

Contrabands and Freedmen's Cemetery Memorial

2008 DESIGN COMPETITION GUIDELINES



Contents

1. Call for Entries	1-1
Site Description	1-2
Mission Statement	1-2
Sponsor	1-2
Design Criteria	1-2
Submission Requirements	1-3
Selection Process	1-4
Questions	1-4
Submission Information	1-4
Construction Budget	1-4
Review and Approval	1-4
Competition Schedule	1-4
Selection Committee	1-4
2. Contextual History	2-1
A Story of Survival	2-1
African Americans Prior to the Civil War	2-2
Struggle and Sanctuary in Civil War-Era Alexandria	2-3
Civilian and Soldier Cemeteries	2-4
A Forgotten and Desecrated Place	2-6
A Community Finds Meaning	2-7
Archaeological Findings	2-7
3. Site Maps and Images	3-1
City-Scale Context	3-2
Neighborhood-Scale Context	3-3
Built and Natural Conditions	3-4
Historic Resources	3-5
Topography	3-6
Site Images	3-7
Old Town Alexandria Character Images	3-8
4. Entry Form	4-1

Call for Entries

The Contrabands and Freedmen's¹ Cemetery Memorial Design Competition seeks design submissions from architects, landscape architects, artists, students, and other interested individuals to memorialize and honor those who are buried at Contrabands and Freedmen's Cemetery in Alexandria, Virginia. The site was established in 1864 as a burial ground for African Americans who fled slavery, seeking a safe haven in Union-controlled Alexandria during the Civil War. (See Chapter 2 for Contextual History.) More than 1,800 people were buried there over the five years that the federal government managed the cemetery. After 1869 the cemetery may have been used unofficially by families as a burial ground but was likely not maintained formally. Over the years, the site has been compromised and hundreds of graves lost from a number of actions: the

removal of soil from the cemetery for brick making; the adjacent development of two major highways; and the construction of a gas station and office building on the sacred site. Most people were unaware that a burial ground survived under the pavement on the commercial property until historical research began to reveal the presence of the cemetery in 1987. Community interest and archaeological investigations over the last ten years have resulted in an appreciation for the cemetery, the largest historic African American burial site in the city, and its long forgotten story. While other physical sites that recalled the once-considerable African American presence in Alexandria have been lost, the City of Alexandria acquired the property in 2007 in order to remove the buildings, reclaim the cemetery, and create a memorial.

¹*Contraband* was a term used during the American Civil War referring to a black slave who escaped to or was brought within the Union lines while *Freedmen* was a term used referring to an individual who had been freed from slavery.



Woman at slave pen, Alexandria Archaeology Museum.

Site Description

The site for The Contrabands and Freedmen's Cemetery Memorial is approximately 3 acres in size and is located at the southwest corner of Church and South Washington Streets in historic Old Town Alexandria, Virginia. An interstate highway exit ramp and sound barrier wall create the site's southern and western boundaries. The extant graves are located in the eastern portion of the site, which is relatively open and contains two building foundations. (See page 3-4.) The western half of the site contains sparse vegetation. Additionally, the site drops approximately 30' in elevation over a 550' span from east to west with a significant change in the topography occurring near the middle of the site.

Mission Statement

The Contrabands and Freedmen's Cemetery Memorial in Alexandria, Virginia will be a sacred site dedicated to honoring the more than 1,800 people of African descent who were buried in the cemetery during and immediately following the Civil War.

The dignity, perseverance, and courage of Alexandria's freed men, women, and children will be memorialized through reclamation of the forgotten site, thereby protecting hundreds of graves which have survived. The Contrabands and Freedmen's Cemetery Memorial will be a solemn and reverent place, offering opportunities for reflection, commemoration, education, and the search for cultural identity.

The Memorial will educate visitors about the courageous struggles of the thousands of contrabands and freedmen who sought refuge in Alexandria, as well as the heroic role that the United States Colored Troops played in America's Civil War. Visitors will be able to trace the site's history from Native American settlement, to African American burial ground and beyond.

The Memorial will protect the cemetery and stand as a reminder to generations that the struggle for freedom and the people who fought for it cannot, and will not, be forgotten again.

Sponsor

The sponsor for the Design Competition is the City of Alexandria, Virginia.

Design Criteria

The following design criteria are provided to inform the competition entrant of important site issues and to serve as a set of parameters for the development of design ideas. The criteria were developed by the City of Alexandria and the Steering Committee for the Design Competition.

Site Requirements

- Interpret the cemetery's graves with respect to the cemetery and those who are buried there
- Provide a focal point (could include sculpture or other artistic or interpretive elements) that respects the integrity of the graves and historic design of the site, and the scale of the adjacent neighborhood

Site Constraints

- Avoid adverse effects on the cemetery's cultural resources (i.e., do not disturb graves, artifacts, or other physical features)
- Articulate the vision in a reasonable and budget-conscious way (see Construction Budget on page 1-4)
- Maintain and incorporate the existing concrete slabs (including existing walls and steps) into the design, as they rest above presumed locations of graves
- Preserve a 15' offset of the highway sound wall as a maintenance access
- Provide a site design free of enclosed structures
- Provide a site design free of water features

Historic Interpretation

- Memorialize the more than 1,800 people buried in the cemetery (display names at a minimum)
- Interpret and demarcate the cemetery's boundary
- Interpret the site's historic eras (Native American settlement, civil war, etc.)

- Interpret the freedmen’s lives, their experiences, and the United States Colored Troops (USCT) soldiers in Alexandria
- Consider including educational interpretation in the design that makes use of historic letters, documents, and photographs
- Consider construction materials that have an historic or cultural relationship with the site

Relationship to Neighborhood and Context

- Design the site with utmost sensitivity to the surrounding residential neighborhood (i.e., carefully consider access, lighting, and the scale of new elements.)
- Plan the site’s use as passive and contemplative in nature
- Locate the primary site entrance at the assumed historic carriage path location (see page 3-5) while locating any additional entrance(s) with sensitivity to existing neighborhoods
- Consider safety and security in the design of the site
- Note that the memorial site is located in an urban environment with severely limited parking, and encourage the use of alternative transit to access the site

Site Functionality

- Provide a perimeter fence around the site, paying special attention to the sensitive nature of the eastern boundary (Washington Street Side) where traditional footers would disturb the graves located there
- Provide walkways within the site that will not impact graves, linking the Memorial’s key areas and elements to the primary site entrance
- Consider providing site elements (such as low walls, seating, lighting, signage, etc.) that will not disturb graves and that compliment Alexandria’s historic character

- Limit vegetation with roots that could disturb graves to areas outside the historic cemetery boundary. (See page 3-5)
- Enhance existing tree canopy in appropriate locations (see page 3-4 for area of focus)
- Preserve the western side of the site as a passive open area

Submission Requirements

Entries must be submitted in the following format:

One (1) entry board, mounted on 30” x 42” (76.2c x 106.7c) foam or illustration board. (The entry board cannot be framed or covered with glass or any similar material.) The front of the entry board must not contain any identification of the entrant.

