

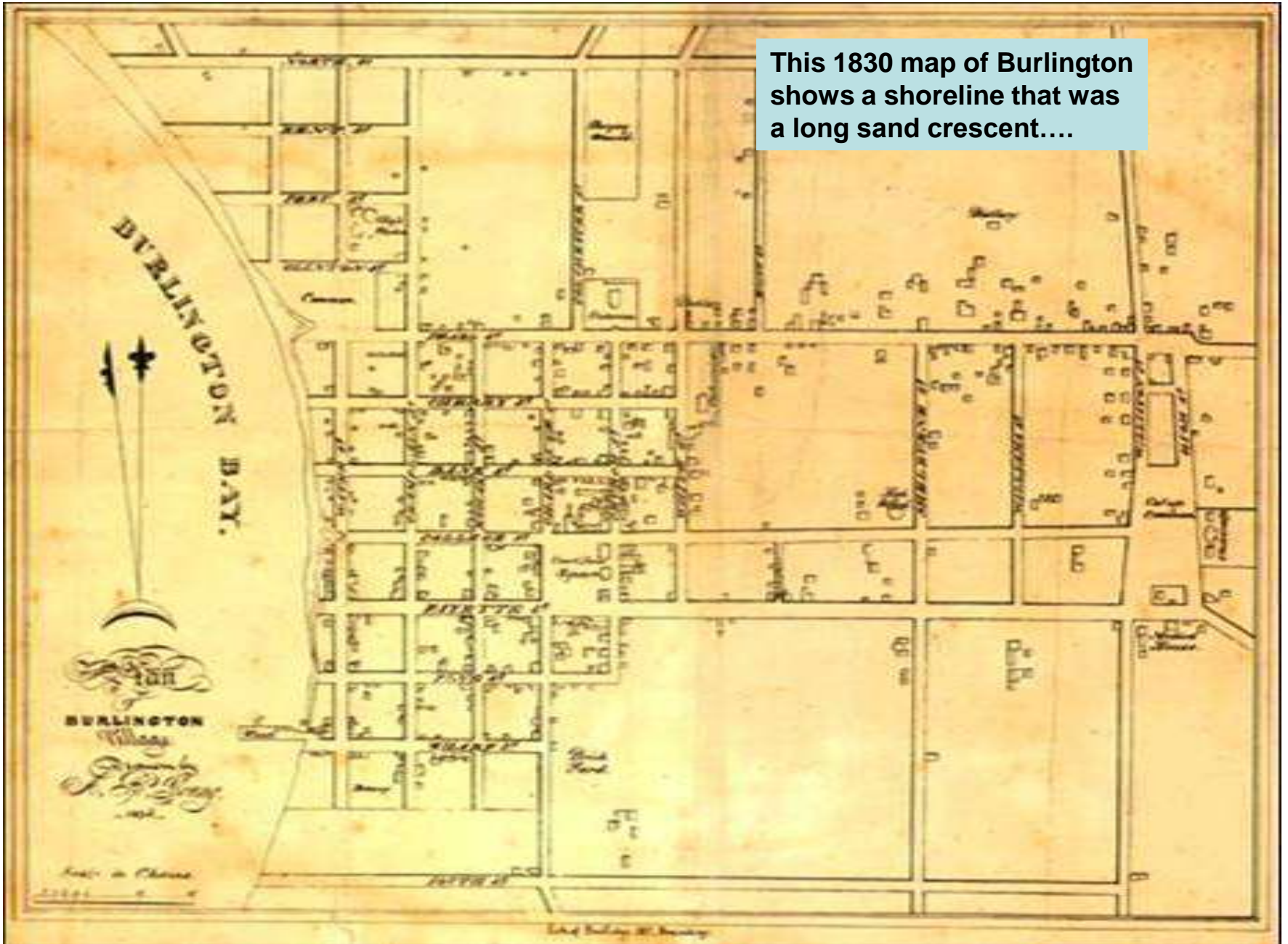
BURLINGTON'S BROWNFIELDS

Slide Show:

