

APPENDIX 3: HISTORICAL / ARCHAEOLOGICAL

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Pine Street Industrial Historic District

Other names/site number: N/A

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Pine Street from Maple Street to the foot of the Barge Canal, including parts of South Champlain Street, Battery Street, Kilburn Street, Marble Avenue, Pine Place and the shore of Lake Champlain

City or town: Burlington State: VT County: Chittenden

Not For Publication:

Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C X D

Signature of certifying official/Title:

Date

Vermont Division for Historic Preservation

State or Federal agency/bureau or Tribal Government

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: _____ **Date** _____

Title : _____ **State or Federal agency/bureau or Tribal Government** _____

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District

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Site	<input type="checkbox"/>
Structure	<input type="checkbox"/>
Object	<input type="checkbox"/>

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Non-contributing	
<u>21</u>	<u>16</u>	buildings
<u>13</u>	<u>4</u>	sites
<u>5</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>39</u>	<u>20</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY: manufacturing facility

INDUSTRY: processing site

INDUSTRY: industrial storage

COMMERCE/TRADE: (archaeology) trade

COMMERCE/TRADE: specialty store

TRANSPORTATION: rail-related

TRANSPORTATION: water-related

DOMESTIC: single-dwelling

GOVERNMENT: public works

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Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: business

COMMERCE/TRADE: professional

COMMERCE/TRADE: archaeology

LANDSCAPE: underwater

TRANSPORTATION: rail-related

TRANSPORTATION: water -related

TRANSPORTATION: pedestrian-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

Italianate

No Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: concrete, asphalt, brick, wood, iron.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and non-contributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Pine Street Industrial Historic District (the “District”) encompasses a one-half mile long section of Pine Street in what is known as Burlington’s “South End”, stretching from Maple Street south to the southern tip of the barge canal and from the east side of Pine Street into the shoreline of Lake Champlain. Included within the district are several maritime resources and archaeological sites associated with early industrial, maritime commercial and rail activity. Developed as an industrial and manufacturing center adjoining the City’s waterfront and rail yard, the District also includes several commercial buildings. Collectively, the resources in the District represent a spectrum of industrial, commercial, and transportation-related architecture and infrastructure that dates from the mid-19th century to the mid-20th century. Architecturally, the buildings are simply detailed and built of durable materials. They maintain a low profile, with the tallest building rising to four stories. The appearance and use of most of the buildings has evolved over the years, with some now sheathed in modern siding and the industrial buildings taking on new uses to keep them viable. The District retains historic integrity of location, design, setting, materials, workmanship, and association. The feeling of the District, however, has gradually transitioned from heavy industry to a more light-industrial/commercial character and since the early 1990s it has become known as an incubator for entrepreneurs and artists.

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Narrative Description

Development of the city did not extend much further south than Maple Street in the mid-19th century, but that changed with the arrival of the Rutland and Burlington Railroad and related infrastructure in 1849. The land encompassed by the District is largely flat, making it a favorable area for industrial development serviced by rail, water and vehicular transport. Beyond the eastern edge of the District the terrain begins its steep ascent uphill, where the development is more residential in nature. With rail serviced established, development advanced quickly and spurred the construction of the Pine Street Barge Canal Basin (HD #21) and its Breakwater (HD #21j) in 1868-69. At the same time, Kilburn Street and later Marble Avenue, Pine Place, and Howard Street (all running eastward, uphill from Pine Street) were laid out as the industrial development moved further south long Pine Street. Significant residential developments south and east of the District appeared in the late 19th and early 20th centuries, bookending the industrial area between the civic and commercial heart of the city to the north and residential neighborhoods to the south. As such, by the early 1930s sidewalks and streetlights were installed along one or both sides of Pine Street, making the area hospitable to pedestrians traveling through the industrial area from their South End homes to the downtown area. Although the large, brick manufacturing buildings maintain their architectural and physical integrity, the former gritty industrial feeling of the corridor has been diminished as new uses have filled buildings formerly utilized for heavy industry or commerce. Abandoned railroad sidings, concealed by tall grass, remain in place and signify the industrial past of the area.

The Pine Street Barge Canal Basin (HD #21) and the Burlington Rail Yard (HD #1-1g) remain today as intact and significant markers of the District's earliest industrial heritage. Each contains significant resources, both above and below ground and underwater. Maritime resources both within the canal and the canal breakwaters illustrate the breadth of commercial activities and the evolution of transportation associated with Burlington's waterfront from the early decades of the 19th century to the 1960s.

The 1869 Kilburn and Gates building on the corner of Pine and Kilburn Streets (HD #11) was the first factory to be built in the District and is one of the oldest industrial buildings in the city. This large structure spans the entire block between Pine and St. Paul Streets and, although altered to accommodate a range of uses, has remained in active use through many economic ups and downs – housing a furniture manufactory (1869), a cotton mill (1890), and a printing plant (1930). Today, it is home to several small companies and professional offices.

Several other brick commercial and manufacturing buildings, including the multi-story Malted Cereal Company (HD #19) and Welsh Brothers Maple Company (HD #15) complex, remain intact. Bullocks Standard Steam Laundry (HD #6) and White's Pure Milk Products (HD #10) date from the early 20th century and also contribute to the District's historic integrity. The largest contributing entity is the complex of structures at the corner of Pine and Howard Streets (#20-20c) constructed in the first quarter of the 20th century by the E.B. and A.C. Whiting Company. Buildings for drying, combing, dyeing, packing, and shipping of brush fibers were added to the

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main factory and storage buildings as the business expanded. These structures remain intact today and house retail businesses, offices, and numerous artist studios.

Pine Street has undergone a revival in the past three decades, with a new generation of entrepreneurs redeveloping the old industrial buildings to keep them viable in today's economy. It is now the center of a vibrant art and artisan community in Burlington's South End.

1. Burlington Rail Yard, 1849, Lavalley Lane, Contributing

The Rutland and Burlington Railroad laid track to the Burlington waterfront in 1849, and the main rail yard remains active today. Located on the western edge of the city adjacent to Lake Champlain on land owned by the State of Vermont, it is the northern terminus for the Vermont Railway, which operates the yard. The yard serves as a freight transfer center, maintenance facility, and storage area. The main track runs from south of the Drawbridge (HD #22) straight through the yard and continues north beyond the District boundary. Nine active tracks, each with a specific function, run east of the main track; functions include freight staging and switching, a dock and ramp facility, tank car storage, and transfer of petroleum and stone products. Five tracks run west of the main track and are used for staging freight cars, commuter rail staging and layover, storage of broken or damaged equipment, and transfer to the engine house.

1a. Vermont Railway Headquarters, 1985, 0 Lavalley Lane, Non-contributing due to age

The Vermont Railway is headquartered in a one-and-a-half-story, wood frame structure sheathed in clapboards with a gable roof of standing seam metal. It has three rectangular sections with the largest middle one projecting slightly forward and housing the main entrance, which also projects with a gable-roofed shelter over the glassed-in entryway. Large wooden brackets are placed under the eaves on all four sides. Pairs of vinyl windows are in the two end sections and flank the entrance in the center section. The south side has four of the same windows on the first story and two smaller ones centered in the peak of the gable; the north side has a centered glass entry door sheltered by a gabled hood supported by brackets and a small window centered in the peak. The roof on the east side of the two end sections has a peaked gable perpendicular to the main roof. There are three windows and one centered in the peak and a large vent in the center section.

1b. Railroad Engine Roundhouse, 1916-18, Lavalley Lane, Contributing

The existing roundhouse replaced an earlier roundhouse that was located to the east and burned in 1914. The west and east elevations of the engine house are brick laid in American bond with five bays delineated by brick piers; the central three bays are two full stories and the end bays one. Each bay has pairs of tall narrow window openings set in brick relieving arches. Fenestration patterns remain intact, although many window openings are infilled. The southernmost window on the west side has been filled in to accommodate a door, and the northernmost opening on the east façade is a doorway. All windows have concrete lintels and sills.

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The concave south elevation features seven train entries, with tracks from the turntable (HD #1c) leading to each opening. The convex seven-bay north elevation is delineated by brick piers, and each bay has three tall windows (some infilled) and concrete lintels and sills. The third bay from the west retains a small six light steel frame window which appears to be original. The sixth bay has been rebuilt to accommodate one large vehicle entry.

1c. Turntable, ca 1940, Lavalley Lane, Contributing

Located directly south of the Railroad Engine Roundhouse (HD #1b) is a turntable measuring ninety feet in diameter and set into a concrete-lined circular pit with a track running around the inside edge at the bottom. The turning mechanism runs around this track, connecting segments of track on either side. The turntable has a single track that accommodates one piece of equipment at a time with a curved metal guardrail on either side. Construction of the new Railroad Engine Roundhouse in 1916-18 included a new turntable pit, which was upgraded ca. 1940 with the present equipment.

1d. Pumphouse/Boiler room, ca 1920, Lavalley Lane, Contributing

A one-story, rectangular boiler room of common bond brick with a gable roof sheathed in asphalt sits east of the Railroad Engine Roundhouse. The nine-bay east elevation has six six/nine double hung windows with round-arched brick lintels and concrete sills. Doors fill the third, fifth, and ninth bays; the first has double wood doors with a five-light transom above, the second and third are six-paneled wood doors with arched tops like the windows, but the third one has been filled in to accommodate a new vinyl door. The west elevation has a doorway, two windows, two pairs of windows, another window, and another filled-in doorway; all windows are six/nine double hung sash and all openings have segmental brick arches. The north side has one six/nine windows and an infilled doorway. The south elevation has doors on either side of a six/nine window, all topped with rounded brick arches. The bottom sash of the window is boarded in.

1e and 1f. Salt Sheds, ca 1970, Battery Street, Non-contributing due to age

Two large rectangular all-metal buildings with gable roofs and raised concrete foundations house salt. The larger of the two (#1e) has a full-height opening with a sliding door on the west side, an entry door and two loading docks on the east, and no openings on north and south. The other (#1f) has no openings on west, south, and east; the north side has an entry for trucks picking up salt.

1g. Shelburne Limestone building, c. 2010, Non-contributing due to age

This metal sided, shed roofed, two bay structure is constructed over existing rail tracks, allowing for the entrance of railcars. The westerly bay is higher than the easterly, accommodating tanker style cars.

2. Warehouse, 1919, Dwelling/Office, 216 Battery Street, Non-contributing due to alterations

This two-story, nearly square structure with a hipped metal roof with extended eaves was built as an ironclad warehouse in 1919, but it was converted to residential use in 1981. It has a concrete foundation, and is sheathed in new metal siding on the north and east elevations and clapboard

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siding on west (front) and south elevations,. The north elevation has no openings; the rest of the elevations have altered and highly irregular fenestration including assorted new and replacement doors and sash. The façade has an assortment of windows and doors and a second story deck supported by large metal brackets and cables from the roof. A shed-roof dormer over the deck has three windows.

The south elevation has a shed-roofed extension with a window, entry door, and garage door, then two windows. The second story has a wooden deck over and partly supported by the first-story extension with sliding glass doors and a single glass door plus one window. The east elevation has another second-story deck ending in metal stairs leading up to another roof dormer and seven one/one double hung windows on the first story and four one/one double hung windows on the second.

Two windmills, solar panels covering the south slope, various whirly gigs, a wrought iron fence, a vertical “Rambler” sign projecting from the south elevation and old stovepipes on the roof reflect the building’s much-altered state.

3. Champlain Valley Fruit Company, 1909/c. 1920/c. 1930/1952, 241-243 South Champlain Street, Contributing

This long, narrow series of connected buildings measures 300’ from north to south. For many years, it housed the Champlain Valley Fruit Company, which began in 1915 and was originally located at 171 Battery Street. In 1918, the company moved to South Champlain Street by purchasing a warehouse and refrigeration plant built in 1909 by Wilson & Gaul.¹ Today, the buildings are referred to collectively as the “Independent Block”. This interconnected series of five buildings reflects the growth and development of the Pine Street industrial area. Its location provides immediate access to the rail and road transportation network. While the buildings have evolved and changed over the decades, they still reflect the industrial past of the complex and portions continue to be used for cold storage of bulk goods.

Looking westward at the facade, each component is described from left to right:

- The southernmost portion is a massive, one-story, flat-roofed concrete block building with four windows and a single loading dock door opening onto South Champlain Street. A railroad siding runs directly behind the building. It was constructed c. 1955 and served as warehouse space for the Champlain Valley Fruit Company.²
- The next section incorporates the 1909 Wilson & Gaul building, which was updated in 1952 with a modernist façade and a second story at the front of the building designed by

¹ *Burlington Weekly Free Press*, July 27, 1909. This article reports that Wilson & Gaul are “having a new three-story [sic] brewery storehouse put up on South Champlain Street.”

Burlington Weekly Free Press, “Warehouse Sold,” March 28, 1918. This article incorrectly states that the address of the warehouse is 234 South Champlain Street; it is actually 243 South Champlain Street.

² An aerial photograph of the Burlington waterfront dated 1953-1959 shows that this warehouse space had been built at the time.

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Whittier & Goodrich, a local architectural firm. The first story is brick and the second story is clad with wood and metal panels and bands of windows. The building has a flat roof. Projecting molding outline a double height entranceway with a window above a door set in a surround of molded, corrugated translucent glass. The same projecting molding outlines the second story and all its openings. The second story has gangs of three vertical-pane windows, one to the left and two to the right of the entrance panel; a fourth set has four panes. Windows on the first story also have vertical panes, but have a second smaller pane at the bottom. There is a gang of three to the left and two to the right of the door and then a single pane and a double entry door. The door is reached by concrete steps and a landing running across the front of all three sections. The west (rear) side of this section is built of concrete block. Ten single-pane windows are evenly spaced across the second story, and the first story has a flat-roofed metal enclosure extending out, and it has five loading dock entries. On the interior, evidence of early 20th century construction is visible in the form of massive timber posts and floor beams, poured concrete walls and floors for cold storage, and very closely spaced floor joists to support the weight of produce and liquor cases stores above.

- The next section is a two-story brick building built between 1926 and 1940 to fill the gap between the 1909 Wilson & Gaul Building on the left and the 1926 G.S. Blodgett Warehouse on the right. The building has a flat roof. It has five windows with vertical panes atop rectangular panes on the second story. The first story has two large shop windows flanking a double glass door topped by a glass panel. The ground slopes to the west, giving the rear (west) elevation three stories. It has replacement sash in three openings under concrete lintels in the third story, six one/one double hung windows on the second story, and four slightly larger one/one double hung windows with concrete lintels on the first story. The 1942 Sanborn map identifies this space as cold storage.
- The next section is two stories with a low-pitch gable-front roof. It is clad in vertical metal siding. A building in this location first appears on the 1926 Sanborn Map, occupied by the G.S. Blodgett Co. Inc./Wholesale Plumbing Supplies. It has six one/one double hung windows on the second story and five windows with a pair of vertical panes under a horizontal one and then an entry door on the first story on the front. The rear elevation has three sliding windows in the third story, the same double vertical panes under a horizontal pane on either end, and three windows with triple vertical panes in between on the second story. Five smaller versions of the two vertical under horizontal paned windows are on the first story along with a glass entry door. All windows in this section are of vinyl. On the interior, the light wood framing of the building is exposed in several areas indicating its construction in the 1920s. The 1942 Sanborn map shows that this space was still used by G.S. Blodgett. The 1950 map, however, indicates that by this date it was owned by the Champlain Valley Fruit Company and used for produce storage.
- The northernmost section is another infill structure, built c. 1960 based on concrete and metal construction visible on the interior. It presents a blank, metal-clad one-story wall on South Champlain Street. The building is accessed at grade in the back via a single

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loading dock door. It is sandwiched between the north wall of c. 1920 Blodgett building and a large concrete retaining wall. The top of the north wall, at the same grade level as South Champlain Street, is a remnant wall from a large auto garage that used to stand immediately to the north. The remnant wall is built of rock-faced concrete block and probably dates to the 1930s.

4. National Biscuit Company, 1923, 266 South Champlain Street, Contributing

A two-story, flat-roofed, brick commercial building has an original one-story, flat-roofed ell extending to the south; both main block and ell have a stepped roof parapet (protected by metal caps) on the façade and rest on a raised concrete foundation. A small, metal-clad, flat-roofed, rectangular projection at the juncture of main block and ell has a loading dock on its south side. The front (west) side of the main block has two one/one double hung windows centered in the second story and an entry door and two loading dock doors on the first story. The loading docks have been filled in with wood paneling, each with a pair of windows, and are topped by wooden molded pedimented hoods supported by pairs of large wooden brackets; small windows at the basement level under each loading dock door have been filled in. The façade of the ell has five pairs of one/one double hung windows; one window in the second and third pairs has been filled in; each pair of windows has the same basement-level openings, now filled in.

Three pairs of double hung windows are evenly spaced across the second story of the main block's south side; the first pair retains the original six/six sash, all others are replacements, and a door has been inserted between pairs two and three. The south elevation of the ell has three pairs of one/one windows. The east elevation has a pair of windows centered on the second story and a pair on the south end and a single window on the north end on the first story. The ell has two pairs of windows, a loading dock, two more pairs of windows, and another loading dock filled in with an entry door. All openings on the east side have windows in the basement level, covered with wire mesh to allow air circulation. All windows are one/one vinyl replacements unless otherwise specified and have concrete sills; all openings have splayed brick lintels.

5. Bobbin Mill Condominiums, ca 1983, 235 Pine Street (historic address)/234 South Champlain Street (present address), Non-contributing due to age and alteration

This condominium development has four two-story rectangular sections running parallel to Pine Street, with alternating sections set back from its neighbors. A gable-roofed, enclosed exterior staircase projects from each section. Renovations in 2014 included replacement vinyl siding and windows with new asphalt-shingles on the gable roofs.

Located to the west of these ca 1983 condominiums is the former Vermont Spool and Bobbin Mill (built 1905), which is listed in the National Register of Historic Places as a contributing resource in the adjacent Battery Street Historic District (1984 Amendment).

6. Bullocks Standard Steam Laundry, ca 1925, 257-277 Pine Street, Contributing

This one-story, flat-roof, rectangular commercial building has a brick front, the top of which is modestly decorated by two parallel rows of slightly projecting paired courses of brick stretchers; the rear addition is constructed of both rock-faced and plain concrete block. The southern half of

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the façade has sets of five large plate-glass replacement windows in the original openings flanking a double entry door, all with splayed brick lintels and brick sills. The northern half has fewer openings, and all may be later alterations – a door, a plate window, and a double hung window. The north elevation has three double hung windows in the front section and one in the rear addition. The southern elevation has one large window like those on the front and a doorway; an opening for vehicle entry near the rear corner has been bricked in. The rear elevation has several vehicle entry and loading dock openings, now closed in. A small wooden entryway projects from the rear elevation and provides a handicapped access ramp. The laundry was built on the site of various small structures of J. W. Goodell's stone manufactory by 1925, when it was listed in the Burlington City Directory. Today, it houses a number of retail and service businesses.

6a. Storage shed, ca 1990, Non-contributing due to age

A double-height, all-metal, T-shaped warehouse has a shallow gable roof and concrete foundation with a single vehicle opening on the east side and a double vehicle opening on the south; it stores carpeting for a retail business in the main building.

6b. Vermont Art Supply, ca 1990, Non-contributing due to age

A 1988 fire destroyed all historic fabric of what had been the stone-processing shed and showroom for J. W. Goodell's stone works. The existing building is a one-and-a-half story, gable roof structure with a concrete foundation and clapboard siding. The gable-front end has a three-part Palladian-style window (created from the same single-pane sash used throughout the building) centered in the upper story and a metal entry door, window, and vehicle entry door on the first story. The south elevation has seven windows. The north elevation has a full-length wall dormer with windows and doors; an exterior stair leads to a second-story balcony that spans the length of the building and provides access to the second story spaces. Openings include a window, two doors, four windows, two doors, and two windows, from east to west. The first story has two vehicle openings with garage doors and four windows. All windows have two side-by-side sliding sash.

7. M. & F. C. Dorn Bottling Works, 1919, 266 Pine Street, Contributing

The small rock-faced cement block bottling works first built in 1919 has been expanded repeatedly over the years into the current sprawling, multi-part complex. An ell was added to the east end by 1938 and the main block enlarged into a much bigger, two-story, L-shaped building, also of rock-faced cement block and topped by a flat roof. By 1960, the void of the L had been almost completely filled in, leaving only a small setback on the front (west) side. A nearly square, two-story, rock-faced cement block, flat-roofed garage and storage building was also added at this time, just to the east and north (catty corner to) the main building. Since then the two buildings have been connected by infills on both sides. A two-story but slightly taller concrete block ell with vertical wooden siding on the second story and a shed roof connects the two on the south and east sides; a shallow gable-roofed, one-story, metal warehouse structure connects them on the west and north sides. Most of the small setback on the front (west) side has also been filled in with a single-story, concrete block, flat-roofed addition.

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The section of the original structure facing Pine Street has three nine/one double-hung windows in the second story and two large plate glass shop windows on the first story, below which are single fixed-pane windows at the basement; all windows have concrete lintels and sills. The concrete block infill to the north has a door and two six-pane fixed sash windows. A large entry with a garage door fills the north end of the infill. This infill obscures most of the older building's brick front wall topped by a parapet, the west side of which has one and the north side two large shop-type windows with a horizontal fixed pane above two vertical fixed panes. The metal infill structure has a vehicle entry on the west side and entry doors on the north. The west side of the garage/storage building has five pairs of one/one double-hung sash with concrete lintels and sills evenly spaced across the second story. The first story has a new shop front with two glass doors, each flanked by pairs of fixed-pane shop windows; this entry is covered by an awning. A covered stairwell has been added on the north side. The north side has one three-pane fixed sash window, and the east side has the same windows as the west.

