

LETTERS TO THE EDITOR

FROM PAGE 17

"Turn out the lights, the party's over. Financial guidance and austerity is needed and overdue."

William Goff
Alexandria

Disruption For Two Years

To the Editor:

With upcoming plans to reconfigure the bus and parking area of the King Street Metrorail lot, this end of Olde Towne will be very difficult to enter into our city. This project is slated to take approximately two years starting in 2017. There are also plans for a new, large hotel at the corner of

Harvard and King streets which is also planned to be a two-year project. These will happen during the same period of time.

The metered parking will be removed from the Metrorail lot, and parking along King and Harvard will also be disrupted. Has anyone thought about where the current vehicles that park in these areas will park over these two years? Has anyone considered the disruption? What is going on in our city? Are we so hung up on taking in revenue that we have forgotten about the people that actually live and work here? Where does the traffic board and City Council expect everyone to park? Go out of their way to find parking lots? Put up more signs giving detours through our streets?

We already have overflow from people coming from other places, Washington, D.C., Maryland, Arlington and elsewhere

coming to our city parking along our streets, our residential streets. To have the whole area around the Metrorail lot being blocked by construction equipment, then to also have this end of King Street blocked by more construction equipment, how will this affect our businesses? How will this affect our residents? Cameron Street and Harvard Street already feel the overflow. The new hotel is not even planning to provide parking for their employees. There are many commuters that travel by car to get to the King Street Metro to get to work. What accommodations will be made to cater to these people? I know there are a lot of people that think we will have more walkers and more bicycles, but the fact is we still have a lot of people that commute by car. How can one block the whole entryway into Olde Towne with two construction

projects occurring at the same time? Is no one actually paying attention here?

Maybe in two years it will be better, maybe by then just like with the one tracking of Metro, people will have taken other modes of transportation, other routes that do not go through Olde Towne, maybe they won't come back. There needs to be better planning here. We don't need another large hotel, we have an existing building on the lot where the proposed hotel will be. Gut the building, do as minimal as possible to disrupt our neighborhood, keep the building, turn it back into an apartment building like it originally was. Keep parking available. You want people in our city, you want revenue. Don't make this so hard.

Bea Porter
Alexandria

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20 ♦ ALEXANDRIA GAZETTE PACKET ♦ SEPTEMBER 22-28, 2016

school board spending and we need it now. The current \$1.5 billion project to rebuild our structure than academics. A \$450,000 fee for design of TC stadium takes precedent over hiring more ex-

Another Hotel?

To the Editor:

A proposed 6- or 7- story 124-room hotel Plan 1 has been submitted to Planning and Zoning on June of this year by developers to be built at 1617 and 1711 King Street in the Upper King street area, a few blocks from the King Street Metro station. In order for this proposed hotel to be built, the developers must comply to a list of comments and suggestions before the plan can move to Plan 2 then to a SUP, then council for rejection or approval.

The developers are proposing the destruction of two buildings at 1617, the Weeks and Mellish Naval Reserve building which is nearly 86 years old. The 1711 building houses an active first floor business for job training and recruitment as well as at least 60 bookkeepers and accountants on the second floor.

The proposed hotel will have a restaurant, an entrance lobby located on King Street, sidewalk dining, valet parking for residents, an underground garage for 64 vehicles and 42 for above ground parking vehicles, and it will take two full years to complete this project. The roof will contain some plants to add beauty to the top outside floor. The entrance from King Street into Harvard Street has been one-way only. The developers would like to make it a two-way entrance so that traffic can move to the alley so that hotel guests can park in the underground garage or on top of it. If accepted this will close the entrance section of Harvard street to those people who live at 100 Harvard above the corner Coffee

Shop and to those loyal customers who come every morning for their coffee or tea since there will be no room for parking.

Harvard Street is historical with many beautiful big trees planted and owned by the city. With construction trucks coming and going for two years, many will be damaged, and perhaps destroyed. Major street traffic on King Street all day long will have problems detouring or slowing down getting through the area. Tourists walking through the area on the sidewalks will also be disturbed as well as waiting for the free trolley bus which has its stop on the other side of King Street in front of the Hampton Inn.

The proposed hotel if approved by the city adds six hotels within a three block area of the King Street metro area. I am aware that this city has the hotelitis condition desiring more and more income for its programs but another hotel in this Upper King Street area is totally ridiculous as well as destruction of a beautiful building and displacement of small businesses.

I am opposed to the proposed hotel as well as many residents of this immediate area who see no reason for it and have said: Why does the city need another hotel, why not an apartment building instead in that old building there?

Jim Melton
Alexandria

SEE LETTERS, PAGE 13

Another Hotel?

To the Editor:

A group of investors have recently held meetings in the Durant Center with some home owners as well as absentee house owners on Harvard Street attending. Harvard street is a beautiful one lane street

between Cameron and King street with shaded trees a few blocks from the King Street Metro. At the present time there is no major problem with parking since on both sides of the street there is off street parking. On the odd number side of the street there are beautiful porches in front of each

house which is raised up above the sidewalk and street level. Harvard Street is not in the Old Town Historic District but its town houses are now almost 100 years old. The street has become an expensive one to live on with a house generally selling for \$700,000 or above. Developers want to make some major changes to the immediate surrounding area of the street.

A six-and-a-half story hotel is proposed to be built on the 1600 block of King Street with white bricks not the historical red. Also, the back of the hotel will be a glass façade. Before the hotel is built developers propose to destroy two buildings. One building is historic having been built around 1900ish. It is occupied and or owned by the United States Navy Association, having been restored a few years back. It is a beautiful red brick three- or four-story building with an attached open parking lot to it at the corner of King and Harvard streets. The second building to be destroyed is presently offices. The 1600 1619 Naval Association building or its owners have signed a "Right to Own" so that the hotel

will have the right to tear down the two buildings and build a 124-126 room hotel with restaurant.

I live on Harvard Street and have lived there since 1975. I have seen many older buildings ripped down to make room for office buildings and hotels. The hotel at King and Harvard if built will be one of three hotels on one city block. It is totally beyond imagination to have this many hotels on one city block. It is proposed to destroy four mature trees on the entrance of Harvard Street at King Street so that new ones will be replaced as well as develop a two-way entrance to the street so that it will be easy for hotel guests to enter and leave the hotel. The present parking lot will be destroyed and a one level underground parking lot will be made available also for guests. Pile poles will be used. A large pole almost blocks the entrance to the alleyway on the side of the proposed hotel that has to be removed since it holds the electric lines providing electricity to nearby office buildings. The devel-

opers have stated that they will take it down and construct underground electric wires. Massive construction will take place as well as other developments taking place in the area and explained in a previous letter to the paper.

This proposed hotel is not needed in this part of the city since it is saturated with new hotels. In fact Alexandria does not need another hotel any place in this city. There are two basic reasons why. New hotels developing in Harbor Place across the Potomac River in

Maryland, and the continual decline in small businesses and shops up and down King Street either closing or going online. Why in the world would anyone want to come and stay in another new hotel when in years to come or possibly even in 2017 there is nothing here of quality to see or do. I am not in favor of supporting a new hotel in the King Street Metro area on King street, and the destruction of the last remaining older historic building, and I am not alone in this view. I know many people who live, work and play here who have the same feeling as I do.

Jim Melton
Alexandria

A Too Tall Proposal

To the Editor:

On Wednesday, March 9, a neighborhood association meeting was held at the Durant Center for the purpose of listening to representatives from MHF Properties V LLC an affiliate of Magna Hospitality. A representative from planning and zoning also attended. There were approximately 22 members of our neighborhood also in attendance.

What MHF Properties told the audience was their future proposal to the City of Alexandria to build a seven-story hotel with 118 rooms as well as demolishing the Naval Reserve Association building at 1617 King St. including the parking lot at the corner of Harvard and King streets for two-level underground parking.

