

DRAFT TIMELINE OF EVENTS: SITE 44HE1203*

1799, City of Richmond Purchases Land

City of Richmond purchased the property that is currently referred to as site 44HE1203 from Nathaniel Wilkerson and others, “being a portion of the same property known as ‘Poor House Tract’” (Calhoun 2013).

1816, Burial Ground Establishment

Richmond City Council Minutes address an 1812 proposal/call for establishment of a cemetery for slaves and free people of color.

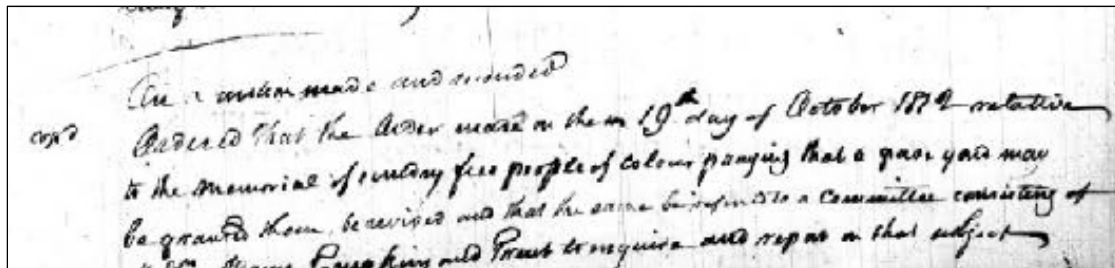


Figure 1: Richmond City Council Minutes, 1816, Volume 5, page 23 (Calhoun 2013:Figure 5).

1816 *Richmond Enquirer* article announces establishment of burial ground.

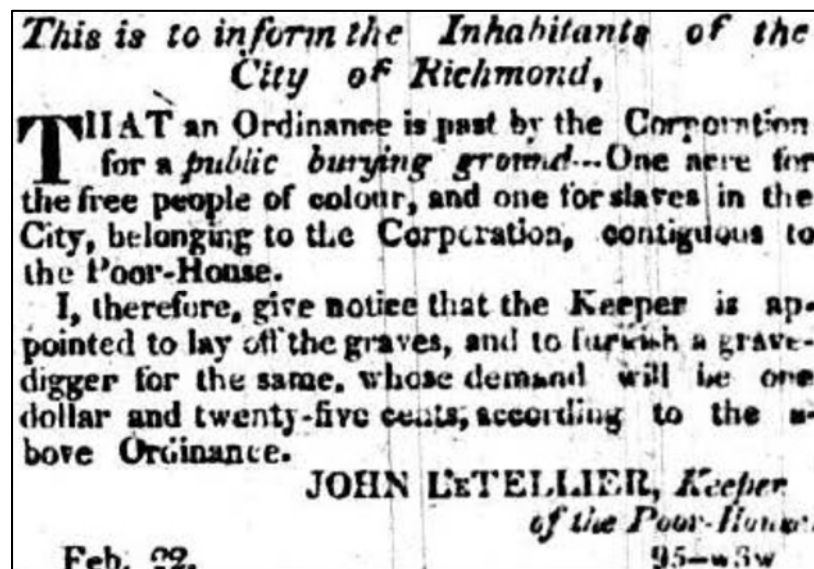


Figure 2: *Richmond Enquirer* 22 February 1816 (Calhoun 2013:Figure 6).

* Timeline compiled from research presented in Calhoun 2013, research conducted as part of the DC2RVA project, and research presented by Lenora McQueen and Steve Thompson. For the ease of discussion, the area will be referred to as “site 44HE1203” as it changed names numerous times historically.

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1835, Bates Map

Micajah Bates' 1835 *Plan of the City of Richmond Drawn From Actual Survey and Regional Plans* locates the “Grave Yard for Free People of Color and Slaves”(in red), divided into two sections. Other prominent area landmarks include the Poor House/Alms House, Jewish Cemetery, and Shockoe Hill Cemetery.

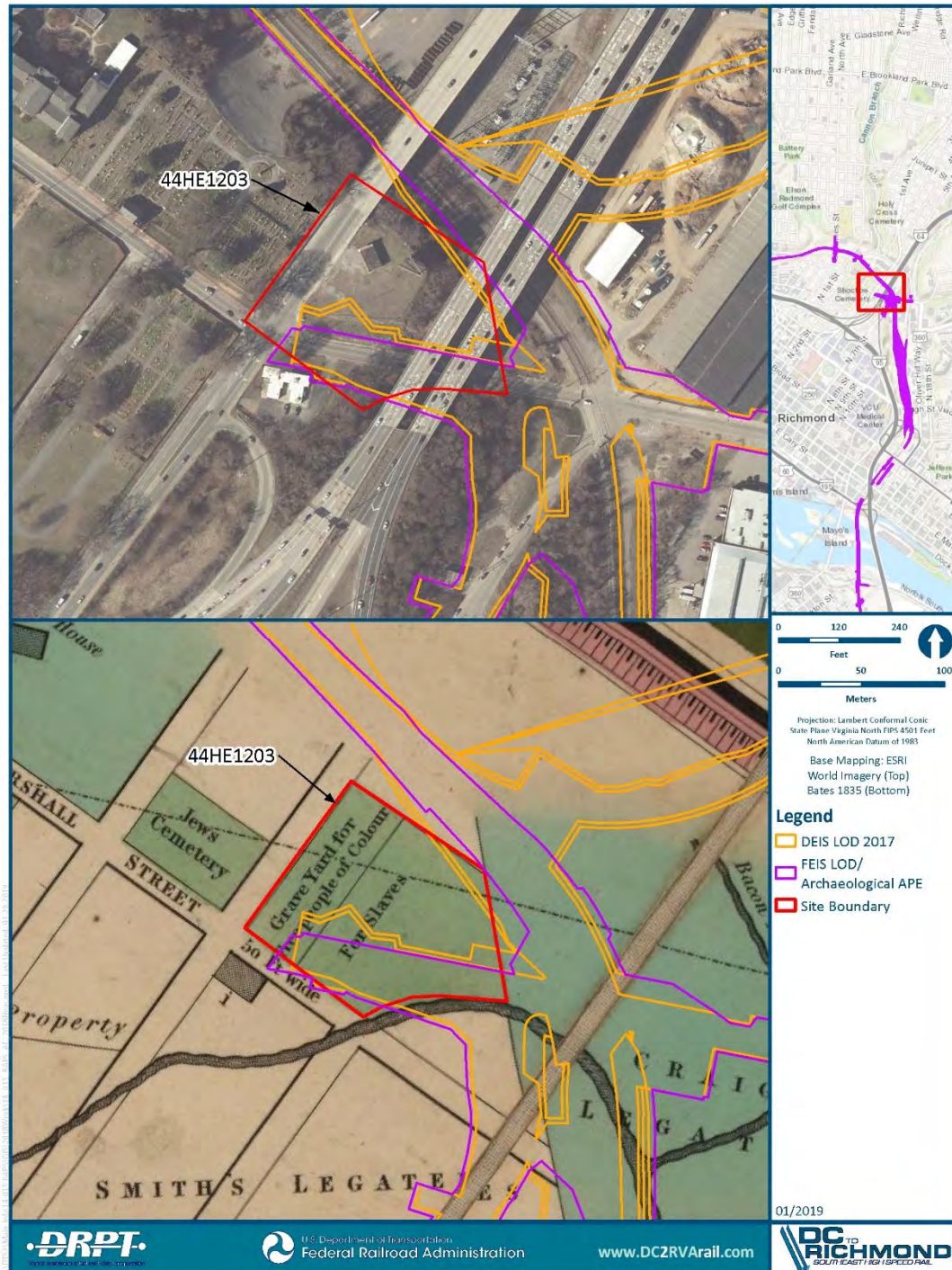


Figure 3: Site 44HE1203 on the 1835 Bates Map as it Relates to DC2RVA Project.