The south side of the 1938 building has twelve six/six double-hung sash on the second story arranged in two groups of six with an empty bay between; the first story has the same pattern of openings, but they have been filled in or had sash replaced. The back corner of this building is a single story built of plain concrete block and has a double entry door in what may once have been a loading dock entry. The concrete block rear connecting structure steps back and attaches here.

8. Burlington Venetian Blind Company Office, c. 1930, 270 Pine Street, Contributing

This flat-roofed building rests on a raised concrete foundation. The central front door is flanked by large shop windows; the second story has two/two double hung windows above those on the first story. The south elevation has windows in all bays on the first story and in the first and third on the second story; all are double hung with two/two sash. Plain wooden trim frames windows and doors as well as cornerboards. A two-story rear ell appears historic; it has an entry door and two windows on the first story and a window in the second bay above. A more recent one-story shed-roof addition extends to the east behind it and has one door and one window. All windows in the two ells are one/one. The Burlington Venetian Blind Company factory was located immediately south of this building, at the corner of Kilburn Street and Pine Street. It is no longer standing.

9. Curtis Lumber, ca 1985, 315 Pine Street, Non-contributing due to age

This retail building supply store – formerly T. A. Haigh and Company – was built on the site of the Barnes and Holt Spool and Bobbin Company (ca 1885) and destroyed by fire in 1980. The historic shed was not rebuilt, and the main building is new construction. The one-story retail section facing Pine Street is backed by a massive double-height metal warehouse structure. An enclosed entryway projects from the front of the building; it has a steep-pitched gable roof and glass entry doors on either side (north/south).

9a. Shed ca 1990s, Non-contributing due to age

A small, one-story shed with an asphalt shingle roof and vertical board siding appears to be a prefabricated structure. It has a door and two pairs of windows on the front (Pine Street) side. It

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houses an office.

9b. Lumber shed, ca 1980, Non-contributing due to age

Large double-height gable-roof storage shed with steel I-beam and dimensional lumber frame, sheet metal roof and siding.

10. White's Pure Milk Products, 1928/1945, 20 Kilburn Street, Contributing

First built by White's Pure Milk Products ca 1928, this rectangular concrete block and brick flat-roofed building was significantly enlarged by the Borden Company around 1945. The brick front faces Kilburn Street (south) and steps up the hill in three sections. The first section had two openings for vehicle entry, both of which have been filled in with shopfront glass and entry doors for retail and studio use. The middle section has a pair of metal nine/nine double hung windows flanking a modern metal door with glass panel. The third and largest section on Kilburn has three nine/nine metal windows in the first, second, and fourth bays and two small nine/nine windows in the third.

The seven-bay western elevation is of concrete block. The first (north) bay has a vehicle entry with a modern garage door and the second an entry door. The same nine/nine double hung metal windows are in bays three to seven. The eastern elevation is also of concrete block.

11. Kilburn and Gates, 1869/1988, 7 Kilburn Street, Contributing

This massive, 400' long, two-story building on a raised red stone foundation and topped by a shallow gable roof was originally part of the Kilburn and Gates factory complex constructed in 1869. Shortly after completion, the local press claimed it to be "the largest furniture factory in the United States, if not the world."³ The L-shaped building was designed by Burlington architect E.C. Ryer and spans the length of Kilburn Street.⁴ At the east end is the brick engine house with a 115' tall, square, brick chimney. Partway up the chimney, on the east side, is a marble plaque engraved with the date "1869". Extending to the west from the engine house is the wooden factory building, measuring 360' feet in length and 50' in width. Rehabilitated in 1988 for commercial rental, the factory building has heavy iron buttresses that date from the 1930s along the north elevation and nine/nine windows throughout. Plain wooden trim is found around windows and doors and at corners.

The eleven-bay north elevation faces Kilburn Street with each bay separated by an iron buttress set on a poured concrete base. The Pine Street (west) elevation has five windows on both first and second stories. The redstone foundation is fully exposed, with asymmetrical window placement at the second, third, and fourth positions. All foundation-level windows have double-hung sash and are smaller than those above. The south elevation lacks the supporting buttresses and has a large addition containing a restaurant/brewery and a United States Postal Service distribution facility.

12. Hulbert Supply Company, Inc., 1959, 332 Pine Street, Contributing

³ *Burlington Weekly Free Press*, "Kilburn and Gates Furniture Factory," December 8, 1871.

⁴ *Burlington Weekly Free Press*, "The Pioneer Shops," April 9, 1869.

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This concrete block building with an arched roof was built in 1959 by the Hulbert Supply Company. The seven- by nine-bay building has an arched corrugated metal roof and a raised concrete foundation. The west elevation has pairs of sliding windows in the first six bays and two small double hung windows in the seventh and corrugated metal in the gable arch above the business name. All entrances are on the south façade, and projecting piers one concrete block wide separate the nine unevenly spaced bays. A concrete stairway leads to a small porch and a glass entrance door in the first bay, the second bay has a sliding window like those on the front, and the third bay a sliding window and a bricked-in window opening. The next section has a stairway to a landing with an entry door and then a large recess with three loading dock openings regularly spaced with piers separating them. The three last bays have vehicle openings, separated by piers. The northern elevation has no openings and nine of the concrete block piers regularly spaced. A double-height metal warehouse with a shallow gable roof is attached at the eastern end and forms an L with the main block. Its western elevation has two loading docks and one vehicle entry; the north wall is of concrete block.

13. Burlington Street Department, 1934/1954/1969/1974, 339 Pine Street, Contributing

This long, narrow, rectangular brick building extends west from Pine Street and was built in four phases. Phase I, built 1934, was funded by the federal Public Works Administration (Project #2215). The original structure, as shown in Figure 1, consisted of a one-story brick building with an office at the east end and seven large garage bays – three with doors and four without doors. Attached to the west end of the brick building was a ten-bay repair shop, framed with steel beams and open on the north elevation. The south elevation was a brick wall with evenly spaced metal windows. At the west end of the repair shop was a two-story, brick, storage building. These original structures have flat roofs, concrete foundations, and bricks set in common bond with headers every sixth row.

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Figure 1. View looking southwest at the recently completed Burlington Street Department facility in 1934.
Photograph by Louis L. McAllister, courtesy of UVM Special Collections Library.

The east elevation of the building, facing Pine Street, has a stepped parapet wall set off by a row of vertical bricks; an area framed in brick enclosed a sign that read "Central Plant." Four metal windows with fixed four-light sections at top and bottom and an eight-light section in the center are evenly spaced across the façade. Windows have vertical brick lintels and concrete sills. Likewise, the north elevation of the one-story brick building has a stepped parapet wall set off by a row of vertical bricks; an area framed in brick encloses a sign that reads "Burlington Street Department". The three-bay two-story section has another stepped parapet wall on the north elevation with the same brick-framed recess for a sign that read "1865-1934."

Today the left half of the north elevation of the one-story brick building is concealed by the Phase II addition. The right half of the elevation has three overhead garage doors flanked by access doors. The next section still has ten bays, all of which are enclosed with overhead garage doors except for bays six and seven, which are infilled. All vehicle entries have the same vertical brick lintels seen on the windows. Both levels of the two-story brick building have central entries

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flanked by twelve-light metal windows, a vehicle entry on the first story and double-door loading entry on the second.

Phase II, built 1954, added a one-story, wood-framed addition onto the left half of north elevation of the one-story brick building. Designed by Street Department engineers and built by Street Department crews, the Phase II addition housed Street Department offices that were relocated from City Hall. The one-story, square addition has a flat roof and plywood siding. All windows have muntins running horizontally and doors have the same horizontal panes, creating a distinctive look. The east elevation has four pairs of two/two double-hung wooden windows and two, much smaller, windows of the same design. A shed-roofed extension on the north elevation shelters a fenced-in storage area, obscuring a door with sidelights, a block of nine horizontal-sash windows, paired three-horizontal pane windows, and another door with four horizontal panes. The west elevation has three, three-paned window groups flanking a paired set of three-pane windows.

Phase III, built 1969, extended the original building further to the west beyond the two-story brick building. This addition contained four-bay mechanic shop, tool crib, office, and three bays of equipment warm storage. This addition is constructed of different brick set in running bond; openings include a nine-light window and entry door, then seven vehicle entries with garage doors.

Phase IV, built 1974, added a small wood-framed addition to the west elevation of the Phase II addition. The southern elevation of the complex has windows running its entire length, with vertical brick lintels and concrete sills. Most lights retain original glass; sometimes it is missing or replaced. The first sixteen windows are the same four-, eight-, four-light configuration found on the east side. Starting from the east end, there are two windows, a smokestack, eight paired sets of windows (the first two have been bricked in), and another smokestack. Ten nine-light windows spaced widely come next; the tenth window is bricked in. The two-story section has three twelve-light windows evenly spaced on each story. The next one-story section has twenty-four light windows with no lintels, but with concrete sills. The western elevation has a single metal entry door at the south end.

13a. Chittenden Solid Waste District Drop-off Center, 1980, Non-contributing due to age
An all-metal, rectangular structure with a shallow gable roof and large entry on the north side sits just west of the Burlington Street Department building. It is a collection point for recycled materials.

13b. Chittenden Solid Waste District Drop-off Center, 1990, Non-contributing due to age
A second, much smaller, all-metal building with a shallow gable roof has a door and window on the west side; it houses the cashier.

14. Meunier Store/Glove Factory/Dwelling, 1901, 1-5 Pine Place, Contributing
Three-story Queen Anne style dwelling has a slate-covered gambrel roof and a concrete foundation. The house has been covered in vinyl siding and has all new one/one double hung

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windows. A distinctive, canted section on the northwest corner was added by 1942; it has a slate gable-roofed porch on the third story with turned posts and Italianate-style bracket supports and a turned balustrade. The canted section has windows on all three sides on the first and second stories. Another distinctive, Italianate feature is the row of brackets (identical to those on the porch) running under the eaves on the north (front), west, and south sides and on a one-story ell at the rear. The front faces north (Pine Place) and has a two-story porch, added by 1920, with a covered exterior stair giving access to a second-story door; the porch with square posts and railing appears to be all new. Windows flank the central doors on first and second stories; the upper story has a third window to the west.

The west side, facing Pine Street, has three windows on the first story, two in alternate bays on the second, and three above the first story windows on the third story. The southern elevation has windows in bays one, three, and four on the first and second stories and gable-roofed dormers in bays one, three, and four on the third story. The east elevation has an exterior stair to the second story leading to a landing and entry door and then continuing to the third story and a flat-roofed porch. The building historically had a rear porch (by 1920), but it's difficult to determine how much of the existing one is new material.

The building was constructed by Augustin Meunier, who operated a small grocery store on the first story and lived in the upper storys with his wife Josephine and family. Meunier died in 1908, and his sons Arthur, Fred, Louis and Emanuel opened a glove manufacturing business with the moniker *Meunier Brothers*. The glove factory was out of business by 1917. Members of the Meunier family continued to reside here into the late 1930s; the building has been an apartment house since.⁵

15. Welsh Brothers Maple Company, 7 Marble Avenue (historic address)/400 Pine Street (current address), 1917/1938, Contributing

Burlington architect Frank L. Austin designed this distinctive factory, with the main block facing Marble Avenue and four large storehouses to the east and south. The two-story, flat-roofed, main building is constructed of brick set in common bond and rests on a raised poured concrete foundation. The three-bay front has brick piers separating the bays and is topped by a stepped parapet wall; projecting piers at the two front corners have an inset in basket weave pattern. The central entry door has a molded pediment supported by brackets, both of redstone, sheltering a pedimented frame with the date 1917. Pairs of windows, each pair under a single continuous concrete lintel, flank the central front door; all have replacement glass. The second story has two windows with concrete lintels and sills in each bay, the three on the eastern end have been replaced with one/one sash, but the remaining original metal windows have fixed four-lights at top and bottom with an eight-light center sash that tilts to open. The western elevation has seven bays, also delineated by brick piers. The second story retains the original four-, eight-, four-light metal windows, two in each bay. All first-story windows are replacements – a four-light awning top and a fixed eight-light bottom, presumably replicating the missing originals. Replacements fill the original openings, but do not have true divided lights.

⁵ Norwood, Karyn, *From Cereal to Can Openers: Historic Industries along Pine Street*, <http://www.uvm.edu/~hp206/2013/pages/norwood/index.html>.

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The pier separating the second and third bays on the southern elevation is much deeper than the others and houses a chimney. Each bay has two windows, the same original windows on the second story and the same replacements on the first as those on the west side. Only part of the east side of the main block is visible, as the first storehouse is attached along this façade. It has pairs of twelve-light metal windows on either side of entry doors on both stories; all four windows to the north are one/one replacements. A modern wood stairway attached to the east side provides access to the second story and a second metal exterior stair continues to the roof. Finally, a one-story, rectangular, metal structure has been erected on the roof.

Four rectangular, one-story, flat-roofed, brick ells were added to the main block over time, to serve the growing needs of the company. The first was part of the original construction; attached along the east elevation and extending beyond the main block to the south, it creates a courtyard that once had a one-story infill, but is now open with concrete steps and access ramp. The ghosting of the demolished section is visible on west and south walls. The addition has three bays and parapets on the west and south sides similar to that on the front of the main block. Three one/one double hung replacement windows and a replacement entry door retain the original concrete lintels and sills on the west side; this is the entry to 388 Pine Street.

The second and third storehouses were added by 1938. The second is a trapezoid that extends east and south from the southeast corner of the first addition. The south elevation runs at a slant and a curved loading dock fills the corner recess between the two buildings and the space created by the canted wall. It appears that the southern wall was substantially rebuilt with concrete block; it has several modern windows and doors (window, door, window, window, door, window, west to east). The third storehouse is L-shaped and wraps around the north and east sides of the second addition. The long leg of the L extends beyond the second addition to the south, which houses a loading dock entry.

The addition of these ells created a large recess between the first and third storehouses along the northern side. The fourth addition filled this space, creating a long elevation to the east; it has three stories because the land slopes down to the north. The third story has four large sliding windows, the second story has one odd glass-filled opening, and the first story has four doors in various locations and two of the windows per the third story. A new, curved brick entryway at the northeast corner provides access. Four two-pane sliding windows are visible on the second story of the south and west sides. A small, square, one-story brick section was also added at this time, positioned in the corner of the L created by the main block and addition. It has two pairs of two/two double hung windows on the east side and four small two-light horizontal windows on the north.

16. Warehouse and office, 1966/1980, 345 Pine Street, Non-contributing due to alterations

The Green Mountain Petroleum Corporation building constructed here in 1966 was remodeled in the 1980s. More recently it was purposed as a Greyhound bus depot, but is currently vacant. The rectangular, metal-clad, four- by three-bay building with a shallow gable roof is set on a poured concrete foundation. The entrance faces away from Pine Street (west) and an open wooden porch

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runs the length of that side. Openings include a large single fixed-pane window, a glass entry door, two smaller two-pane windows, another glass entry door and two two-pane windows, and a single sliding-pane window. The east side has three of the large single-pane windows evenly spaced. The northern elevation has an entry door and three of the same windows; a handicapped entrance ramp wraps around to the west, giving access to the porch. The south side has an entry door at ground level and steps to a raised entry door.

17. Citizens Coal/Oil Company, 1900, 377 Pine Street, Contributing

This two-story, shed-roofed, seven- by two-bay building has asbestos shingle siding on the front and clapboard elsewhere; it rests on a concrete foundation. The high false front once had the company name painted on it. A pent roof spans the façade above the first story windows; a porch originally spanned the façade. The south half of the building once housed a scale, with a gateway through which wagons, and later trucks, could be driven and weighed; this was enclosed and finished inside after 1960. The northern half housed an office. The building retains some original two/two sash, mostly on the second story; all doors are new. Fenestration on the southern half of the front includes two/two double hung sash in bays one, two, four, and five on the second story and an entry door, paired one/one windows, another door, and another window on the first story.

The rear elevation has a second-story porch on the southern end providing access to the second story, which has a door and four windows. A paired window, door, and another window are under the porch roof on the first story. The northern half of the rear elevation has windows in bays one and three on the second story and a paired window, a small vent, and a horizontal fixed-pane window on the first story. All second-story windows on the rear are two/two double hung sash and one/one on the first story, unless otherwise indicated. Two exterior brick chimneys also rise on the west façade, one serving each half of the building. The southern elevation has a single two/two window centered in the second story. The northern elevation has paired one/one windows in bay one and two/two double hung sash in bay three on the second story; the first story has two bands of fixed-pane horizontal windows, three panes in each, on the first story.

17a. Wagon Shed, ca 1906, Contributing

This one-story, wood frame, seven-bay wagon shed, one of the original buildings, is west and south of the office. The gable roof is covered in tarpaper. All entries are on the north façade, seven openings for vehicles; the first one has an overhead garage door, the second and third have been filled in (the third has a stained-glass window), and four through seven have wooden double garage-type doors. The sixth and seventh bays bump out slightly. The building is sided in bead board on three sides, it was installed horizontally on the north and vertically on the east and south; the west side is sheathed in plywood.

The east elevation has a loft door centered in the gable. The south side has six small square stable windows and three six-pane sash ganged together; many of these have been boarded over.

17b. Stable/Carriage Barn, ca 1910, Contributing

A two-and-a-half story, wood frame stable barn with novelty/shiplap siding stands behind the office building to the north. It has an asphalt shingle covered gable roof and a concrete foundation. A modern entry door has been added between the original pair of square, four-light

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stable windows and the carriage entrance on south façade; a hay door provides access to the loft above. The north elevation has no openings, and the east has four single-pane stable windows evenly spaced across the ground story and a new crank casement window centered in the gable. The west side once had the same openings as the east side, but the stable window openings have been altered; the same new window is centered in the gable. An open, exterior stair provides access to a second-story open deck that spans the rear elevation and to a modern entry door below the gable window. A small gable-roofed shed of concrete and plywood sits under the deck and may support it. It has double doors on its south side.

17c. Storage Building, ca 1978, Non-contributing due to age

A massive, two-story, shallow gable-roofed, metal building runs east to west behind the office and may rest on the site of the original coal sheds. It has three garage-door openings in the east end and garage, loading dock, and entry door openings in the west façade. It houses four businesses, three of which have entries on the southern façade.

18. Farrell Distributors, ca 1970, 405 Pine Street, Non-contributing due to age

Large one-story, flat-roofed, metal clad building on a concrete foundation has no openings on the north and south sides. The front (east) has two triple-pane sliding windows, an entry door, four triple-pane sliding windows, another entry door, and another window. Loading docks and vehicle entries for trucks are on the west end.

19. Malted Cereal Company, 1900, 431 Pine Street, 1900, Contributing

This large, three-story, flat-roofed factory of brick laid in common bond has a raised redstone foundation and granite watertable. The façade has nine bays separated by full-height brick piers and each bay has a two-story brick-relieving arch with granite keystone and sill. The opening is treated as one, though it opens on two stories. The lower section has pairs of two/two sash topped by a spandrel panel and then round-headed two-pane windows on the second story. The third story windows are pairs of two/two sash and also have granite keystones and sills. The wall height increases at the seventh bay, and there, the third story windows have an extra pane above the two/two sash and splayed brick lintels and keystones. The original openings, shapes, and configurations of these distinctive windows have been retained, but the original sash have been replaced with vinyl throughout the building. Examination of permitting records confirms that all windows in the main brick building were replaced in 2010. The cornice and top of each pier is corbeled with rows of brick. A fifteen-light double entry door in the sixth bay has a hood suspended from cables and a modern wood deck and stairs with metal railings. Window wells and four four-light sashes provide light to the basement level in all but the second and sixth bays.

A one-story concrete block addition (ca 1960) extends from the north elevation; in 2009 it was resheathed in wood and corrugated metal siding and the front deck and railings were replaced. The west elevation has modern metal frame windows and door entrances, with vertically elongated windows wrapping around the northwest corner onto the north elevation. Above this the metal siding is punctured with the outline logo of a machinist, and the letters "maltex." This

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ell also extends to the west, supported above ground on concrete piers as the land slopes down, and creates an L. It has loading dock entries on its interior, south- and west-facing sides.

The west elevation had a one-bay, one-story extension spanning five bays of the main block that was raised to two stories by 1938 and to three stories by 1960; it has a vinyl window with two fixed panes above pairs of sliding sash in each bay. The remaining four bays of the main block visible on the western elevation have double hung windows with two/two sash, round-arched brick lintels, and granite sills in each bay on the second and third stories. First story windows have the same lintel, but two side-by-side panes. The partially destroyed brick walls of an original boiler room extend from the west side creating a small courtyard. A new brick entryway has been built on the west side in the corner of the newer extension and the main block. It has a metal gable roof and a central door flanked by windows like those above and one window on the south side.

The south elevation has similar double hung two/two windows with round arched lintels and granite sills – five windows on the third story and three on second and first stories and in the raised redstone foundation. The remaining two windows are covered by a one-story, flat-roofed, brick addition (ca 1960) with a wooden deck and stair to an entry door.

20. E.B. and A.C. Whiting Company, 400 Pine 1902/1915/ca 1960, Contributing

The first structure in this varied industrial complex dates from 1902, when the large main block on the corner of Pine and Howard Streets was rebuilt following a fire. The 1902 building was later enlarged and most of the other buildings were constructed between 1912 and 1919. A final large addition was built ca 1960.

The three-story frame structure with a shallow gable roof has two-story shed-roofed wing along the full length of the west wall. It rests on a concrete foundation. A large bay projecting diagonally from the southwest corner of the third story has two/two sash and is a prominent feature.

The two-story section of the west wall has been recovered with metal sheathing, but it appears the original iron cladding remains beneath. The second story has five pairs of twelve/eight double hung windows, then a single one/one, then two eight/eight windows. The first story has bands of windows, originally consisting of three eighteen-light sash.