After listening to this information, I spoke out as a resident of Harvard Street against this proposal to build a seven-story hotel. My concerns were the proposed hotel is too tall; it will overshadow all the residential

homes along Harvard Street. It destroys the building of the Naval Research Association, and takes away the complete parking lot now available. Harvard is historical on one side, but both sides are dated with structures which are unique with front yards and porches. This building will butt right up to them. The beautiful street also contains very mature trees and landscaping with patri-

otic flags displayed on the porches. Traffic will multiply and overwhelm the existing parking that is already a major problem because of vehicles that already park throughout the whole day along Harvard Street. Only two spaces will be designated as street parking for the hotel of which they have not accommodated their respective employees. The hotel will also include re-

tail space that will include a restaurant.

The upper King Street area already has six hotels within a two-block area from this location. Of the 22 people in attendance at the Wednesday meeting no one specifically spoke out against this proposed seven-story hotel but they were in agreement this size of a structure will not fit at this location. The SUP has not yet been submitted but will be by the fall. We must oppose this seven-story hotel because of the before mentioned reasons, and others that were not mentioned here in this letter.

Jim Melton
Alexandria

Doesn't Fit Neighborhood DR

To the Editor:

Today I am writing to you with a major concern for our neighborhood. On Wednesday, March 9, we were given a presentation at our Upper King Street Neighborhood Association on the plans for the Naval Reserve Association building located at 1617 King St. Currently the building at that location is three stories high, it is not a large building, and the site itself is not a large space. The space is at the corner of Harvard and King Streets. Harvard is a residential street, one side is historical, with row houses on both sides of the street.

The presentation was given by MHF Properties V LLC, an affiliate of Magna Hospitality. They are proposing to remove the current building which more fits with the residential homes and replace it with a very large hotel, seven stories high, and retail of some type on the ground floor. They proposed two floors of garage space below ground. The hotel will have 118 rooms. This will tower over the current homes. That stated it will take approximately one-and-a-half to two years to complete the project which will be quite disruptive to the residents, traffic on Harvard and on King streets. The new building will butt right up to the homes. The developer will have to

use a lot of equipment which will cause a lot of noise, and because of the age of the homes may also cause structural damage to them.

Once complete, the vehicular traffic will be a nightmare. The parking on Harvard Street is on both sides of the street and there is rarely an open parking space at any time, day or night. Even if they were to offer valet parking for the hotel they will need space for loading and unloading not only their guests, but equipment and supplies on a regular basis. The alley behind the homes will become a thoroughfare for the many delivery trucks and trash removal. They did not take into consideration parking for hotel or retail employees, which means the overflow will take up whatever vacant space that may appear on Harvard then onto Cameron Street.

With the upcoming change to the parking lot at the King Street Metro we are already experiencing an overload of parked vehicles. There are already several hotels at this end of King Street and within a couple of blocks of the property. A building of this proportion should not be permitted at this location.

Bea Porter
Alexandria

PROPOSED PROJECT PROVIDES INADEQUATE PARKING AND SHOULD BE REJECTED

The proposed project will create a significant disturbance to street parking in the area and the parking requirements for the project need to be reconsidered.

First, the proposers are already benefiting in a reduced parking requirement for their proposed restaurant. The code indicates that for a free-standing restaurant in the King Street Metro business area the plan should provide one parking space per 10 seats. However, if the restaurant is associated with a hotel which normally provides 0.7 parking spaces per room, then it is granted a waiver from providing the normal one per 10 seats. Therefore, the project's parking requirement is already being reduced by 8 spaces from that required if each aspect of the project was considered independently. The proposers have indicated that the bulk of the people using the restaurant will be hotel guests, but this is already taken into account with the existing parking code. Typically, restaurants require 1 parking space per 4 seats so one parking space per 10 seats is equivalent to assuming 60% are hotel guests and are not arriving in a car.

The proposers have then gone on to request a reduction in the parking requirements for the hotel section from 0.7 spaces per room to 0.5 spaces per room citing that other hotels have been granted this reduction. This is a reduction of another 24-25 spaces. So we are now between 32-33 spaces less the respective aspects would normally require.

Finally, the proposed project expects to "widen" Harvard St between King Street and the turn in to the hotel. This will likely eliminate another 4 or more parking spaces on the street between King St and the Harvard St entrance to the hotel.

In conclusion the proposed project is requesting a reduction in off-street parking requirements of roughly 32 spaces relative to that normally expected for the various aspects of the project and eliminating another 4 or more additional "on-street" parking spaces for a total potential shortage of 36+ parking spaces.

Where will these parking spaces come from when they are needed? More than likely these people will be looking for parking on the street and this will lead to many irate homeowners and existing workers in the area of the hotel who have relied on the existing parking to fulfill their

needs.

The project proposer may have performed a parking study for this project but we have not seen it. Even if they have and it can be substantiated, parking studies generally have as their objective meeting parking requirements 95% of the time. In some instances this can be less. That means that 5% of the time the available parking will be inadequate and it must go elsewhere. That means that 18 days of the year, the parking will be inadequate at the project.

The problem with this is that these 18 days will most likely correspond with the same days that parking at the other hotels in the same area are inadequate as well. Therefore by adding another hotel within a block of three other hotels we will have increased the parking headaches during these 18 days by another 25%.

We request that the city council not approve the proposed project because of its inadequate parking design and its proximity to three other hotels whose parking is most likely to be inadequate at the same time as the proposed project.

From: \Van\ Van Fleet <vmgthehill@aol.com>

To: meltonjim <meltonjim@aol.com>

Subject: Van Van Fleet Sends

Date: Mon, Apr 17, 2017 2:28 pm

Attachments: Harvard Street.docx (18K)

Jim here is my first draft of an article for the Gazette. I have included it as an enclosure and also as a pdf. I hope that I am accurate. Would appreciate your review and comments. Many thanks Van

Dear Editor:

So what do you do when you have 350 hotels/motels in/or around Alexandria and six of them plus a time share facility are within a short walking distance from the King Street Metro? Of course this pay to play Council will most likely will do what it always does and give the developer anything they want. Such is the case at the corner of Harvard and King Streets where the developer proposes to replace the almost 100 year old Naval Reserve Association building with a six story 124 room hotel with an 80 seat dining room along with some 24 business offices. Unfortunately this building is across the street from the Parker Grey Historic District therefore sadly it does not come before the Board of Architectural Review (BAR).

We have already seen this scenario played out on the waterfront with the Robinson Terminal North project which is still in abeyance. It happens to be across Oronoco Street, just outside of the Old and Historic District. In that case however the Council did stipulate that the BAR should insure that the architecture of the new development not overwhelm the architecture of the houses across the street in the Old and Historic District. Unfortunately, the overwhelmingly glass structures do not in any way fit in or are they compatible with what is directly across the street from them.

Harvard Street is a single one way street running from King Street to Cameron Street. It resides in the Parker Grey Historic District and consists of some 25 two story residences mostly built in the early 1900's. Obviously the new six story hotel will radically dwarf the houses directly across the street from them (a ratio of 6 to 2 floors). This is not a boutique hotel as advertized. If it were 45 rooms like the Morrison House on Alfred Street then it could be called boutique.

The developer has proposed widening about 70% of this "skinny" one way street where cars are parked on both sides to a two way operation to an alley

on the west side of Harvard. This in itself would be totally destructive to the entire neighborhood where the all the residents park on the street. If the proposed valet parking of the hotel is serviced from Harvard Street then the problems would be exponentially worse. The fact that the Lorien and Hampton hotels continually block traffic on King Street opposite Harvard Street to load and unload tour bus visitors also creates an additional dimension for this neighborhood.

Overall, parking at this location will be an absolute nightmare. It appears that 107 parking spaces that are required for the hotel and the office use. However the developer can only accommodate 86 spaces of which 24 will be designated for office use leaving only 62 spaces plus three handicapped spaces for the 124 room residents, the 95 patrons at the inside and outside restaurants and the 60 or so workers in the hotel. This is a massive parking reduction that will have a direct impact on the neighborhood. So what does the Council do to alleviate the City's parking problems? They sell off several of their parking lots. That ought to make the problem better. You just couldn't make this up!