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1856, Ellyson Map

M. Ellyson's 1856 *Map of Richmond* locates the Poor House/Alms House, Jewish Cemetery, Shockoe Hill Cemetery, and powder magazine, but not the Grave Yard for Free People of Color and Slaves.

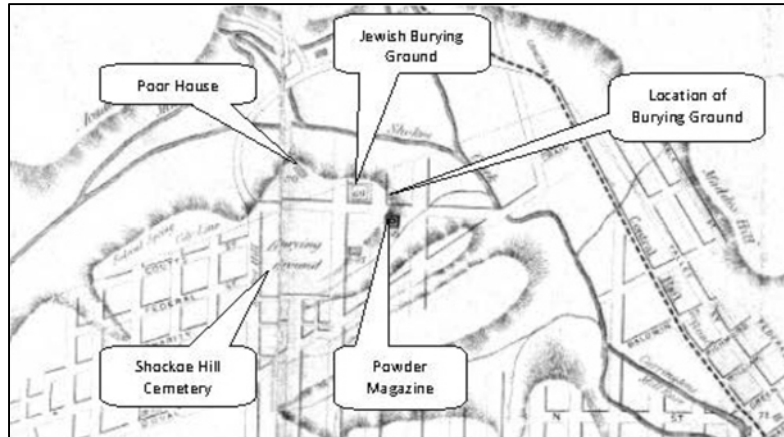


Figure 4: M. Ellyson's 1856 *Map of Richmond* (Calhoun 2013:Figure 9).

1866, Powder Magazine Construction

E.G Rex acquires land from the City of Richmond to construct a new powder magazine (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1867, Human Remains Discovered During Powder Magazine Construction

The discovery of approximately 100 human skeletons during construction of the new magazine was reported by the *Richmond Whig* (April 9, 1867) and *Daily Dispatch* (April 9, 1867) (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1867, Michler Map

Gen. N. Michler's 1867 *Richmond [1862–1865]* locates the Poor House/Alms House, Jewish Cemetery, Shockoe Hill Cemetery, and powder magazine, but not the Grave Yard for Free People of Color and Slaves. It appears that the Hospital Street alignment is altered from the 1853 Bates map. Prior to 1867, Hospital Street, east of 5th Street, is shown to be oriented in a southeast-northwest direction, a linear extension of the orientation west of 5th Street. On this map it takes a more east-west orientation, creating an angle east of 5th Street. Additionally, this map seems to indicate topography of the approximate site area, showing a steep slope down to Bacon's Quarter Branch.

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1877, Beers Map

F.W Beers' 1877 *Map of the City of Richmond* locates the Poor House/Alms House, Jewish Cemetery, Shockoe Hill Cemetery, the Colored Alms House, and the Grave Yard for Free People of Color and Slaves (noted as Potters Field, see Figure 6). Also, locates two powder magazines, one north of Hospital Street within Potters Field "Laflin & Rand Powder Co's Mag" and one south of Hospital Street "E.J. Dupont & Cos Powder Mag".

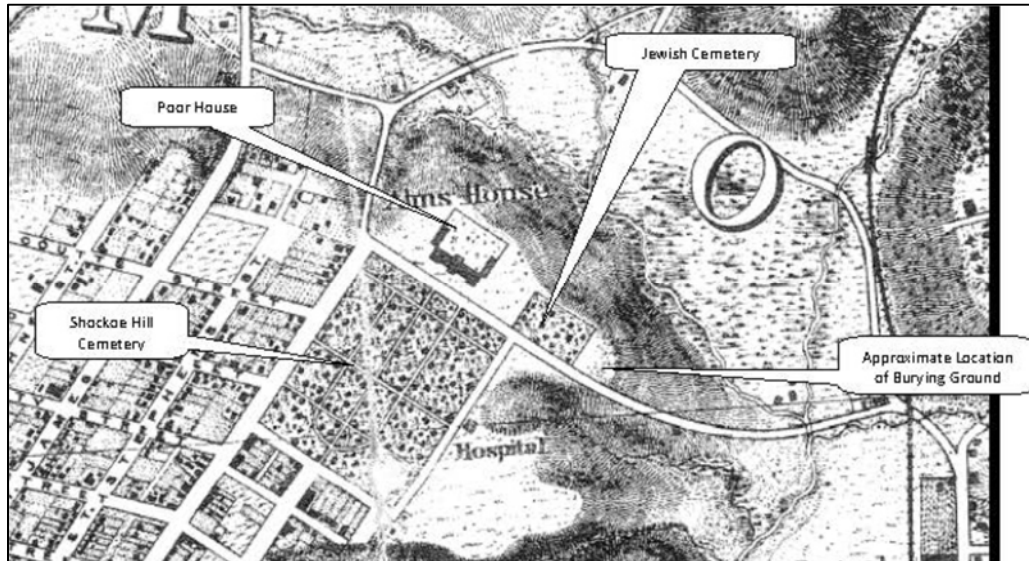


Figure 5: Gen. N. Michler's 1867 *Richmond [1862–1865]* (Calhoun 2013).



Figure 6: F.W Beers' 1877 *Map of the City of Richmond*, Potters Field Circled in Red.

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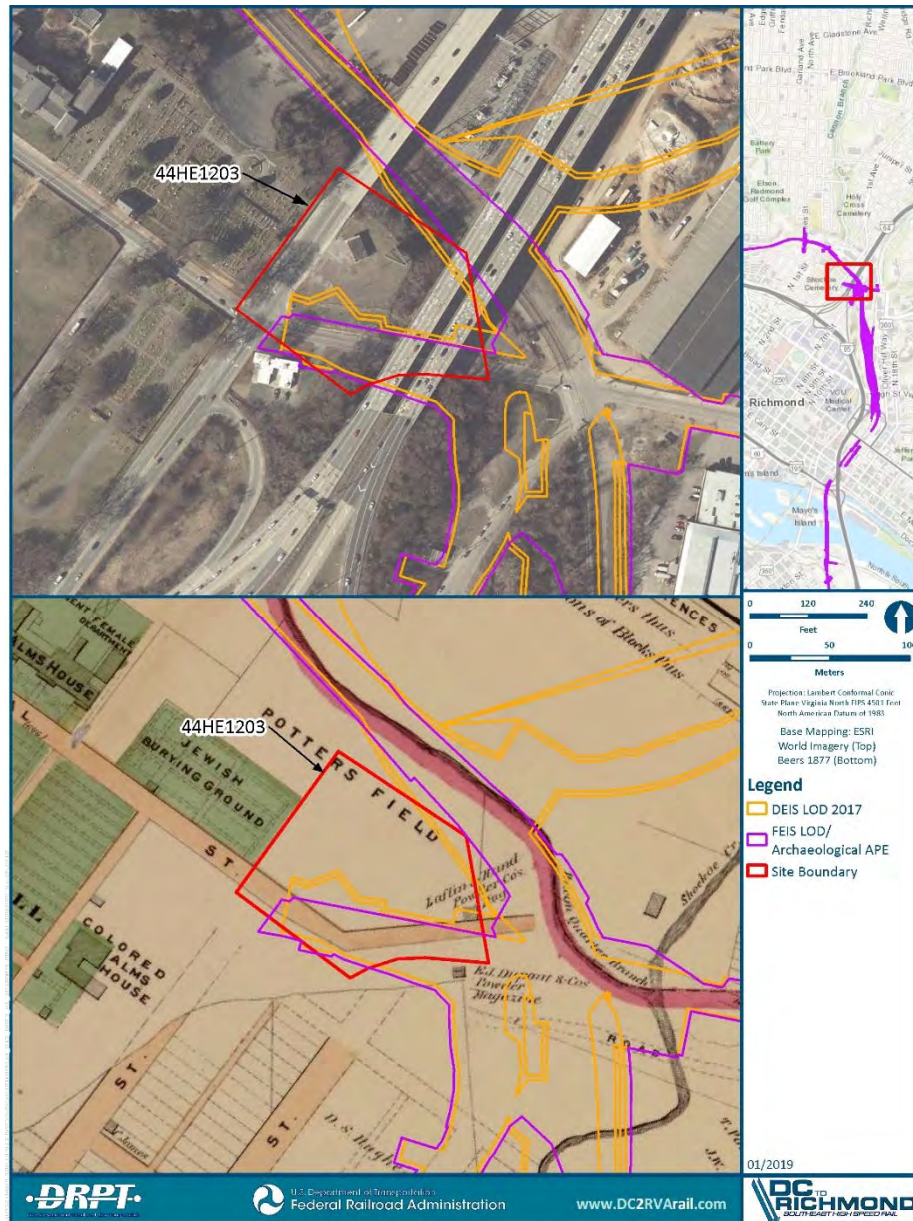