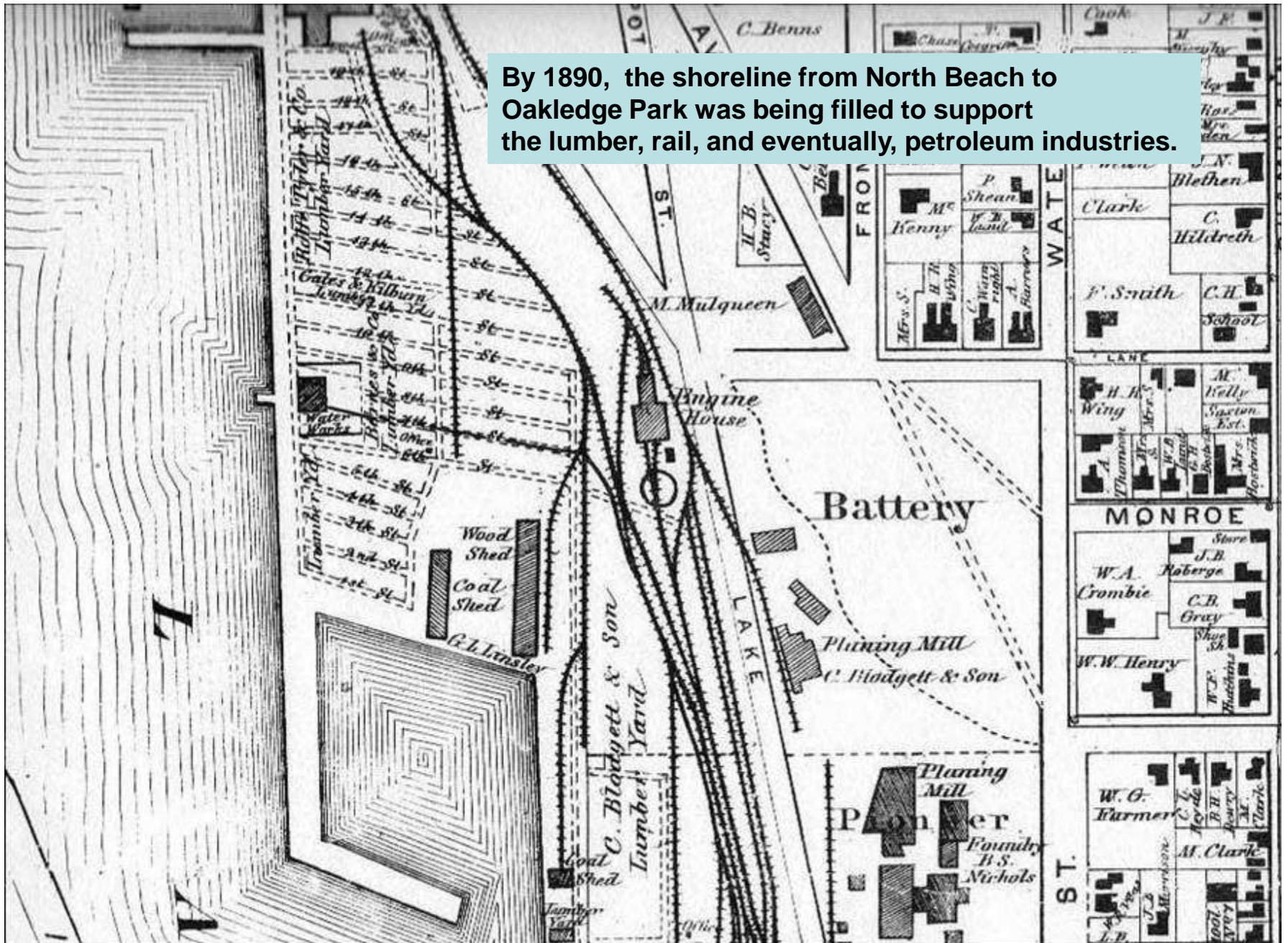
The Burlington Waterfront

September 2011

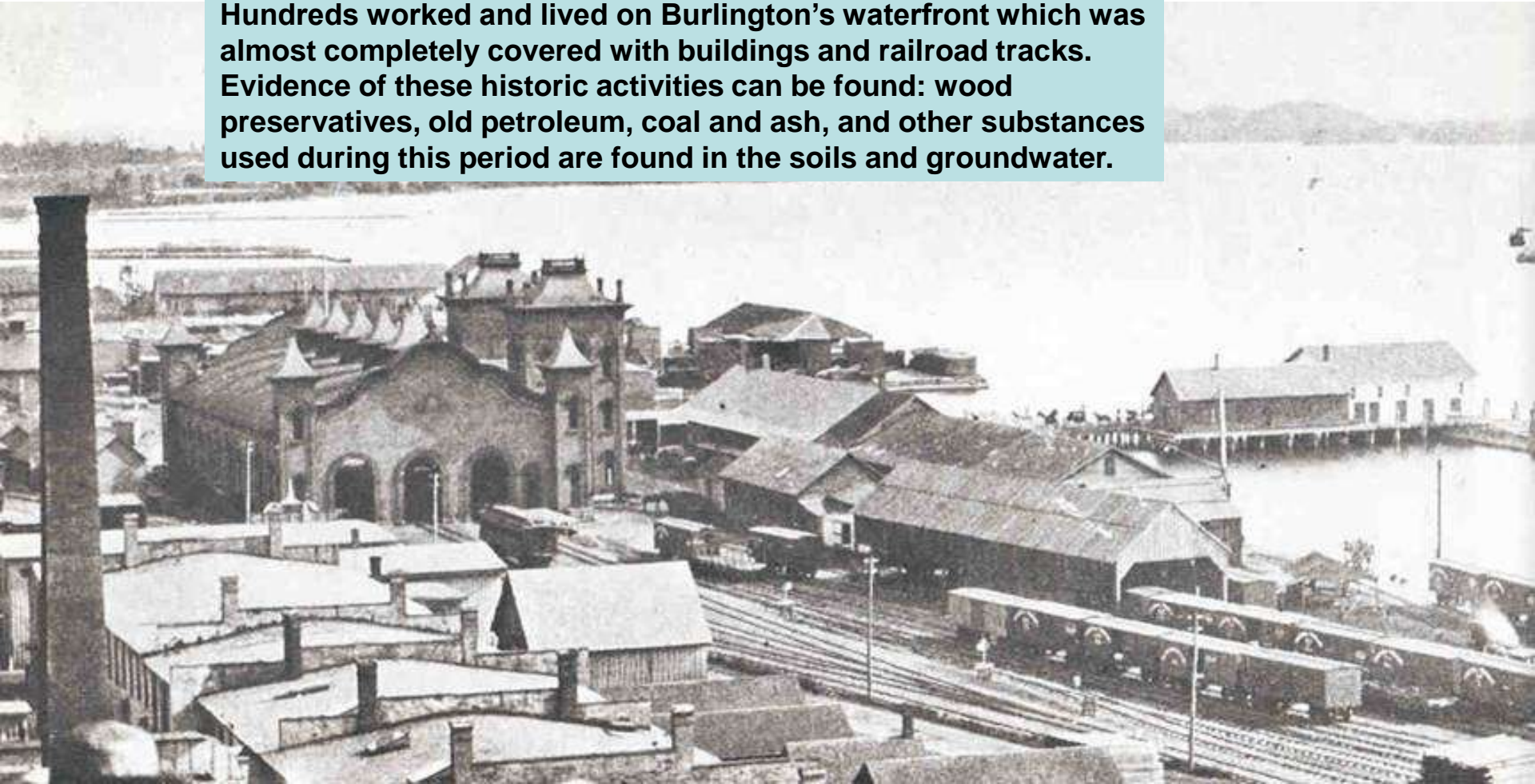
This 1830 map of Burlington shows a shoreline that was a long sand crescent....



By 1890, the shoreline from North Beach to Oakledge Park was being filled to support the lumber, rail, and eventually, petroleum industries.