The mass and scale of the proposed development and its impact upon the adjoining historical neighborhood specifically on Harvard Street, plus its direct impact on neighborhood parking calls for the Council to return this proposed development back to the drawing boards. In addition, the current occupancy rate for hotels in Alexandria is 72.9%. So why do we need another hotel when 30% of the rooms are unoccupied?

Statement by

James Melton, 105 Harvard St, Alexandria VA 22314

concerning

Proposed Hotel at 1611, 1617, 1619, 1711 King St and 100 Harvard St

DSUP #2016-0024

SUP #2017-0047

With regard to the proposed project, I request that the Commission not allow the following actions:

1. Destruction of the naval reserve building for the hotel (it should be classified as an historic building)
2. Conversion of part of Harvard St to a two-way street because it will cause considerable confusion and congestion in the King St/Harvard St interchange.
3. Removal of the four(4) city posted " No Parking" signs on Harvard street
4. Placement of a large sign on Harvard St prohibiting left turn into residential houses (it is not needed)
5. Elimination of the four(4) general "on-street" parking spaces and two(2) "on-street" residential parking spaces because they are vitally needed in the area of the hotel to serve other people.
6. Destruction of the four (4) mature trees along Harvard street between King St and alley because they are of historic significance

In addition, I object to the plan because of the inadequate parking being proposed by the developer. My reasoning is as follows:

The proposers for this project are already benefiting in a reduced parking requirement for their proposed restaurant and yet they want even more reduction. The code indicates that for a free-standing restaurant in the King Street Metro business area the plan should provide one parking space per 10 seats. However, if the restaurant is associated with a hotel which normally provides 0.7 parking spaces per room, then it is granted a waiver from providing the normal one per 10 seats. Therefore, the projects parking requirement is already being reduced by 8 spaces from that required if each aspect of the project was

considered separately. The proposers have indicated that the bulk of the people using the restaurant will be hotel guests, but this is already taken into account with the existing parking code. Typically, restaurants require 1 parking space per 4 seats so one parking space per 10 seats is equivalent to assuming 60% are hotel guests and are not arriving in a car.

The proposers have then gone on to request a reduction in the parking requirements for the hotel section from 0.7 spaces per room to 0.5 spaces per room citing that other hotels have been granted this reduction. This is a reduction of another 24-25 spaces. So we are now between 32-33 spaces fewer than the respective aspects of the project would normally require.

Finally, the proposed project expects to "widen" Harvard St between King Street and the turn in to the hotel. This will likely eliminate another 4 or more parking spaces on the street between King St and the Harvard St entrance to the hotel.

In conclusion the proposed project is requesting a reduction in off-street parking requirements of roughly 32 spaces relative to that normally expected for the various aspects of the project and eliminating another 4 or more additional "on-street" parking spaces for a total potential shortage of 36+ parking spaces.

Where will these parking spaces come from when they are needed? More than likely these people will be looking for parking on the street and this will lead to many irate homeowners and existing workers in the area of the hotel who have relied on the existing parking to fulfill their parking needs.

The project proposer may have performed a parking study for this project but we have not seen it. Even if they have and it can be substantiated, parking studies generally have as their objective to meet the total parking requirements 95% of the time. In some instances it can be as little as 90%. Assuming 95%, it means that 5% of the time the available parking will be inadequate and the cars must go elsewhere. That means that 18 days of the year, the parking will be inadequate at the project.

The problem with this is that these 18 days will most likely correspond with the same days that parking at the other hotels in the same area are inadequate as well. Therefore by adding another hotel within a block of three other hotels we will have increased the parking headaches during these 18 days by another 25%.

We request that the planning commission not approve the proposed project because of its inadequate parking design and its proximity to three other hotels whose parking is most likely to be inadequate at the same time as the proposed project.

April 14, 2017

Mayor Silberberg, Vice Mayor Wilson, and City Council Members, today I am writing to you regarding the proposed hotel at the corner of Harvard and King Streets. Currently we have a very nice building standing on that corner, the Naval Reserve Association building. Myself and Jim Melton met a year ago with Mayor Silberberg and Del Pepper to inform them of the upcoming proposal. The developers will go before Planning & Zoning on Tuesday, May 2 to present their plans and receive comments from the neighbors surrounding this site.

The current building was built in 1928 as an apartment building which by 1930-32, housed at least 8 apartments with tenants. The building was gutted and renovated in 1985 when the Naval Reserve Association took ownership of the building. You are probably aware of the Health Department on St. Asaph Street, this building was recently gutted and renovated to become housing. Its beautiful. The same thing can happen again to the Naval Reserve Building. Not to long ago, the Brabo Restaurant and the Lorien Hotel were built but in order to save part of the building City Council declared the building historic. The Naval Reserve building is 89 years old now which by the City's count makes it show of being historic by only 11 years. Half of Harvard Street is historic at this time, but the houses on the side of the street where the building is, some are already historic even though that side of the street has not been declared. We would like to request this building be declared historic and preserved. I know the developer has already submitted their SUP and Planning & Zone have approved this plan to destroy the building and build a 6-7 story tall hotel with 124 rooms. This building should be kept and incorporated in whatever is built on that space. So much of our history in the City is being destroyed with redevelopment, it's a sin.

The developer is proposing to develop the full corner where this building sits which will overshadow all of the homes on Harvard Street. With the upcoming construction of a 7 story condominium just behind the row of townhouses at the end of Harvard Street this will be way to much for this end of King Street. We already have 4 hotels on King Street with another 3 or so just a couple of blocks away. We don't need another hotel. This building, the Naval Reserve building should be returned to its original status of an apartment building. Even if this site is to become something bigger than what it is, it should not be higher than 4 stories, the current building is 3 stories and could be incorporated into whatever is next.

They are also proposing to change Harvard Street from being a one-way street to having it two-way to the alley that is behind the building. By making that part two-way, they will be taking away street parking from the residents, which is a very precious commodity and we, the residents pay to have it. If the street is partially two way how can it be monitored to keep people from going the wrong direction or even cutting through the alley to get out on Cameron Street. The are proposing to only have 58 valet parking spaces below grade, with no parking allotted for any of the employees, whether they work in the hotel or the restaurant, which means their employees will be seeking parking anywhere they can, which means in the residential areas of both Harvard and Cameron Streets. Because the hours will vary for employees that will mean they will need parking pretty much 24/7. This does not even include the customers that will come to the hotel. You know that parking is quite an issue in our City. Providing the building is restored to an apartment building there would be less traffic coming and going along these streets which would be a better plan than to have the constant motion of traffic from visitors at the hotel and delivery trucks that will be constantly coming and going. There are many many reasons to not have

another hotel, and certainly not to have it at this particular corner. I know the developer will be before City Council on May 13, my hope is that we will have a number of concerned citizens showing up to give you their reasons to preserve this building and to not allow another oversized hotel at this end of King Street. Jim Melton and I have been collecting signatures on a petition to preserve this building, we will have it to you all before the May 13 hearing. I hope you will all agree with us and allow us to save this little part of history. George Washington never slept in this building but a lot of other people have. We have collected a lot of history surrounding this corner and the building. I look forward to presenting this information to you. Thank you for listening. Bea Porter, 1727 Cameron Street

Talking Points regarding Hotel at corner of Harvard & King Streets.

1. No two way widening of Harvard street as well as widening it two way is to allow staff and customers of hotel to come and go, widening of street means digging up mature trees.
2. No bricking of king street nor side of Harvard Street, not needed.
3. No improvement and replacement of street lighting on Harvard Street, not needed.
4. No demolishing historic building owned by Naval Association USA to make way for the hotel, if building across King Street was declared historic why can't City Council declare same.
5. Too many hotels on one block if new hotel is approved Hampton inn directly across from proposed hotel, Hilton. time share, and newer hotel as corner of proposed hotel, 4 hotels for one block in Alexandria is unacceptable to many hotels in city already, too much competition some existing hotels are barely 70 occupancy
6. Massive destruction for digging on a one year project, will create noise, flying debris, damage to townhouses on odd and even side of Harvard Street with no guarantee of investor paying for damages. Six and half or 7 story 124 room hotel will overshadow entrance to Harvard Street, too tall.
7. Consideration should be given to saving naval building so that hotel may be incorporating it into the new.
8. Parking for residents of Harvard Street may have tremendous problems finding on street parking for their cars since residents must pay for parking and attach parking sticker to back of their vehicles.
9. Sewerage and odors from bath and restaurant may overwhelm residents 10 petition opposition to hotel from residents on Harvard and 3 to 4 surrounding community streets as well as employees of local businesses and visiting tourists who see no reason for another hotel stating Alexandria already has too many hotels.