Figure 7: Site 44HE1203 on the 1877 Beers Map as it Relates to DC2RVA Project.

1879, Cemetery Records

Last reported burial activity recorded at 44HE1203 in June 1879, as published on January 1, 1880 in the *Richmond Dispatch* (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1883, 5th Street Improvements

On October 9, 1883 the *Daily Dispatch* reports “improvements at the extreme north end of Fifth Street” were unearthing “bodies buried in that locality” (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

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1888 (Circa), Cook0184 Image

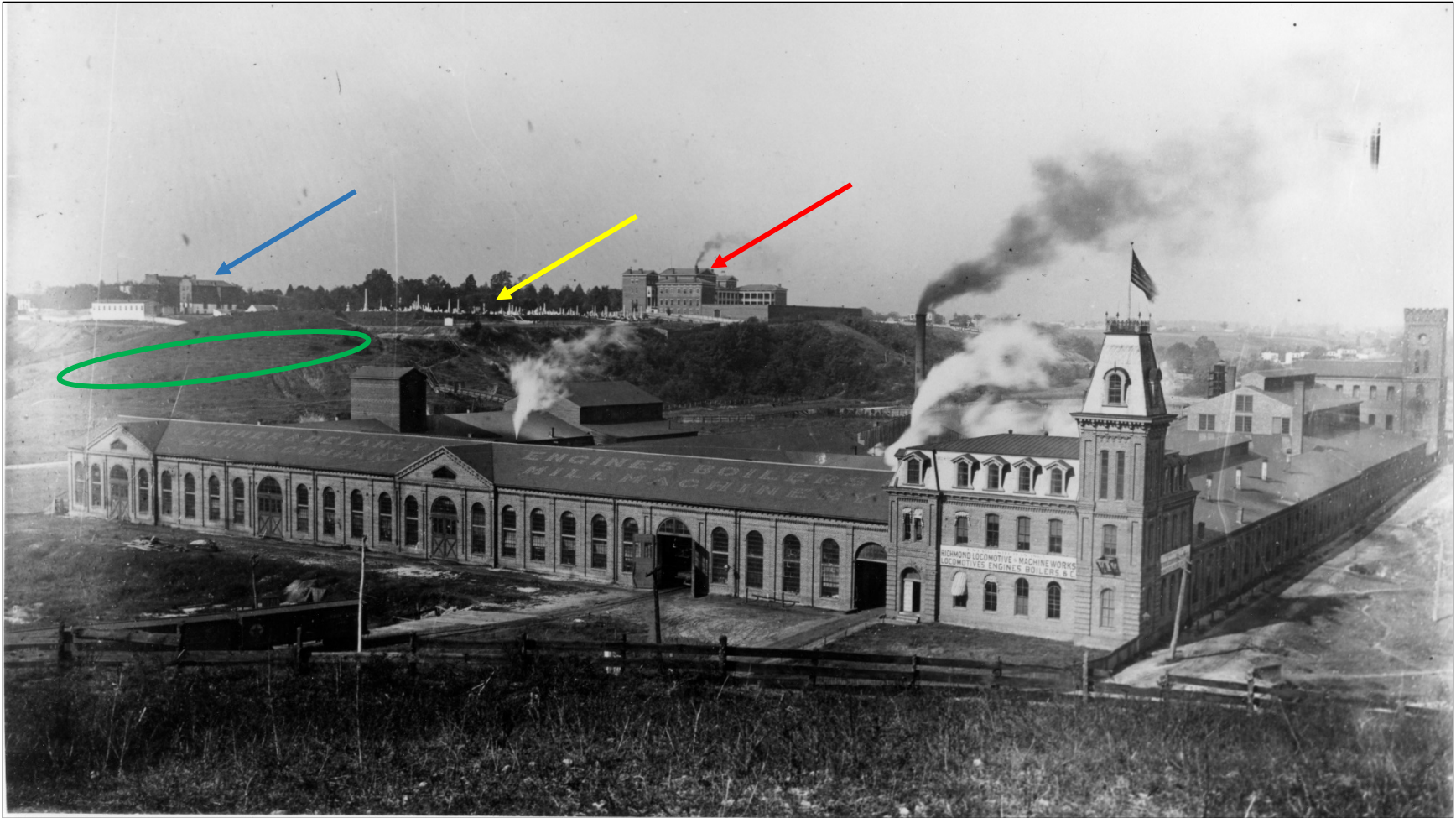


Figure 8: Circa 1887 Image of the Richmond Locomotive and Machine Works, Facing Southwest. Red arrow locates the Alms House, yellow arrow locates the Shockoe Hill Cemetery, blue arrow locates the “Colored Alms House” and green circle indicates approximate/assumed location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877).