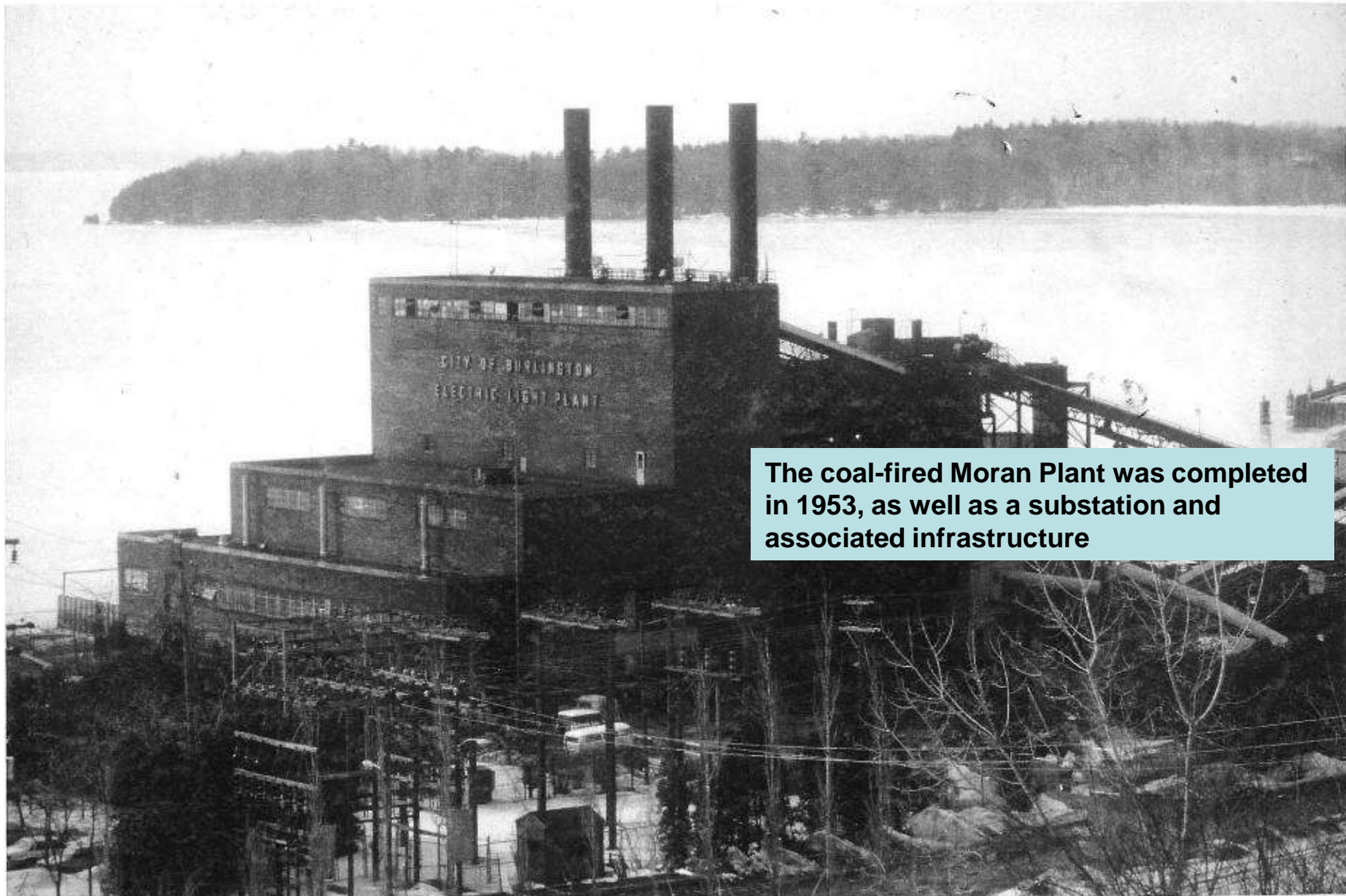


The Burlington waterfront evolved into the third largest lumber Port in the United States, and a major rail and shipping hub. The Old Union Station, shown in this image, was a major stop in the northeast rail system for freight and passenger service. Hundreds worked and lived on Burlington's waterfront which was almost completely covered with buildings and railroad tracks. Evidence of these historic activities can be found: wood preservatives, old petroleum, coal and ash, and other substances used during this period are found in the soils and groundwater.



In the early 1900's, a power plant was constructed (on left, now part of the Water Department complex), new lands were still being "created" with fill, and the waterfront was becoming increasingly industrialized.





