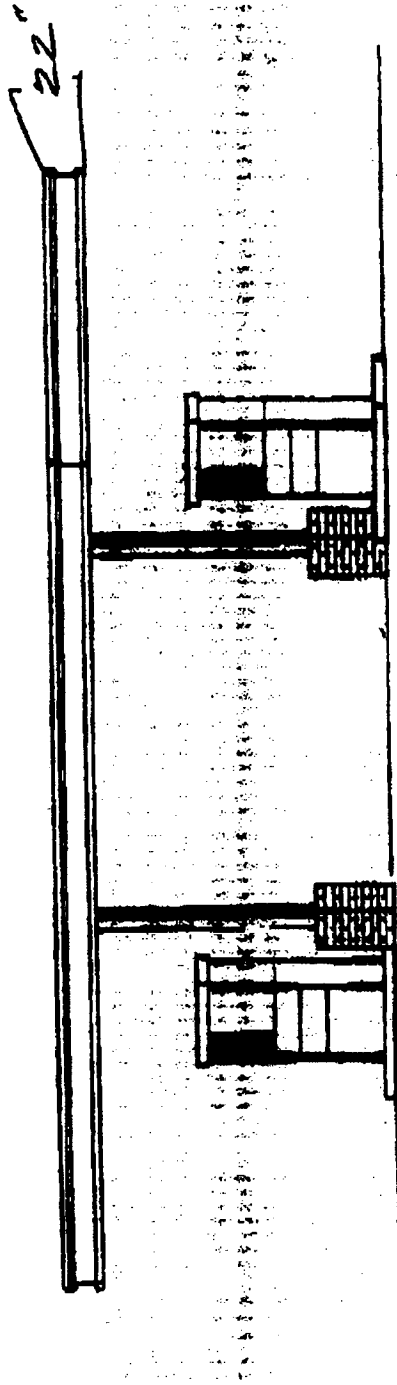
NUMBER OF PAGES INCLUDING THIS COVER PAGE: 4

REMARKS: Subject: Canopy over  
gasoline pumps @ 7224  
Carroll Ave Takoma Park, Md

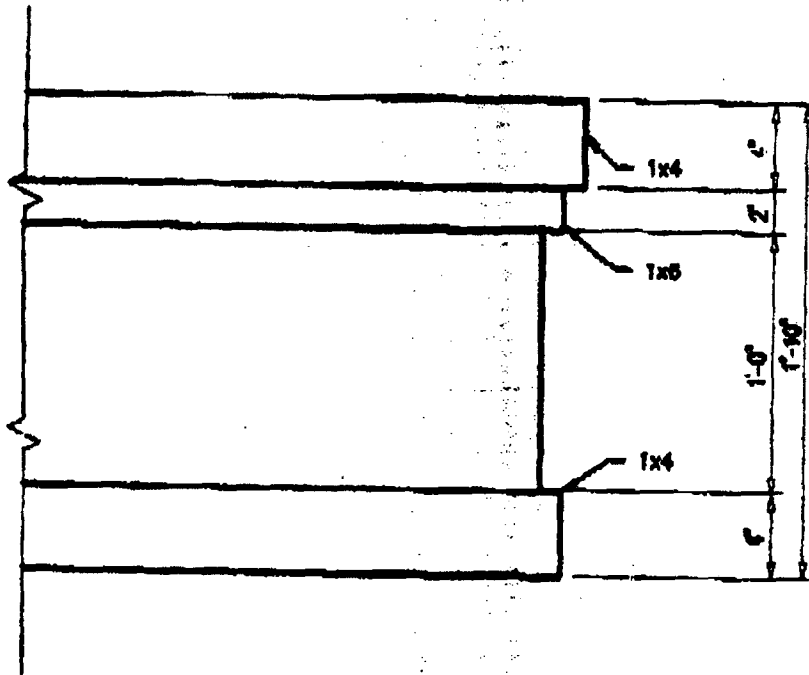
Please call upon receipt  
to discuss your comments.