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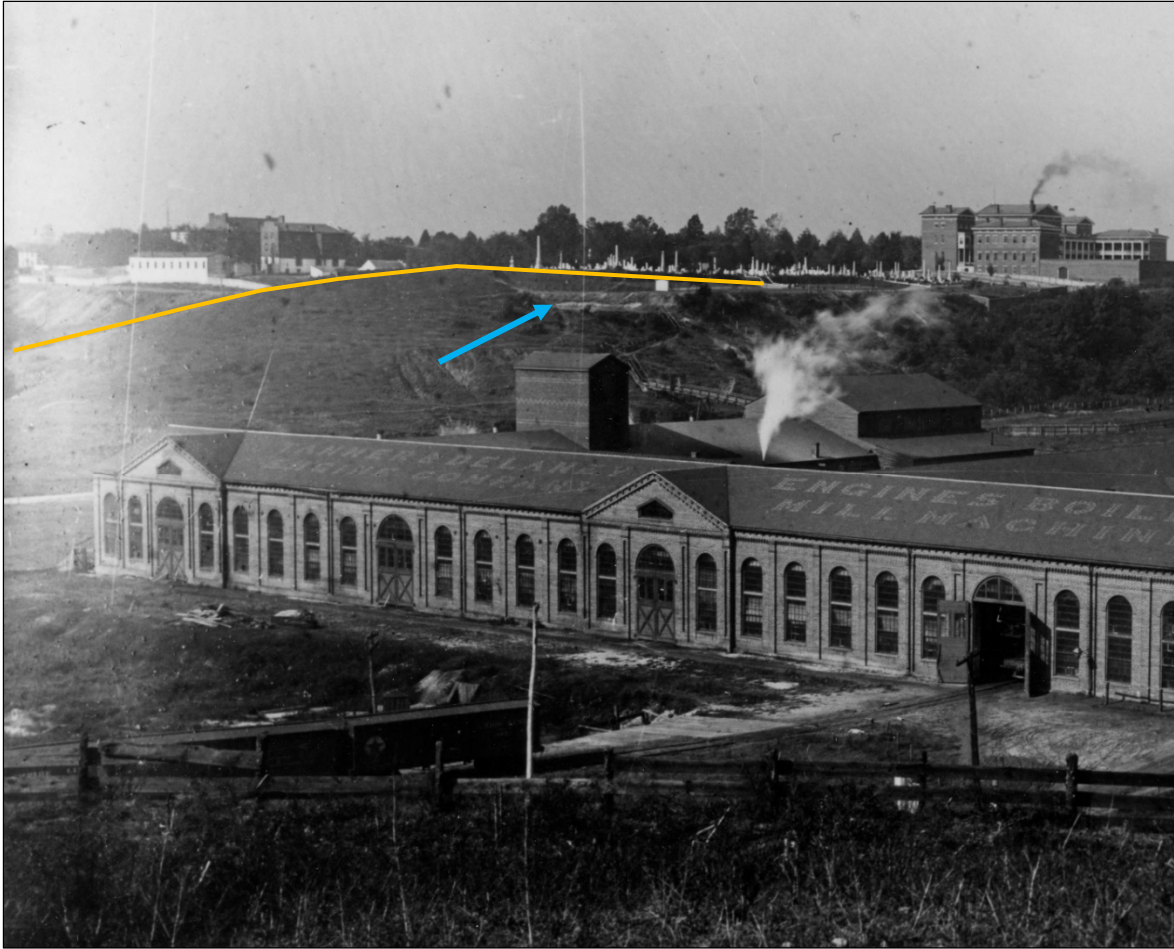


Figure 9: Detail of the Approximate/Assumed Location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877) On the Circa 1887 Image, With Presumed 1887 Hill Elevation in Orange.

Note slope wash creating deep rills (drainage due to erosion of loose sediment) and excavated/cut notch already present in hillslope (blue arrow). Hospital Street location is obscured by the hillslope.

1889, Baist Atlas of Richmond

G. Wm. Baist’s 1889 *Atlas of the city of Richmond Virginia. and vicinity; from actual surveys* locates Potters Field, Shockoe Hill Cemetery, both Alms Houses, and the Richmond Locomotive and Machine Works.

1890, 5th Street Viaduct

In 1890 the City Council passed an ordinance that would allow for the construction of a viaduct over Bacon’s Branch, the ordinance stated “to erect a viaduct or bridge upon so much of the land belonging to the said City as would like in the extension of 5th Street, should the same be graded from its present northern termination.” The ordinance suggests the grading evident in subsequent 1891 image of the area (Calhoun 2013).

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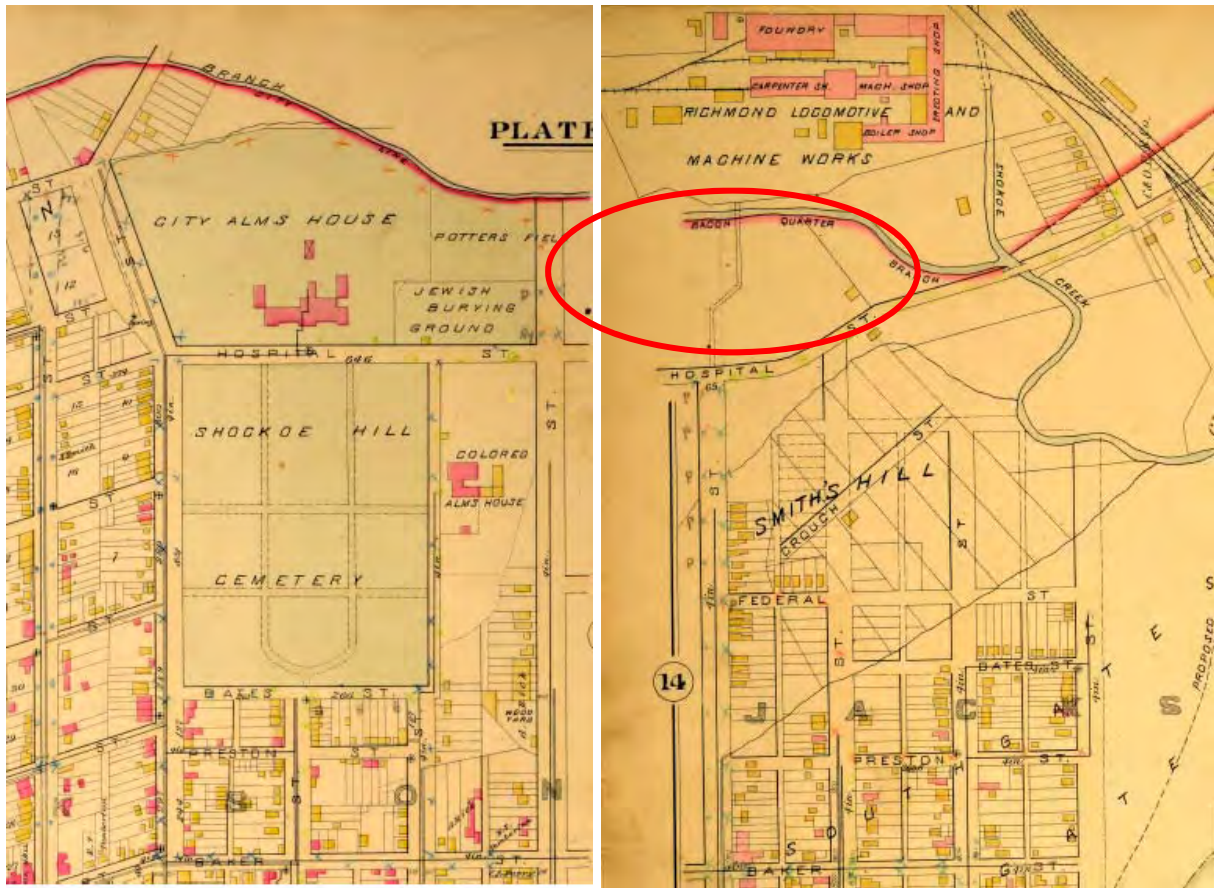


Figure 10: G. Wm. Baists' 1889 *Atlas of the city of Richmond Virginia. and vicinity; from actual surveys*. Details from Plate 14 (right) and Plate 15 (left) showing the general vicinity of site 44HE1203 (circled in red).