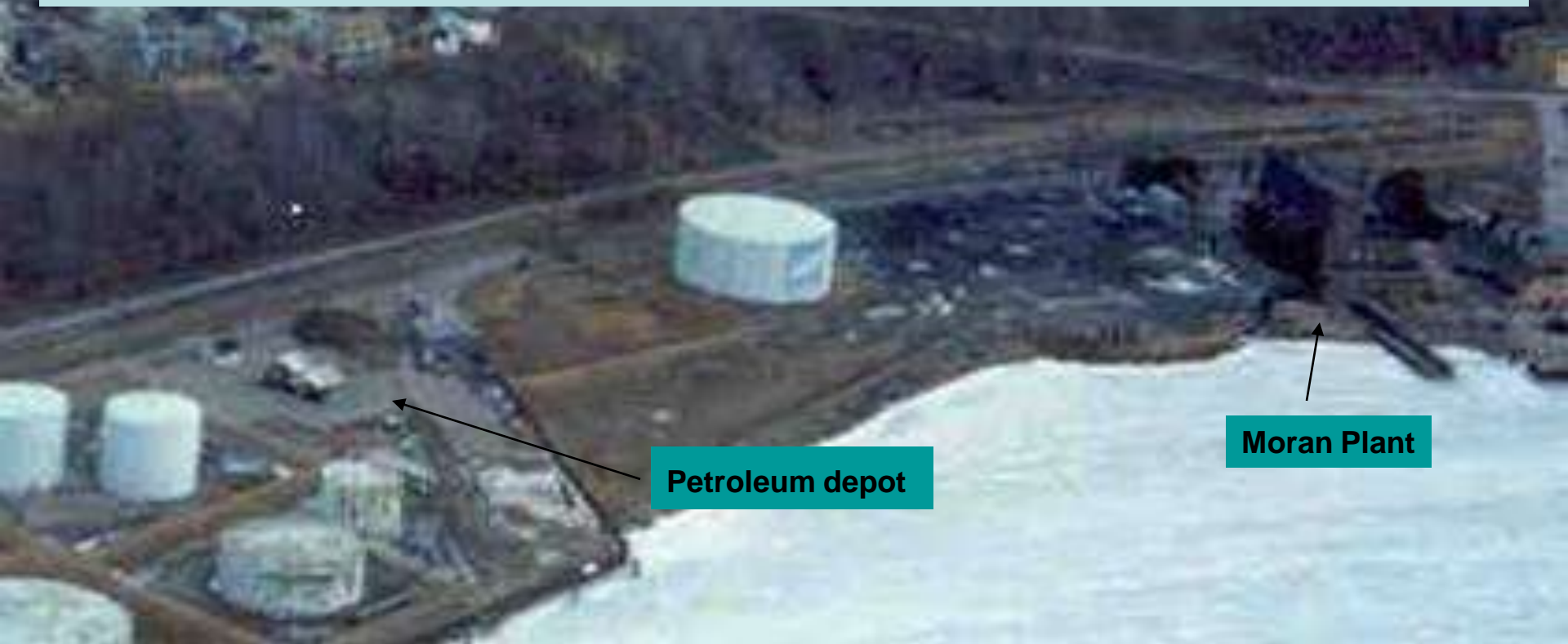
The coal-fired Moran Plant was completed in 1953, as well as a substation and associated infrastructure

In this 1970's photo, the Moran Plant is still operational, and tanks are still standing on the Urban Reserve on filled lands. The City subsequently purchased the Urban Reserve and another 20+ acres of waterfront property.

Area of future Urban Reserve



The north waterfront in the mid-1980's was in serious decline. The City began to examine legal and political options for acquisition, cleanup, and future public access. In 1989, the City won a court case indicating that the filled lands of the waterfront were not being used in the Public Trust, a doctrine established by the State when it first allowed the fill to be placed. This led to the acquisition of 63 acres of waterfront land, and the beginning of a significant, multi-year cleanup of the lands.