The first band has replacement one/one sash, the next band has new five-light wooden windows. A loading door separates the second band from the third, which has the same five-light replacement sash. A final window like the five-light bands has only two lights. The third story of the main structure is visible above the shed roof and appears to retain its iron cladding. It has ten two/two double hung windows evenly spaced along the entire length. The south wall of the main block is sheathed in aluminum siding. The two-story section has eight/eight double hung windows in bays one to three and bay five on the second story. Windows on the first story are all replacements and two are on each side of an entry door. The three-story main block has three two/two double hung windows evenly spaced on the third story and smaller windows between

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them. One sixteen-light metal window remains on the second story along with an eight/eight double hung. What was a large opening with a sliding door on the first story has been filled in and contains a sixteen-light metal window and a twelve-light wooden window to the east of an entry door.

A two-story shed-roofed section extends to the east of and is set back from the main block. It has a mixture of vertical board, shingle, and aluminum siding and irregularly placed window openings with a one/one double hung window, two sixteen-light metal windows, and a nine-light window. The variety of siding materials and windows makes it difficult to discern the original fenestration.

Another extension to the east, dating from 1942, is a one-and-a-half story addition with a shallow gable roof and corrugated metal siding on a concrete block foundation. A loading dock runs the length of the south side; a pent roof shelters an entry door, two loading entries with garage doors, another entry door and a bank of three modern vinyl one/one windows. The east elevation has one small window and a recently added entry door. The north side has a single large vehicle or loading entry.

A one-and-a-half story, common bond brick ell added ca 1915 extends from the north side of main block; it has a low-pitched gable roof and rests on a concrete foundation. The west elevation has two windows on the second story flanking a vehicle entry door on the first story; a third window on the second story has an entry door beneath it. A shed-roofed section with a door and window extends to the west. A brick parapet wall is visible above and behind the shed roof. The north wall has two windows with concrete lintels and brick sills to the west of a large entry door. A loading dock platform runs the length of the east side. It has the same window and doors as the north side, but here the windows flank the door. Part of the original iron cladding is visible at the connection with the main block, which has two nine-light windows and an entry door on the first story under a metal shed roof.

Another ell added ca 1915, the drying room is a two-story, three- by twelve-bay common bond brick structure with a shallow-pitched gable roof and a concrete foundation; it was once joined to the combing room, a twin ell parallel to and east of the first, by a building between them. It is joined to the main block by a breezeway on its south side.

The west elevation second story has twelve-light metal windows in all twelve bays, but sash have been replaced in all but the last bay. The first story has eight-light metal windows in bays one and nine to twelve; sash in one and nine have been replaced. Bays six to eight had four-light windows, now filled in, and bays two, three, and five have no openings. An eight-light window in bay four is placed lower than the others.

The second story of the east elevation has sixteen-light metal windows with concrete sills in bays one to five; the openings get smaller in bay six and smaller again, to accommodate the sloping roof of the structure that once joined the drying and combing rooms. The flashing and shadow of the former building are visible on this wall. Only one original sash remains, in bay twelve. The

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first story has entry doors with arched brick lintels in bays nine and ten, and the same windows with splayed brick lintels and concrete sills in bays eleven and twelve, sash replaced.

The north wall has three evenly spaced windows with splayed brick lintels and concrete sills on the second story; all sash replaced. The first story has two windows closely spaced under the first window above, one window under the second upper window, and a modern doorway under the third. All have replacement sash. The south wall is not accessible.

The combing room, also added ca 1915, is two-story, six- by twelve-bay common bond brick structure with low-pitched gable roof and concrete foundation was once joined to the drying room by a building between them. It remains joined to the main block by a diagonal, wood frame, covered ramp entering at the southwest corner.

The south wall second story has sixteen-light metal windows in all bays but the first, which is where the ramp from the main block attaches; the sash in bay four has been replaced. The first story has the same windows, lintels, and sills in bays one, two, and four to six; bays three and four now have a large entry with a garage door, and an entry door opens in bay five. The east elevation first story has sixteen-light metal windows with concrete sills in bays one to four, six to nine, and eleven and twelve (sash replaced); a large entry with a garage door opens in bay five and an entry door in bay ten. Twelve-light metal windows with splayed brick lintels and concrete sills were originally in all bays on the second story; they have been covered over in bays three to six, nine and ten, and the sash replaced in bays eleven and twelve.

The west elevation second story has similar fenestration, flashing and ghosting of the demolished section as seen on the east side of the drying room. The second story has sixteen-light metal windows with concrete sills in bays one to five, then openings get smaller in bay six and smaller again, to accommodate the sloping roof of the structure that once joined the combing room to its twin; the flashing and ghosting of the building are visible on this wall. The first story had similar windows in bays one to three and an entry door in bay four.

The north wall has sixteen-light metal windows with splayed brick lintels and concrete sills in all six bays on the second story; sash has been replaced in bays one, two, and four. The first story has similar windows, lintels, and sills in bays one to three and five and six, but all sash have been replaced; an entry door opens in bay four.

20a. Fiber Machine Shop, ca 1915, Contributing

This long rectangular, four- by one-bay, one-story, common bond brick building is divided into four sections by brick firewalls. It has a low-pitched gable roof with two skylights in each section and rests on a concrete foundation. The west-facing façade has four double entry doors topped by segmental brick arches and flanked by twelve-light metal windows with splayed brick lintels and brick sills. The door in bay one has been glassed in to create a large shop window; the right-side window in bay two has replacement sash, the left-hand window in the third bay has been enlarged. Both windows in the fourth bay have been altered; the left-hand has replacement sash and the right has been enlarged. The east elevation provides service entry to the retail

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businesses inside and has a shed-roofed wood lean-to section running from the third bay nearly to the north end. The first bay has a window, loading dock, and a window with replacement sash; bay two has a window, double entry door, and window, both retain the original twelve-light metal casements. All windows have splayed brick lintels.

The north side has twelve-light metal windows in bays one and three. The south wall has a small window, an entry door like those on the west with segmental arched brick lintels, and a twelve-light metal window; both windows and a small vent in the peak have splayed brick lintels and brick sills.

20b. Combing and Dye House, ca 1915, Contributing

One-story, five- by eight-bay brick structure in common bond has a low-pitched gable roof that extends to four feet above ground on the east and rests on a concrete foundation. It connects to 20e on its north façade. The west-facing façade has a stepped parapet wall and sixteen-light metal windows in bays one, five, and six; there are no openings in bays three, four, and eight, and a door opens in bay two. A boiler room with smokestack once extended west from this façade, but was demolished. A small dye house remains, also extending to the west and forming an L with the main block. The south elevation of the dye house – where the boiler room once attached – is sheathed in vertical wood siding and has a loading dock entry. The west façade has sixteen-light metal windows with concrete sills in bays one to three. A framed clerestory with seven six-light fixed sash windows rises from the ridge of the gable roof.

The south wall has two sixteen-light metal windows in bays one and two, a vehicle entry with a modern garage door in bay three, and entry door in bay four, and a small window in bay five. All windows have concrete lintels and sills, and the entry door has a concrete lintel. The east elevation has window openings in bays one through six, originally with four-pane sash, which have been removed or replaced in bays one, two, and four; all have concrete lintels and sills. Bays seven and eight have entry and garage doors. The long east slope of the roof is sheathed in tar paper and has three skylights.

20c. Industrial, ca 1960, Contributing

A massive rectangular building sheathed completely in corrugated metal has a gable roof with ventilators and rests on a concrete foundation. The west elevation has a loading dock entry and two small windows under a pent roof. The south elevation connects this building to 20d and has an entry door near the west end and a vehicle entry near the east end. The north and east façades have no openings.

21. Pine Street Barge Canal Basin, 1868-69, Contributing

Lawrence Barnes and Company hired Luther Whitney of Port Douglas, New York, to fill a swampy area of ground on the shore of Lake Champlain south of Maple Street and excavate a small pond into a two-acre basin.⁶ It measured 300-foot square and eight-foot deep with a drawbridge over the entrance to accommodate train traffic. Canals that could handle Canadian

⁶ *Final Supplemental Environmental Impact Statement, Burlington, Vermont MEGC-M5000 (1)*, (February 1997), 16.

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lumber barges were dug from the basin's northeast and southwest corners to create vastly expanded docking for barges loaded with lumber and later coal and oil. The northern canal was fifty-foot wide and 600-foot long and the southern canal seventy-five-foot wide. A pier extending 700 feet into the lake once sheltered the eighty-foot wide inlet.

21a. Marine Railways & Boathouses, late 19th century, Contributing

Two structures (VT-CH-106) are located adjacent to the south side of the Barge Canal Basin (HD #21). These are the remains of a marine railway that was used to haul boats out of the water and onto land for maintenance and repair. Extant portions of each structure include poured concrete ramp walls that extend downward into the south end of the basin and a series of parallel poured concrete footings. Two sets of railroad tracks extend northward from the south edge of the basin approximately twenty meters into the basin, at which point they disappear into sediment for an undetermined additional length. Early 20th century Sanborn Fire Insurance maps indicate two, wood-framed, one- and two-story boathouses in this location with ramps extending northward into the basin. Due to the restricted nature of the Superfund site, photo documentation was not possible.

* Please note: Resource descriptions written in **bold** are for archaeological sites and should be redacted prior to public distribution.

21b, c, d, e, f, g, h, i. Canal Boats, 19th century, Contributing

As shown in Figure 2, the submerged remains of eight canal boats have been identified in the Barge Canal Basin. All the vessels are of the same basic size, dimension and class, but they exhibit different construction characteristics and are presumed to have been built at different shipyards. During environmental remediation in 2002 and 2003 the canal was partially dewatered, and the water in the basin froze in January 2003. Canal boats b-f were partially exposed, permitting Lake Champlain Maritime Museum officials to document the boats. They are now fully submerged and remain filled with one to four feet of sediment.

21b. Vessel 1 (VT-CH-800) is in the northeast corner of the basin and has debris from the shoreline covering one end of the boat. The other end and sides appear to be intact.

21c. Vessel 2 (VT-CH-802) lies parallel to Vessel 3 (#21d). The bow end is broken, but the sides appear to remain intact. The bow is pointed toward the south. The boat likely had a maximum length of 98 feet, but the remains are only 92 feet in length. The bow and stern are largely missing. It was estimated that 3 feet of the vessel lie below the mud, and was not accessible for documentation in 2003.

21d. Vessel 3 (VT-CH-801) is located along the eastern side of the basin and appears to remain intact. The vessel has a length of 96 feet 9 inches and a beam of 18 feet. The hull is preserved up to approximately 1 feet below deck level.

21e. Vessel 4 (VT-CH-798) lies directly north of Vessel 5 (21f) and appears to remain relatively intact.

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21f. Vessel 5 (VT-CH-799) lies on the west side of the basin and appears to be the best preserved of the group of wrecks in the canal. Portions of the four interior bulkheads, the bow and the stern remain intact.

Three wrecks are noted on 20th century charts of Lake Champlain in the southern end of the Barge Canal. As of 2008, the US Army Corps of Engineers assumed their continued existence and they were assigned Vermont Archaeological Inventory numbers. They are likely to be canal boats similar to the other vessels within the Barge Canal.⁷

21g. Vessel 6 (VT-CH-803)

21h. Vessel 7 (VT-CH-804)

21i. Vessel 8 (VT-CH-805)

⁷ Kane, Adam I., Christopher R. Sabick, and Joanne M. DellaSalla” Phase I Archaeological Survey of Burlington Harbor in Lake Champlain, Burlington, Chittenden County, Vermont.” Prepared for the U.S. Army Corps of Engineers (New York, 2008), 100.

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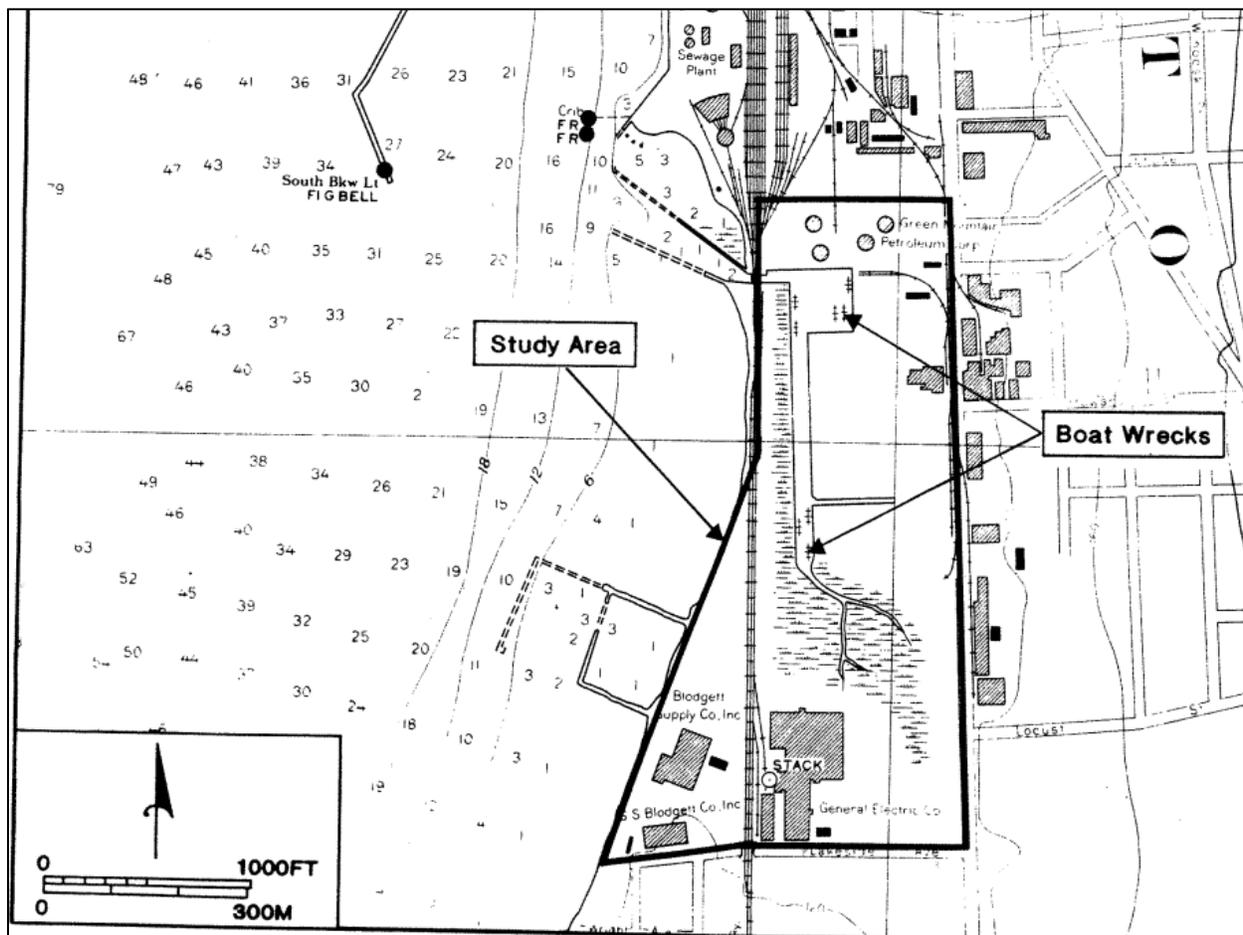


Figure 2: Detail, Chart of Burlington Harbor
(U.S. Army Corps of Engineers, 1968.) From *A Stage IA Cultural Resources Survey of the Pine Street Canal Superfund Site* (Burlington, John Milner Associates), 1992, Figure 6.

21j. Breakwaters, late 19th century, Contributing

As shown in Figure 3, 19th and early-20th century maps show a pair of breakwaters located at either side of the Barge Canal Basin outlet. A substantial portion of the south breakwater remains visible above the water. This structure, constructed of stone slabs and rubble, extends from the shore of the canal outlet northwest into Lake Champlain. On the north side of the canal outlet, the curve of the Lake Champlain shoreline is lined with rubble, and a short rubble breakwater extends northwest into the lake from the outer portion of the curve of the shoreline. Remnants of both breakwaters are present under the surface of the water.

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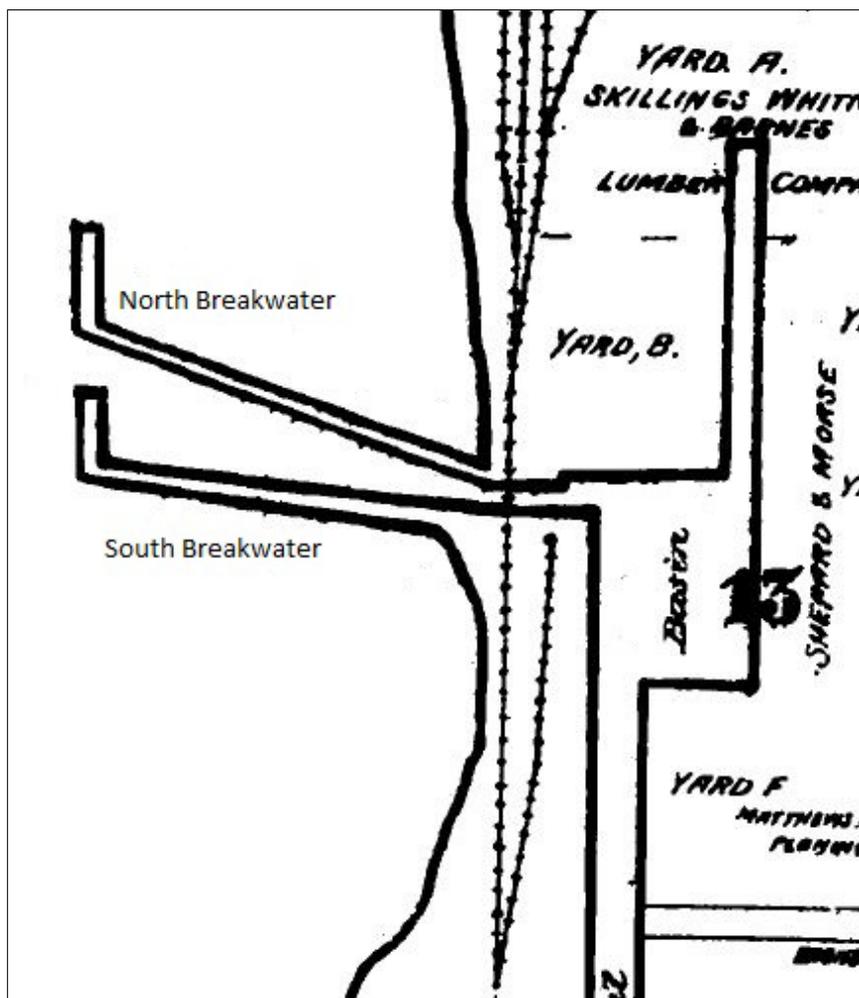


Figure 3. Detail of 1885 Sanborn Fire Insurance Map, showing north and south breakwaters.

22. Drawbridge, 1919, Contributing

The first bridge across the outlet of the canal basin was constructed c. 1849 to carry the tracks of the Rutland and Burlington Railroad (later the Rutland Railroad) and consisted of a single-track wooden structure. In 1893, it was replaced by an iron gallows-framed jack-knife drawbridge. The existing steel trunnion bascule bridge was designed and built by the Strauss Bascule Bridge Company of Chicago in 1919. Strauss offered several basic designs; this one is a vertical overhead counterweight type.

The barge canal drawbridge originally consisted of a steel-framed moving leaf with a main trunnion, counterweight trunnion, and concrete counterweight. A steel-framed tower extended across the bridge thirty-eight feet above its base. The leaf rested on poured concrete bridge seats anchored to the banks of the channel by pilings. The moving or bascule leaf pivoted on a main trunnion mounted to the north bridge seat. Rising above the main trunnion is the trunnion tower. A link at the top of the tower connected to the counterweight trunnion and then to the

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counterweight, which was, in turn, connected to the tail trunnion on the tail of the moving leaf behind the main trunnion. The combination of power generated by the bridge engine and the shifting of the counterweight permitted the moving leaf to be raised and lowered. The moving leaf carried two railroad tracks across the clear channel opening; the leaf is eighteen feet wide. (McVarish et al, 2001 includes a detailed description and schematic drawings of the 1919 bridge and its operations.)

The drawbridge was rarely opened after the turn of the 20th century and is no longer functional. The concrete counterweight was removed in 1987 and placed on the north shore of the barge canal outlet west of the bridge. The operator's house remains, but is now a concrete shell. The bridge machinery remains largely intact, although not operational, and is visible from the Burlington Bike Path pedestrian bridge.

23. *Hildegarde* (VT-CH-794) 1876, Contributing

Located at the entrance to the Pine Street Barge Canal, VT-CH-794 was initially identified along with the other wrecks near the Barge Canal Breakwater during a Phase I Archeological study of the barge canal area. As shown in Figure 4, the wreck is located between the two submerged breakwaters at the entrance to the Pine Street Barge canal, and is closest to the southern wall. The *Hildegarde* is a sailing yacht, built in Islip NY in 1876. She was christened the sloop-yacht *Niantic*. In 1902, she was registered in New York City as a yacht with a crew of seven. She was converted into a steam-screw ferry boat with an engine and boiler from a decommissioned vessel at Rouses Point, New York, until converted into a workboat. Her final employment was as a tug boat for a stone barge operated by Herb "One Arm" Pashbee during the 1930s. She moved stone barges from Fiske's Landing at Isle La Motte to Burlington Harbor, where goods were transferred to a railroad flatcar and taken to Rutland for processing.

