

Content for Existing Lacey Sign that has to be reinstalled:

“In 1896, the Washington, Arlington & Falls Church Railway began running electric trolleys from Rosslyn to Falls Church on the present routes of Fairfax Drive and I-66. By 1907, the Fairfax trolley linked Fairfax, Vienna, and Ballston with downtown Washington. In 1910, at this location, the railway built a car barn, railyard, workshops, electrical substation, and general office. In 1912, the rival Washington & Old Dominion Railway began crossing the tracks on a bridge 200 yards west of here, following the present route of I-66 from Rosslyn. The Fairfax trolley closed in 1939, but Metrorail’s Orange Line follows its route through Arlington.”

Table Top Marker on Lacey Station:

Following the Civil War, Union Major RS. Lacey of Ohio bought a farm in the southern part of the Waycroft-Woodlawn area and built a house, Broadview. It survives today at 14th and Evergreen Streets. In the same period, former slaves founded a new community, High View Park-Hall's Hill, on land they purchased from their old master Basil Hall to the north of Waycroft-Woodlawn. Between 1890 and 1920 the construction of trolley lines and then railroads brought growth to Arlington as small commuter communities grew in Clarendon, Ballston, Cherrydale, Bon Air, Glencarlyn, and Barcroft. Ballston lay just to the southeast of the Waycroft-Woodlawn area, and the Washington and Old Dominion Railroad crossed the southeast corner of the area (where Interstate 66 now cuts under Glebe and Washington Boulevard). The Lacey Station (near the present intersection of Glebe Road and Fairfax Drive) was the closest stop to Waycroft-Woodlawn.

By 1910, Arlington had a population of 10,000, but it remained rural. In Waycroft-Woodlawn most of the land to the north of Brown's Bend Road belonged to the Marcey and Sealock farms. Mr. Sealock's barn stood approximately where the old portion of Arlington Hospital is today and on the Marcey farm site is now the Glebe School. The Lacey farm occupied most of the land in the area south of Brown's Bend Road. Area boys played ball in the Lacey cow pasture just north of Garrison Road and swam in a favorite hole in Lubber Run (a portion of the stream now completely covered over) on the other side of Garrison Road.

In 1920 Alexandria County became Arlington County to avoid confusion with the separate city of Alexandria.

The track of the Washington, Arlington, and Falls Church Electric Railroad ran along what is now Fairfax Drive; the Ballston Station was at Ballston Avenue, now North Stuart Street. Here Clements Avenue, now Stafford Street, divided to pass on either side of an old Ball family graveyard.

Marker 1:

Constructed in 1963 by prolific local builders M.T. Broyhill and Sons, the eight-story building was designed by regionally prominent architect John M. Walton and is an excellent example of Modern Movement architecture. Designed to take advantage of its corner lot at the intersection of two major roads in Arlington County, the modified L-shaped building was oriented so that its two main blocks intersected at the junction of North Glebe Road and Fairfax Drive. Its polychromatic blue metal panels earned it the local nickname —The Blue Goose.



Marker 2:

Upon completion of its construction The Blue Goose served as the offices for M.T. Broyhill and Sons and its upper five floors and the penthouse were occupied by the Central Intelligence Agency (CIA). Due to its distinctive color, it was largely known to a generation of CIA employees as “Blue U” and building would continue to be occupied by government agencies through its first decades.

Marker 3:

In 1992, Marymount President, Sister Majella Berg lead the \$9.5 million to purchase and renovate the Ballston building. The exterior maintained its original design. Marymount University’s colors were blue and white so Sister Berg believed the striking blue and white building was preordained to become part of the university.

Marymount's Ballston Campus is 2 miles (3.2 km) away from the main campus in Arlington and housed the School of Business Administration and the Counseling, Forensic Psychology, and Physical Therapy programs. The campus site also included a library, cafeteria, auditorium, and various offices.



- 1.
2. We can also use the fleur-de-lis, it is still their logo

Marker 4:

In 2011, Dr. Matthew D. Shank became Marymount University's sixth president. It was clear that the old "Blue U" was out-of-date, and no longer met the university's needs. In 2012, Dr. Shank partnered with Arlington County and the Shooshan Company to redevelop their Ballston Campus. The original Ballston building was torn down in 2015 and replaced by the facility you now see. Completed in 2017, the new Ballston Campus site serves as Marymount's Ballston academic campus building and a mixed-used residential building. Though the Blue Goose is gone, it will not be forgotten. Some of the iconic blue panels have been used on each historical marker to commemorate its importance and presence in the Arlington Community.

Transportation Markers

Marker 1:

By the turn of the century, village-like settlements were established along major roads and trolley lines. Ballston was one such village, located along the main line of the Washington, Alexandria and Falls Church Railroad. Good access to employment in Washington created a market for residential growth in Arlington. The first sizable subdivisions in Ballston were developed in the early 1920s and by the middle of the decade single-family homes with clapboard exteriors occupied much of the land.

Marker 2:

In 1951, the Parkington Shopping Center opened at the intersection formerly known as Balls Crossroads, on the site of the present Ballston Common Mall. Parkington was anchored by the headquarters location of the Hecht Company and was reputed to have the largest parking garage in the U.S. when it opened. Ballston began to redevelop rapidly after the Washington Metropolitan Area Transit Authority opened the Orange Line's Ballston Metrorail station on December 1, 1979 followed by an entrance to Interstate 66 (I-66), opened December 22, 1982.

Marker 3:

Due to the addition of the new Ballston Metrorail station, a building boom in the 1980s transformed Ballston from an area of small-scale shops and businesses to a thriving transportation, business and retail center with high-rise, mixed-use development. Between 1980 and 1990, more than three million square feet of office/commercial space was built in Ballston – more than triple what was built in the previous 20 years. During the same period, 3,858 residential units and 431 hotel units were built or under construction.

Marker 4:

1800s – Ball's Crossroads is an established trading center.

1920s to 1940s – Subdivisions and garden apartment complexes are built to meet increased housing demand.

1951 – Parkington Shopping Center (now the Ballston Common Mall) constructed.

1979 – Ballston Metro station opens.

1980 – County Board approves the vision for a “New Downtown” in Ballston.

1980s – Building Boom: More than three million square feet of office/ commercial space constructed.

1982 – Construction of Stuart Street Walkway begins.

1986 – Ballston Common Mall opens at site of former Parkington Shopping Center.