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1891 (Circa), Cook1067 Image

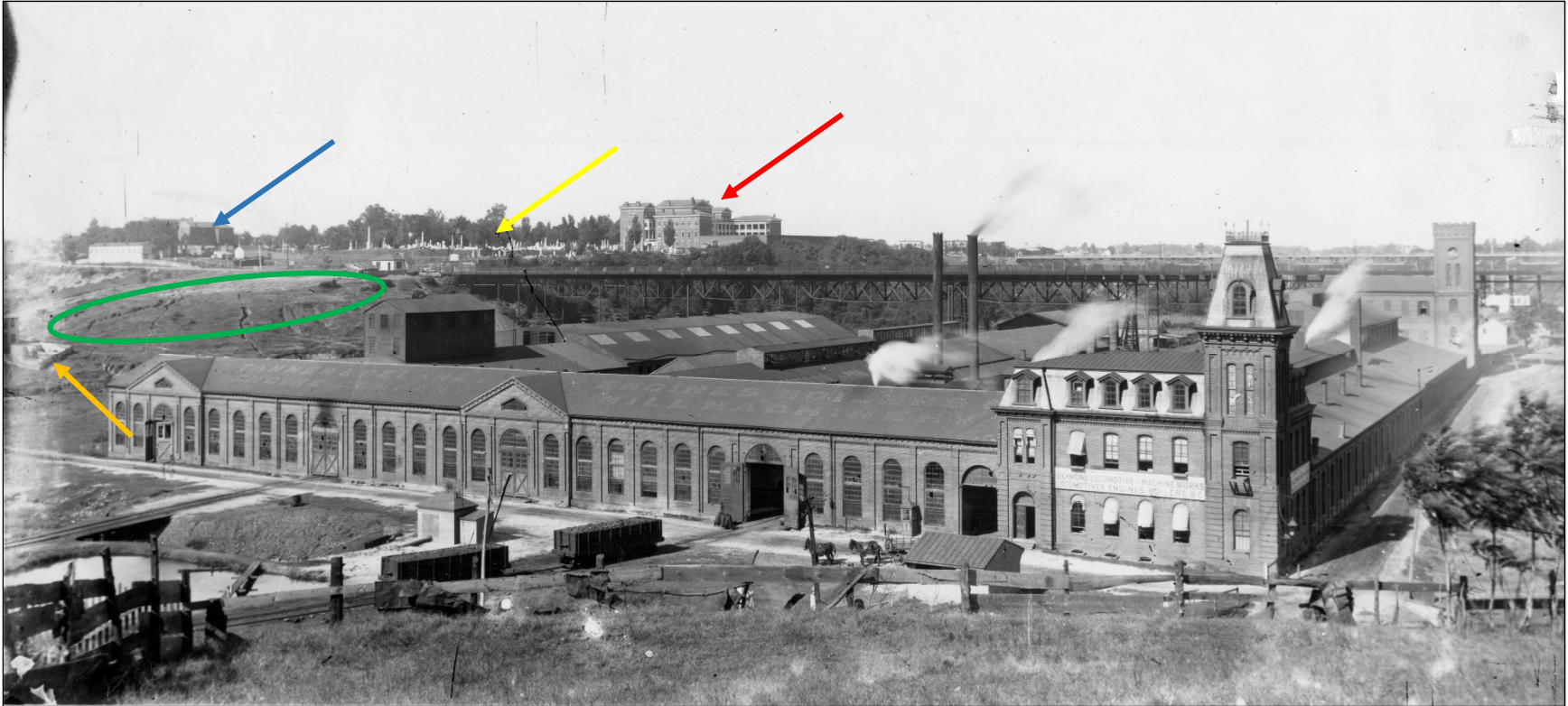


Figure 11: Circa 1891 Image of the Richmond Locomotive and Machine Works, Facing Southwest. Red arrow locates the Almshouse, yellow arrow located the Shockoe Hill Cemetery, blue arrow locates the “Colored Alms House”, orange arrow locates “Laflin & Rand Powder Co Mag” (Beers 1877), and green circle indicates approximate/assumed location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877).

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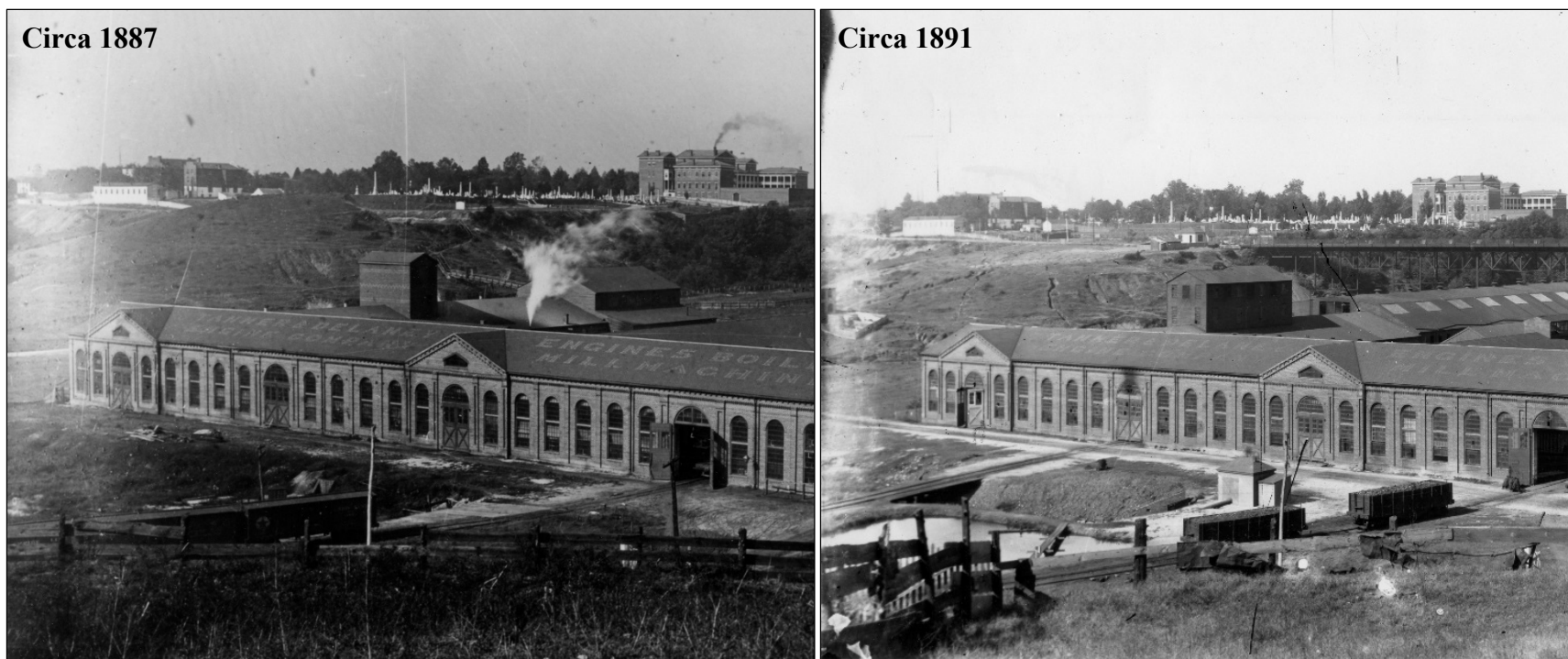


Figure 12: Detail of the Approximate/Assumed Location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877).