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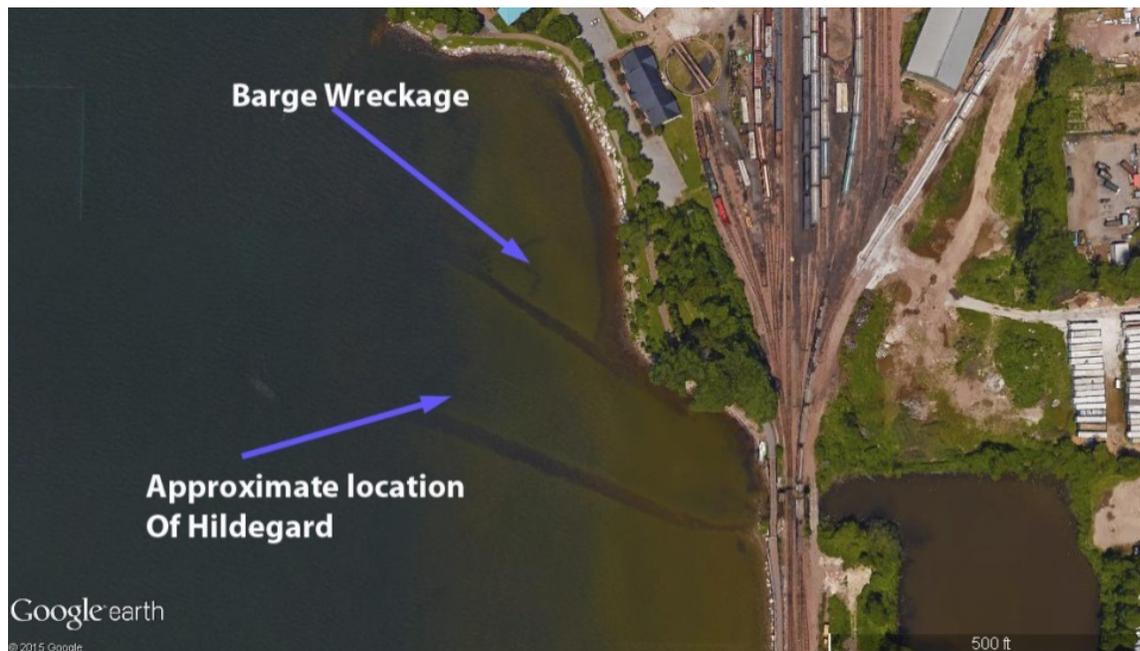


Figure 4: Google image capture, provided and annotated by Christopher R. Sabick of the Lake Champlain Maritime Museum.

**24. Maritime group of three construction barges; VT-CH-795, VT-CH-793, VT-CH-797
Mid-20th century. Contributing as a group.**

An extension to the northern breakwater connected to Roundhouse Point, creating another small basin. A gap between the breakwater allowed passage of vessels to the basin; however, in 1893 the opening was enclosed. In 1960 or 1961 the U.S. Army Corps of Engineers created an opening to allow work barges to enter and moor inside the basin during the repair of the greater Burlington Breakwater. Several barges from Falmouth, Massachusetts, were brought to the lake from the Hudson River and, upon completion of the breakwater repairs, were abandoned. Today they present as a jumbled debris field of disarticulated sides, ends, decks, bottoms of hulls and miscellaneous deck hardware, as shown in Figure 5. As the lake is shallow in this location, the site has been severely affected by ice and storms. Through analysis, researchers from the Lake Champlain Maritime Museum could distinguish three barge bottoms, five sides and one deck. All three vessels are similar in construction and likely built at the same boatyard.

Construction barge 1 (VT-CH-795)

87' long and 32' at beam. Side are disarticulated, both ends extant but detached.

Construction barge 2 (VT-CH-793)

Largely incomplete, chine log measurement was 73'. This barge lies alongside the southern portion of the submerged breakwater. Two ends are present, and the bottom planking lies beneath the sand.

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Construction barge 3 (VT-CH-797)

Parallel to the breakwater and closer to shore than VT-CH-793, only a few timbers apparent protruding from the sand.

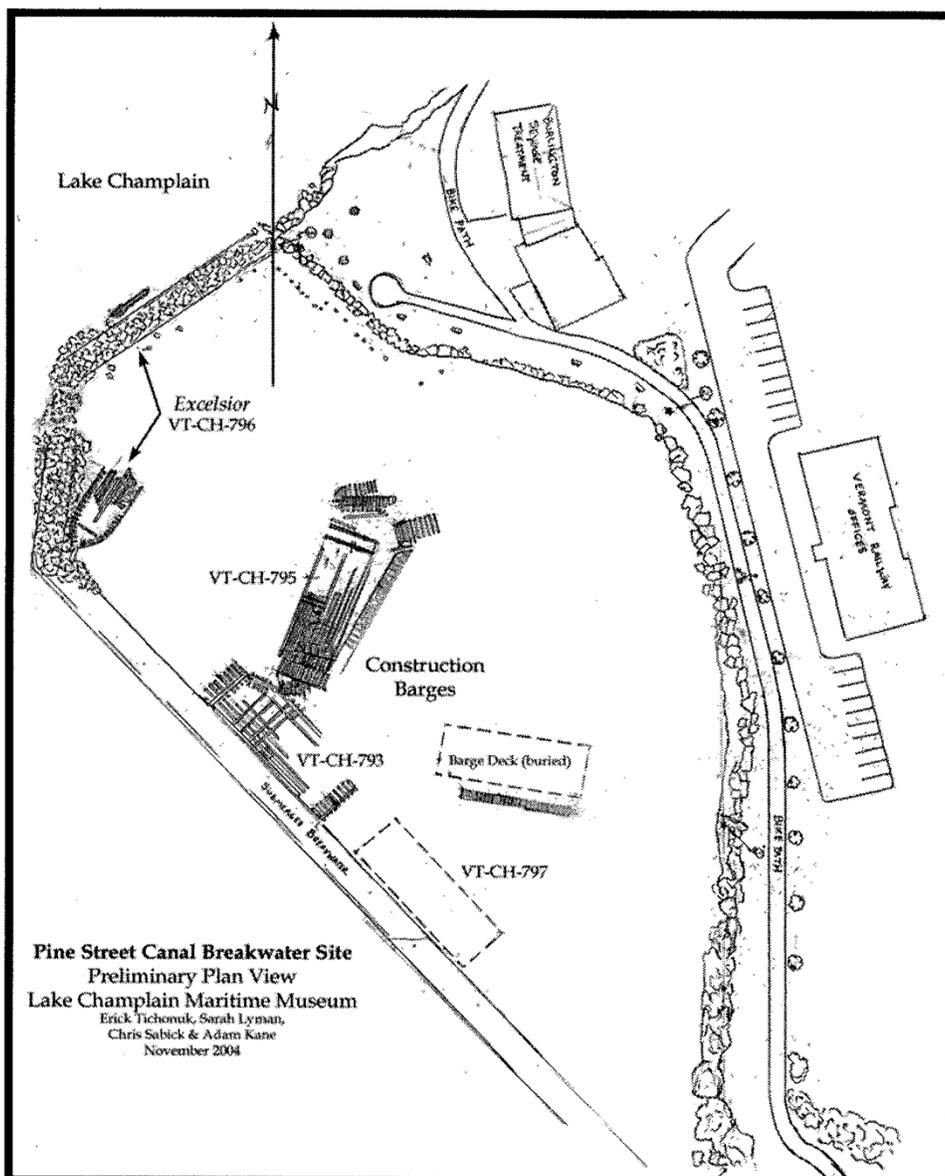


Figure 5: Plan view of the Pine Street Canal Breakwater site.

25. *Excelsior* (VT-CH-796) 1850, Contributing

Built in Willsboro, New York, in 1850, the schooner-rigged vessel is 87' long, 25' in breadth with a gross tonnage of 99.08. A Permanent Enrollment issued at Burlington on May 20, 1884, lists Mary A. Kiernan of Burlington as the owner, and Henry Dupee as master. The

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October 17, 1885, issue of the *Burlington Free Press* reports that: “The spars of the old schooner Excelsior, which was sunk at the mouth of the cove last fall were removed yesterday. This was one of the largest schooners that used to ply on the lake.”⁸ The vessel is broken in two, with stern located west of the 1893 breakwater, as shown in Figure 5. Conceivably the vessel was fragmented when the basin was opened in 1960-61, with the dislocation and repositioning of the stern separate from the vessel.

26. Rail Site, (VT-CH-736), 1851-52, Contributing

The Rail Site was identified in 1996 by the University of Maine/Farmington during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. Phase II testing was undertaken in 1997. Here is the foundation remnants of the Rutland and Burlington Railroad facility constructed in 1851-52, which was a roundhouse with a full interior turntable. This facility is remarkably preserved beneath the current Vermont Railway railyard, as shown in Figures 6 and 7. The circular foundation remnants of the railroad turntable along with a substantial amount of the quarter-round style foundation of the Rutland and Burlington Railroad engine house remain. A brick lined floor and at least two brick constructed maintenance pits are preserved within the interior portion of the engine roundhouse itself.

The engine house burned in 1917. The turntable remained in service for several more months, being retired in April 1918.

⁸ Burlington Free Press, October 17, 1885, 4:1.

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Figure 6: Brick floor of roundhouse. Image from Phase II testing done in 1997 by the University of Maine Farmington of VT-CH-736. From the *Archaeological Testing of the C-6 Alignment, Southern Connector Project, MEGC, M-5001, Burlington VT.*

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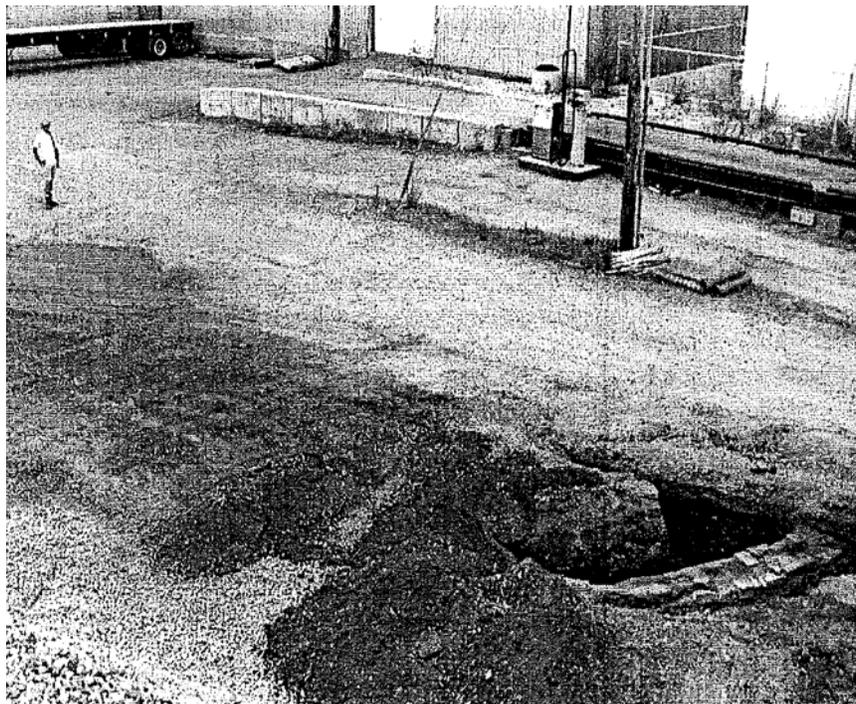


Figure 7: Partially excavated turntable, view to southwest. Image from Phase II testing done in 1997 by the University of Maine Farmington of VT-CH-736. From the *Archaeological Testing of the C-6 Alignment, Southern Connector Project, MEGC, M-5001, Burlington VT.*

Among the five archaeological sites identified within the railyard vicinity, this site is the most significant to date. The archaeological investigations confirm the substantial remnants of the original 1851 engine house and turntable in largely unaltered condition.

27. Coal Site, VT-CH-734; Non-contributing

The Coal Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. It is a historic Euroamerican site, related to the early settlement and development in the mid- to late 19th century.

28. Gregory Site, VT-CH-732; Non-contributing

The Gregory Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project, and studied in a Phase II testing in 1997. The Gregory site consists of the stone foundation remnants of a lumber or wagon shed or perhaps a yard office which was once located near Burlington's waterfront. The building is shown on several Sanborn Fire Insurance maps, but by 1938, the building is no longer illustrated. The phase II testing revealed only limited, poorly preserved structural remnants with little associated significant historic artifact deposits. All of the artifacts recovered from the Phase II testing were from fill deposits, typically associated with household living and the result of dumping; not related to activities at the site. As a result of the Phase II testing it was determined that the Gregory site is not eligible for the NRHP

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given the lack of integrity of structural remnants and lack of significant archaeological deposits.

29. Post Site, VT-CH-733; Non-contributing

The Post Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. It is a historic Euroamerican site, related to the early settlement and development in the mid- to late 19th century; however, lack of significance has precluded additional investigation of the site.

30. Lawn Site, VT-CH-735; Non-contributing

The Lawn Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. It is a historic Euromerican site, related to the early settlement and development in the mid- to late 19th century; a lack of significance precluded additional investigation of this site.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Industry

Transportation

Archeology: Historic – Non-Aboriginal: Transportation

Archeology: Historic – Non-Aboriginal: Maritime History

Period of Significance

1849-1969

Significant Dates

1849

1868-69

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

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Austin, Frank Lyman
Ryer, E.C.
Strauss Bascule Bridge Company
Whittier & Goodrich
Whitney, Luther

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Pine Street Industrial Historic District encompasses several blocks along Pine Street in Burlington, Vermont, and extends west into Lake Champlain. It is being nominated under Criterion A for its significance locally as the site of the second wave of the lumber industry in Burlington, which began a few years after the Civil War when Burlington ranked third in the nation for lumber processing. The area continued to serve as the city's main industrial corridor and multi-modal transportation hub into the mid-20th century. It is nominated under Criterion C for period or method of construction, particularly for the Burlington and Rutland Rail Yard (HD #1), Railroad Engine House (HD #1b) and Turntable (HD #1c), the Pine Street Barge Canal (HD #21) and Drawbridge (HD #22) as well as the numerous examples of commercial/industrial architecture (HD #10, 11, 15, 19, 20). It is also being nominated under Criterion D for several historic archeological sites and shipwrecks that are located within the areas of the rail yards, the canal basin and its breakwater. The earliest local industry in Burlington was sited at the source of waterpower, specifically the falls on the Winooski River, which flows between Burlington and the city of Winooski. Industrial development on Burlington's Lake Champlain waterfront began in the mid-19th century, most notably with the Pioneer Shops, a large manufacturing facility that burned in April 1858. While the waterfront areas north of Main Street have been redeveloped as a place for recreation and entertainment in the 1980s, the Pine Street corridor retains an active rail yard, warehouses, and former industrial buildings that have been converted to new uses. As such, it is the most significant remaining site of industry in the city proper. The Period of Significance begins in 1849, when the Rutland Railroad arrived, and ends in 1969, the date of construction for the last contributing resource.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Early Industrial Activity

Burlington grew on the eastern shore of Lake Champlain beginning in the 18th century, with its main port at the foot of Maple Street and associated development along Battery Street. Its access to Vermont's stands of virgin timber and proximity to Canada – a mere 50 miles – positioned it to flourish as a lumber center. Burlington's first lumber era, from early settlement until nearly 1850, sent acres of the state's timber north to Canada, which provided the most direct access to the insatiable European market. The immense logs were joined together in massive rafts and

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floated northward on Lake Champlain. Burlington's waterfront was a busy place in these early years and home to many businesses and services related to shipping; but not the main industrial center. Manufacturing relied on waterpower at this time, which the waterfront lacked. Industry was concentrated at the opposite end of the city, on the falls of the Winooski River.

As the Quebec lumber market flourished, Vermont's rich stands of forest were gradually depleted. The deforestation of Vermont did not, however, spell the end of Burlington's lumber industry. Instead, the flow of timber reversed direction, and Canada's previously untapped forests were cut and sent south, renewing Burlington's status as a lumber capital, this time as a processing center in addition to a port.⁹

The arrival of the railroad near Burlington's waterfront in 1849 and the dredging of the barge canal twenty years later set the stage for the extension of Pine Street south of Maple Street to Howard Street, where stacks of Canadian lumber soon covered acres of ground. Planing mills, bobbin mills, a venetian blind manufacturer and a furniture factory opened along Pine Street to transform the raw lumber and create profits for Burlington's "lumber barons." Essential to the nascent lumber import activities, railroad arrival and manufacturing expansion was due to the visionary efforts of two prominent Burlington businessmen: Timothy Follett and Lawrence Barnes. Each made significant personal investments that assured Burlington's long term commercial growth and manufacturing dominance; only one survived financially.

Timothy Follett & Lawrence Barnes

Timothy Louis Follett (January 5, 1793-October 12, 1857) was a lawyer and leading businessman in Burlington, commonly associated with the firms of Mayo & Follett; Follett and Bradley; or Follett & Co., wholesalers at the Stone Store on Burlington's waterfront.¹⁰ Follett's commercial interests included sale of heavy goods, molasses, and sugar; all of which were imported and exported via water at their Burlington Bay warehouse, central to business interests of the day. A keen businessman and a prominent politician, Follett understood that Burlington's increasing commercial base would benefit from the wider reach of the infant railroad, which had reached Winooski by 1849. Follett purchased "all of the visible land south of Maple and west of Pine, [which] has been reclaimed from a marsh."¹¹ Filling in the watery cove was necessary to accommodate railroad expansion into Burlington's waterfront.¹²

Burlington Historian David Blow writes:

⁹ William G. Gove, "Burlington the Former Lumber Capital": *Northern Logger and Timber Processor* (May 1971), 19-20, 38-43; William S. Rann, *History of Chittenden County* (Syracuse, NY: D. Mason, 1886), 325.

¹⁰ The Stone Store is located on the northwest corner of Maple and Battery Street, contributing resource # 1 in the original Battery King Street Historic District.

¹¹ David Blow, *Historic Guide to Burlington Neighborhoods*, Volume I (Burlington: Chittenden County Historical Society, 1991), 95.

¹² Reference is made here to the *Map of Burlington Village* (n.d., assumed 1827-1849.) Lafayette St. (Pine) stops south of Maple at "Cove." A swamp and the ravine lead into what is now the barge canal. There is no development south of Maple Street.

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Timothy Follett first began filling in the marsh. He purchased 65 acres of prime waterfront land to use for a terminal and freight yard for his Rutland Railroad and during the fall and winter of 1850 built the Rutland station which faced the end of Battery Street.”¹³

It was the arrival of the Rutland and Burlington Railroad (#1, 1a-1g) on Burlington’s waterfront in 1849 that set the stage for revival. Burlington’s Lake Champlain port was ideally located to receive lumber from Canada by water and ship it out by rail, and Burlington was the only place in the area where water and rail came together.

Presdee and Edwards’ *Map of Burlington VT* (1853) clearly illustrates the Rutland and Burlington Railroad connection from Follett’s dock at the bottom of Maple Street, continuing south along the waterfront. The Burlington and Rutland depot and engine house are illustrated as complete.¹⁴

Follett’s foresight, business perspicacity and financial investment had brought the railroad to Burlington harbor, making the waterfront ripe for commercial, transportation and manufacturing growth. Here the raw timber would be unloaded from barges, seasoned in the yards, milled into lumber or manufactured wood products, and shipped south by rail.

Follett’s business acumen and prosperity remains evident in the fine Greek Revival home constructed at 63 College Street, designed by Ammi B. Young.¹⁵ The building remains a testament to his success and prominence in Burlington’s business community, yet became the bitter spoils when Follett’s financial world tumbled in 1853. Follett was forced to sell his beautiful home to his railroad rival, Henry R. Campbell, of the competing Vermont Central Railroad. Follett died in Burlington a broken man, tortured by his business failure and in financial ruin. His heavy investment in the Rutland and Burlington Railroad had cost him his enormous fortune and his social standing. His obituary alludes to the significance of his accomplishments, stating: “Mr. Follett was a public-spirited man, and aided greatly in making Burlington the largest and most prosperous commercial town in Vermont.”¹⁶

Mr. Follett may have been first to anticipate the value of the railroad to Burlington commercial interests, but he was not alone.

Lawrence Barnes (June 8, 1815-June 21, 1886) arrived in Burlington in 1855. Prior to his arrival, several of his business enterprises had failed. After serving early indenture as a laborer and carpenter, Mr. Barnes then worked in a spool and bobbin manufactory for ten years, when he left to begin “lumbering.” Unsuccessful in this endeavor, he purchased 10,000 acres and a ½ interest in a lumber business in Island Pond, Vermont. He subsequently lost both investments. Barnes began purchasing lumber at Three Rivers in Canada, and learned that sorting lumber for its

¹³ Blow, *Historic Guide*, 95.

¹⁴ *Map of Burlington VT* (New York: Presdee & Edwards, lith. of Sarony & Major, 1853).

¹⁵ Follett House, 1840. Listed on the National Register of Historic Places October 30, 1972.

¹⁶ Obituary of Timothy Louis Follett, *Burlington Free Press*, October 13, 1857.

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intended purpose could result in greater profit margin. He expanded his business interests by contracting to make sugar boxes for delivery to New York; however, at this enterprise he also failed.¹⁷

Upon relocation to Burlington in 1855, Barnes began importing lumber purchased at Three Rivers. He opened a yard for Canadian lumber on Maple Street in 1856 and opened the first planing mill in 1857. Lumber sheds and mills covered the waterfront within a decade, and the trade increased steadily for the next forty years.¹⁸

Among the first to grasp Burlington harbor's role as a transshipment point, Barnes found a loophole in the tariff legislation that made importing Canadian lumber economically seductive. Barnes learned that dressed lumber was both cheaper to transport and commanded a higher price, as well as being duty free. The savings were substantial: 12.5% in freight expenses. His clever manipulation not only expanded his business investments, but also the commercial interests of Burlington harbor which responded with new manufactories and building ventures constructed specifically to use the Canadian lumber which poured into the wharves. This plan proved so profitable that space on Burlington's main port was soon exhausted. Not to be thwarted in his drive to increase business, Barnes simply created more frontage.