UF: H.P. - King Street, 700 block and up
1935

ALEXANDRIA TIMES

OPI



Upper King Street

This photograph, looking west from the 1600 block of King Street, was likely a personal snapshot entering on the George Washington Masonic National Memorial. Taken around 1935, just a few years after the memorial was completed, it captured one specific area that played an important role in the leisure activities of Alexandrians.

On the right, where the billboard-covered walls are visible, was Baggett's Stadium, a baseball park where local teams competed for 20 years. Shortly after this photo was taken, the ballpark closed and a cinema was built in the 1700 block of King

Street. When the Reed Theatre opened in 1937, it was the largest movie theatre in the state, able to accommodate 1,400 guests. A nearby parking lot could hold hundreds of cars.

Several commercial sites are visible in this photo, including a Sanitary Grocery at 1630 King Street and the Dixie Cafe at 1640 King Street. The Sanitary Grocery Company was a regional chain of food stores that was acquired by California-based Safeway. By the mid-1940s, a larger Safeway store had opened at 1747 King Street and the old Sanitary Grocery became an Acme Market.

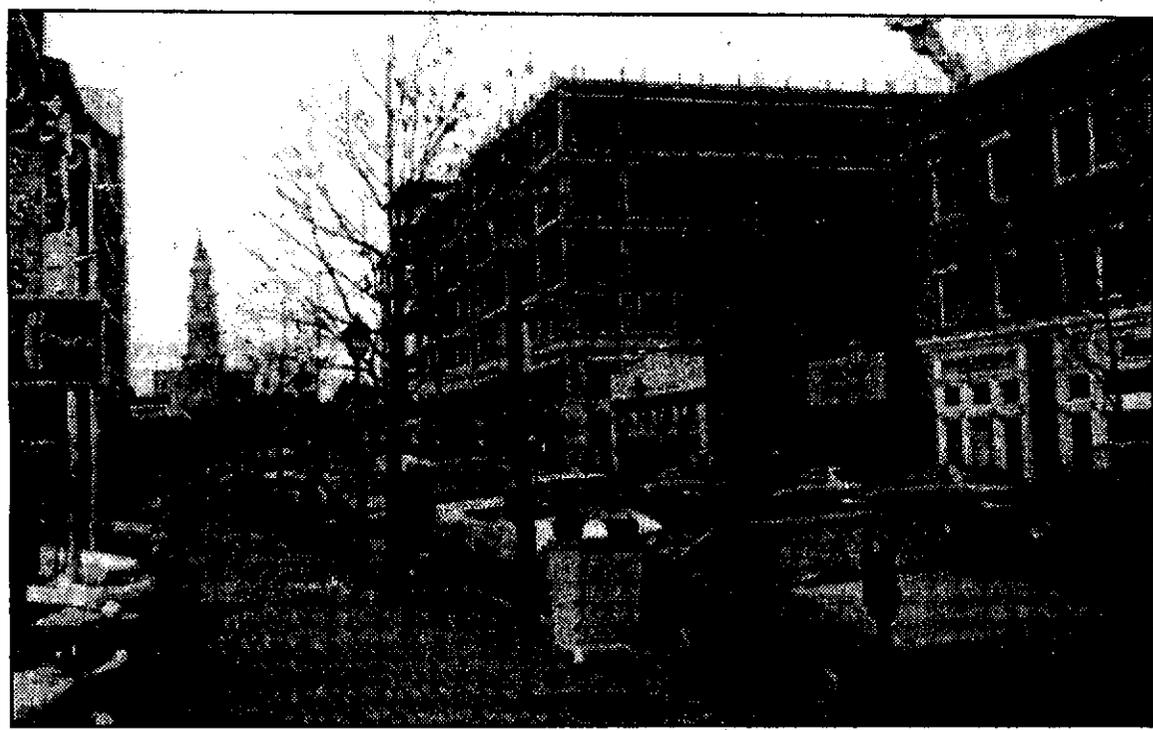
At the time this photo was

snapped, several auto-related businesses were along Upper King. Service stations operated on both sides of King Street, including one visible on the left at Diagonal Road, where King Street Gardens is today. On the right, there was a used car lot and on the left were the Alexandria Motor Company, a Dodge and Plymouth dealer and Temple Motors, which sold Pontiacs and Buicks.

To learn more about Alexandria's automotive history, visit The Lyceum's "Old Cars in Alexandria" show on Saturday, May 30.

*Out of the Attic is provided
by the Office of Historic
Alexandria.*

City Life



King Street Metroplace goes up.

Gazette 3/12/96

Staff photo/Barbara Sullivan

Cranes are on the landscape

By **BARBARA SULLIVAN**
Staff Writer

The spring issue of *Economic Connections* published by the Alexandria Economic Development Partnership Inc. notes that, "one of the first signs of prosperity in the real estate community is the arrival of the first cranes." Several exciting commercial projects are going on in Alexandria.

At Norfolk Southern's Carlyle Development on Duke Street, Cousins Properties Incorporated, an At-

lanta-based real estate investment trust, "is expected to break ground this quarter and be completed by the first quarter of 1999. The 157,000-square-foot office building is 58 percent preleased to the international consulting firm A.T. Kearney which is said to be consolidating three offices. Almost three quarters of their current space is already in Alexandria, the rest is in Rosslyn. Carlyle I is the third major office building to be placed on the Carlyle site and follows the Federal Court-

house and the new Time Life headquarters. The new building has been designed by Hickok Warner Fox of the District. Stonebridge Associates has been retained as a consultant.

The first phase of King Street Metroplace, a 141,000-square-foot office building — on upper King Street near the Metro station — is well under way. It is being developed by the Peterson Companies and is scheduled for completion in Novem-

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Cranes

Continued from page 6

ber of this year. The major tenant, the law firm of Burns Doane Swecker & Mathis, currently in Old Town, has leased 95,000 square feet. There are over 40,000 square feet available on the first, second and third floors. This building was designed by Davis, Carter, Scott Ltd. For leasing information, contact Malcolm Schweiker at CB Commercial.

The first of seven buildings at the Alexandria Association Campus at Mark Center adjacent to Shirley

Highway is being developed by Clark Construction and is expected to be ready for occupancy by summer 1998. The Association for Supervision and Curriculum Development, also relocating from Old Town, has leased about 60,000 of the 83,500 square feet in the building. For information on the Alexandria Association Campus, contact the Mark Winkler Company: (703) 998-0400; and for leasing the remaining space in the first building contact Dee Miller at Staubach Companies: (703) 448-3535.

The Atrium Building at 277 South Washington Street is undergoing

major renovation. There are 141,000 square feet, but only 54,500 square feet of "office and/or retail space remain available. The renovation will focus on maximizing the potential of the interior atrium space, one of the most prominent elements of the building. Previously, the atrium had a tile floor and was filled with potted plants. Under the design guidance of Cooper, Carry Inc. there will be a change to the interior described as a mixed pattern of granite, marble and ceramic tile. For information contact Michael Grogan or Spencer Stouffer of Trammell Crow Co.