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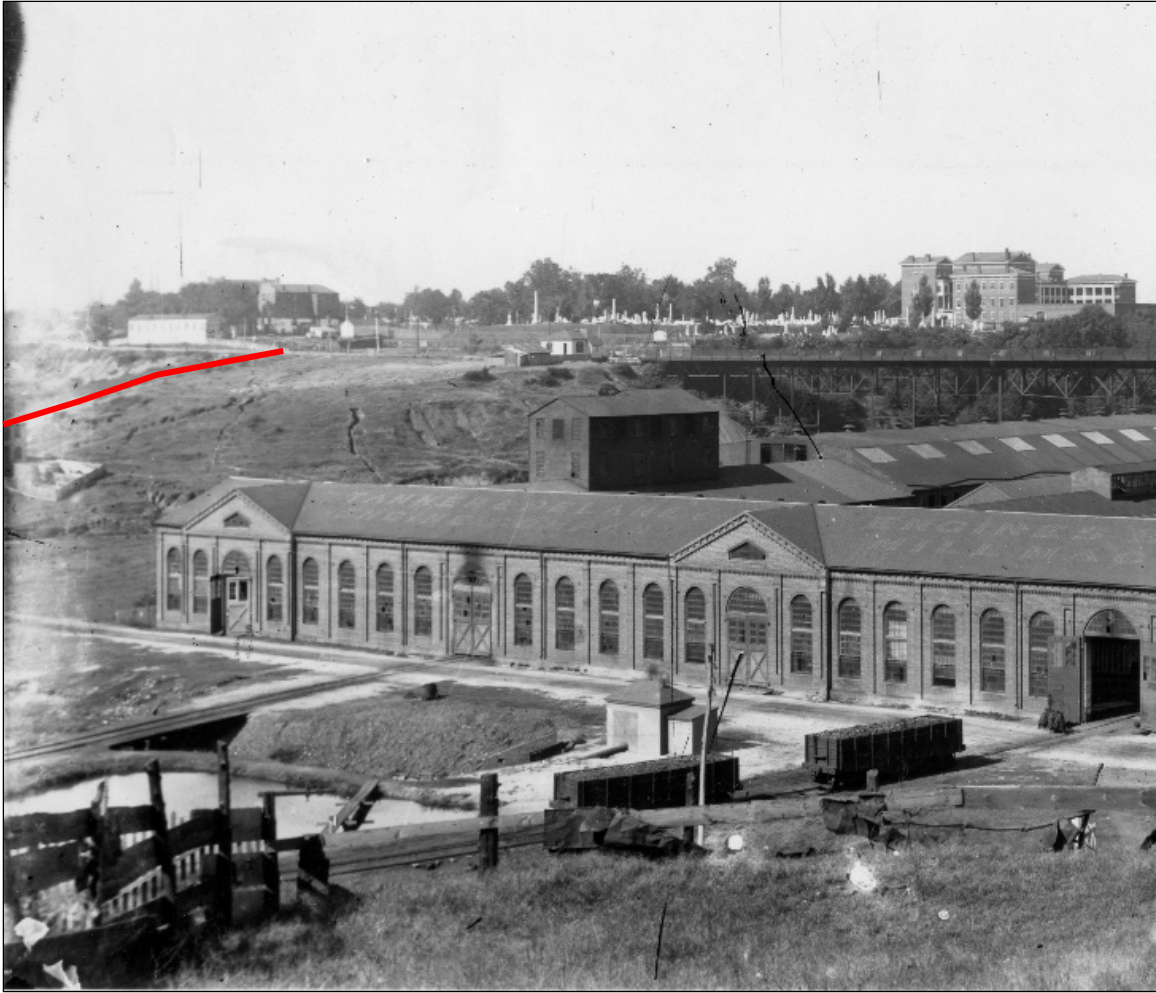


Figure 13: Detail of the Approximate/Assumed Location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877) On the Circa 1891 Image. Note excavated/cut hillslope, with slope wash creating deep rills (drainage due to erosion of loose sediment). Hospital Street location approximated by the red line.

1905, Sanborn Map Company

Sanborn Map Company’s 1905 *Insurance Maps of Richmond, Virginia*, Sheet 115 shows a detail of the American Locomotive Co. Richmond Works, located across/east of Bacons Quarter Branch from site 44HE1203. Note, Sanborn Maps from 1896 and 1925 were also consulted, but did not include detailed inventories in the vicinity of the site.

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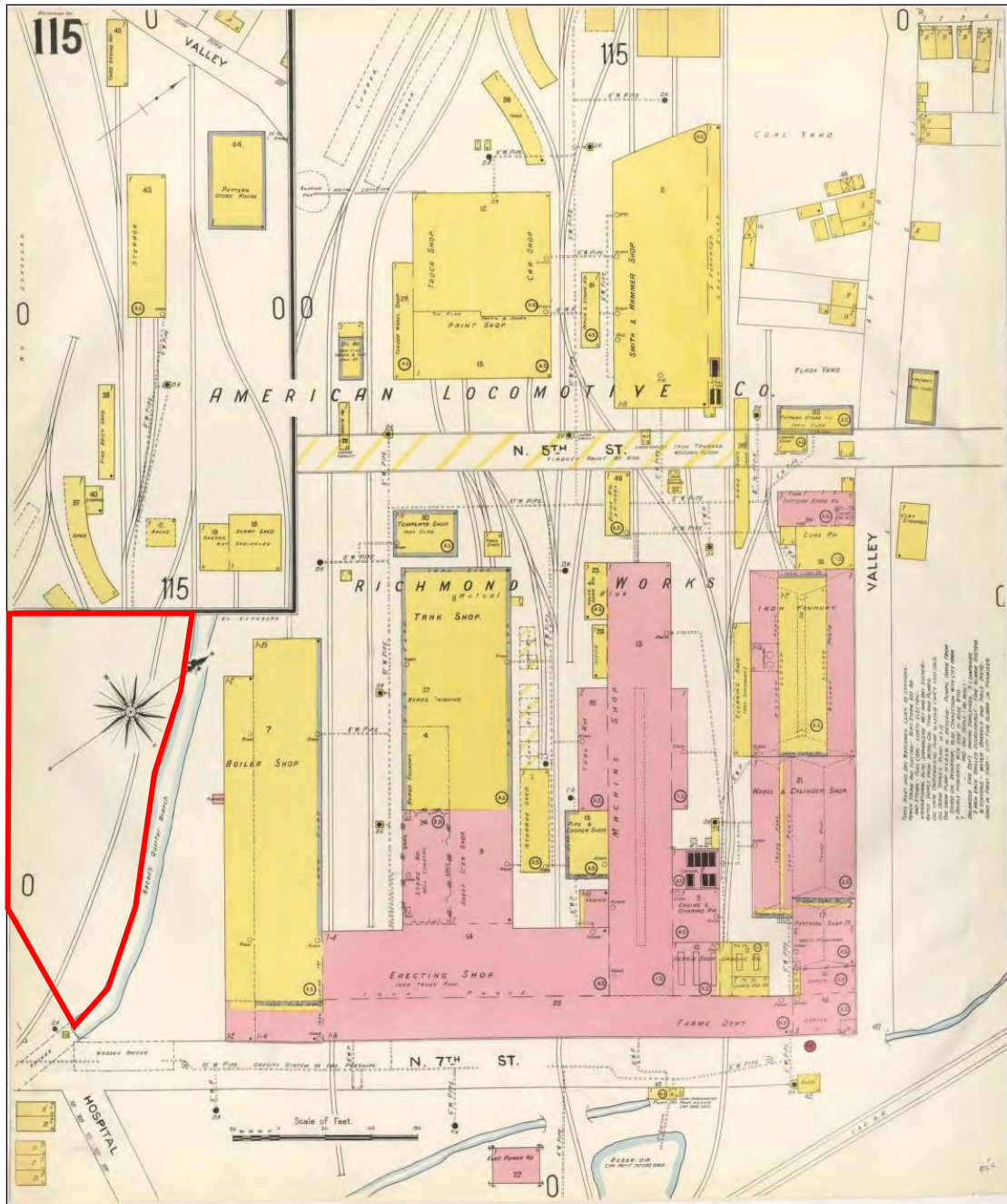


Figure 14: Sanborn Map Company's 1905 *Insurance Maps of Richmond, Virginia*, Sheet 115. Detail of the area east of site 44HE1203. Approximate/possible eastern margin of site 44HE1203 outlined in red.

1930s, 5th Street Viaduct Replacement

The 5th Street Viaduct was replaced with the Stonewall Jackson Bridge in the early 1930s (Calhoun 2013). An examination of historic topographic maps from this era suggested that Hospital Street was straightened/realigned again between 1895 and 1923.