- Each entry board must be oriented vertically to include the following at a minimum:
 - Site Plan at 1” = 30’-0”
 - Vision Statement (250 word maximum)
 - Additional images of the proposed design, including one or more of the following:
 - Hand sketches
 - Vignettes
 - Photographs of a model
 - Views of a digital 3-D model
 - Site sections
- The entry form must be completed in full, printed, and attached to the back of each entry board.
- All of the above (entry board and entry form) must be included digitally as PDF files on a CD-ROM. The CD must be labeled with the name of the entrant, contact person, and contents.

Selection Process

Each submission will be evaluated for conformance with the mission statement and design criteria identified in this Call for Entries. After review of the submissions, the top 20-30 will be displayed in a public location in the City of Alexandria for review by the public and interested stakeholders. Based on the feedback and further review of the submissions, a first, second, and third place prize will be awarded. Honorable Mentions may also be distinguished at that time. The award for 1st place will be \$10,000, \$5,000 for 2nd place, and \$2,500 for 3rd place. The winning concept design will be developed into a detailed site design.

The City of Alexandria maintains sole responsibility for the implementation of the memorial's design. It is the objective of this competition to implement the winning design with the potential for the winning designer to have a limited advisory role in the development of the winning concept through construction documentation, subject to applicable legal and regulatory requirements. However, while such a role is desired, it is not guaranteed.

Questions

Questions regarding the Design Competition must be submitted by March 28, 2008, to [freedmensquestions@alexandriava.gov]. While each question will not receive an individual response, frequently-asked questions will be posted on the Design Competition website: [www.alexandriava.gov/freedmens].

Submission Information

Entries must be received by 5pm on Friday, April 25, 2008. Please mail submissions to:

Lee Center
Attn: Design Competition
1108 Jefferson Street
Alexandria, VA 22314

Late entries and those that do not meet the submission requirements will be immediately disqualified. All entries become property of the City of Alexandria and may be displayed to the public on the competition website or in a public venue. Steering Committee members, City of Alexandria employees, EarthTech

Inc. employees, and EDAW employees are ineligible to submit entries.

Construction Budget

The construction budget of the project is anticipated to be between \$1,500,000 and \$2,000,000.

Review and Approval

The Contrabands and Freedmen's Cemetery Memorial will be located on land owned by the City of Alexandria and the Virginia Department of Transportation (VDOT). Prior to the groundbreaking of the site, the project must undergo the Development Special Use Permit approval processes. All requirements related to permitting and construction approval must be met during the permitting and construction process. The project must undergo review and receive approval by the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT).

Competition Schedule

The competition schedule is as follows:

February 2008: Call for Entries distributed

April 25, 2008: Competition entries due by 5pm EST

May – June 2008: Evaluation of entries

July 2008: Notification of winner and two finalists

Selection Committee

The selection committee will be comprised of representatives from the following agencies and organizations:

- Alexandria Archaeological Commission
- Alexandria Commission for the Arts
- Alexandria Historical Society
- Alexandria Park and Recreation Commission
- Alexandria Planning Commission
- Alexandria Society for the Preservation of Black Heritage
- Friends of Freedmen's Cemetery
- Historic Alexandria Resources Commission
- Neighborhood Civic Associations
- Woodrow Wilson Bridge Project
- Woodrow Wilson Bridge Neighborhood Task Force

Contextual History

A Place for All Times: A Story of Survival

Before the time of John Smith, this site was visited by Native Americans for thousands of years. It was a high, forested bluff overlooking Great Hunting Creek and the Potomac River. This location afforded access to marine and marsh resources and offered a good view over the broad river valleys. The nearby creek held bountiful quartz and quartzite cobbles suitable for the manufacturing of tools for hunting and processing animal skins. Situated on the northern side of Great Hunting Creek, the bluff had a southern exposure, making it an ideal location for a winter camp.

In the 18th and 19th centuries, this area was marginal to the town of Alexandria. The port activities were centered upon the Potomac River shore, and the wide expanse of Hunting Creek created a natural boundary for travel south. When the urban grid was expanded late in the 18th century, South Washington Street actually came to a dead-end just a few blocks south of this site. It was a narrow road with little commercial traffic, compared to a busy artery such as Duke Street. Alexandria was later incorporated into the District of Columbia, but when the first boundary stone



Civil War Map showing the location of Contrabands and Freedmen's Cemetery site in green, National Archives.

was dedicated in 1791 at Jones Point, this place lay outside the nation's new capital. Soon the Catholic cemetery was founded on the east side of the 1000 block of South Washington Street, just across the road from where the Contrabands and Freedmen's Cemetery was established approximately 60 years later.

Since this area was on the outskirts of town, people used it for activities that they wanted to keep away from homes and businesses. Just before the cemetery was laid out, an 1864 article in the Alexandria Gazette described, "the horrible nuisance created by allowing the night carts [wagons that held human waste from cleaning out privies] to be emptied on the hills near the Catholic burying ground. When the wind is from the South, half the town almost is subjected to the annoyance..." During the Civil War, a small pox hospital existed just south of Contrabands and Freedmen's Cemetery. After the Civil War, brick factories operated both south and north of the cemetery.

Completion of the George Washington Memorial Parkway in 1932 extended Washington Street and connected Alexandria with the south side of Hunting Creek. The cemetery became situated literally under and next to an important transportation artery. The site's history was changed as this memorial gateway and garden parkway brought people

to Mount Vernon. Increased auto travel after World War II gave commercial value to the cemetery land, resulting in the property's development as a gas station and office building. Other mid-20th century projects, including the channelization of Hunting Creek for flood control and the construction of the Interstate 495/95 Beltway, resulted in the cemetery's isolation from its original physical setting and in the desecration of many graves. For more than half a century, the cemetery site had only been perceived as the last gas station location before driving south out of Alexandria. Even with all these changes, hundreds of graves and thousands of Native American artifacts have survived into the 21st century.