Petroleum depot

Moran Plant

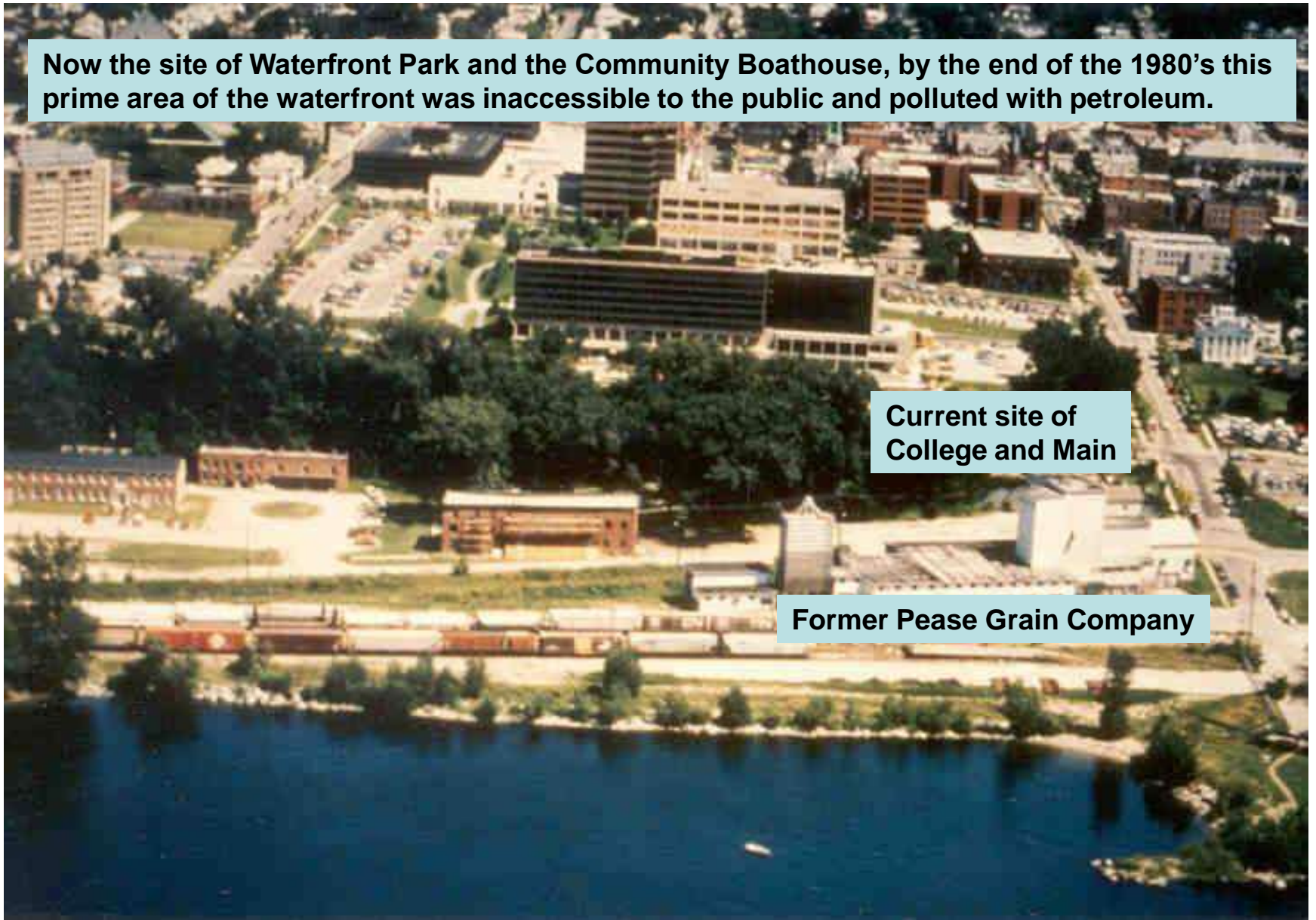
In the late 1980's and early 1990's, after the City purchased the Urban Reserve and other waterfront lands, and the removal of the large above ground storage tanks began. In this 1980's photo, two tanks have been removed. Note the three oil bollards at the end of the land spit: underwater piping once carried fuel to the bulk storage tanks from supply barges.



Now the site of Waterfront Park and the Community Boathouse, by the end of the 1980's this prime area of the waterfront was inaccessible to the public and polluted with petroleum.