Following Follett's example, he began to fill a parcel of swampy land he owned along Lake Champlain just south of Maple Street; here he would create the infrastructure to sustain Burlington's thriving lumber industry. An area known as the cove, "a mere frog pond in summer and skating pond in winter" according to the *Burlington Free Press*, was turned into a basin that was 300-feet square and 8 feet deep (HD #21) in 1868-1869.¹⁹ The work was done per recorded agreement with the Rutland Railroad Company which shouldered \$12,000 of the cost, but was collaborative in that the basin and canals were constructed partly on the lands of the railroad company and partly on the land owned by Barnes. The agreement was specific to shared access across the lands of each, with the railroad having exclusive management of the drawbridge.²⁰ Canals that could accommodate Canadian lumber barges extended from the northeast and southwest corners, the northern one 55' wide and 600' long (constructed by Barnes' partner Whitney, on behalf of the railroad) and the southern canal 150' long and 75' wide (constructed by Barnes and D. W. Skillings, a partner in his lumber business).²¹ An 80-foot opening from the lake into the basin was created at the basin's northwest corner and topped by a drawbridge (#22) to accommodate rail traffic. Finally, two, 700' breakwaters (#21j) were constructed to shelter boats as they entered the basin. Barnes and D.W. Skillings were signatories to the terms of the

¹⁷ Biography of Lawrence Barnes: <http://www.onlinebiographies.info/vt/chit/barnes-1.htm>.

¹⁸ Hamilton Child, *Gazetteer and Business Directory of Chittenden County for 1882-1883* (Syracuse, NY: Printed at Journal Office, 1882), 108; Rann, Chittenden County, 326; David J. Blow, *Historic Guide to Burlington Neighborhoods*, Volume I (Burlington: Chittenden County Historical Society, 1991), 96.

¹⁹ *Burlington Weekly Free Press*, May 1, 1868, 2; David Wallace Orr, "The Port of Burlington, Vermont: Site and Situation, a Study in Historical Geography" (Master's Thesis, University of Vermont, 1972), 78-79; Richard P. Corey and James B. Petersen, *Archaeological Phase 1A Testing of the C-6 Alignment* (Burlington, 1998), 26; Blow, *Historic Guide*, 96.

²⁰ City of Burlington Land Records, 4:311-313.

²¹ Ibid.

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agreement with the railroad, which included construction of cribbing in both channels, and placement of excavated earth “one half on each side of said canals, and have the same properly leveled and graded back upon the adjoining lands.”²² The wetlands surrounding the basin were transformed with tons of fill, and a new industrial district was born.



Figure 8. Detail of the *Bird's Eye View of Burlington and Winooski map* (Madison, WI: J.J. Stoner, 1877). Pine Street cuts diagonally across the upper portion of the image, with the Kilburn and Gates factory in the upper left and the Barge Canal Basin in the lower half. Courtesy of UVM Special Collections.

Because both the lake and canals froze during the winter, immense stockpiles of timber were unloaded and stored to keep the steam-powered mills operating throughout the long cold season. The area south of Maple Street and east of Lake Champlain was soon filled with stacks of lumber, and with Barnes's own mills leading the way, the Pine Street corridor emerged as

²² Ibid.

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Burlington's industrial center. Lumber sheds and mills covered the waterfront within a decade as sales ballooned to more than 40 million board feet annually.²³

Two immense lumber firms grew on Pine Street from Lawrence Barnes's enterprises. Skillings, Whitney and Barnes was the direct descendent of Barnes's original 1856 operation and maintained offices in Boston, Detroit, Montreal, and Albany as well as Burlington. At its height around 1870, the firm shipped from 70 to 100 million board feet of lumber annually.²⁴ Shepard, Davis and Company, formed in 1869 and later called Shepard and Morse, was the successor to Barnes's Canadian interests; it operated the largest planing mill in the country. Shepard and Morse had 4,000 feet of dock frontage with space for 30 to 35 barges at once. Its 25-acre yard held 30 million board feet of lumber, and the firm's 300 Burlington employees dressed 30 million board feet annually.²⁵

Due in large part to these two enterprises, Burlington ranked third among lumber depots in the United States, with its peak year in 1873, when 170 million feet of lumber passed through Burlington's port and mills.²⁶ An 1877 bird's eye view of Burlington shows the rail yards, barge canal system, and acres of stacked lumber. Ships are depicted moving within the harbor, the canals and the canal basin.

The area encompassed by the Pine Street Industrial Historic District was a natural extension of lumber and manufacturing ventures established earlier along the waterfront north of Maple Street. One important enterprise, a large manufacturing complex called the Pioneer Mechanics Shops, was lost to fire April 4, 1858. City leaders were desperate to replace the business interest, and offered \$8,000 to anyone who could restore the buildings and businesses. Lawrence Barnes assumed the task, and successfully reconstructed the buildings (three, 100' x 50') and had the manufacturing interests back up and running again within ninety days.²⁷ Although located north of the boundaries of the Pine Street Industrial Historic District, this anecdotally confirms the commercial importance of the waterfront and the shrewdness of Lawrence Barnes in maintaining business interests associated with the harbor. The extant buildings from that enterprise on Lake Street are listed in the Vermont State Register of Historic Resources.

The determined business concerns of Lawrence Barnes are reflected in the musings of a Winooski railroad station agent, anxious to demonstrate to his superiors his prowess at soliciting freight business. From Jonas Wilder's journal:

The Peck Co...were wholesale heavy hardware and grocery merchants in Burlington and had a warehouse on the lake dock. A schooner from Canada left with them some 16,000 feet of fine Canada pine lumber to sell; it was the best quality. Deacon Chase of Nashua came up to buy iron, nails and some kinds of

²³ Gove, "Burlington," 39.

²⁴ Child, *Gazetteer*, 109; Rann, *Chittenden County*, 466; Gove, "Burlington," 40.

²⁵ Gove, "Burlington," 40-41; Rann, *Chittenden County*, 467.

²⁶ Gove, "Burlington," 408; Rann, *Chittenden County*, 472-473.

²⁷ <http://www.onlinebiographies.info/vt/chit/barnes-1.htm>.

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groceries; he had a sash and door factory and kept a store. When down to the storehouse, Peck showed him the lumber; he was pleased with it and the price was very low, but said he could not buy because the freight would prevent. Peck asked him to ride over and see me; they came in and Peck made known the business. It went through my mind like electricity that if we could start a trade in that Canada pine it would add largely to our earnings. I said to the Deacon, "I will ship the lumber at your own price." He replied, "That ain't quite fair; I have no idea what you can afford; make some suggestions." I said, "How would \$4 per thousand do?" He asked, "Will you take it at that rate?" I replied, "Yes."

Some three weeks later a man came into my office, said his name was Barns [*sic*], asked me if I had shipped some pine lumber to Mr. Chase of Nashua at \$4 a thousand. I said yes; he then asked if I would ship for him at the same rates (he was a lumber merchant.) I said, yes, all you wish. He told me he was started for Canada to buy lumber, if he could get those rates. I told him I would extend it at the same rates to Manchester, Lawrence, Nashua, Lowell, and Boston. That settled it for Burlington to be a lumber market; in four years, Burlington was only third lumber market in the states.²⁸

Wilder continues:

I mention these circumstances to show the importance of the railroad management being ever on the watch to assist in developing new business, and do it at once. Barns [*sic*] Co. got rich in war time; one year they paid government tax on \$90,000 income.²⁹

As a partner and a facilitator in the expanding industrial corridor, the role of the railroad cannot be underestimated. The Beers Atlas Map (1869) is most telling: the railroad links Battery (Water) Street to the new commercial activity along Pine Street.³⁰ A "V" shaped spur provides a direct connection to Kilburn & Gates lumber lot and furniture factory, the Burlington Manufacturing Company (owned by Barnes), the Rolling Mill, and a nail factory. Pine Street extended no further than Howard Street on paper; however, lot ownership on both sides and south was linked to manufacturing interests.³¹ Among those identified are Shepard and Stearns, Flint & Hall, and Shepard & Hall.³² This early rail connection allowed raw goods to be delivered and finished product to be loaded directly from the site of manufacturing facilities. Access to

²⁸ Jonas Wilder, "The Journal of Jonas Wilder, Railroader." *Vermont Quarterly* Vol. XIV No. 3 (July 1946), 122-125.

²⁹ Ibid.

³⁰ *Atlas of Chittenden County* (New York, NY: F.A. Beers, 1869).

³¹ The lot at the terminus of Pine Street on the 1869 Beers Map is identified as belonging to Barnes. Map subscribers include: *L. Barnes and Company, Wholesale dealers in Canada and Michigan Lumber. Steam Mills for Planing, Jointing and Matching.*

³² A. T. Stearns is identified as on the *west side of Pine, northeast of Barge Canal; manufacturers of Patent Gutters, conductors...for the trade by new and improved machinery.* Kilburn and Gates were wholesale manufacturers of Cottage Furniture.

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trunk lines was immediate. The 1877 Birds Eye View of Burlington confirms the inevitable: the railroad connection between Battery Street and Pine Street has continued south.³³ Manufacturing interests flank both sides of the road and are noted in subscriber footnotes (L. Barns[*sic*] Son & Co. Lumber Mills; L. Barns, Son & Co., Marble Works; Shepard, Morse & Co., Lumber Mills, Kilburn and Gates Furniture Factory; Bronson's, Weston, Dunham & Co. Lumber Mill). Pine Street is awash in stacked lumber. Canals and the drawbridge (HD #22) are complete, with ships in the basin and along wharves. A retaining wall east of the Kilburn and Gates Furniture Manufactory demonstrates the grade change, a remnant of the ravine that formerly lead to the swampy cove filled by Barnes and opened for business. The railroad spurs that thread along and through Pine Street today remain largely intact, providing tangible evidence of a circulatory system that fed industry and maintained Burlington's commercial and manufacturing prominence for more than a century. Sections of the rail emerge from grassy overgrowth or have been interrupted by highway pavement, but remain clearly legible as the transportation and freight corridor that created and served the industrial district. The railroad pathway is the strongest remaining testimony and evidence of Pine Street's industrial prosperity, confirming the movement of goods from water and land to rail; north to south, east to west.

The competition between the Rutland and Burlington Railroad and the Central Vermont Railroad (known as the Vermont Central until the 1870s) was nearly continuous and provided an intensity of competition that enhanced Burlington's commercial and manufacturing growth. With both lines competing for the Boston traffic, the firms found profit in interchange of freight (not always willingly, but out of necessity) and the odd lease of each other's rail line. The Rutland Railroad wanted the New York trade, both freight and passenger, as early as 1869. Vermont's Island Line became the Montreal to New York route c. 1900. Annual reports provided by the railroad commissioner's document increasing expansion of rail lines, materials and tonnage. The Biennial Report of the Rutland Railroad Commissioners for 1871-72 shares that 100 miles of railroad was built in Vermont in the preceding year for a total of 182 ½ miles (at a time when only 60,000 miles of broad gauge railway were in operation in all of the US).³⁴ Vermont had more freight houses than passenger stations, demonstrating the priority and superiority of freight cargo.³⁵ Burlington's passenger depot, Union Station, located outside the Pine Street Industrial Historic District,³⁶ was constructed by the Rutland and Central Vermont Railway as partners in 1915-16 at a cost of \$142,000; a grudging but necessary partnership between railroad rivals to attract passengers to their active freight corridor. As businesses within the Pine Street industrial corridor were providing the materials and finished goods, the railroad extended the commercial marketplace and facilitated transit throughout Vermont, the northeast, and beyond.

³³ *Birds Eye View of Burlington and Winooski VT* (Madison, Wis.: J. J. Stoner).

³⁴ *Biennial Report of the Railroad Commissioner for 1871-1872*; (S.I., sn.), University of Vermont, Special Collections, HD2767.V5 V46a, 8.

³⁵ *Ibid.*, 5.

³⁶ Union Station is listed in the National Register of Historic Resources as a contributing resource in the Battery Street Historic District. Listing date is November 2, 1977.

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Maritime Resources

Included within the Pine Street Industrial Historic District are maritime-related archaeological resources both within the Pine Street Barge Canal (#21), and the outstretched arms of its breakwater (#21j). The canal itself is the repository of eight sunken barges (#21b-21i), a collection of vessels representing modes of water transportation from the mid-19th century to the early 20th century.³⁷ A great deal of information about the specific manner of lake transit via canal has been gleaned from documentation taken in the fall of 2002 and winter of 2003 of the five northerly barges, including measurements, dimensional drawings, and photographs. Collectively, the information has contributed to the replica construction of the canal boat *Lois McClure*, a working educational vessel docked in Burlington harbor. Three of the vessels remain in the southerly end of the barge canal, noted on mapping completed by the U.S. Army Corps of Engineers in 1968.

Several other vessels are within the “arms” of the barge canal breakwater: three mid-20th century work barges (VT-CH-793, VT-CH-795, and VT-CH-797), the mid-19th century lake schooner *Excelsior* (VT-CH-796), and the 1876 sailing yacht turned tug boat *Hildegarde* (VT-CH-794). The latter best illustrates the water-to-rail commercial activity in the Pine Street Industrial Historic District, as her last assignment was hauling stone from Isle La Motte to Burlington, where her cargo was loaded onto a railroad flatcar for shipment and processing in the Rutland area.³⁸

Stone Yards and Processing

The Pine Street Industrial Historic District was also home to two large stone yards, one of them also tied to Lawrence Barnes. Characteristic of his business acumen, Barnes understood that business diversification would strengthen and complement existing waterfront enterprises, and recruited young Charles Hayward from Rutland to nurture a new stone business. Barnes was one of several founders of the Burlington Manufacturing Company, which became active in 1870. With a workforce of 500 to 600 men, the firm processed marble quarried in Vermont for sale nationwide. Hayward won the good favor of his employer, eventually marrying Barnes’ daughter, Ella. Hayward was the manager of the Burlington Manufacturing Company, but is recognized also for his residential development adjacent to the south end industrial area; notably the establishment of Hayward Street and other property within the area known as the “Five Sisters” neighborhood.³⁹

J. W. Goodell and Company, established in 1875, employed 150 men in its Pine Street yards. Goodell’s specialty was design and fine carving of granite, again sold nationwide.⁴⁰ Like the lumber industry, these stone-processing enterprises were made viable by proximity to water, essential to sawing and polishing stone, and rail transport. Today an assortment of marble

³⁷ John Milner Associates, *A Stage IA Cultural Resources Survey of the Pine Street Canal Superfund Site, Burlington Vt* (Danbury, Connecticut: John Milner Associates, Inc., 1992), Figure 6.

³⁸ Lake Champlain Maritime Museum, *Phase I Archaeological Survey of Burlington Harbor in Lake Champlain, Burlington, Chittenden County, Vermont* (New York: U.S. Army Corps of Engineers, 2009), 93.

³⁹ *Burlington Weekly Free Press*, “The Decease of Chas. R. Hayward.” October 5, 1893, p. 5.

⁴⁰ Rann, *Chittenden County*, 427-473.

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and stone remnants is scattered about the railyard, along the Burlington Bike Path and visible in the shallow waters of the waterfront, conspicuous remnants of the area's industrial past.

Related Industries

The concentration of lumberyards resulted in a host of dependent companies setting up shop nearby. Joel and Stephen Gates, along with partner Chaney Kilburn, were among the first to purchase land in the district after the Barge Canal was built, and their company, founded in 1865, was the first of the enterprises allied to the lumber trade to open on Pine Street. The Kilburn and Gates Factory (HD #11), stretching the entire length of Kilburn Street between Pine Street and St. Paul Street, was constructed in 1869 to house what was described as the largest furniture manufactory in the country in 1871. When it opened in 1869, it counted 115 employees. The factory used steam power to produce thousands of interchangeable parts for a line of "cottage" (casual) home furnishings. The parts were shipped by rail to a sister establishment in Philadelphia for assembly, painting, and marketing. A railroad spur that connected to the Kilburn and Gates Lumber Yard and business remains extant. The business had shrunk by 1880, so Gates converted the factory to weaving cotton; ten years later, the Burlington Cotton Mill employed 350 workers and produced 25,000 yards of cloth daily. The mill changed hands in 1912 and then closed during the Great Depression. It reopened as the Lane Press in the 1930s and a wholesale beverage business in the 1940s.⁴¹ Burlington architect Graham Goldsmith purchased the property in 1988 and rehabilitated it for commercial/office space.

Other allied industries included Barnes and Holt's Spool and Bobbin Works, established on Pine Street in 1875. Matthews and Hickok was organized in 1871 with a Pine Street mill manufacturing packing boxes (currently the site of HD #19). Nothing remains of either firm. Fire destroyed the Matthews and Hickok Mill, and T. A. Haigh and Company used the old Barnes and Holt woodworking mill as a warehouse when it opened on Pine Street in 1928 (currently the site of HD #9). A 1980 fire destroyed the historic mill building at the rear of the retail lumber supply business.

The Burlington Venetian Blind Company incorporated in 1884 and opened its factory the next year on the northeast corner of Pine and Kilburn Streets. A complex of buildings populated the site by 1890, at which time it employed 75 workers making 700 blinds per week and claimed to be the largest blind producer in the county. Only one of the Venetian Blind Company's buildings remains today (HD #8) – a two-story office that once had lumber sheds extending behind and was added to the complex in the 1920s.⁴² More recently, Conant Metal and Light made and distributed lighting fixtures there (and at 266 Pine Street), continuing the industrial/commercial use. An antiques business has recently moved into the space. The Venetian Blind Company factory buildings are gone and the land serves as a parking lot.

Burlington's lumber industry was hit hard by the depression in the mid-1870s like the rest of the country, but recovered. Although it never reached its pre-1873 peak again, upwards of 1,500

⁴¹ See Joseph Amrhein, "Burlington, Vermont: The Economic History of a Northern City" (PhD diss., New York University School of Business Administration, 1958), 225; Blow, *Historic Guide*, 96.

⁴² See Child, *Gazetteer*, 105-106; Amrhein, *Burlington*, 230; Rann, *Chittenden County*, 471.

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residents found employment in the lumberyards in the 1880s. Serious decline had set in by 1891, however, as imports of Canadian lumber began to drop in response to competition from the newly developed forests of the western states. The final blow came in 1897 when Congress passed the Dingley Tariff imposing a duty of \$2 per thousand on Canadian lumber. This was a blow Burlington's lumbermen could not survive, and the area began to transition from heavy industrial processing to light industrial food production and related businesses.⁴³

Pine Street continued to support new industries into the 20th century, some building on the ruins of the old. The original railroad engine roundhouse burned in 1918 and a new one was built immediately afterward (HD #26); in 1916, the track path was straightened. William J. Patten organized the Malted Cereal Company in 1899 and built the existing three-story brick factory (HD #19) on the ruins of Matthews and Hickok's planing mill in 1900. The first floor was used for storage and production, the second floor for packing, and the third floor for advertising. The company produced 300 cases of malted cereal daily and reached a high point in 1953, when an engineer developed a new maple-flavored oat cereal called "Maypo." The company survived various changes in ownership, the last of which closed the Burlington plant in 1969 and moved the operation out of state; Maypo continues to be produced today by Homestat Farm, Ltd. Green Mountain Industries opened a woodworking factory in the complex in 1973, and a Burlington developer renovated the old factory into incubator space for small businesses in 1984.⁴⁴

The old E. B. and A. C. Whiting Brush Company (#20-20c) complex remains largely intact on the northeast corner of Pine and Howard Streets, and the old buildings continue to serve a multitude of artists and small businesses. Enoch Bangs Whiting purchased an interest in the Burlington Brush Company in 1873 and convinced his son Alfred Catlin Whiting to run the business. The factory they built at the corner of Pine and Howard Streets stored and processed a variety of natural fibers for brushes. When fire destroyed the building in 1902, the Whitings built a new factory on the same site and to the same plan; over time they enlarged it significantly and added numerous ancillary structures. The primary concern of the business was the processing of wild fibers imported from China, India, Russia, Mexico, and Argentina; the fibers were cleaned, sorted, processed, dyed, and then sold to brush manufacturers. Eventually, the Whiting Company became the largest brush fiber concern in the world. A. C. Whiting sold the business and retired to Florida in 1920.⁴⁵ The Whiting buildings, known today as Howard Space, provide studios for dozens of artists and artisans and several retail businesses.

Another of the businesses on Pine Street with buildings extant is Welsh Brothers Maple Company (HD #15) at the corner of Marble Avenue and Pine Street. Llewellyn and Charles Welsh developed "Vermont Maid Syrup" in the late 19th century. This combination of pure Vermont maple syrup and cane sugar proved so successful they soon needed larger quarters to

⁴³ Although Burlington saw the biggest import of lumber in its history during April of 1897 (*Burlington Free Press*, May 20, 1897, 5:7), the July 26, 1897 issue (5:2) provides that 60,000,000 board feet of lumber are waiting in Burlington Harbor. The importation of white pine from Canada has closed due to Dingley Tariff. Burlington residents marched in protest of the lumber tariff unsuccessfully. *Burlington Free Press*, June 14, 1897, 5:3.

⁴⁴ Blow, *Historic Guide*, 89.

⁴⁵ Blow, *Historic Guide*, 90.

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keep up with demand. Their new factory, designed by Burlington architect Frank Lyman Austin, was erected in 1917 and enlarged at several points. The company was purchased in 1928 and again in 1968, when production was moved to New Jersey.⁴⁶

Bullocks Standard Steam Laundry (HD #6) was established on part of the old Goodell and Company stone works in 1925, and Michael C. Dorn built a bottling plant at 266 Pine Street (HD #7) to produce his Venetian Ginger Ale that same year. Dorn expanded in 1938 and by 1942 the company had merged with Coca-Cola. The complex was purchased and converted to incubator space in 1989; Conant Metal and Light purchased it in 2000 and connected it to its original location at 270 Pine Street (HD #8).