The Alexandria Contrabands and Freedmen's Cemetery Memorial will minimize the damage inflicted by previous development and will restore meaning and value to the sacred site.

Beyond the Bonds of Slavery: African Americans Prior to the Civil War

African American life in Alexandria incorporated a wide spectrum of experiences. While more than 50 percent of blacks were still enslaved at the time of the Civil War, Alexandria had one of the highest percentages of free blacks among southern towns. Newly-freed peoples and runaways were attracted



Freedmen working at the Quartermaster's Wharf in Alexandria, Library of Congress.

to Alexandria for its port and urban environment, which afforded jobs, as well as greater personal freedom and anonymity than rural settings. Free neighborhoods started in the 1790s and expanded into the 1850s. Enslaved and free peoples interacted on the streets, in work places, in homes, and in churches. Yet, there were differences in the daily lives of people based upon varying degrees of bondage. At one end of the spectrum were free people who owned homes and erected churches. Some people were hired as skilled laborers, and their skills earned enough to pay for their own freedom, while others sought freedom by fleeing to the North. Some families remained enslaved for generations. The most disenfranchised blacks were those who were purchased by the notorious slave dealers on Duke Street for trade and resale on the auction blocks of New Orleans and Natchez.

Flight to Freedom: Struggle and Sanctuary in Civil War-Era Alexandria

When Virginia seceded in May, 1861, Union troops occupied Alexandria, took private land, and began to transform the seaport town for strategic purposes. Alexandria became a major base of operations and staging area for the Union Army. It also became a beacon of hope to freedom-seekers who took the war as an opportunity to escape from enslavement. Thousands of blacks, perhaps as many as

20,000, flocked to Alexandria from primarily Virginian locales. The journey from places like Richmond, Petersburg, Lynchburg, and Winchester was frightening and arduous. Often traveling by foot, the slaves found the trip through Confederate Virginia to be perilous. Emma Bynum recounted her experience fleeing slavery after learning how to write in a freedmen's school: "I traveled 65 miles and we had 52 in our number, before, we crost, the rive,...we tought, we wld, be taken eny moment, the babys, cried, and we could whear, the sound of them, on the warter, we lay all night in the woods, and the next day, we traveled on and we, reached, Suffolk that night, and we, lost twenty, one, of the Number." (American Antiquarian Society, n.d.).

W.E.B. Dubois paints a vivid picture of the refugees wherever the Union troops advanced: "They came at night, when the flickering camp fires of the blue hosts shone like vast unsteady starts along the black horizon: old men, and thin, with gray and tufted hair, women with frightened eyes, dragging whimpering, hungrey children; men and girls, stalward and gaunt,—a horde of starving vagabonds, homeless, helpless, and pitiable in their dark distress." (The Souls of Black Folks, 1903).



The Fugitive Slave by Eastman Johnson, ca. 1862, Brooklyn Museum of Art.



A Contraband School in Alexandria, New York Public Library.

Arriving in Alexandria tired, hungry, and with few resources, the escaped slaves sought work, food, clothing, shelter, medical treatment, and education. Initially, U.S. officials were required to send these “fugitives” back to their owners, but by mid-1861 the government began to refer to freedom-seekers as “contraband of war.” This status as property provided a legal basis through which Union officers did not have to return refugees to their Confederate owners. However, their status did not afford them much relief from hunger, cold, or homelessness. Contrabands became known as “freedmen” during the later years of the war and into reconstruction.

Men and women worked in a variety of jobs supporting the Army, such as stevedores, carpenters, blacksmiths, laundresses, cooks, hospital attendants, wood cutters, personal servants, and gravediggers. General Herman Haupt, commander of the U.S. Military Railroad in Alexandria, wrote about those working in the Construction Corps: “If there ever should be recognition of their great services, the faithful contrabands will be justly entitled to their share; no other class of

men would have exhibited so much patience and endurance under days and nights of continued and sleepless labor.”

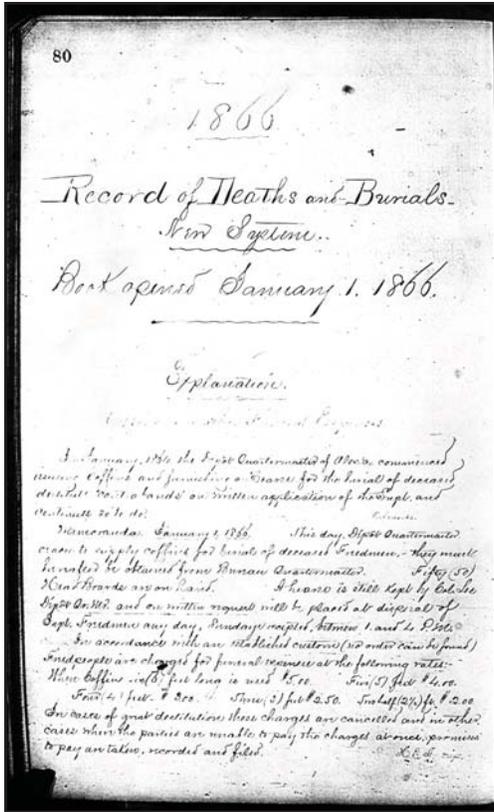
Most freedmen lived crowded into abandoned buildings or temporary shanties with little heat or clothing and often suffered illnesses such as small pox, respiratory problems, and influenza. Many, particularly children, died. Shanties were built near one another in clusters, with names such as Grantville, Sumnerville, Petersburg, and Newtown. Post-war black neighborhoods grew from these cores, and at least one, “The Berg,” retains its identity. A record book survives with names of people who married and where the weddings took place.

Death with Dignity: Civilian and Soldier Cemeteries

It is thought that the freedmen who died in the first years of the war (1861-1863) were buried in Penny Hill, the town’s pauper’s cemetery. The rising number of deaths, however, required the Army to establish a cemetery specifically for the refugees. This burial ground was established at South



Freedmen at Cumberland Landing, Virginia, Library of Congress.



Alexandria, Virginia Death Records, 1863-1868 (The Gladwin Record), Alexandria Archaeology Museum.