Gazette 3/12/96

WINA County

HEDED BY THE

COMPANY

11 BROADWAY, NEW YORK

MAP

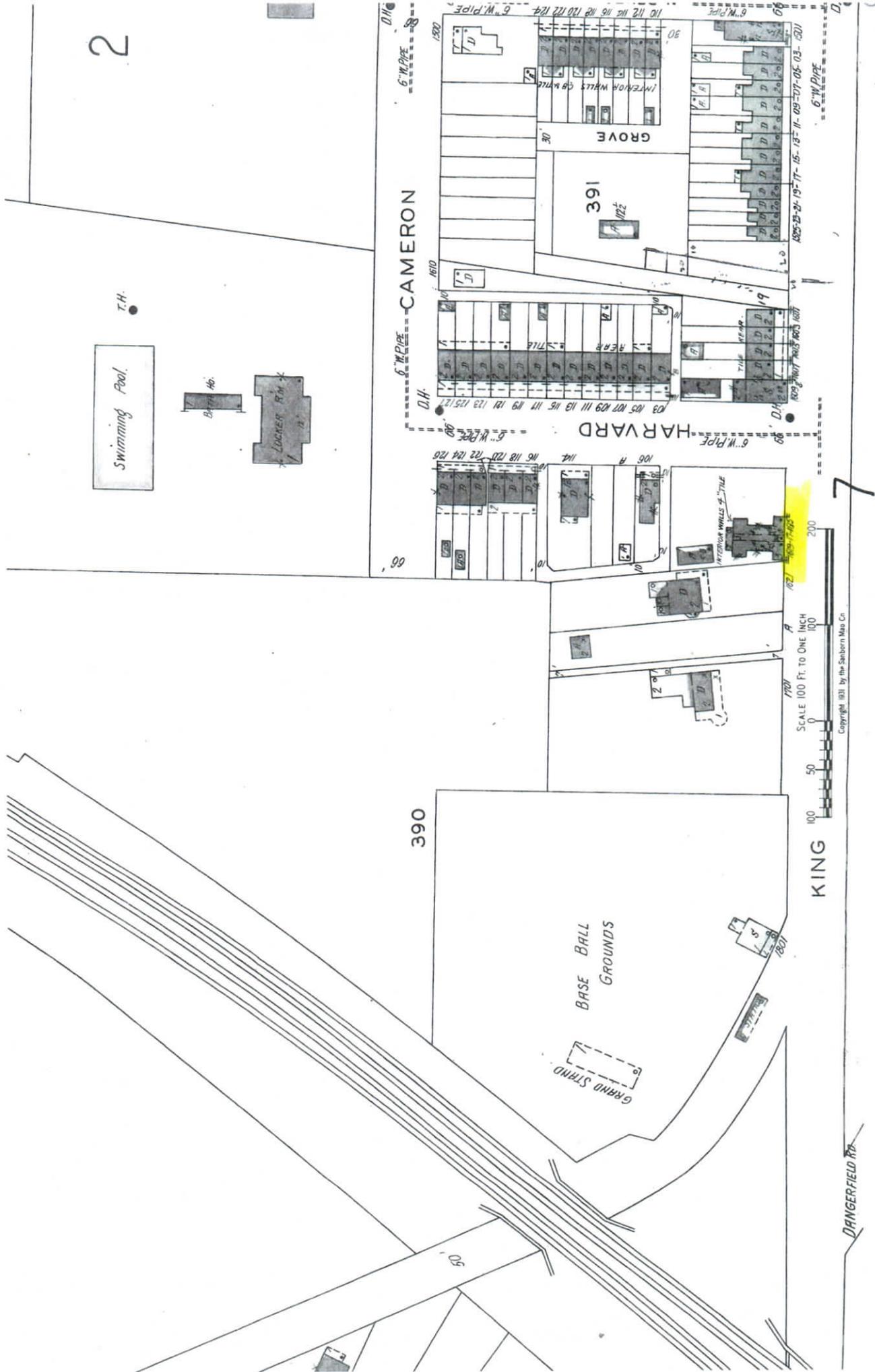
1921

by the Sanborn Map Co.

See Plate 25

DEER

SHEET	DESCRIPTION	SHEET	DESCRIPTION	SHEET	DESCRIPTION
301-519 *19	Washington Ave., at Del Ray,	30	Early Process Materials Co., Crushed	Post Office,	9
600-820 *4	" " Rosemont,	27	Stone,	" " at Relee or S. Wash'gton,	36
601-613, arbitrary	" " Road,	21	Ebenezer Baptist Church (Colored),	" " Rosemont,	27
601-821 *18	" " at N. Alexandria,	21	Elks' Club House,	" " Rosslyn,	37
900-1124 *3	" " Terrace,	26	" Home (Colored),	" " St. Elmo,	32
901-1125 *17	West, N.,	2	Emanuel Lutheran Church,	Potomac River Clay Works,	22
1200-1424 *2	" " S.,	16	Emerson Pump and Valve Corp'n,	Public Library,	9
1201-1515 *16	" " Wilkes,	7	Episcopal High School,	Rammel Hotel,	5
		15	Theological Seminary,	R. F. & P. R. R., Depots,	25
		14	Express Spark Plug Co.,	Richmond Theatre, Moving Pictures,	4
100-225		13		Roberts Chapel Community Building,	13
900-597		12			



Swimming Pool.

T.H.



DANGERFIELD RD.

SCALE 100 FT. TO ONE INCH
Copyright 1931 by the Samsom Map Co.

19/2/19

2

7

Sarah M. Baggett,
to
L. Morgan Johnston

Bargain and Sale.

Delivered to
H. H. Smith
May 3/20

THIS DEED, made this 18th day of February, 1920, by and between Sarah M. Baggett, widow, of Benjamin F. Baggett, party of the first part, and L. Morgan Johnston, party of the second part;

WITNESSETH, that the said party of the first part, in consideration of the sum of Ten Dollars (\$10.00), receipt of which is hereby acknowledged at and before the signing and delivery of this deed, doth grant, bargain, sell and convey unto the said party of the second part, with general warranty of title, all those lots or parcels of ground, in the City of Alexandria, Virginia, known as:

LOTS numbered seven (7), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), and fourteen (14), and fifteen (15) in Block numbered one (1) of Section numbered one (1), of the subdivision of a part of the property of Mrs Sarah M. Baggett, as same appears duly dedicated, platted and recorded among the land records of the City of Alexandria, Virginia, in Deed Book 64 page 34, together with rights over streets and alleys in said subdivision, it being a part of the property of which Benjamin F. Baggett died seized and possessed, and which by will of said Benjamin F. Baggett of record in Will Book No 3, of the Corporation Court, page 270, of the Alexandria, City land records was devised to the said party of the first part in fee simple.

THE SAID PARTY OF THE FIRST PART covenants that she has the right to convey the said property to him; that she has done no act to encumber the same; that the said party of the second part shall have quiet possession of said property, free from the claims of all persons whomsoever; and that she will execute such further assurances of title thereto as may be necessary.

WITNESS the following signature and seal this day and year first above written.
Mrs Sarah M. Baggett (SEAL)

State of Virginia,
(32)

City of Alexandria, to wit:

I, M. L. Dinwiddie, a Notary Public, in and for the City and State aforesaid, do hereby certify that Sarah M. Baggett, widow, whose name is signed to the writing foregoing and hereto annexed, bearing date on the 18th day of February, 1920, has this day acknowledged the same before me in my City and State aforesaid.

Given under my hand this 20th day of February, 1920.

My commission expires on the 2nd day of January, 1924.

M. L. Dinwiddie
Notary Public.

VIRGINIA.

In the Clerk's office of the Corporation Court of City of Alexandria, March 6th, 1920 this deed was received, and with the annexed certificate admitted to record at 4 o'clock P. M.