The Pine Street Industrial Historic District includes two buildings on South Champlain Street. The National Biscuit Company (Nabisco) set up shop on College Street in 1898, making only bread at that time. The company moved production to a factory at 266 South Champlain Street (HD #4), built in 1923 on the site of an old planing mill. The building has provided office space among other uses. Champlain Valley Fruit Company erected a modest L-shaped warehouse at 237 South Champlain Street (HD #3) in the early 20th century. Like many structures in the district, this one was enlarged and added to several times over the years; it currently combines a warehouse for Vermont Cabot Cheese and an expanding distillery operation that manufactures alcohol-based organic bitters and herbal tonics marketed through health food stores.



Figure 9: Detail of Lithograph of the Kilburn and Gates Mill looking northwesterly by Beers, J.B. & Co. Courtesy of Special Collections, Bailey/Howe Library, University of Vermont.

⁴⁶ Blow, *Historic Guide*, 91.

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What remains clear is the fundamental and evolutionary role that emerging and progressively enhanced modes of transit played in turning a mud bog into a seat of manufacturing and commerce that has continued for more than a century and a half. Lawrence Barnes' inchoate vision to fuel Burlington business by linking water and road to rail spawned a transportation network with tendrils that encompassed pedestrian path, carriage and cartways, canal tow paths, turnpikes, rail beds, shipping lanes, ferry route, bike paths and highway. This web interconnected land, water and rail as well as worker, workplace, and market. J. B. Beers' lithograph (Figure 8) shows combinations of man and beast, cart and wagon, ship and railroad managing the daily activity of transporting Burlington's manufactured goods on linked pathways. These complex transportation corridors were the circulation system that assured the success of the manufacturing base and ultimately Burlington's overall economy. Historic maps confirm that while some modes changed, corridors remain present and vibrant. A comparison between a 1937 ortho photograph (below left) and a 2015 image (below right) reinforce the continuing connections and pathways between Pine Street, South Champlain Street, and Battery Street; confirmation of continuing historic transportation patterns and fabric.



This advancing intermodal network not only connected goods to manufacturing sites and products to market; it accommodated local workforce access to production sites as well. The business boom was paralleled by worker influx, reciprocal in need and benefit; one augmenting the other. The increasing number of manufacturing employees could find housing proximate to workplace, filling Burlington's older and new neighborhoods with a strong and large local

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workforce. This was the identity of many neighborhoods, with labor force walking to job sites within the district.

The story of economic development in the South End has complex connections with rising population of the city, an increase in immigrant workers, housing expansion, growth of educational services, a rising number of professional trades and tradesmen, expansion of roadways and transportation systems, and other related but predictable social markers. Each of these stories finds its basis in the Pine Street Industrial Historic District.

Some of the district's manufacturing buildings are gone – victims of fire and economic turmoil. Those that remain have taken on new uses over the years to keep them productive. Structures and sites within the district largely retain historic integrity of location, design, setting, materials, workmanship, feeling, and association. Pine Street and its immediate area have undergone a revival in the past three decades, with a new generation of entrepreneurs re-developing the old buildings to keep them viable in today's economy. The Pine Street Industrial Historic District continues the spirit of manufacturing with a new wave of "maker" spaces that have created a ripple wave of small industry. The early investments of Timothy Follett and Lawrence Barnes toward an enhanced transportation system continue to be the foundation for the success of the Pine Street Industrial Historic District. Those networks remain complex and interconnected, demonstrating evolutionary adaptability to accommodate access for walker, biker, truck, trailer, kayaker, ferry, locomotive, or SUV. With a blended identity of manufacturing and creative industry, the Pine Street Industrial Historic District has become the center of a vibrant art and artisan community in Burlington's South End. This new wave of enterprise is primarily known for its creativity, vitality, and innovation; the foundation on which it was born.

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Vanasse, Hangen, Brustlin, *Burlington and Rutland Railyard Relocation Feasibility Study*. Montpelier: Vermont Agency of Transportation, 2000.

Vermont. Board of Railroad Commissioners. *Biennial Report of the Railroad Commissioners for 1871-72*. Sl:sn, 1872.

Vermont. Board of Railroad Commissioners. *Biennial report of the Board of Railroad Commissioners of the State of Vermont*. Vermont: Sl.sn., 1888-1908.

Ibid., *Report of the Railroad Commissioners of the State of Vermont*. Burlington: The Free Press Association, 1890.

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
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Maps

Atlas of Chittenden County (New York, NY: F.A. Beers, 1869).

Bird's Eye View of Burlington and Winooski, Vermont (Madison, Wisc: J. J. Stoner, 1877).

Burlington, Vermont (New York, NY: Sanborn Fire Insurance Maps) – 1885, 1889, 1894, 1900, 1906, 1912, 1929, 1926/1938, 1942/1960.

Map of the City of Burlington, Vermont (Philadelphia, Pa: G. M. Hopkins, 1890).

Web tool: <http://wboykinm.github.io/btv-1937/#17/44.47153/-73.21501>
Burlington 1937/2015.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: University of Vermont, Special Collections
Agency of Transportation, State of Vermont

Historic Resources Survey Number (if assigned): _____

Pine Street Industrial Historic District
Name of Property

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County and State

10. Geographical Data

Acreege of Property 92.6 acres +/-

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates *See attached map with Lat/Long Coordinates*

Datum if other than WGS84: NAD83

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|----------|-----------|
| 1. Zone: 18 | Easting: | Northing: |
| 2. Zone: 18 | Easting: | Northing: |
| 3. Zone: 18 | Easting: | Northing: |
| 4. Zone: 18 | Easting: | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Pine Street Industrial Historic District boundary is defined by the area that housed the lumber and allied industries after the construction of the Barge Canal in 1868-1869. The boundary of the Pine Street Industrial Historic District is shown as the dashed line on the

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
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accompanying map titled "Pine Street Industrial Historic District, City of Burlington, Chittenden County, Vermont."

Boundary Justification (Explain why the boundaries were selected.)

The Pine Street Industrial Historic District boundary was drawn to include the area of historic resources relating to the industrial development of Pine Street made possible by the arrival of the railroad in 1849 and the building of the Barge Canal and Basin in 1868-69. The industrial development recognized by the Pine Street Industrial Historic District was located south of Maple Street. The eastern boundary marks the edge of the industrial center at the point it gives way to residences. The properties east of the District's eastern boundary are nearly all residential, with one or two small retail businesses. The southern tip of the barge canal and the Maltex property form the southern boundary because that is where the relevant and contributing historic resources end. The area surround the barge canal includes several acres of undeveloped land that have been designated a superfund site by the Environmental Protection Agency. There are two factories on the east side of Pine just south of Howard Street, but they would be non-contributing due to age. No resources relating to the Pine Street Industrial Historic District have been identified further south. The District is bounded on the west by Lake Champlain, and extends into the lake around the outer edges of the two breakwaters.

11. Form Prepared By

name/title: Jane Williamson Historic Preservation Consultant

organization: _____

street & number: 25 Calarco Court

city or town: Burlington state: VT zip code: 05401

e-mail: mejane@sover.net

telephone: 802-658-7716

date: August 2010

name/title: Mary O'Neil, City of Burlington Planning and Zoning Department, Certified Local Government Coordinator.

organization: City of Burlington

street & number: 149 Church Street

city or town: Burlington state: VT zip code: 05401

e-mail: mconeil@burlingtonvt.gov

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
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telephone: 802-865-7556

date: March 2016

name/title: Devin Colman, State Architectural Historian

organization: Vermont Division for Historic Preservation

street & number: 1 National Life Drive, Floor 6

city or town: Montpelier state: VT zip code: 05620

e-mail: devin.colman@vermont.gov

telephone: 802-828-3043

date: March 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Pine Street Industrial Historic District

City or Vicinity: Burlington

County: Chittenden

State: VT

Photographer: Mary O'Neil

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
County and State

Date Photographed: December 12, 2015

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 65: View looking north/northeast at HD #1b Railroad Engine Roundhouse.
- 2 of 65: View looking south at railroad tracks and train in HD #1 Burlington Rail Yard.
- 3 of 65: View looking southwest at HD #1e Salt Shed (center) and HD #1g Shelburne Limestone Building (left).
- 4 of 65: View looking east at HD #2 Warehouse.
- 5 of 65: View looking south at HD #1c Turntable and HD #1a Vermont Railway Headquarters.
- 6 of 65: View looking north at HD #3. Champlain Valley Fruit Company.
- 7 of 65: View looking north at the northern section of HD #3. Champlain Valley Fruit Company.
- 8 of 65: View looking north/northwest at HD #1c Turntable, HD #1b Railroad Engine Roundhouse, and HD # 1d Pumphouse/Boiler Room.
- 9 of 65: View looking southwest at HD #4 National Biscuit Company.
- 10 of 65: View looking north/northwest at HD #1a Vermont Railway Headquarters and HD #1d Pumphouse/Boiler Room.
- 11 of 65: View looking southwest at HD #5 Bobbin Mill Condominiums.
- 12 of 65: View looking west at HD #6a Storage Shed, with north end of HD #6 on left.
- 13 of 65: View looking west at HD #6b Vermont Art Supply.
- 14 of 65: View looking northwest at HD #6 Bullocks Standard Steam Laundry.
- 15 of 65: View looking east at HD #7 M. & F.C. Dorn Bottling Works.
- 16 of 65: View looking southeast at HD #7 M. & F.C. Dorn Bottling Works.
- 17 of 65: View looking northwest at HD #9 Curtis Lumber.

Pine Street Industrial Historic District
Name of Property

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- 18 of 65. View looking west at HD #9a Shed.
- 19 of 65. View looking west at HD #9b Lumber Shed.
- 20 of 65. View looking northeast at HD #10 White's Pure Milk Products.
- 21 of 65. View looking north at HD #10 White's Pure Milk Products.
- 22 of 65. View looking northwest at HD #10 White's Pure Milk Products.
- 23 of 65. View looking southeast at HD #11 Kilburn and Gates.
- 24 of 65. View looking east along north wall of HD #11 Kilburn and Gates.
- 25 of 65. View looking west from St. Paul Street at HD #11 Kilburn and Gates. Brick engine house in foreground.
- 26 of 65. Detail of "1869" date block on chimney at HD #11 Kilburn and Gates.
- 27 of 65. View looking east at additions on south wall of HD #11 Kilburn and Gates.
- 28 of 65. View looking east at HD #12 Hulbert Supply Company.
- 29 of 65. View looking west at HD #13 Burlington Street Department.
- 30 of 65. View looking southeast at HD #14 Meunier Store/Glove Factory/Dwelling.
- 31 of 65. View looking northeast at HD #7 M. & F.C. Dorn Bottling Works (left) and HD #8 Burlington Venetian Blind Company Office (right).
- 32 of 65. View looking northeast at south wall of HD #8 Burlington Venetian Blind Company Office (left) and rear of HD #7 M. & F.C. Dorn Bottling Works.
- 33 of 65. View looking south across Marble Avenue at the north façade of HD #15 Welsh Brothers Maple Company.
- 34 of 65. View looking northeast at south façade and west elevation of HD #15 Welsh Brothers Maple Company.
- 35 of 65. View looking west at HD #17 Citizens Coal/Oil Company.
- 36 of 65. View looking north along railroad siding tracks between HD #17 Citizens Coal/Oil Company (left) and Pine Street (right).

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- 37 of 65. View looking west at HD #17a Wagon Shed.
- 38 of 65. View looking north at HD #17b Stable/Carriage Barn.
- 39 of 65. View looking west at HD #17c Storage Building.
- 40 of 65. View looking south along railroad siding tracks between Pine Street (left) and HD #18 (right).
- 41 of 65. View looking southwest at HD #19 Malted Cereal Company.
- 42 of 65. View looking southwest at HD #19 Malted Cereal Company.
- 43 of 65. View looking northwest at HD #19 Malted Cereal Company.
- 44 of 65. View looking north at HD #19 Malted Cereal Company.
- 45 of 65. View looking southeast at HD #20a Fiber Machine Shop (right) and HD #20c Industrial Building (left).
- 46 of 65. View looking southeast at HD #20 E.B. and A.C. Whiting Company.
- 47 of 65. View looking northeast at HD #20a Fiber Machine Shop.
- 48 of 65. View looking northeast at HD #20b Combing and Dye House.
- 49 of 65. View looking west at rear of HD #20 E.B. and A.C. Whiting Company.
- 50 of 65. View looking north at HD #20 E.B. and A.C. Whiting Company.
- 51 of 65. View looking north/northwest at HD #21j Breakwaters.
- 52 of 65. View looking north at HD #22 Drawbridge.
- 53 of 65. View looking north at HD #22 Drawbridge, detail of raising/lower mechanisms.
- 54 of 65. View looking south into HD #1 Burlington Rail Yard, with HD #2 Warehouse on left.
- 55 of 65. View looking north along Pine Street, with HD #16 Warehouse and Office on the left and HD #14 Meunier Store/Glove Factory/Dwelling on right.
- 56 of 65. View looking southwest at HD #18 Farrell Distributors (foreground) and HD #19 Malted Cereal Company (background).

Pine Street Industrial Historic District
Name of Property

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- 57 of 65. View looking south along Pine Street, with HD #20c Fiber Machine Shop and HD #20 E.B. and A.C. Whiting Company on left, and HD #19 Malted Cereal Company on right.
- 58 of 65. View looking southeast at rear portions of HD #20 E.B. and A.C. Whiting Company.
- 59 of 65. View looking west at HD #21 Pine Street Barge Canal basin and HD #22 Drawbridge.
- 60 of 65. View looking south/southeast at HD #22 Drawbridge, with train.
- 61 of 65. View looking west/northwest at 21j Breakwaters, from HD #22 Drawbridge.
- 62 of 65. View looking south/southeast at railroad tracks between HD #9 Curtis Lumber (left) and HD #9b Lumber Shed (right).
- 63 of 65. View looking south/southeast from Roundhouse Point across sites of HD #24 Construction Barges, HD #25 *Excelsior*, and HD #21j Breakwaters (rear center).
- 64 of 65. View looking southwest at HD #21 Pine Street Barge Canal Basin.
- 65 of 65. View looking west/southwest from Roundhouse Point at portion of breached breakwater and site of HD #25 *Excelsior*.

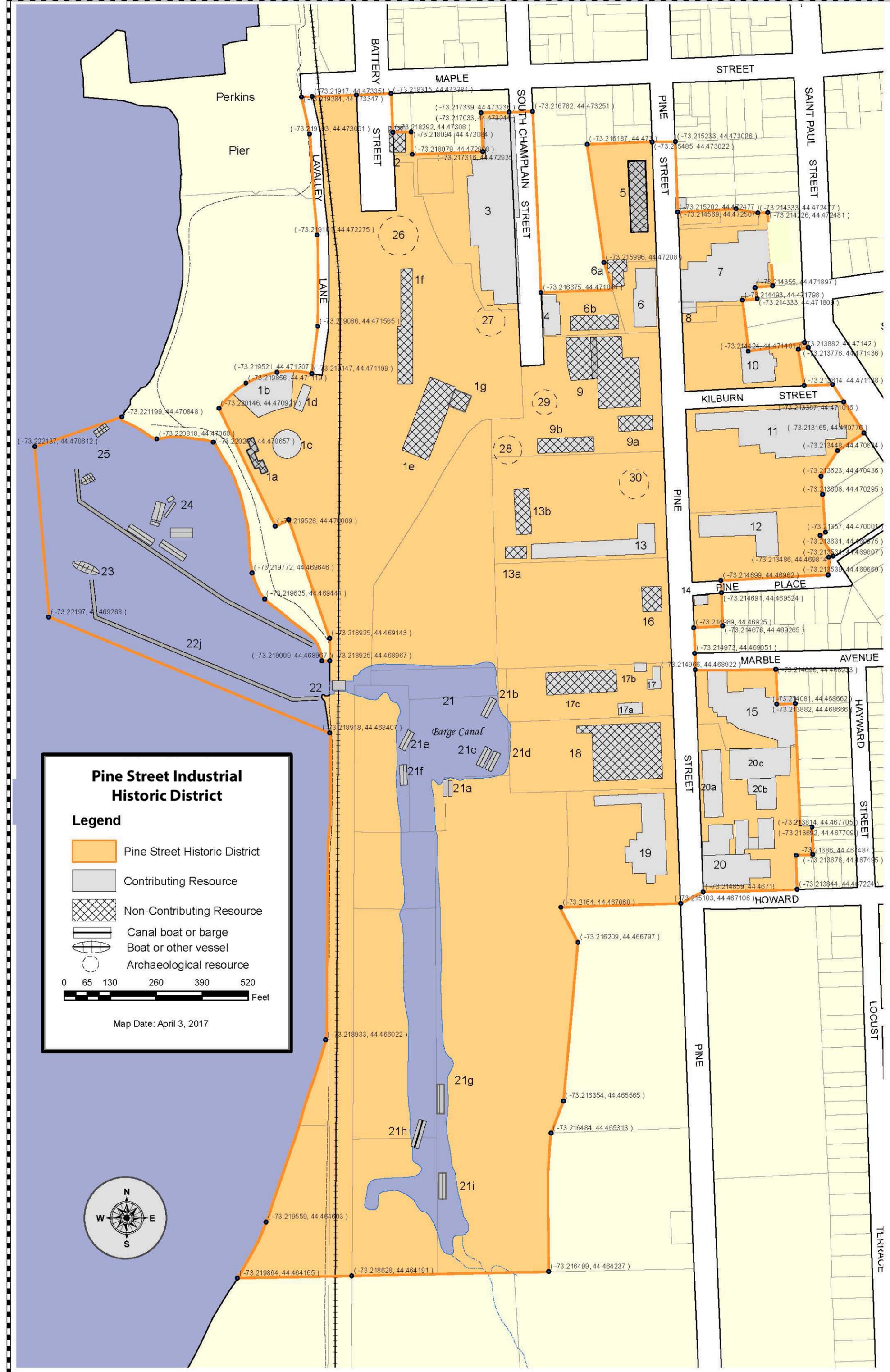
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
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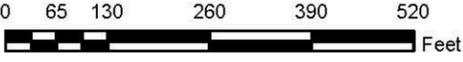
this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior,
1849 C. Street, NW, Washington, DC.



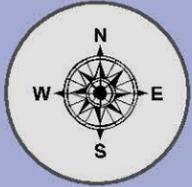
Pine Street Industrial Historic District

Legend

- Pine Street Historic District
- Contributing Resource
- Non-Contributing Resource
- Canal boat or barge
- Boat or other vessel
- Archaeological resource

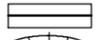


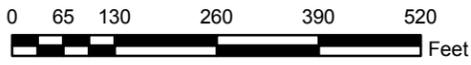
Map Date: April 3, 2017



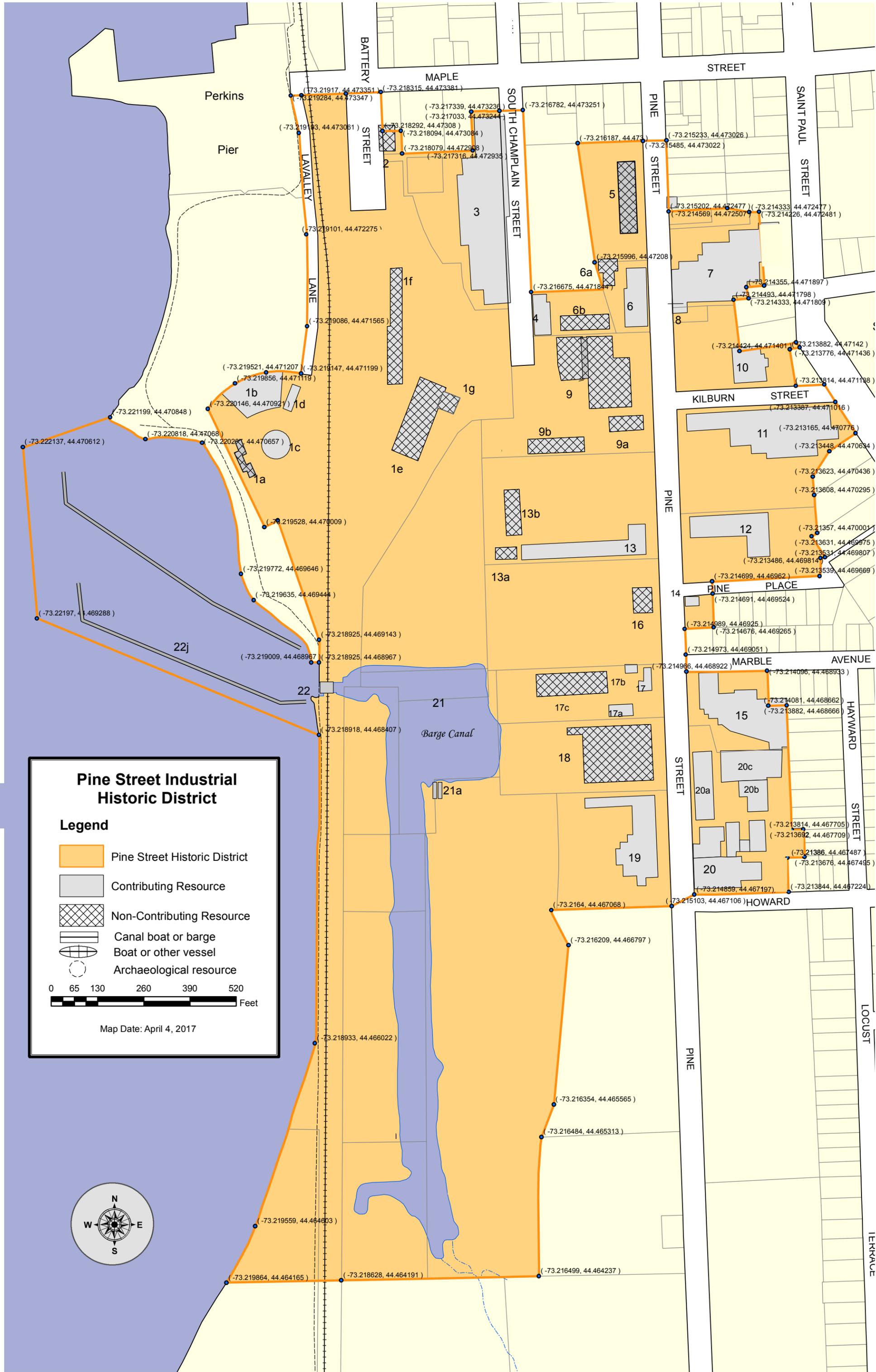
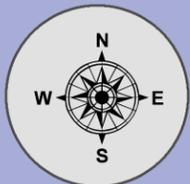
Pine Street Industrial Historic District