Washington and Church Streets early in 1864 by seizing land from a secessionist family who had left town. L'Ouverture Hospital was also constructed for the care of non-white civilians and soldiers about the same time. Although no map has been found to document where individuals were buried in the cemetery, a record book does survive that carefully provides the name, age, location, and date of death of more than 1,800 people. This record provides the only opportunity to know the age, sex, and, in some cases, reason for death, and next of kin of those who died from 1864 until 1869. More than 800 of the recorded deaths were children under the age of five.

The first 124 soldiers in the United States Colored Troops (USCT) who died at L'Ouverture Hospital were buried in a separate military section of the new freedmen's cemetery. A civil rights protest by soldiers being treated at L'Ouverture Hospital occurred on December 27, 1864, and secured the honor for USCT to be buried at the military cemetery, now Alexandria National Cemetery. This protest is believed to be the first documented in Alexandria. More than 400 men signed



Band of the 107th United States Colored Infantry at Fort Corcoran, Alexandria (Arlington) County, 1865. Library of Congress.



Former office building on Church Street, Contrabands and Freedmen's Cemetery, 2007, Alexandria Archaeology Museum.

the petition that started: "We are not contrabands, but soldiers in the U.S. Army, and we have cheerfully left the comforts of home and entered into the field of conflict, fighting side by side with the white soldiers, to crush out this God insulting, Hell deserving rebellion."

The soldiers in the freedmen's cemetery were disinterred and reburied at the military cemetery in the early months of 1865. Their grave markers survive today at Alexandria National Cemetery, unlike the civilians' in the freedmen's cemetery, since the Army replaced all soldiers' deteriorating, wooden headboards with gravestones after the Civil War. A great deal of information is known about the USCT men who were buried in Alexandria, including their rank, regiment, reasons for hospitalization, cause of death, service records, and, in a few cases, personal correspondence.

No descendants of anyone buried at the cemetery have been identified at this time. The search continues.

Conflicting Values: A Forgotten and Desecrated Place

The Bureau of Refugees, Freedmen and Abandoned Lands (The Freedmen's Bureau) continued burying people in the cemetery until 1869 when the town was no longer under federal control. Since the cemetery had

never been purchased by the government, it returned to private ownership. While individuals may have buried family members there informally, there is no record of continued use of the site. As time passed, the cemetery fell into neglect. The wooden markers would have deteriorated within a decade. A newspaper article in the Washington Post decried the sad state of the cemetery in 1894, caused by a brickyard removing soil from the edges of the site: "This digging, seconded by heavy rains, has resulted in unearthing many coffins and skeletons and leaving the outer graves in very bad condition. Some time ago, it is said, coffin ends protruded from the banks like cannon from the embrasures of some great fort." Many freedmen families stayed in Alexandria, and at least one known family continued to visit the place to remember a relative into the mid-20th century.

The cemetery was conveyed to the Archdiocese of Richmond in 1917. The George Washington Memorial Parkway was constructed by 1932, and as a result, an unknown number of graves now lie under South Washington Street, the sidewalk between Church Street, and the urban deck over the Beltway. Change occurred more rapidly after World War II. After rezoning in 1946, the land was sold three times. Planning for a service station near the corner of South Washington and Church Streets started in



Alexandria National Cemetery, ca. 1876, National Archives.

1955. By 1957, the city directory lists the station as Harper's Flying A. Placement and replacement of gas tanks over the years resulted in destruction of all burials in one area. In the early 1960s, an office building was built on the western part of the site. Grading, cutting, and filling of the cemetery and adjacent properties, associated with both commercial uses and highway construction, undoubtedly destroyed graves and dramatically altered the original topography so that the site is no longer perceived as a bluff overlooking Hunting Creek and the Potomac River. Ironically, these mid-20th century buildings built on slabs and the surrounding asphalt protected the cemetery and Native American site better than other more intensive developments, such as high-rises, garden apartments and townhouses built nearby could have.

Rediscovery and Rededication: A Community Finds Meaning

The cemetery was rediscovered in 1987 through archival research by the City Historian, T. Michael Miller. Identification and transcription of the record book of deaths

by Wesley Pippinger in 1995 led to greater interest. In 1997 Lillie Finklea and Louise Massoud formed the Friends of Freedmen's Cemetery to protect the site and increase awareness. Over the last decade, public events, a historical marker, and an exhibit at the Alexandria Black History Museum have increased public appreciation of the place and of the people buried there. The City of Alexandria acquired the property in 2007 and carefully removed the gas station and office structures. The concrete slab and cinder block foundations were preserved in order to protect the graves that most likely lie underneath. A re-dedication ceremony was held in May 2007. Lighted luminaries decorated by local children were placed on the site to honor each of the individuals buried in the cemetery.

Searching for Identity: Archaeological Findings

Archaeological studies in 1999, 2000, and 2004 provided tangible evidence of the cemetery's survival after more than 125 years of neglect and destruction. The goals of the archaeological investigations focused on the identification of burial locations to ensure protection



Re-dedication luminary, Contrabands and Freedmen's Cemetery, 2007, Alexandria Archaeology Museum.



Re-dedication luminaries, Contrabands and Freedmen's Cemetery, 2007, Alexandria Archaeology Museum.



Top: Oyster shells used to decorate a grave plot, 2007, Alexandria Archaeology Museum.

Bottom: Decorative plate that formed one end of a coffin handle, 2007, Alexandria Archaeology Museum.

during development, future maintenance of the site, and the recovery of information about the cemetery for use in the memorial design process. Extensive archaeological investigations by the City of Alexandria in 2007 produced a map of known graves and areas where graves probably still survive, as well as locations of an entrance, carriage path, and Native American artifacts. The archaeological map must serve as a roadmap for design and construction so that all graves and Native American materials will be protected and the people buried there will be afforded dignity and respect in the years to come.

Of the approximately 1,800 graves once located in the cemetery, more than 600 have been identified through archaeological investigations. It is thought that at least half of the historic graves still survive. Hundreds remain in areas that have not been investigated but appear to have been protected (for example, under the two concrete slabs of the 20th century structures and below the asphalt and sidewalk of South Washington Street). No grave can be associated with a particular person, since a list of plot numbers has never been discovered.

Historical records and archaeological information provide some understanding of the cemetery's historic landscape. A wooden, picket fence surrounded the cemetery. It is

thought that it was probably similar to the one originally built around Alexandria National Cemetery, though less ornate. The Army Quartermaster Corps supplied headboards at the time of the burial. Each headboard was probably white-washed and had the name of the deceased written in black lettering, as seen in the Alexandria National Cemetery photograph on page 2-6. A small shed was situated on the site for tools and biers. Graves were kept "ever at the ready" by a three-man team of gravediggers who were freedmen themselves.