Teste: Nereen B. Greenaway
Clerk

Ernie Jones
Delivered to
H. H. Smith
May 3/20

L. Morgan Johnston, et ux.,)
and) Vacation.
William P. Woolls, Exor., et al.)

THIS DEED, made this 23rd day of February, 1920, between L. Morgan Johnston and Daisy Johnston, his wife, and William P. Woolls, Executor, and Mattie Woolls, Executrix, under the will of William Woolls, deceased;

WHEREAS Sarah M. Baggett, by deed of dedication, duly recorded in Deed Book 64 page 34, did dedicate and subdivide a certain tract of land known as "Baggett's Subdivision";

WHEREAS the said L. Morgan Johnston is the owner of Lots numbered One (1) to Four (4) in Block numbered One (1) in Block numbered One (1) and Two (2) in Block numbered Two (2), of said Subdivision, and the said William P. Woolls, Executor, and Mattie Woolls, Executrix, under the will of William Woolls, deceased, are the owners of Lots Three (3) and Four (4) in Block Two (2), in said subdivision; and

WHEREAS said parties hereto are the proprietors and all of the persons interested in that portion of said Subdivision affected by this deed; and,

WHEREAS the parties hereto desire to vacate a portion of said Subdivision mentioned above, to wit: Lots numbered One (1) to Fifteen (15) inclusive, in Block numbered One (1), and Lots numbered One (1) to Four (4), inclusive, in Block numbered Two (2);

NOW THEREFORE THIS DEED WITNESSETH, that the parties hereto, being the proprietors of said Lots, do hereby vacate so much of the said plat and dedication made by said Sarah M. Baggett and recorded in Deed Book 64, page 34, as is contained in the following:

All of Block numbered One (1) of said plat, the same being composed of 15

2. All of that portion of Block numbered Two (2), of said map contained within the boundaries of said Lots numbered One (1), Two (2), Three (3), and Four (4), in Block numbered Two (2).

And the said Sarah M. Baggett doth hereby assent to the vacation of that portion of the said plat and subdivision as shown by heretofore mentioned and captioned Deed Book 64 of Deed Book 64, page 34, Block Numbered One (1), and a part of Block Numbered Two (2), of Sarah M. Baggett's Subdivision, in the City of Alexandria, Virginia.

Mattie V. Woolls
Executor
Sarah H. Baggett.

State of Virginia,
City of Alexandria, to wit:-

I, Howard W. Smith, a Notary Public in and for the City and State aforesaid, do hereby certify that L. Morgan Johnston and Daisy Johnston, his wife, and William P. Woolls, Executor, and Mattie Woolls, Executrix under the will of William Woolls, deceased, whose names are signed to the writing foregoing and hereto annexed, bearing date on the 23rd day of February, 1920 have this day acknowledged the same before me in my City and State aforesaid.

Given under my hand this 28 day of February, 1920.
My commission expires on the 16 day of July, 1920.
Howard W. Smith
Notary Public.

VIRGINIA.
In the Clerk's office of the Corporation Court of City of Alexandria, March 6th, 1920 this deed was received, and with the annexed certificate admitted to record at 4 o'clock P. M.

Teste: Wm. S. Greenaway
Clerk.

L. Morgan Johnston, et ux.,)
and) Dedication.
William P. Woolls, Exor., et al.)

THIS DEED, made this 23rd day of February, 1920, by and between L. Morgan Johnston and Daisy Johnston, his wife, William P. Woolls, Executor, and Mattie Woolls, Executrix, under the will of William Woolls, deceased;

WHEREAS the said parties hereto are the owners and proprietors of the tract of land hereinafter described; and

WHEREAS the said parties hereto are desirous of subdividing the same into lots, the same to be known as "Re-subdivision of Block Numbered One (1), and a part of Block Numbered Two (2), of Sarah M. Baggett's Subdivision", in the City of Alexandria, Virginia;

Deed Book 64, 55
Pg. 31
4-10-62

NOW THEREFORE THIS DEED WITNESSETH, that the said L. Morgan Johnston and Daisy Johnston, his wife, and William P. Woolls, Executor, and Mattie Woolls, Executrix, under the will of William Woolls, deceased, being all of the owners and proprietors of said land herein described by metes and bounds, and shown in the plat attached hereto and made a part hereof, do hereby subdivide the said land situate, lying and being in Alexandria, Virginia, and being shown on the plat and subdivision of said tract by Sarah M. Baggett, recorded in Deed Book 64, page 34, as Lots numbered One (1) to Fifteen (15) inclusive, in Block Numbered One (1) and One (1), to Four (4), inclusive, in Block numbered Two (2), the same being described as follows, by metes and bounds, to wit:-

1. BEGINNING at the intersection of the west side of Harvard Street with the north side of King Street, and running thence north on Harvard Street 115 feet; thence west parallel to King Street 107.15 feet; thence south 72.50' west, 115.76 feet to King Street; and thence east on King Street, to the beginning being all of Lots One (1) to Four (4), inclusive, in Block Two (2), of Section One (1), of Mrs. Sarah Baggett's Subdivision, as recorded in Deed Book 64 page 34 of the Land Records of Alexandria, Virginia.

2. BEGINNING at the intersection of the north side of King Street with the east side of Harvard Street, and running thence north on Harvard Street to the south line of Cameron Street Extended; thence east with said south line of Cameron Street 145.38 feet to Baggett's east line; and thence with said line south 22.30' west to line of King Street; and thence west on King Street to the beginning being all of Block Numbered One (1), Section Numbered One (1) of Mrs. Sarah Baggett's Subdivision, as recorded in Deed Book 64 page 34 of the Land Records of Alexandria, Virginia.

THE SAID subdivision is with the free consent and in accordance with the desires of said owners and proprietors, and is made in accordance with Section 5217 to 5219 of the Code of Virginia.

WITNESS the following signatures and seals this 23rd day of February, 1920-

L. Morgan Johnston (SEAL)
Daisy Johnston (SEAL)
Wm. P. Woolls (SEAL)
Executor
Mattie V. Woolls (SEAL)
Executrix

State of Virginia,

City of Alexandria, to wit:-

I, Howard W. Smith, a Notary Public, in and for the City and State aforesaid, do hereby certify that L. Morgan Johnston and Daisy Johnston, his wife, William P. Woolls Executor and Mattie Woolls, Executrix, under the will of William Woolls, deceased, whose names are signed to the writing foregoing and hereto annexed, bearing date on the 23rd day of February, 1920, have this day acknowledged the same before me in my City and State aforesaid.

Given under my hand this 28 day of February, 1920.

My commission expires on the 16 day of July, 1920.

Howard W. Smith,
Notary Public.

VIRGINIA.

In the Clerk's office of the Corporation Court of City of Alexandria, Marsh St., 1920 this deed was received, and with the annexed certificate admitted to record at 4 o'clock P. M.

Teste:

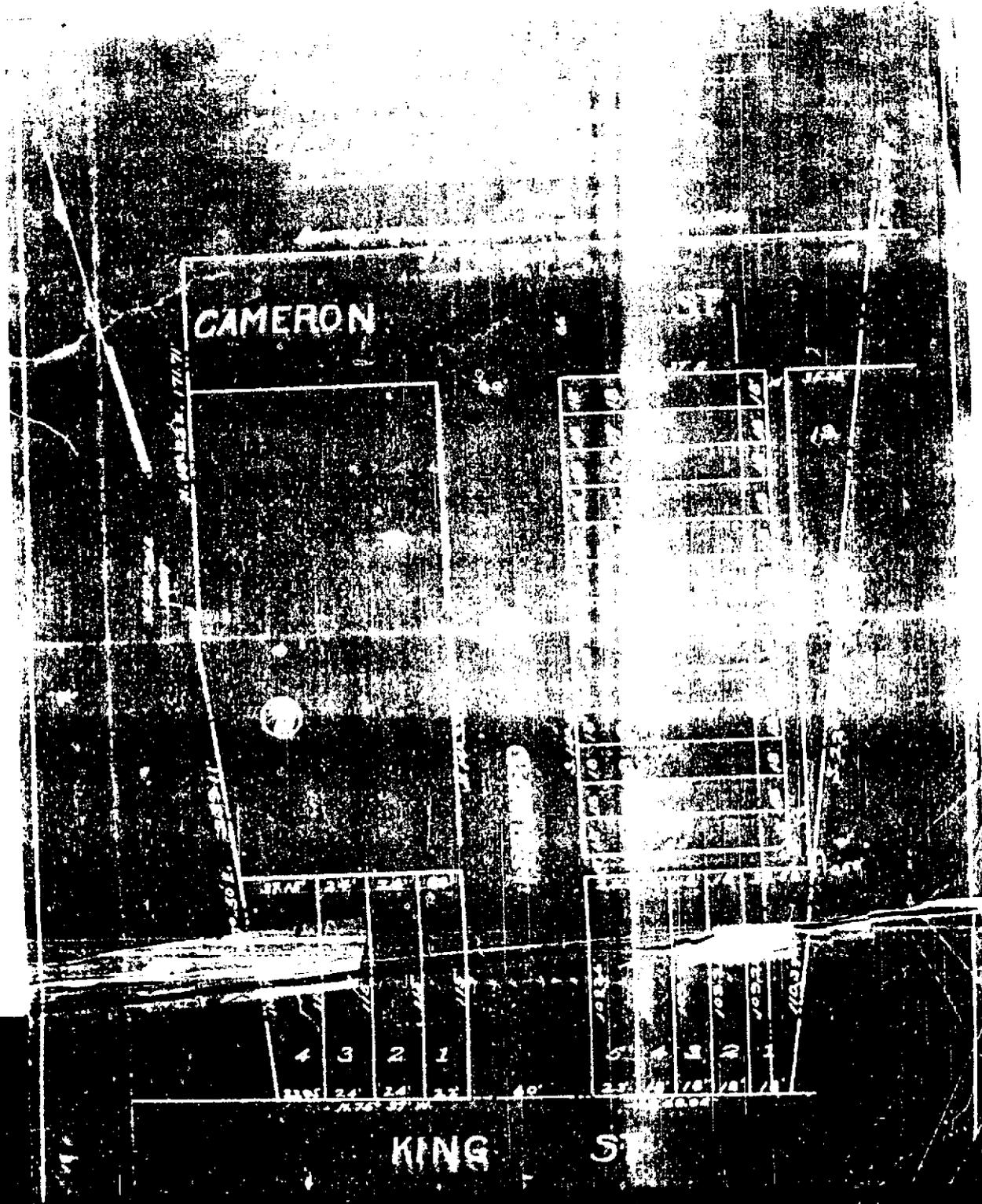
Neill A. Greenawald
Clerk

THE SUBDIVISION OF BLOCK 1
AND PART OF BLOCK 2
SECTION NO 1
OF THE PROPERTY OF
MRS SARAH M BAGGETT

CAMERON

ST

874 509 5-29



CAMERON

KING ST

ST



Office of Historic Alexandria
City of Alexandria, Virginia

Alexandria Times

Established in 1797 as *The Alexandria Times and Advertiser*

Out of the Attic

Baggett Stadium, an early stage for local athletes

Alexandria Times, November 24, 2011

Image: Aerial view of Baggett Stadium, 1927. Photo, City of Alexandria.

At the end of the 19th century, farmer and butcher Benjamin F. Baggett owned about 20 acres of land on the north side of upper King Street. The property reached approximately four blocks to the north and was located west of Harvard Street and to the east of Hooff's Run. A field to the west of the Baggett home had been used for farming but after Baggett's death in 1913, it became a ballpark that hosted athletic contests and community events.

By 1916, Baggett's field was the site of baseball games, one of which was so engrossing that a spectator watching from the nearby train tracks was injured when he was struck by an engine.

By the mid-1920s, the field was known as Baggett Stadium. It had a wooden grandstand on the west side of the field and the wall around the outfield and along King Street featured billboard-style advertisements. A restaurant called the Stadium Inn opened nearby at 1801 King Street.

Area businesses, fire companies, police departments, churches, and military installations fielded baseball teams that competed at Baggett Stadium. In the fall, many of these same groups and athletic clubs had football teams that also played at Baggett's. In 1928, a crowd of 5,000 witnessed Alexandria High win the state football championship there, and in the early 1930s, Parker-Gray School played some of its football games there, too.

Baggett Stadium, seen in this 1927 aerial photograph, was also the site of boxing matches, community and school events, and even a band and drum corps competition during the annual meeting of the National Firemen's Association in 1934.

The stadium closed around 1937 as new businesses, like the Reed Theater and car dealerships, opened on upper King Street.



"Out of the Attic" is published each week in the Alexandria Times newspaper. The column began in September 2007 as "Marking Time" and explored Alexandria's history through collection items, historical images and architectural representations. Within the first year, it evolved into "Out of the Attic" and featured historical photographs of Alexandria.

In R.L.
with
Directories 36
9/17/13

HILL'S

ALEXANDRIA

(VIRGINIA)

CITY DIRECTORY

Vol. 1932 XXXIII

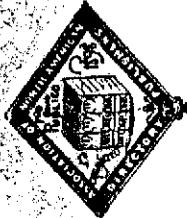
Containing an Alphabetical Directory of Business Concerns and Private Citizens, a Directory of Household, Occupants of Office Buildings and Other Business Places, Including a Complete Street and Avenue Guide; also a

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and a Complete

Classified Business Directory

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 1019 Reeves John T
 1020 Pannet C & Co florist
 1021 Power Jas L
 1022 Railing Geo H
 1023 Mullins Paul B
 1024 Ike's Place restr
 1025 Retowich Israel
 1026 Shaw John C
 1027 Carter & Marshall gros
 1028 Scheiborn Chas H
 1029 West Pool Room
 1030 Porch Thos A
 1031 Ashton Horace D druggist
 1032 Mendelson Saml hdw
 1033 Arco Auto Co Inc
 1034 Puritan Candy Kitchen
 1035 Harris Tony
 1036 Williams Carolyn C Mrs
 1037 Newton Chas M
 1038 Cohen Abe L clothes
 1039 Cohen Abe L
 1040 Fearnont Jas gro
 1041 Vacant
 1042 Vacant
 1043 Legion Barber Shop
 1044 Hamrally John J hdw
 1045 Entwisle Wm B
 1046 Lambert Jas A
 1047 Hart Eug
 1048 Footo Robt M
 1049 Hammersley John R jr
 1050 Dienelt's Drug Store
 1051 Sou Lunch
 1052 Price John
 1053 Heiflin Walter O
 1054 Shapiro Frank
 1055 Watkins Howard H heating
 1056 Allen Noel J jr pntr
 1057 Garber Robt C
 1058 Shapiro's Bargain Store dry
 1059 gds
 1060 Va Shoe Repr Co
 1061 Rhecche Thos
 1062 Giennan Clarissa Mrs
 1063 Plaza Restr
 1064 Crauch John
 1065 McCuen John & Co dry gds
 1066 McCuen John
 1067 Reynolds Robt S
 1068 Wolf Johanna C
 1069 Cohen Bros jwlr
 1070 Cohen Benj
 1071 Blunt Chas R real est
 1072 Lawler Cletus H
 1073 Schwarz Bakery
 1074 Ossie & Odessa Shop
 1075 women's furnishings
 1076 Metropolitan Life Ins Co
 1077 Rambo Beauty Salon
 1078 Vacant
 1079 Purcell John E dry gds
 1080 Fayette intersects
 1081 Commerce intersects
 1082 Dunlop Tire & Rubber Co