**Current site of
College and Main**

Former Pease Grain Company

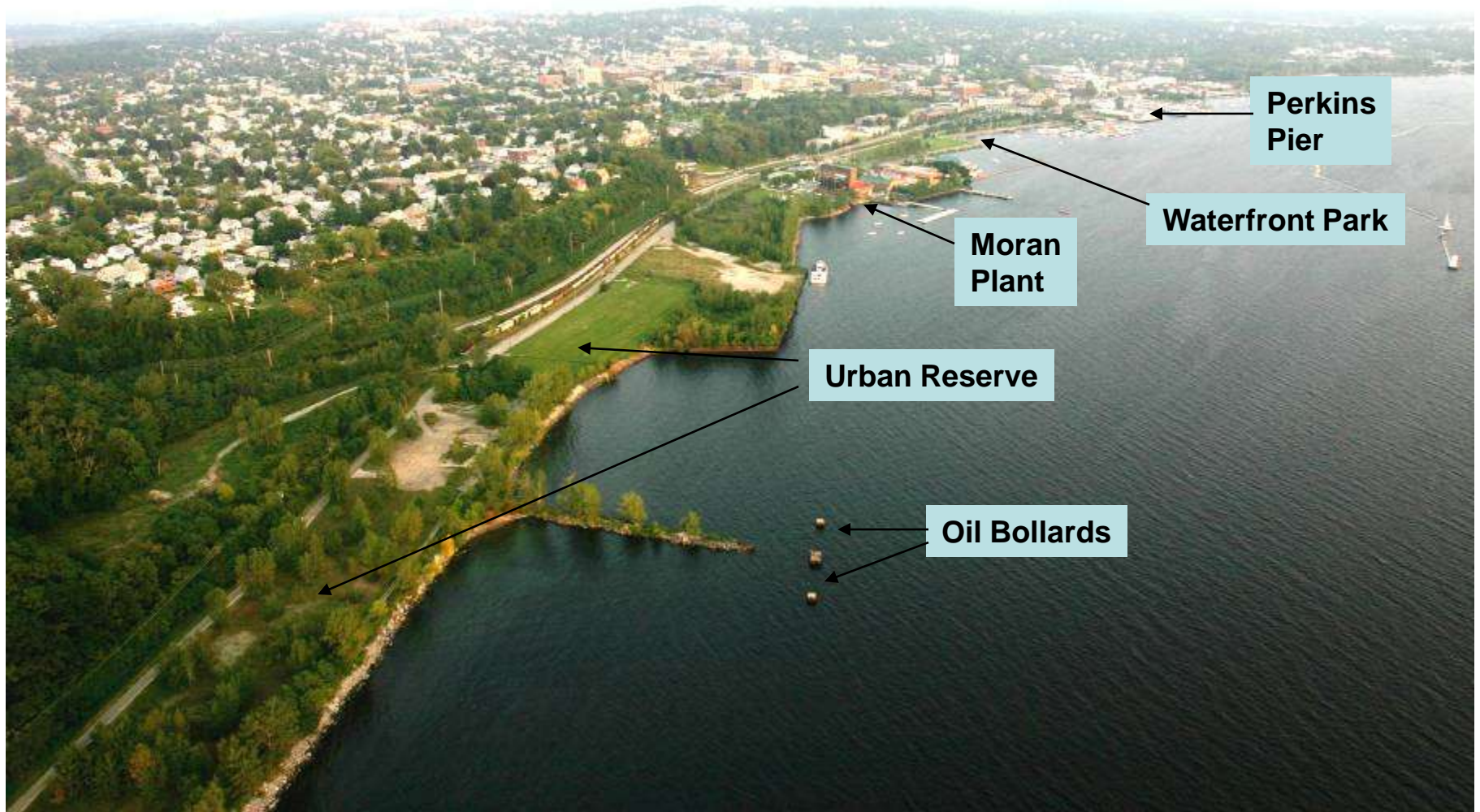




The cleanup has included removal of above ground storage tanks, underground tanks and infrastructure, building demolition, Removal of concrete and rubble, and the placement of clean fill.



This building on the Urban Reserve was demolished in 1999 along with a small warehouse and loading platforms as part of the cleanup of a former fueling station



This 2005 aerial photo is looking south over the Urban Reserve, Moran Plant, and points south. Most of the lands on the lake side of the railroad tracks and bike path are filled lands with the vestiges of past uses being addressed by the City.