The gravediggers prepared each grave individually, and the graves were placed very close to one another in orderly rows. Archaeological investigations discovered lines of more than 50 graves extending north/south across the width of the cemetery parallel to South Washington Street. More than 46 rows of graves extend east/west parallel to Church Street. (The historic cemetery would have been larger.) A 12-foot gap between rows of graves along South Washington Street is believed to have been the entrance to the cemetery, and a carriage path extended westerly into the cemetery.

The deceased were placed in coffins which could be supplied by the family or purchased from the Army. Standard coffin sizes were produced at 2½, 4, 5, and 6-foot lengths for



Contrabands and Freedmen's Cemetery Re-dedication Ceremony, 1997, Alexandria Archaeology Museum.

“destitute contrabands.” Fees were charged to others, \$2 to \$5 depending upon size. The length of the grave shaft, or in some cases the coffin, was found through the archaeological work. While it is not possible to determine the gender of the deceased, children’s graves are distinguishable by their small size. Analysis of the death records shows that more than half of those buried in the cemetery were under the age of ten.

When the City archaeologists encountered areas with disturbance, the upper parts of burials were often missing. Coffins were sometimes found just inches under the asphalt. The surveyed coffins have been generally hexagonal in shape, which is indicative of the traditional “shouldered” style common in late 18th and early 19th centuries. Coffin screws and tacks were used to fasten the lid to the coffin box, and decorative hinges allowed the top of the coffin to be opened for viewing of the deceased. A fragment of a coffin handle also indicates that the individual may have been carried by mourners to the grave. The book of deaths chronicles that chaplains officiated at some of the civilian

services, while soldiers were buried with military honors. Although no grave goods were discovered, one set of burials in the western part of the cemetery did have a covering of oyster shells. Many other pieces of ceramic and glass were discovered during the investigation, but it is not known if they were associated with the graves. Two Civil War-era bullets were also found.

Further evidence of the desecration of some graves could be seen as coffin wood, coffin tacks, and, in some cases, human remains were found out of place, and some graves were completely graded away. White porcelain shirt buttons were also found. All artifacts associated with graves and human remains were recorded and left in place.

Thousands of Native American artifacts made of quartz and quartzite have been discovered while investigating the cemetery. The artifacts represent thousands of years of stone toolmaking. The oldest artifact ever found in Alexandria, a 13,000 year-old Clovis spear point, was recovered here in 2007. A buried portion of the western slope of the cemetery



Top: Partial decorative hinge for opening the top half of a coffin, 2007, Alexandria Archaeology Museum.

Bottom: Clovis Point found on site, dating back 13,000 years, 2007, Alexandria Archaeology Museum.



Trench and grave shaft (marked with pins and yellow tags at shaft corners), Contrabands and Freedmen’s Cemetery, 2007, Alexandria Archaeology Museum.

continues to be a significant Native American archaeological site.

Materials from the 20th century use of the site were retained. The concrete and cinder block slabs of the gas station and office building remain, as well as a brick retaining wall and stairs leading to the latter. They give tangible testimony to the period when the cemetery was disrespected and damaged.

Archaeological resources present the most complex and important opportunities and constraints in reclaiming the cemetery and

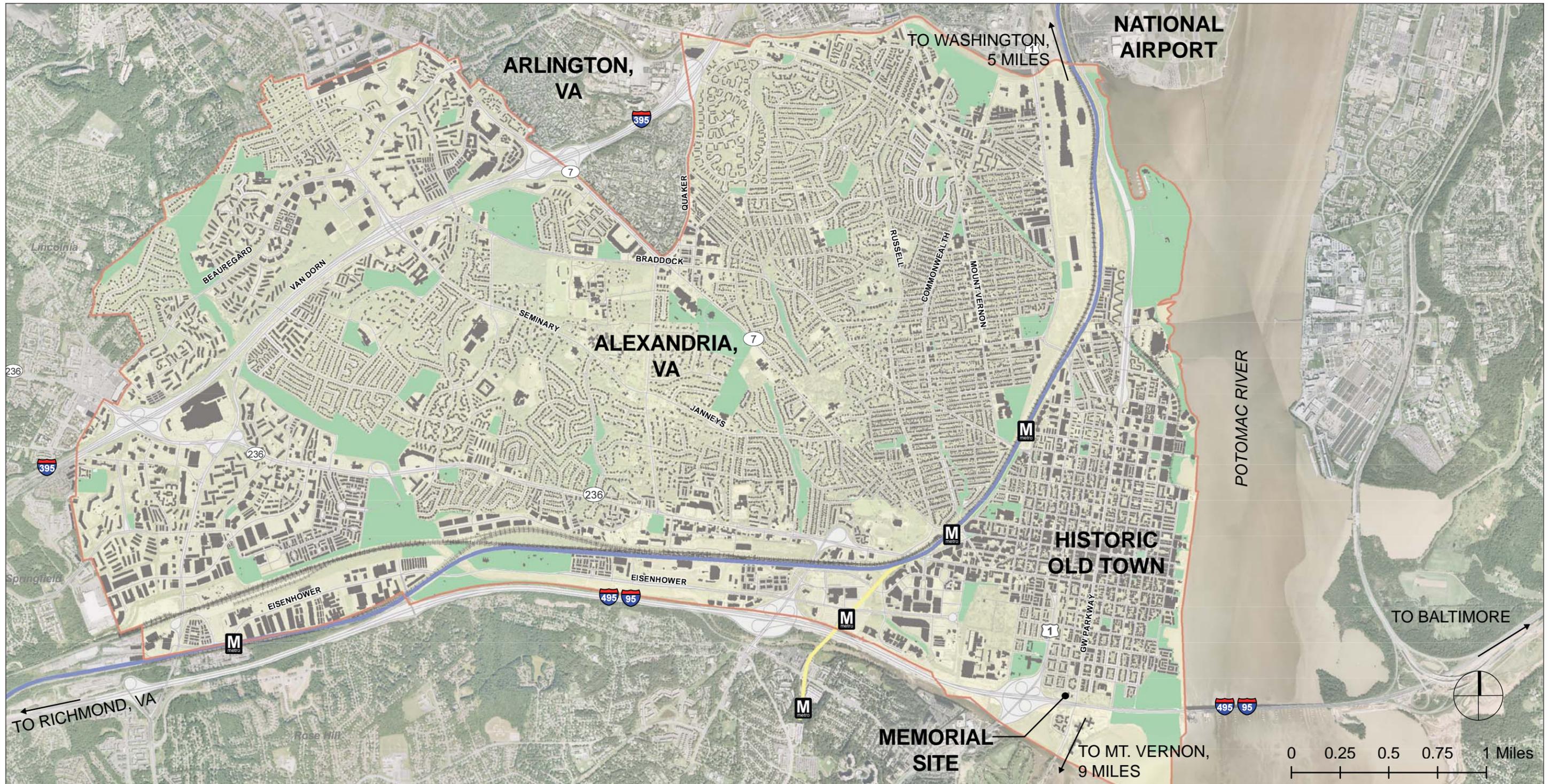
creating the memorial. Graves must not be disturbed during the design and construction phases of the project and must be respected in the future. The Native American area of the site must also be protected. After completion of the archaeological work, at least two feet of fill dirt was placed on top of the cemetery and Native American site. There should be no excavations deeper than the modern fill soil that overlays the site.