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The Alexandria Gazette

ESTABLISHED 1784

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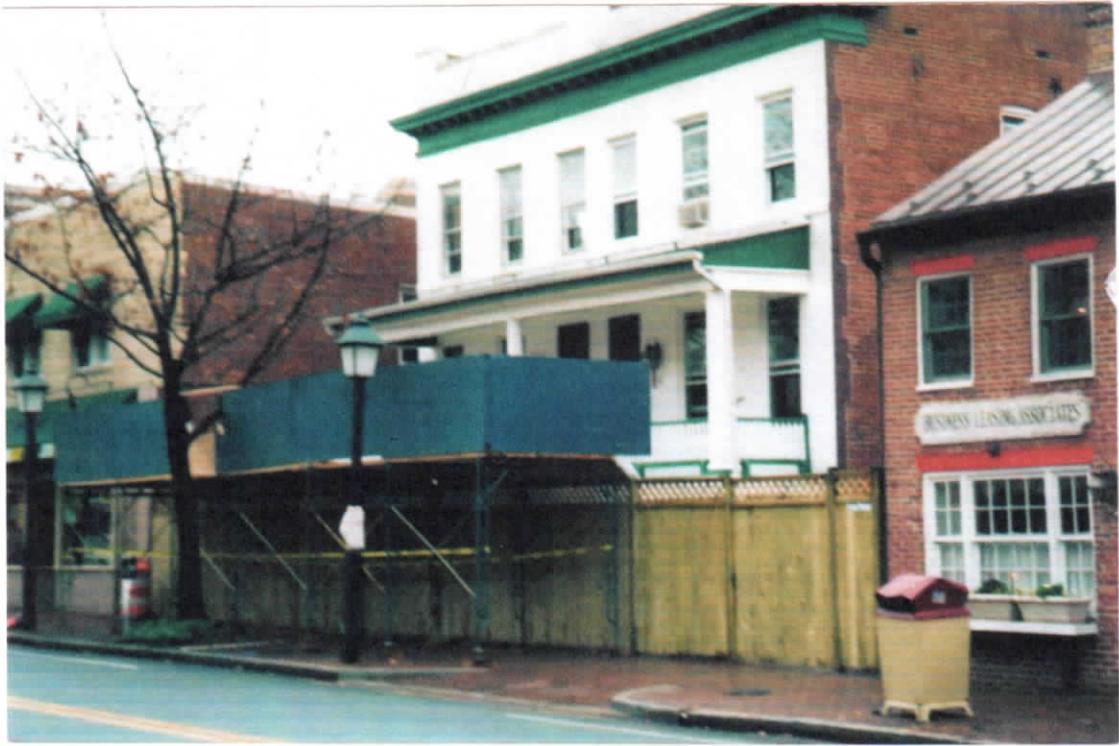
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1415 McIntosh Cedric A
 1416 Wilkerson Chas E
 1417 Pettit Andrew J
 1418 Dodge Ryland T Rev
 1419 Peyton intersects
 1420 Baptist Temple
 1421 Alexandria Coca Cola Bottling
 1422 Wks
 1423 Weil Albert druggist
 1424 Embrey Judson T
 1425 Embrey John W
 1426 Fletcher Richd H
 1427 Williams Roy L
 1428 Loftin Walter L
 1429 Gibson Grover C
 1430 Parker Clarence C
 1431 Simpson John F
 1432 Moore Jas H
 1433 Eheart John R
 1434 Reid Saml R restr and
 1435 gro
 1436 Roxby Hattie M Mrs
 1437 Pleasants Richd H
 1438 Vacant
 1439 Azema Matthew C
 1440 Earle intersects
 1441 Collins Howard M
 1442 Twilley Anna C Mrs
 1443 Couples Thos W
 1444 Inman B Earl
 1445 Kirchner Alf H
 1446 Stone Harvey W
 1447 Chichester Josiah F
 1448 Calhoun Andrew R
 1449 DeCoss Wilkie H
 1450 Mendelson Abr gro
 1451 Cathcart Chas W
 1452 Garrison LeRoy
 1453 Rush Philip C
 1454 Wilkinson Wm J
 1455 Washington & Kane real est
 1456 Alexandria Underwriters Assn
 1457 Alexandria-Arlington-Fairfax
 1458 Real Est Board
 1459 Sun Life Assurance Co of
 1460 Canada
 1461 Fresh Air Golf Club of Am
 1462 Incorporated
 1463 Gunston The
 1464 Apartments:
 1-2 Mayer Geo A
 3 Vacant
 4 Ripley C D
 5 Vacant
 6 Kirsh Howard D
 7 Vacant
 8 Simpson Wm B
 Street continued
 1469 Vacant
 1470 Campbell Donald A
 1471 Steele A Virginia Mrs
 1472 Kringer Geo electri contr
 1473 Vranich Bob plumber
 1474 Sanitary Grocery Co Inc
 1475 Dixie Cafe
 1476 Lloyd Grover C

1204 Goodyear Service Inc auto
 tires
 1205 Jones Jack T
 1206 Buchanan E Wallace
 1207 Tutor Frank J
 1208 Small John E
 1209 Massey John H
 1210 Vacant
 1211 Massey John H sea food
 1212 Harris Palmt Co
 1213 Tyler S Willard locksmith
 1214 Lee Sing Indry
 1215 Lyles Chas W
 1216 Poland Carroll R
 1217 Smithers Wm M
 1218 Bales Christina E Mrs
 1219 Vacant
 1220 Bostwick Mathew M
 1221 Valentine Chas W
 1222 Rubin Albert J
 1223 Weatherhead Milton N
 1224 New Va Mkt gros
 1225 King St Mkt gros
 1226 Rubin Albert L
 1227 Meletis Thos restr
 1228 Gore & Demory gros
 1229 Sanitary Grocery Co Inc
 1230 Payne intersects
 1300 King
 1301 Great A & P Tea Co The gros
 1302 Cronk Cosby Mrs
 1303 Howard John R barber
 1304 Wilson Jerry M
 1305 Lee Kate T
 1306 Barnett Wm A
 1307-12 Aero Auto Co (used car
 lot)
 1309 Allen Blanche Mrs
 1310 Goodwin Ada Mrs
 1311 Hohenstein Frances P Mrs
 1312 Temple Shoe Shop
 1313 Lemeshewsky John
 1314 Vacant
 1315 Vacant
 1316 Carter Thos L
 1317 Carter Bros real est
 1318 Anderson Chas J
 1319 Farnish Clarence A
 1320 Burnett Richd C
 1321 Breen Sylvester A
 1322 Cardinal Athletic Club
 1323 West intersects
 1400 King St Garage
 1401 Kelley Alice M Mrs
 1402 Carter LeRoy
 1403 Dodd J Clarence
 1404 Morgan Theo L
 1405 Larkin Thos A
 1406 Shank Jas F
 1407 Wakeman Saml H
 1408 Wildt Wm C H
 1409 Padgett H Eliz Mrs
 1410 Remschel's Service auto
 accessories

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LETTERS TO THE EDITOR

FROM PAGE 16

ahead. We are lucky to have Allison leading our city during such challenging times in our country.

Eileen Cassidy Rivera

Former School Board Member,
Alexandria City Public Schools

More Glass For Old Town?

To the Editor:

Several years ago, I advised the Alexandria City Council that the all-glass building at the Edmonson Plaza was totally out of place in the Old and Historic District, and that it served as a signal to use glass elsewhere in this district, specifically at the North and South Robinson Terminals. The city's planning staff and most of the Board of Architectural Review (BAR) are apparently taken with the idea of more glass in the historic district, since they want to approve another massive all-glass develop-

ment for a 56-unit condominium building (King Street Gateway Project) located at 1604 to 1616 King Street. This particular development would be located directly in back of five town houses that were built in 1912. To their credit, at least two BAR members have expressed deep concern that this latest glass project is not in keeping with a historic district that is predominantly red brick. Obviously, the BAR will revisit this development again before it hits the Planning Commission and council.

Those of us who live in the Old and Historic District are concerned that an infusion of structures that are predominantly glass dilutes the character of the Old and Historic District. If this second all-glass development is approved, it is another yet another nail in the Old and Historic District coffin. At this rate, the Old and Historic District will soon be little more than a few scattered buildings to remind us of days gone by. The example of Chinatown in the District of Columbia comes to mind, where only the name of the district, the ornate Chinese Gate, and a few Chinese businesses remain, next to the Goethe Institute, Hooters, and Potbelly Sandwiches. As in the case of Chinatown (where tourists are bemused and confused by its transformation), the Old and Historic District may become a distant memory sooner than later. Once eradicated, it is difficult to restore the essence and atmosphere of a particular district.

Townsend A. "Van" Van Fleet
Alexandria





NAVAL RESERVE ASSOCIATION

MELLIISH & WELSH

LIVE HEALTHY

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