Thank you,

Glenn Sutton



Tokona Park Corp.  
Sketch #1



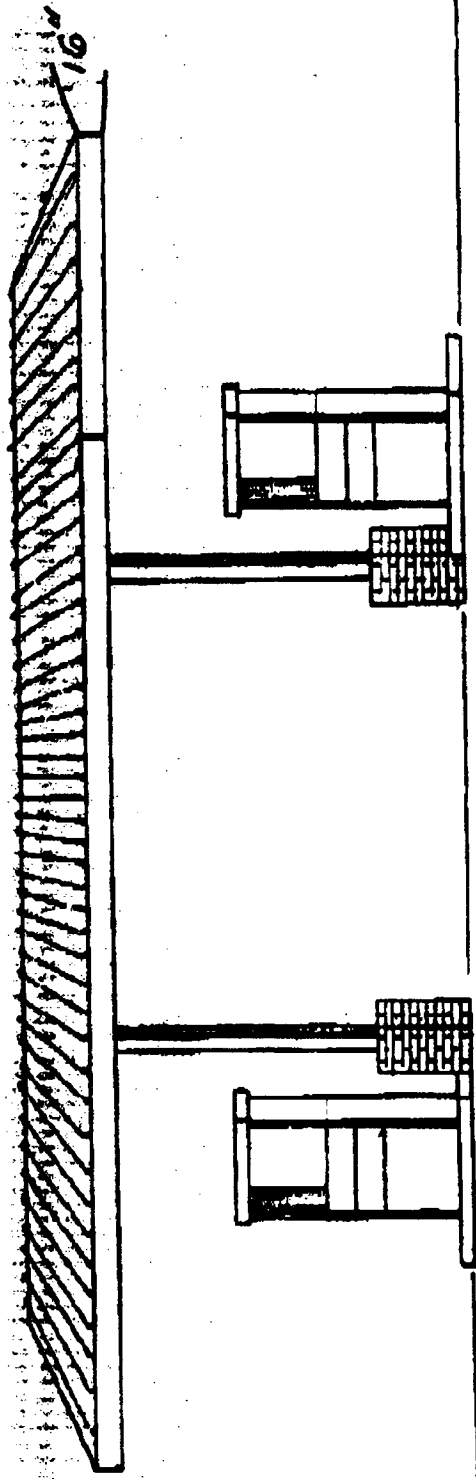
FASCIA DETAIL

Sketch #1

TOTAL CANOPY SIZE = 22' WIDE x 44' LONG  
COL SPACING AS PER SITE PLAN

RECESSED LIGHTING

BRICK COLUMNS UP ABOUT 3'



*Open Back Corp  
Specialty 2*

vast change. Oil and gas companies have begun to realize that an attractive building brings trade, and in consequence thereof the oil service stations have taken on better lines of architecture.<sup>13</sup>

In response, gas station architects began to draw design inspiration from existing monuments and architecture in the Classical Revival, Colonial Revival, Beaux Arts and Neo-Classical styles. One of the ornamental stations built for the Atlantic Refining Company in 1922, was enthusiastically described:

This dainty little edifice graces one of the most popular automobile roads in Quaker City...It is a reproduction, on an enlarged scale, of the monument to Lysicrates...and is surrounded on two sides by an Ionic colonnade...The building is constructed of dazzling white terra cotta, and its perfect proportions will linger long in the memory. This charming reproduction of one of the finest bits of Grecian architecture extant forms a striking contrast to the great majority of buildings erected for the purpose of supplying the wants of modern charioteers.<sup>14</sup>

These buildings attempted to mimic the dignity and stature of local courthouses, libraries and banks with classically inspired detailing and forms. Known as "artistic" stations, many were modeled after Greek temples and Roman monuments, and offered a sense of instant stability and respectability. It was the gas station architecture of the 1920s and 1930s, particularly the "artistic" stations that changed the perception of gas stations to something favorable and attractive. Whether constructed of terra cotta, brick, cut stone, or concrete, the ornamental and artistic stations were intended to be regarded as "civic assets." In addition to the miniature civic monuments, the inexpensive prefabricated buildings of this style were becoming popular. These metal and glass buildings, like Sears houses, could be purchased through catalogs and were easily assembled. The modest examples resembled railroad sheds or industrial gatehouses; the more grand examples mimicked the monumental architecture of the city with elaborate ornamental details reproduced in sheet metal and steel.<sup>15</sup>

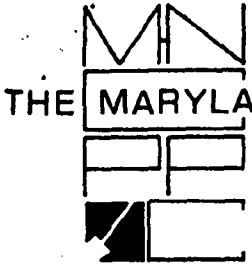
The mid-1920s brought the "classic" filling station with ornamentation in the Tudor, Georgian, and Romanesque styles. The most popular style being the small house station -- a cross between the "fantasy stations" and the "respectable stations". They could be built with materials readily available and were compatible with residential architecture. The sight of a little house selling gas along the roadside could also trigger thoughts of friendliness, comfort, and security to a motorist. The buildings were generally rectangular with a hipped roof projecting out over a driveway to form a canopy supported by two columns. These structures closely resembled

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<sup>13</sup> Alexander G. Guth, "The Automobile Service Station," *The Architectural Forum* XLV, no. 1 (July 1926): 33.

<sup>14</sup> J.F. Kuntz, "Greek Architecture and Gasoline Service Stations," *The American City* 27 (August 1922), pp. 123-124.

<sup>15</sup> Liebs, p. 100.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

**FAX TRANSMITTAL SHEET**

**Historic Preservation Section  
Department of Park & Planning**

Telephone Number: (301) 495-4570

Fax Number: (301) 495-1307

TO: Dave Friend FAX NUMBER: 410 - 997 - 4058

FROM: Robin Zek PHONE NUMBER: (301) 495-4570

DATE: 4/21/97

NUMBER OF PAGES INCLUDING THIS TRANSMITTAL SHEET: 7

NOTE: The history gives some notion of the "designed"  
gas stations as opposed to the early sheds. I  
am not suggesting you build a little temple!

Robin



Notice:

Trunzo

Elephanté

Ted Kowalak@

City of Tak, PK

7500 Maple Ave

TP 20912

Notice  
Carl Elephauté

3/9/10

Sue -

Do we have a mailing list  
for Takoma Park Citizens Association?

SS Carroll new president is  
Jeffrey Trunzo  
119 Sherman Ave.  
TP, 20912

(Old president is Susan Robb)

Robin

Return to Robin for gas station  
HAWP take medical

722214 Carroll Ave

Gas Station Company

2nd Preliminary

3/12/97

Copy: Carl Elephante @

Quinn / Evans

1214 28<sup>th</sup> St NW

Wash DC  
20007

May 14<sup>th</sup>

Preliminary Consultation  
for RR gas station

All Support material  
will be in on

Tuesday 4/29

OK we pull project.

ROZ

4/22/97