Southern boundary excavations (grave shafts highlighted digitally), Contrabands and Freedmen's Cemetery, 2007, Alexandria Archaeology Museum.

Site Maps and Images

City-Scale Context	3-2
Neighborhood-Scale Context	3-3
Built and Natural Conditions	3-4
Historic Resources	3-5
Topography	3-6
Site Images	3-7
Old Town Alexandria Character Images	3-8



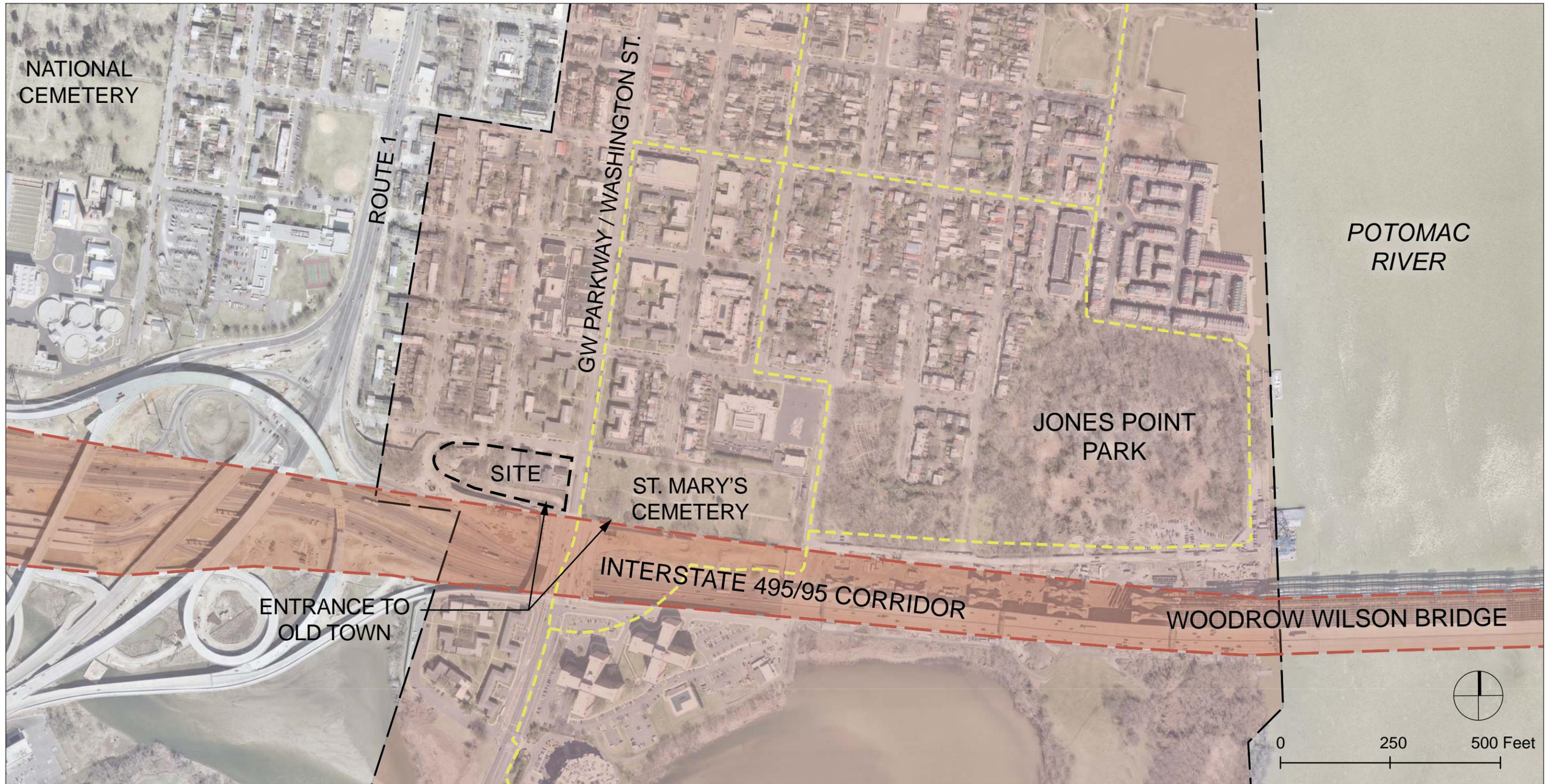
Contrabands and Freedmen's Cemetery Memorial

City-Scale Context



LEGEND

- Metro Rail - Yellow Line Train
- Metro Rail - Blue Line Train
- Metro Rail Station