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Figure 15: Top, 1895 Richmond 1:62,500 United States Geological Survey (USGS) Topographic Quadrangle. Bottom, 1934 Richmond 1:24,000 USGS Topographic Quadrangle. Red cross indicates the approximate location of site 44HE1203.

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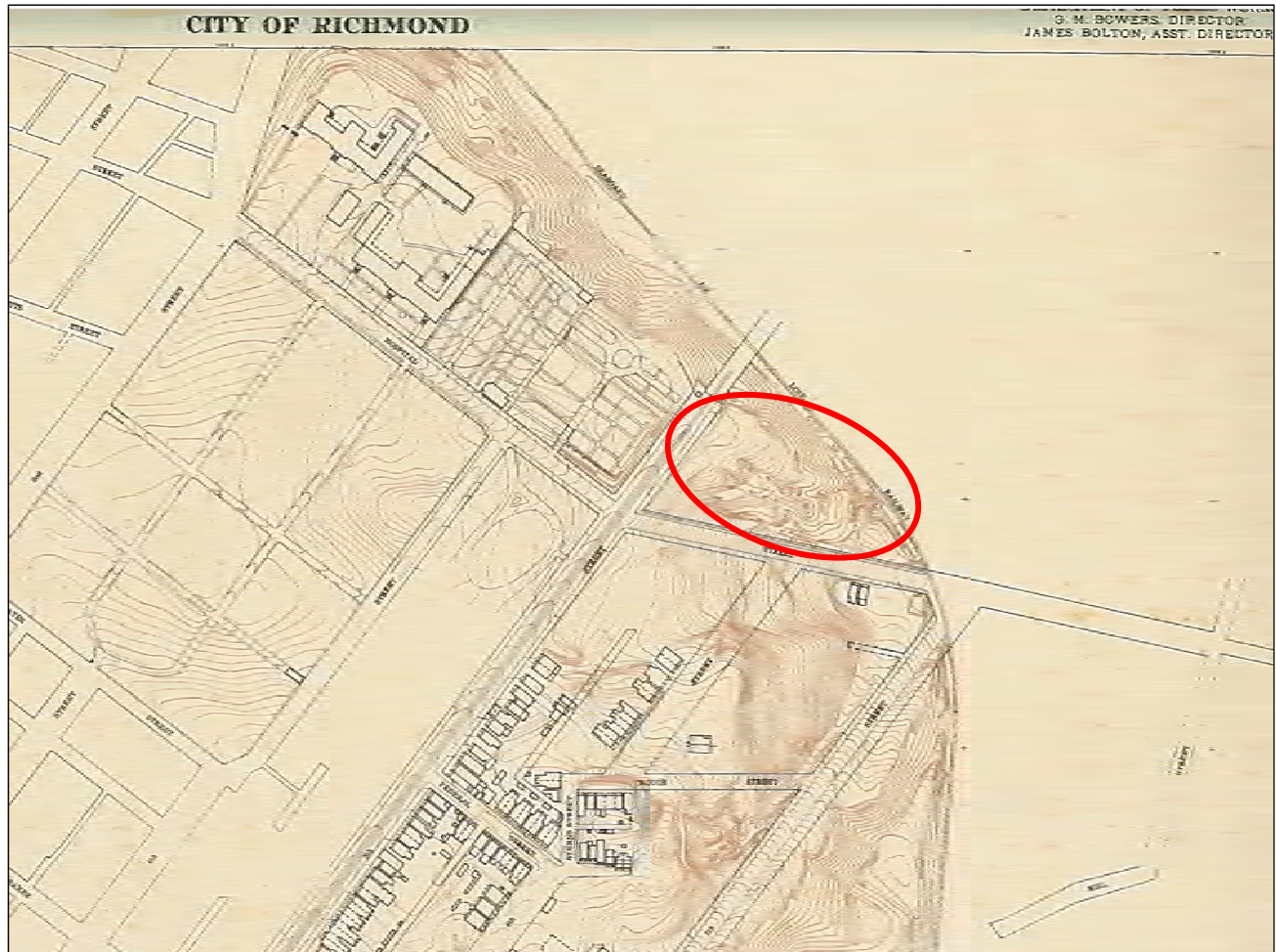


Figure 16: 1923 Division Engineer of Surveys/ Topography City of Richmond/ Department of Public Works
Topographic Map, Showing the General Site Vicinity (Circled in Red).

1960, Property Ownership Transfer

On March 29, 1960, the City of Richmond sold the parcel containing site 44HE1203 to the Sun Oil Company. Following this transfer a commercial building (service station) was constructed on the property (circa 1960), addressed at 1305 N. 5th Street (Calhoun 2013).

1960s, Interstate 64 Construction

Construction of the portion of Interstate 64 in the vicinity of site 44HE1203 was begun circa 1966 and was completed by 1968.

1968, Imagery

An examination of 1968 imagery indicates the area immediately surrounding the service station at 1305 N. 5th Street was filled during construction.

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Figure 17: 1968 Aerial Imagery of the Newly Constructed Service Station at 1305 N. 5th Street.

1981, Tallys Auto Shop Ownership

Walter L. and Leontyne Tally acquired the property at 1305 N. 5th Street (Calhoun 2013).

1990s, Stonewall Jackson Bridge Replacement

In the early 1990s the Stonewall Jackson Bridge was replaced with the current structure that carries 5th Street (Calhoun 2013).

2013, VDOT/CRA Study

Archaeological survey and geomorphological studies (detailed soil analysis) were conducted within VDOT's right-of-way (ROW), under the I-64 overpass. Perpendicular backhoe trenches across the ROW yielded no human remains or evidence of cultural features. The geomorphology analysis indicated near surface relic marine truncated subsoils (pre-human occupation) overlain by modern fill (Calhoun 2013). This indicates that existing soils in the area were stripped and removed

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from the area, exposing pre-human geologic layers, and modern fill was deposited over these sterile deposits.

Summary/Interpretations

The “Grave Yard for Free People of Color and Slaves” was undoubtedly located north of the nineteenth century iteration of Hospital Street, and presently in the northeast quadrant of the intersection of 5th Street and Hospital Street. It appears to have been in use from 1816 through 1879. The 1835 Bates map clearly identifies two sections within the cemetery, indicating that at least pre-1865 free people of color were interred in the western portion of the burial ground and that enslaved individuals were interred in the eastern portion, closer to Bacon’s Quarter Branch. By 1877 the boundaries of the cemetery were expanded to the north and west. Given the abundant historic evidence documenting the presence of this cemetery, the DC2RVA team sought to elevate this site from speculation in unpublished citations, by formally recording it with the Virginia Department of Historic Resources (DHR) in 2018.

Discussions regarding the DC2RVA project and site 44HE1203 have been ongoing since the spring of 2018. In order to better understand the history of the site landscape following the apparent 1879 abandonment of the cemetery, a variety of historic maps and images were examined by the DC2RVA team as part of Phase IB survey efforts, site avoidance dialogues, consulting party coordination, and the current discussion. The first event that likely impacted the site was the realignment of Hospital Street. Based on the map inspection, this occurred between 1856 and 1867. Michler’s 1867 map appears to be the first depiction of Hospital Street oriented east-west, as compared to the previous southeast-northwest direction. The 1866 establishment of a powder magazine north of Hospital Street also impacted, and yielded evidence for, the site location, as newspaper accounts documented the inadvertent discovery of human remains during its construction. It appears as if the eastern two-thirds of the site (as currently mapped/recorded with DHR) was removed in advance of the 1890 construction of the 5th Street Viaduct. The removal of this hillslope is evident when comparing the 1888 and 1891 Cook images presented above, but was also confirmed on the ground via a geomorphology assessment of the eastern portion of the site area by VDOT (Calhoun 2013). It is reasonable to assume that this removal greatly disturbed the portion of the cemetery marked “for slaves” on the 1835 Bates map. Furthermore, it appears that the western third of the site, marked “for free people of color” and closest to present day 5th Street, may have been spared from extensive grading in the 1890s. The eastern portion of the site was likely once again subjected to significant earthmoving activities when the 5th Street Viaduct was replaced in the 1930s, which also included a realignment of the portion of Hospital Street as it intersected Bacon’s Quarter Branch (as evidenced via the analysis of period topographic maps). Analysis of imagery from the 1960s, bracketing the construction of Interstate 64, indicates that the western portion of the site may have been filled and leveled in the 1960s.