Legend

-  Pine Street Historic District
-  Contributing Resource
-  Non-Contributing Resource
-  Canal boat or barge
-  Boat or other vessel
-  Archaeological resource



Map Date: April 4, 2017



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 100001751

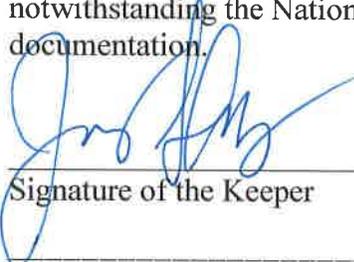
Date Listed: 10/16/2017

Property Name: Pine Street Industrial Historic District

County: Chittenden

State: VT

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

10/16/2017

Date of Action

Amended Items in Nomination:

Section 10: Lat/ Long coordinates

**Pine Street Industrial Historic District
Burlington, Vermont**

Lat/Long Coordinates, starting at top left corner, going clockwise:

Latitude	Longitude
44.473347	-73.219284
44.473351	-73.21917
44.473381	-73.218315
44.47308	-73.218292
44.473084	-73.218094
44.472908	-73.218079
44.472935	-73.217316
44.473236	-73.217339
44.473244	-73.217033
44.473251	-73.216782
44.471844	-73.216675
44.47208	-73.215996

Property Name: Pine Street Industrial Historic District

County: Chittenden

State: VT

44.473026	-73.215233
44.472477	-73.215202
44.472507	-73.214569
44.472477	-73.214333
44.472481	-73.214226
44.471897	-73.214355
44.471809	-73.214333
44.471798	-73.214493
44.471401	-73.214424
44.47142	-73.213882
44.461436	-73.213776
44.471138	-73.213814
44.471016	-73.213387
44.470776	-73.213165
44.470634	-73.213448
44.470436	-73.213623
44.470295	-73.213608
44.470001	-73.21357
44.469975	-73.213631
44.469807	-73.213531
44.469814	-73.213486
44.469669	-73.213539
44.46962	-73.214699
44.469524	-73.214691
44.469265	-73.214676
44.46925	-73.214989
44.469051	-73.214973
44.468922	-73.214966
44.468933	-73.214096
44.468662	-73.214081
44.468666	-73.213882
44.467705	-73.213814
44.467709	-73.213692
44.467487	-73.21386
44.467495	-73.213676
44.467224	-73.213844
44.46719	-73.214859
44.467106	-73.215103
44.467068	-73.2164
44.466797	-73.216209
44.465565	-73.216354
44.465313	-73.216484
44.464237	-73.216499
44.464191	-73.218628
44.464165	-73.219864

Property Name: Pine Street Industrial Historic District

County: Chittenden

State: VT

44.464603	-73.219559
44.466022	-73.218933
44.468407	-73.218918
44.469288	-73.22197
44.470612	-73.222137
44.470848	-73.221199
44.47068	-73.220818
44.470657	-73.22026
44.469646	-73.219772
44.469444	-73.219635
44.468967	-73.219009
44.468967	-73.218925
44.469143	-73.218925
44.470009	-73.219528
44.470921	-73.220146
44.471119	-73.219856
44.471207	-73.219521
44.471199	-73.219147
44.471565	-73.219086
44.472275	-73.219101
44.473061	-73.219193

The Vermont State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)



U.S. Department
of Transportation
**Federal Highway
Administration**

Vermont Division

May 5, 2017

87 State Street
Montpelier, VT 05602
(802) 828-4423
(802) 828-4424
Vermont.fhwa@dot.gov

In Reply Refer To:
HEC-VT

Ms. Andrea Wright, P.E.
Environmental Services Engineer
Vermont Agency of Transportation
1 National Life Drive
Montpelier, VT 05633-5001

Subject: Southern Connector/Champlain Parkway
FAP No. M5000(1)
Burlington, Vermont
Section 4(f) De Minimis Determination

Dear Ms. Wright:

We have reviewed the April 6, 2017 electronic request by VTrans requesting our determination that the use of Section 4(f) properties on the above project meets the requirements to qualify as a de minimis impact in accordance with 23 CFR 774.3(b). A diagnostic review of railroad crossings within 1,000 ft. of the Southern Connector project has resulted in additional work at a number of these crossings. Reconstruction of the at-grade railroad crossing on Flynn Avenue includes sidewalk improvements that will require the acquisition of a permanent easement from an adjacent historic property which is eligible for listing in the National Register of Historic Places. The permanent easement totals 229 ft². The minor use of land does not adversely affect the historic quality or integrity of the property.

Based on the information attached to your request we have made the following determinations (**in bold**) with respect to question 2A of FHWA's Final Guidance for Determining De Minimis Impacts to Section 4(f) Resources dated December 13, 2005. See also 23 CFR 774.5(b)(1) and 23 CFR 774.17.

Question 2A: What are the requirements for a finding of *de minimis* impact on a historic site?

Answer: A finding of *de minimis* impact on a historic site may be made when:

- 1) The process required by Section 106 of the National Historic Preservation Act results in the determination of "no adverse effect" or "no historic properties affected" with the concurrence of the SHPO and/or THPO, and ACHP if participating in the Section 106 consultation;

Qualified professionals within VTrans are authorized under the terms of the 4/5/99 Programmatic Agreement to implement the Federal-Aid Highway

Program in Vermont, to document and make Section 106 determinations of effect for transportation projects on behalf of VT-SHPO. FHWA has reviewed and concurred with the Section 106 amendment memo dated April 6, 2017 prepared by VTrans concluding that the work associated with the Flynn Avenue at-grade railroad crossing reconstruction as part of the Southern Connector/Champlain Parkway project will have no adverse effect.

- 2) The SHPO and/or THPO, and ACHP if participating in the Section 106 consultation, is informed of FHWA's or FTA's intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination.

Under the terms of the 4/5/99 Programmatic Agreement, VTrans provides copies of Section 106 determinations of effect and supporting documents to VT-SHPO. The SHPO has been informed of the intent to make a *de minimis* finding under Section 4(f) based on the No Adverse Effect determination.

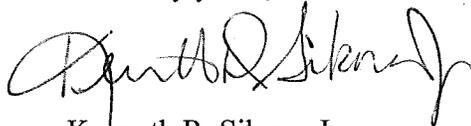
- 3) FHWA or FTA has considered the views of any consulting parties participating in the Section 106 consultation.

As part of its standard Section 106 consultation process, VTrans ensures that Section 106 consulting parties are afforded an opportunity to comment, and that these views are considered during the project development process. This project has been managed by the City of Burlington since 2003. Numerous public meetings have been held since that time, including several attended by the VTrans Historic Preservation Officer at the time. The alternative being advanced for the Champlain Parkway was ultimately selected by the City as the preferred alternative based on extensive consultation and public input. It is also the alternative with the least amount of impact to historic properties.

Based on the above determinations we have concluded that the project circumstances satisfy the requirements for a *de minimis* impact determination under 23 CFR 774.3(b). These findings complete the Section 4(f) requirements for the use of historic resources for this project.

If you have any questions please contact this office.

Sincerely yours,



Kenneth R. Sikora, Jr.
Environmental Program Manager

Historic Resource Group, Environmental Section
Vermont Agency of Transportation
National Life Building, Drawer 33
Montpelier, VT 05633



Archaeology 802-828-3981 (fax) 828-2334 jeannine.russell@state.vt.us
Historic Preservation 802-828-3964 (fax) 828-2334 scott.newman@state.vt.us

MEMORANDUM

To: Rob Sikora, FHWA

Date: May 18, 2011

Subject: NO ADVERSE EFFECT (Changed Scope of Work)

Project Name: Champlain Parkway / Southern Connector

Project Number: Burlington MEGC-M5000(1)

Location: Burlington, VT

Distribution: State Historic Preservation Officer
Jeff Ramsey, VTrans Environmental Specialist
Jen Russell, VTrans Archaeologist
Environmental Files via John Narowski

The Vermont Agency of Transportation has reviewed this undertaking according to the standards and procedures detailed in the 4/5/99 Programmatic Agreement to implement the Federal-Aid Highway Program in Vermont and, the PA Manual of Standards and Guidelines. Project review consists of identifying the project's potential impacts to historic buildings, structures, historic districts, historic landscapes, and settings, and to known or potential archeological resources.

The following details the VAOT Officers findings supporting our effect determination of NO ADVERSE EFFECT for the above-subject project. **Due to significant changes to project design since the original review in 1996, this Section 106 Determination of Effect letter vitiates and supersedes the 1996 Adverse Effect Memorandum of Agreement and its amendments.** Changes to design have resulted in a No Adverse Effect Determination. This document evidences that FHWA has satisfied its obligations under Section 106 for this undertaking.

Project Description:

The 2.5 mile long Champlain Parkway is proposed to extend from Route 7 to Lakeside Avenue, then continue on existing Lakeside Avenue and Pine Street, terminating at Main Street in Burlington, Vermont. The Project was first proposed in 1975 as a four-lane highway known as the "Southern Connector." The section extending from Route 7 to Home Avenue was nearly completed in the 1980s but the remaining sections could not be built due to the Pine Street Barge

Canal Superfund Site. The Barge Canal site is no longer part of the Project. The Project has been reduced in size to a two-lane roadway designed primarily to carry truck and commuter traffic destined for nearby industrial and commercial areas in the Enterprise District, the Transit Station and Park and Ride facility, or into downtown Burlington. The Project involves new roadways terminating at Lakeside Avenue. From this location the route will follow existing streets, with traffic continuing into downtown Burlington along Lakeside Avenue to Pine Street.

The Champlain Parkway begins at the current terminus of I-189 at Route 7. What is now I-189 would gradually be reduced to two lanes west of Route 7 following the alignment of the former Southern Connector roadway constructed in the 1980s to Home Avenue. From there the Champlain Parkway would be constructed within an existing right-of-way as a two-lane roadway that extends to Lakeside Avenue. From this point the Parkway would follow existing streets heading east on Lakeside Avenue and then follow Pine Street north, terminating at Main Street.

Between Home Avenue and Lakeside Avenue, the newly constructed Project will include a shared use path along one side and landscaped greenbelts and 6-foot high picket-style black fencing along both sides. Some residential streets will become dead ends. Traffic signals and pedestrian crosswalks will be located at Home Avenue, Flynn Avenue, Sears Lane and Lakeside Avenue. Lakeside Avenue would be reconstructed through its intersection with Pine Street. Pine Street would be repaved between Locust Street and Main Street at approximately the same street dimensions as they are now. A new shared use path is proposed to run along the north side of Lakeside Avenue, continuing along the west side of Pine Street until Kilburn Street. Existing sidewalks would be replaced and street trees would be retained, where feasible. A more detailed description of each section follows:

Route 7 to Home Avenue

Currently I-189 ends just west of the Route 7 interchange. The current interchange will remain but portions will be reconstructed as part of the Project. From Route 7 the Champlain Parkway would be reduced in size and rebuilt as a two lane roadway with narrower lanes and landscaped median and greenbelts to Home Avenue. There will be a separate shared-use path for pedestrians and bicycles along the north/east side of the Parkway between Route 7 and Pine Street. This section was partially built in the 1980s and included considerable landscaping as well as visual and sound barrier fences along neighboring housing developments. The roadway would narrow to one-lane in each direction with a landscaped median approximately 22 feet wide. Lilacs, Northern Bayberry and ornamental grasses will be planted in the center and surrounded by lawn. See Appendix B for a simulation of this section of the Parkway. As part of the Project the south end of Pine Street will become a cul-de-sac eliminating the current connection to Queen City Park Road.

Home Avenue to Lakeside Avenue

From Home Avenue to Flynn Avenue the Parkway enters an area of mixed residential neighborhoods including business and industrial uses. For most of its length the Parkway would follow an existing right-of-way that has grown up to woodlands. Between Flynn Avenue and Sears Lane, the Parkway would cross Englesby Brook. At Sears Lane the Parkway enters an industrial-commercial area, and terminates at Lakeside Avenue near a commuter lot and planned future transit center.

Home Avenue, Flynn Avenue, Sears Lane, and Lakeside Avenue would be signalized intersections with pedestrian crosswalks. Batchelder Street would remain as a separate residential street from Morse Place, but without an automobile connection to Home Avenue. Briggs Street would continue west of the Parkway to serve businesses and residences and would dead end near the current Petra Cliffs facility. Lyman and Ferguson Avenues would no longer be through-streets, but would end in cul-de-sacs east of the Parkway.

The roadway would be approximately 37 feet wide with a landscaped greenbelt of 10-20 feet in width along each side of the roadway. A shared use pathway approximately 10-feet wide would extend along the east side for pedestrians and bicyclists. The Parkway would be bounded by a 6-foot high black metal grill or picket-type fence in this section, which is designed to focus pedestrian crossings at the lighted intersections. Ornamental lighting poles are currently planned along the entire route. Overhead wires crossing the Parkway would be undergrounded from the Interchange to where the Parkway meets existing Lakeside Avenue. See Appendix B for simulations of the Parkway.

The landscaping plan for this section includes shade and flowering trees to line the Parkway along with some large shrubs such as lilacs. Proposed trees include Green Vase Japanese Zelkova, Crabapple varieties, Japanese Tree Lilac, Chanticleer Pear, Horsechestnut, Thornless Honeylocust, Arborvitae, Serviceberry, Freeman Red Maple, and Redbud. Perennials will be planted at the intersection with Flynn Avenue, with additional wetland perennials around the retention pond north of Flynn Avenue.

Lakeside Avenue and Pine Street to Main Street

Once the Parkway meets Lakeside Avenue, it will continue along existing streets—Lakeside Avenue and Pine Street—until it terminates at Main Street. Both streets would remain at approximately their current widths. A shared use path is planned to run along the north side of Lakeside Avenue and the west side of Pine Street to Kilburn Street. In addition, a continuous sidewalk is proposed along the south side of Lakeside Avenue from the Parkway to Pine Street and along the east side of Pine Street. Four-way stop signs at the intersections of Pine Street at King Street and Pine Street at Maple Street will be replaced with traffic signals including pedestrian crossing signals. Existing sidewalks would be replaced and street trees would be retained, where feasible.

Above-Ground Historic Resources:

The Champlain Parkway has involvement with four historic districts as detailed in Attachment 1 (excerpt from the October 2006 Supplemental Impact Statement). They are as follow:

1. Battery Street Historic District (NR-listed)
2. Lakeside Historic District (NR-listed)
3. Pine Street Historic District (NR-eligible)
4. Queen City Cotton Mill Historic District (NR-eligible)

Further explanation of the properties within the Historic Districts is included in Attachment 2 (Historic Resources Identification Report by Liz Pritchett Associates) and Attachment 3 (Excerpt from the October 2006 Supplemental Impact Statement).

As shown on Attachment 1, the project passes near the Lakeside HD, adjacent to the Queen City Cotton Mill HD, and through the Pine Street and Battery Street HD's. No historic buildings or contributing features will be adversely affected by the roadway project. Information supporting this finding is detailed in the Analysis section of the document.

Archaeological Resources:

The VTrans Archaeology Officer has reviewed this project and has concluded that it will not impact archaeological resources.

Public Participation:

This project has been managed by the City of Burlington since 2003. Numerous public meetings have been held since that time, including several attended by the VTrans Historic Preservation

Officer. The alternative being advanced for the Champlain Parkway was ultimately selected by the City as the preferred alternative based on extensive consultation and public input. It is also the alternative with the least amount of impact to historic properties as determined through consultation with the VTrans Historic Preservation Officer.

Analysis:

As stated in the project description, this project has been under development since the mid-1970's. Since that time several alternatives have been advanced and ultimately rejected for a variety of reasons. One of the evaluations was germane to historic preservation, being the choice between the 1979 FSEIS alternative and the alternative being advanced for review in this document. The difference between the two (Attachments 4 and 5) is that the former bisects the Pine Street Historic District with a new two lane highway resulting in a Section 106 determination of Adverse Effect, and the latter which upgrades Pine Street resulting in a Section 106 determination of No Adverse Effect.

While Section 106 does not require the least harm alternative to be selected, Section 4(f) of the Department of Transportation Act 1966 does. Section 4(f) requires the selection of an avoidance alternative (avoids adverse effects) where it can be demonstrated that the avoidance alternative meets the project purpose and need. The FHWA, VTrans project team, and the VTrans HPO agreed that the preferred alternative (upgrading Pine Street) does meet the project purpose and need, and therefore was the only alternative that could obtain a permit under Section 4(f). The Section 4(f) analysis supporting this finding is detailed in Attachment 6, prepared in 2007 by the VTrans Historic Preservation Officer. It is also explained in Attachment 7, a copy of the PowerPoint presentation to the City of Burlington in 2008. Because of the 4(f) analysis, and because the preferred alternative is consistent with the Section 106 intent to minimize effects to historic properties, it is the alternative being advanced to construction.

Considerable discussion took place regarding the merits of upgrading Pine Street which would ultimately see an approximately 15% increase in traffic as a result of the project. As stated, Pine Street bisects two historic districts and the City of Burlington as there was concern expressed concern that the increase in noise and congestion would lead to potential deterioration or abandonment of the historic buildings, and a decline in reinvestment. The City's concerns in this regard, as well as the VTrans response are summarized in attachment 8 which formed the basis of a mediation meeting hosted by the Preservation Trust of Vermont in 2008. The meeting was held to air considerations of all parties with regard to the Pine Street upgrade. Subsequent to the meeting the City of Burlington, responsible for management of this project, elected to advance the Pine Street upgrade alternative. A careful reading of Attachment 8 is required to understand the detailed effects of upgrading Pine Street, and why the upgrade will not adversely affect historic properties.

Above Ground Historic Resource Stipulations:

1. Final project plans and any subsequent changes thereto will be subject to review and written approval by the VTrans Historic Preservation Officer before work begins.

Section 4(f) de minimis finding

By copy of this document, and as required by Section 4(f) regulations, VTrans hereby informs the State Historic Preservation Officer that based on the finding of No Adverse Effect detailed in

this letter, we will be recommending to FHWA a Section 4(f) de minimis impact finding for this project wherever minor amounts of property are to be acquired as needed for construction.



5/18/11

Archaeology Officer

Date



5/18/11

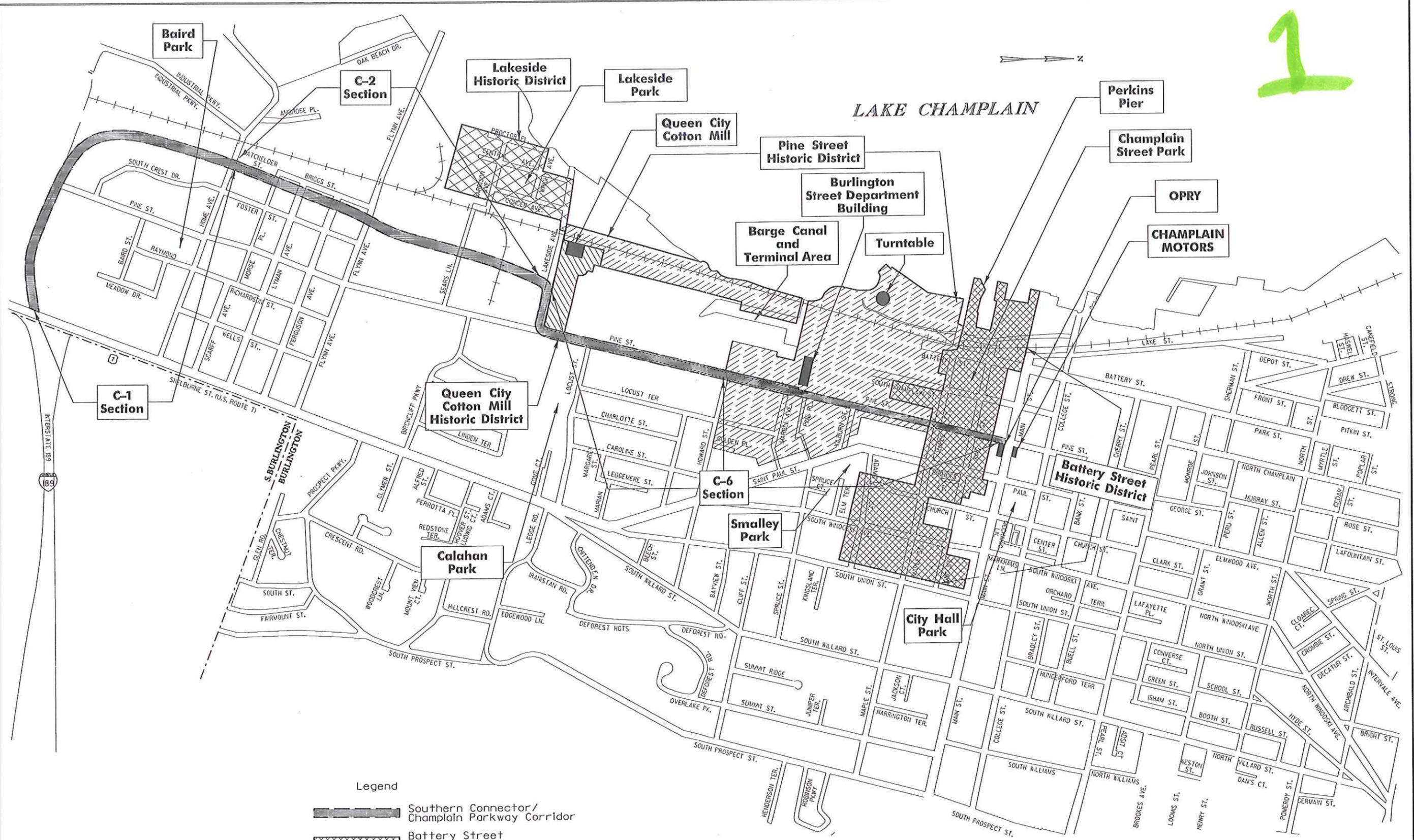
Historic Preservation Officer

Date

Attachments:

1. Project Layout Sheet
2. Historic Resource Review (Liz Pritchett)
3. Summary of above-ground historic property identification
4. Plans – Preferred alternative
5. Plans - 1979 Alternative that bisected Pine Street Historic District
6. Section 4(f) Analysis
7. Project History and Section 4(f) Analysis and Support for Section 106 determination
8. Discussion of Points/Counterpoints for Upgrading Pine Street.