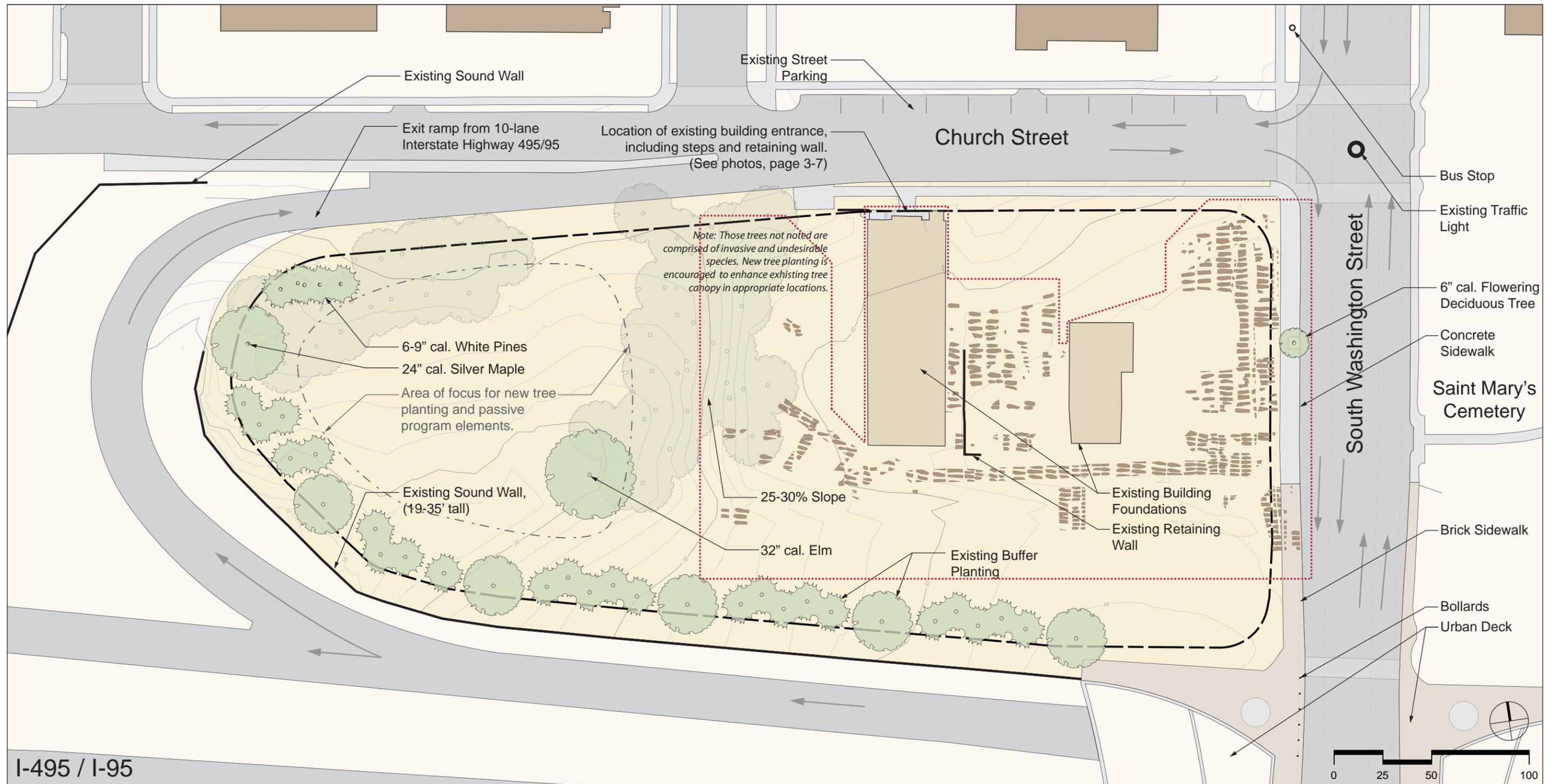
Contrabands and Freedmen's Cemetery Memorial Neighborhood-Scale Context



EDAW | AECOM

LEGEND

- - - Bike Trail
- Old and Historic District
- New Extent of I-495/95



Contrabands and Freedmen's Cemetery Memorial

Built and Natural Conditions

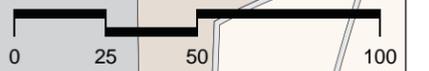


LEGEND

- Grave Shafts
- Memorial Site
- Cemetery Boundary
- Vegetation to Remain
- Existing Vegetation



I-495 / I-95



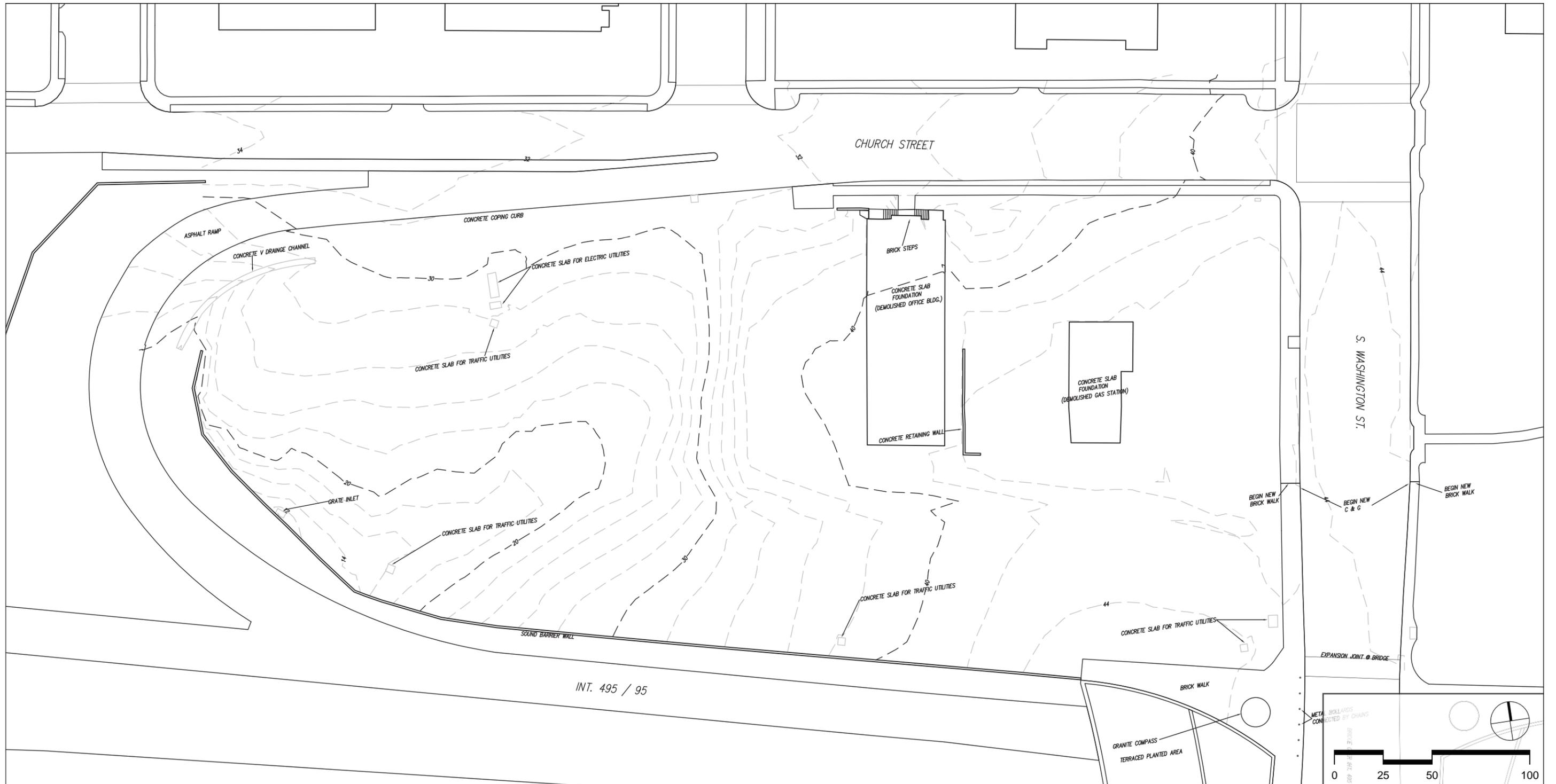
Contrabands and Freedmen's Cemetery Memorial