The differential grading and treatment of the site landscape discussed above is also evident on the ground surface today by the extreme and unnatural elevation difference between the western/hilltop (where Tallys Autoshop was located) portion of the site and the eastern/excavated hillslope portion of the site (within the VDOT right-of-way under Interstate 64).

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Recommendations

Based on this analysis, it appears that the western portion of site 44HE1203 (along 5th Street) has the potential to contain intact remains. There would be no impact from the DC2RVA project on this area, as there are no project improvements in this portion of the site. The potential for other non-DC2RVA project development in the future is unknown. Given the known history of burials and the potential for intact remains, any ground disturbing activities in this area would likely need to comply with existing State legislation on cemeteries and unmarked graves. The City of Richmond has indicated its intent to augment land records to reflect the presence of a historic cemetery in this area, adding an additional layer of protection.

The eastern two-thirds of site 44HE1203 has been notably disturbed repeatedly over the past 150 years, including substantial removal of material from the site. While the potential for intact burials is low based on these historic disturbances of this portion of the site, there is a chance for out-of-context human remains to be located in this area. In addition, this area has a significant history associated with the nineteenth-century African-American experience in Richmond. As such, although the FRA and DHR have determined that the project will have no adverse effect on the cemetery from the perspective of Section 106 of the National Historic Preservation Act, the following DC2RVA Project commitments are recommended to be performed as part of the National Environmental Policy Act compliance process:

- 1) A landscape analysis of site 44HE1203 and surrounding area will be completed to understand the chronology of area development. This landscape analysis will include, among other tasks, archival research, georeferenced overlays, a cut and fill analysis, and potentially 3D modeling of the data. The information will be gathered in a report and presented to the DHR, DRPT, Virginia Department of Transportation, City of Richmond, Historic Richmond Foundation, Preservation Virginia, and other vested groups interested in the history of this area for their use in future planning.
- 2) Once DC2RVA project designs in this area have reached 90 percent completion, archaeological testing will be completed in the revised limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and composition of these areas and ascertain the potential for intact burials. Should intact shafts or soils be noted, archaeological stripping of overburden may occur to delineate potential interments. If interments are identified, the project design will be re-evaluated and additional measures taken to avoid or minimize potential impacts to the interment area.
- 3) A Secretary of the Interior (SOI)-qualified archaeologist will be on site during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction.

These commitments would be implemented during the Project's final design and construction phase, but prior to any Project-related ground disturbing activities.

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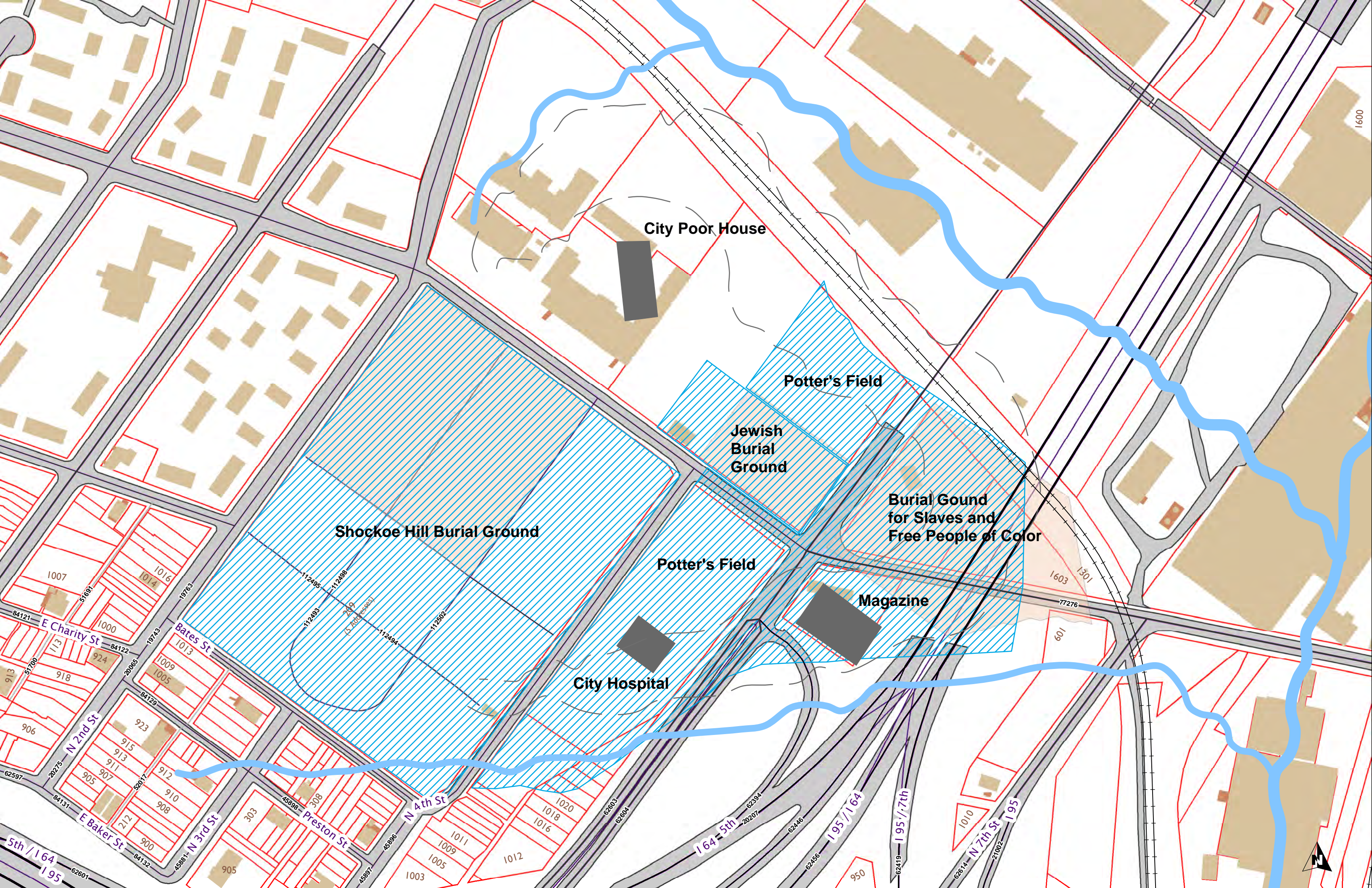
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Sanborn Map Company

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- 1905 *Sanborn Fire Insurance Map from Richmond, Independent Cities, Virginia.* Sanborn Map Company. Electronic document, www.loc.gov/item/sanborn09064_003/, accessed January 2019.
- 1925 *Sanborn Fire Insurance Map from Richmond, Independent Cities, Virginia.* Sanborn Map Company. Electronic document, <http://www.lva.virginia.gov/public/sanborn.aspx>, January 2019.



City Poor House

Potter's Field

Jewish
Burial
Ground

Shockoe Hill Burial Ground

Burial Gound
for Slaves and
Free People of Color

Potter's Field

Magazine

City Hospital