Historic and Archaeological Resources



LEGEND

- Unexcavated Area - Graves Likely
- Excavated Area - Graves Found
- Prehistoric Site
- Carriage Path
- Presumed Carriage Path

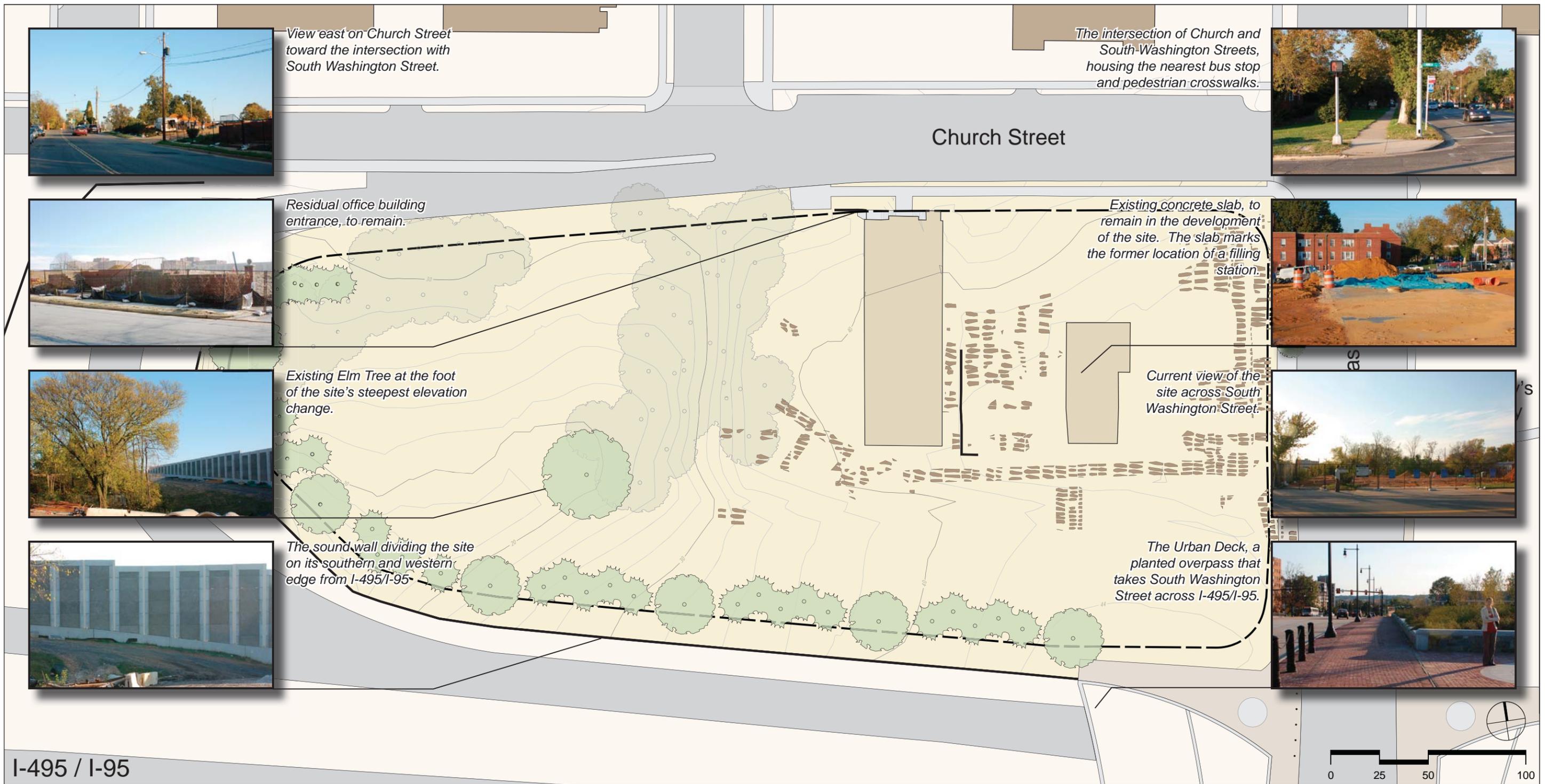


Contrabands and Freedmen's Cemetery Memorial Topography



EDAW | AECOM

LEGEND



Contrabands and Freedmen's Cemetery Memorial

Site Images



EDAW | AECOM

LEGEND



Typical brick sidewalks and street trees.



Multi-family housing on South Washington Street.



Brick garden wall and gate detail.



St. Mary's Cemetery on South Washington Street.



Single-family attached housing on Columbus Street.



Single-family attached housing on Church Street.

Contrabands and Freedmen's Cemetery Memorial

Old Town Alexandria Character Images



Contrabands and Freedmen's
Cemetery Memorial
Design Competition 2008

4.0

Entry Form: Due April 25, 2008 5:00pm EST

For complete submission requirements, see pages 1-3 and 1-4 in the Call for Entries.

Date

Contact Person

Additional
Team Members

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.....
.....
.....
.....
.....

Firm / School /
Organization
(if applicable)

.....

Street Address

Apt / Suite

City

State / Zip / Country

Phone

Email
(one address only)