1



Legend

- Southern Connector/Champlain Parkway Corridor
- Battery Street Historic District
- Pine Street Historic District
- Queen City Cotton Mill Historic District
- Lakeside Historic District

Scale: 1"=1000'

Southern Connector/Champlain Parkway MEGC-M5000(1)

CHA
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**FIGURE 5-1
SECTION 4(F) RESOURCES
AND RECREATION AREAS**

FILE NAME: \\N:\BBS\N\BRTS\FBEIS\Display\FIG 5-1.dgn
 DATE: 03/23/2006
 USER: B57

HISTORIC RESOURCE REVIEW

*Vermont Agency of Transportation
Southern Connector/ Champlain Parkway Project
MEGC-M5000(1)
Chittenden County
Burlington, Vermont*



*Burlington Vt June 13, 1935.
T.V.A. Proj. No. 2232
Pine St Widening Proj. From Maple St. to Howard St.*

**Prepared for:
Earth Tech, Inc.
Three Executive Park Drive
Bedford, New Hampshire 03110**

**Prepared by:
Liz Pritchett
Liz Pritchett Associates
58 East State Street
Montpelier, Vermont 05602
802-229-1035
January 31, 1996**

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Cover Photograph: Pine Street Widening Project from Maple Street to Howard Street
PWA Project No. 2232, Burlington, Vermont, June 13, 1935.
Courtesy Special Collections, UVM

I IDENTIFICATION AND EVALUATION OF HISTORIC RESOURCES

A. SURVEY REPORT

PROJECT INTRODUCTION

The Southern Connector/ Champlain Parkway Project, in Burlington, Vermont, MEGC-M5000(1), involves construction of approximately 2.5 miles of highway commencing at the interchange of I-189 with Shelburne Road (US Route 7), and extending westerly and northerly to the intersection of Battery and Main Streets in the Burlington Central Business District. A southerly portion of the project has been constructed. In part of the project area a hazardous waste Superfund Site was identified, referred to as the Pine Street Barge Canal. An interim solution to transversing this site is to circumvent the site along a 1.2 mile roadway, referred to as the C-6 Alignment. Approximately .3 miles would be on new location with about .9 miles constructed within the existing right-of-way. Five alternatives have been proposed for the C-6 Alignment, as well as the No-Build Alternative.

This Historic Resources Review report evaluates the historic and architectural significance of the Pine Street corridor through which the C-6 Alignment has been proposed, including properties bordering Pine Street, South Battery Street and South Champlain Street, lying southerly of Maple Street, easterly of Lake Champlain, and northerly of Lakeside Avenue. The Battery Street Historic District, listed on the National Register of Historic Places (NR) is within the project area; the Lakeside Historic District, also listed on the NR, abuts the project area to the southwest. Two potential industrial historic districts, the Pine Street Historic District, and the Queen City Cotton Mill Historic District, are within the project area, and both appear eligible for nomination to the National Register.

Evaluation of the historic significance of this industrial area is required in order to assist the Federal Highway Administration in complying with the National Environmental Policy Act of 1970, Section 4(f) of the Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966 and its amendments, and the regulations adopted to implement these laws. Copies of the report have been distributed to the Kate Quinn, Environment and Right-of-Way Program Manager, Federal Highways Administration, P.O. Box 568, Montpelier, Vermont 05601; the Vermont Division for Historic Preservation, 135 State Street, Drawer 33, Montpelier, Vermont 05633; and Earth Tech, Inc., Three Executive Park Drive, Bedford, New Hampshire 03110.

REPORT OBJECTIVES

- 1) To determine the boundaries of the two potential historic districts, with completed inventory forms for all above-ground historic resources within the proposed districts.
- 2) To prepare a report of Determination of Effect, with suggestions for Mitigation of Adverse Effects.

PERSONNEL

All work was performed by Principal Investigator, Liz Pritchett. Ms. Pritchett, an architectural historian with over ten years of experience in the field of historic resource review, holds a Master's degree in Historic Preservation from the University of Vermont. Ms. Pritchett meets 36 CFR standards set for review and documentation of historic resources established by the National Park Service. Her firm, Liz Pritchett Associates, is a DBE firm, registered in the states of Vermont and New Hampshire.

METHOD

Tasks for this project included investigation and documentation of all historic (above ground) resources in the project area. Site visits to the project area were made from December 8, 1995 through January, 29 1996, and field photographs of the historic resources were taken during this span of time. Literature review was conducted of files, maps and photographs at the Assessor's Office, City of Burlington; Special Collations, Bailey-Howe Library, University of Vermont; Vermont Division for Historic Preservation, Montpelier, Vermont; and the Vermont State Library (for Sanborn Insurance Maps), Montpelier, Vermont. Local business owners and employees, and City officials were interviewed.

This report is comprised of the Identification and Evaluation of Historic Resources in the project area with a determination of the resources' eligibility for the National Register, an Assessment of Effects on the resources by the proposed project, and recommendations for Mitigation of Adverse Effects. The determination of National Register Eligibility and Assessment of Effects follow guidelines established in *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation* published by the National Park Service.

AREA AND NUMBER OF PROPERTIES SURVEYED

(See Project Area Map) Approximately 137 acres were surveyed in the City of Burlington. The general project area (see Project Introduction, above) was surveyed to identify all existing above ground historic resources. All properties on both sides of the streets within the general project area were surveyed. 48 properties were surveyed (see Inventory). 47 contributing and 23 non-contributing structures and sites were reviewed. Related structures associated with each property, such as sheds and garages were also reviewed.

SUMMARY OF RESULTS

One National Register District is within the project area; a second NR district is adjacent to the project area. Battery Street Historic District (formerly called the Battery Street-King Street Neighborhood Historic District, renamed by the National Park Service) was listed on the National Register on November 2, 1977. This district embodies Burlington's earliest settlement which evolved from 1790 to the present. The district was amended on June 28, 1984, to primarily include 126 19th and early 20th century residential structures in the area known as the "South End". The Lakeside Historic District was entered on the NR on May 6, 1982. The Lakeside district was constructed, managed and maintained by the Queen City Cotton Company for its employees. Begun in 1894, and originally known as the Lakeside Development, it is the only industrial housing development of its type in Burlington. Historic resources in the project area include industrial, commercial, railroad, residential, and municipal structures.

Boundary Determination of potential NR districts

1) The Pine Street Historic District

This potential district comprises an area along the Pine Street Corridor that historically was defined by the lumber industry in Burlington from the end of the Civil War to around 1900, when Burlington ranked third

in the nation for lumber manufacturing. After the Civil War, commercial activity shifted somewhat from the busy corner by South Wharf at Maple and So. Battery, to the rail yards, canal basin and lumber yards in the newly emerging corridor along Pine Street, south of Maple to Howard Street. Planing mills, bobbin mills, a venetian blind factory, and a furniture factory were all established along Pine Street during the late 19th century. After the turn of the century, and the demise of the lumber industry, new businesses took over existing lumber yards and mills, and other establishments such as Malted Cereals, Whiting Brush, the Maple Company, and others prospered on the sites that were formerly dominated by the lumber industry. Residential streets opened and housing emerged generally following the patterns of industrial development from north to south along Pine Street. From the 1870s, housing for employees was developed along Pine Place, Marble Avenue, and Howard Street as well as Hayward's Plan, an early development between Marble and Howard.

The boundaries of the Pine Street Historic District are largely defined by the area that prospered after the Civil War to around 1900. The northern boundary is coterminous with the southern boundary of the Battery Street Historic District; the western boundary is Lake Champlain; the southern boundary is coterminous with the southern property lines of the Maltex Partnership and the Canal Basin, and the properties along the south side of Howard Street to the intersection with Hayward Street; the eastern boundary is defined by the properties that front the east side of Pine Street as far south as Howard Street, extending to the east along both sides of Kilburn Street, Pine Place, and Marble Avenue to St. Paul Street; Hayward Street between Marble and Howard is also included in the district.

2) Queen City Cotton Mill Historic District

As developers continued to be lured by the open land and new opportunities farther south along Pine Street, Lakeside Avenue opened around the time the Queen City Cotton Mill was built in 1894. The Queen City Mill/Martin Marietta Corporation Industrial Complex and two related properties, the St. Johnsbury Trucking Facility (c. 1940), and the concrete bridge built by the Vermont Railroad in 1909, crossing Lakeside Avenue, are eligible as contributing structures to the Queen City Cotton Mill Historic District. These three resources date from the end of the 19th to the mid-20th century, when Lakeside Avenue was an active industrial center, focused around the Queen City Mill.

The boundaries of the Queen City Cotton Mill Historic District extend to the northeast from the northeastern corner of the Lakeside Historic District. The Queen City Cotton Mill district is bounded on the west by the right-of-way for Vermont Railways, Inc.; on the north by the northern property lines of Martin Marietta and City Public Works; on the east by the eastern property line of Martin Marietta and the west side of Pine Street; and on the south by the north side of Lakeside Avenue.

Two remaining historic resources in the project area are located south of Howard Street. These resources, the Electrical Substation, and South Park, are significant to the history of the Pine Street area, but are separated from the Pine Street district by intrusions to the north, do not appear to have strong associations with Lakeside Avenue, and do not appear to embody significant characteristics so that they could stand alone as individual sites eligible for listing on the National Register. These two sites are eligible for listing on the State Register, and could possibly be eligible as contributing structures in a National Register neighborhood historic district extending along Locust Street to the housing developments to the east that saw rapid growth in the early to mid-20th century, after the trolley made its way this far south along Pine Street.

The area where the Mobile Wye is being proposed, south of Lakeside Avenue, was briefly reviewed although it is outside of the project area for this phase of review. Within this general study area between Pine Street and the Lakeside Historic District, are the parking lot for Martin Marietta, a large field to the south of the parking lot, various commercial buildings along Pine Street of mostly mid- to late- 20th century construction, the Champlain School (1909) and one historic house, and along Flynn, various historic and non-historic structures.

The historic resources in the project area represent a number of the Historic Contexts in the Vermont Historic Preservation Plan developed by the Vermont Division for Historic Preservation. These contexts are: Architectural Styles, Architects and Builders, Building Technology, Physical Patterns of Communities, Railroads, Water Transportation and Commerce, Automotive Travel, Logging and Lumber Production, Textile Industries, Manufacture of Building Materials, Public and Private Utilities, and Commercial Development in Urban Areas.

OPPORTUNITIES FOR FURTHER WORK

Further research may reveal important information concerning the significance of the historic resources in the project area, and the eligibility of these resources for listing on the National Register. After a final determination of eligibility of the two potential historic districts for listing on the National Register of Historic Places, the forms should be completed for nomination of the resources to the NR. Throughout the design phases of the Southern Connector/ Champlain Parkway Project, roadway designs will need to be reviewed for impacts to historic resources, with a letter report(s) of the assessment(s) sent to the Vermont Division for Historic Preservation for their review.

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Battery Street Historic District; the new housing complex is non-contributing due to age. Photographs 24,27

4) 75 Maple St., Arbuckle Building, industrial building/commercial building, 1886
NR # 104. Large, vernacular style, brick, 4-story, commercial building with granite trim, distinctive segmental arch 2/2 windows. Built for Thomas Arbuckle & Co., wholesale tobacconists and confectioners. Used by National Paper Tube and Box Co. from 1915 to 1945.

Eligibility for the National Register: Has retained its integrity as a contributing structure in the Battery Street Historic District.

5) 81 Maple St., Triarch Inc. (Freeman, French, Freeman), house/business, c. 1850.

NR # 103. Distinctive, well-preserved and well-maintained, Greek Revival style, gable front, 2 1/2-story, sidehall plan; wood frame and brick veneer structure.

Eligibility for the National Register: Has retained its integrity as a contributing structure in the Battery Street Historic District.

6) 89 Maple St., Hunt, A. (owner), house, c. 1905

NR # 102. Queen Anne, 2 1/2-story, gable front, wood frame house with a 2-story front porch, clapboard siding.

Eligibility for the National Register: Has retained its integrity as a contributing structure in the Battery Street Historic District.

7) 93 Maple St., Hunt, A. (owner), house, c. 1880

NR # 101. 1 1/2-story, gable roof, wood frame Classic Cottage with clapboard siding.

Eligibility for the National Register: Has retained its integrity as a contributing structure in the Battery Street Historic District.

8) 103 Maple St., Robin DM Enterprises, Ltd., house, c. 1885

NR #100. Vernacular 2 1/2-story, wood frame, gable roof house.

Eligibility for the National Register: Has retained its integrity as a contributing structure in the Battery Street Historic District.

9) 109 Maple St., Barrett Trucking Co. (owner), house, c. 1925

NR #99. 2-story, wood frame, hip roof structure with store on first floor, replacement siding and windows have compromised integrity, but massing appears intact.

Eligibility for the National Register: Has retained its integrity as a contributing structure in the Battery Street Historic District.

10) 1 Maple St., Elias Lyman Coal Co./Perkins Pier (City Parks Dept.), industrial site/ parking lot

Recent, small building to serve parking facility. No historic structures exist in this parking area which since the mid-19th century until the mid-20th century was the site of a coal yard. For many decades known as the Elias Lyman Coal Yard.

Eligibility for the National Register: No historic structures remain. Non-contributing.

11) LaValley St., City Wastewater Plant, c. 1950s/ c.1990

Brick wastewater facility. Structures appear to be of recent construction. The shoreline in this area was filled in as early as the 1850s to make room for the railroad. By the 1920s a city asphalt plant was located here.

Eligibility for the National Register: Non-contributing due to age. Photographs 13,18

12) LaValley St., Rutland Railroad/ State of Vermont & Vermont Railway, Inc., roundhouse, 1916

Vernacular style, 2-story, brick roundhouse with 5-bay entrance facade topped by a stepped roof parapet, facing waterfront; recessed window bays surrounded by brick piers; concave south facade with seven engine bays faces

tracks. Assorted windows in original opening, some are boarded over. Replaces a former roundhouse (located to the east) that burned. This land was filled in as early as the 1850s by Timothy Follet to use for a terminal and freight yard for his Rutland Railroad.

A. Pumphouse and Boiler Room/ Office, c. 1920

Small, vernacular style, 1-story, gable roof, brick structure with segmental arch windows.

B. Turntable, c. 1940

90' diameter steel turntable with concrete footings in working condition; used by the Vermont Railways, Inc.

C. Drawbridge, 1919

This metal drawbridge is the third drawbridge for rail crossing at the entrance to the Barge Canal Boat Basin. The first draw bridge was built in 1868 by Lawrence Barnes who was responsible for the excavation of the basin and canal construction. A new pedestrian bridge, for users of the Burlington Bike Path, parallels the west side of the drawbridge.

D. Rail siding/tracks, 20th century

Much of the Siding/ trackage in the rail yard appears to be in its general historic location in relation to the historic roundhouse and turntable.

E. Vermont Railroad Headquarters Building, c. 1988

Recently constructed 1 1/2-story, gable roof building with clapboard siding, extended eaves with bracket supports, stylistically resembles historic railroad depots. Non-contributing due to age.

Eligibility for the National Register: All railroad related structures (except for the new headquarters building), roundhouse, pumphouse, turntable, siding, and drawbridge are significant for their associations with the history of the railroad in Burlington and the industrial development of the Pine Street area; they embody significant features typical of their architectural type and function, and meet Criteria A. and C. for listing as contributing structures in the Pine Street Historic District. The Headquarters building is non-contributing due to age. Photographs 12,14-19

13) Battery St., Vermont Railway, Inc., salt shed, c. 1970

Large, rectangular industrial shed. Non-contributing due to age.

A. Storage building, c. 1940/ c. 1965

Long, narrow industrial building with concrete foundation, metal clad siding; rebuilt c. 1965. The Sanborn maps from 1900 to 1951 show a similarly sized freight house for the Rutland Railroad at this location. No distinctive features remain however to indicate that this is an historic structure.

Eligibility for the National Register: The Salt Shed and Storage building are non-contributing due to age and alterations.

14) 216 Battery St., Atkinson, A. (owner), commercial structure, c. 1915/ c.1985

Vernacular style, 2-story, nearly square structure, with new hipped roof and extended eaves, replacement metal siding on the north facade, clapboard siding on west (front) facade, altered fenestration with assorted replacement 1/1 windows, new concrete foundation.

Eligibility for the National Register: Although this structure appears to be historic, and is probably the 2-story iron clad structure listed on Sanborn maps from 1919 to 1951 (1919, A.R.Pringle Wholesale Grocers; 1942/51, furniture warehouse); of a similar shape and massing, extensive recent alterations to the structure have resulted in loss of integrity. Non-contributing due to alterations. Photographs 12, 19, 20

15) 237- 241 So. Champlain St., Champlain Valley Fruit Co./Desautels, R. (owner), commercial building, c. 1919/ c. 1960s

Listed on the State Register. Long, rectangular 2-story, metal clad main block listed on the SR as an Art Deco building, with a Moderne style entrance. Replacement metal siding has obscured some original features.

According to the Sanborn Maps, a large rectangular structure was constructed around 1919 replacing worker's housing along this side of the street. The structure increased in size over the years into the 1950s and 60s, replacing adjacent housing, and by the 1990s, a hyphen had been constructed to connect the structure to the historic c. 1925 garage with shallow gable roof parapet to the north. According to Sanborn maps the property has served the wholesale food business since around 1919 when it was owned by Champlain Valley Fruit Co.

Eligibility for the National Register: Although the southern end is non-historic, the overall massing appears

generally intact, and the building is eligible under Criteria A. and C. for listing in the Pine Street Historic District. Photographs 21,22

16) 266 So. Champlain St., Nabisco (National Biscuit Company), Murphy, K. (owner), factory, 1922
Listed on the State Register. Vernacular style, 2-story, brick commercial building with entrance facing So. Champlain Street (west), contemporaneous 1-story, flat roof ell with similar detailing extends to the south. Small projection on front with address in large numbers extends toward the road. Both main block and ell have a stepped roof parapet on the front facade, paired 1/1 double hung windows. Nabisco was established in Burlington in 1898, at the time making bread only. Around the end of the 19th century, a planing mill was located at this site. Around 1900 E.F. Moore operated a business for the manufacture of concrete building blocks here, possibly established for the construction of the Bobbin Mill directly north, built in 1905.

Eligibility for the National Register: This structure is a good example of an early 20th century commercial structure, its historic associations with commercial activity on S. Champlain Street, and its relatively intact massing and detailing designate the building as a contributing structure in the potential Pine Street Historic District, under Criteria A. and C. Photographs 22, 23, 42

17) 214 Pine St., Wagner, J. (owner), house, c. 1925

Vernacular style, 2-story, gable roof, wood frame, house with 2-bay gable end facade facing street, main entrance appears gone with entry now only through rear ell, replacement synthetic siding and replacement 1/1 windows. Recent exterior stairway on north facade for second story entry. This house first appears on the 1926 Sanborn map when the corner parcel at Pine and Maple Street, vacant for many years, was subdivided for this property and 109 Maple Street. The house is listed as 216 Pine Street on the Sanborn Maps.

Eligibility for the National Register: Although this house has historic associations with Pine Street, extensive alterations have resulted in loss of integrity. Non-contributing due to alterations. Photographs 25

18) 218 Pine St., Beloit, R. (owner), house, c. 1900

Vernacular Italianate, 1 1/2-story, gable front, wood frame, house, with a replacement 1-story front porch, sidehall entrance, clapboard siding, sheet metal roofing. Significant Italianate features include paired sawn cornice brackets, and hood moldings over several round headed windows. This house first appears on the Sanborn Map of 1900. It is uncertain if this house replaced in 1926, a different 1 1/2-story structure built around 1900.

Eligibility for the National Register: Because of its historic associations with Pine Street, and its relatively intact appearance as a good example of residential housing, the building appears eligible for listing on the NR as a contributing structure in the Pine Street Historic District under Criteria A. and C. Photographs 25

19) 220 Pine St., Garrecht, P. (owner), house, c. 1890

Listed on the State Register. Vernacular style, 2 1/2-story, gable front, 3 x 3 bay side hall plan house with a left bay entrance, cornice molding over front entrance, clapboard siding, slate roofing, 2-story front porch, rear wing, 2/2 windows. Italianate front door with paired, round arched glass panels. The house first appears on the 1890 Hopkins Map, and 2-story front porch was added around 1925 according to the 1926 Sanborn Map. The State survey states that the building was workers' housing and at one time a teamster lived here.

Eligibility for the National Register: Because of its historic associations with Pine Street, and its relatively intact appearance as a good example of residential housing, the building appears eligible for listing on the NR as a contributing structure in the Pine Street Historic District under Criteria A. and C. Photographs 25

20) 219-221 Pine St., Burlington Community Land Trust, duplex/ apartments, c. 1900

Listed on the State Register. Vernacular Colonial Revival/ Italianate style, 2-story, gable on hip roof, wood frame, 5 x 3 bay former duplex with centrally placed, historic, slate sided hip roof dormers, distinctive cornice brackets along the eaves. Central double entrance and 1/1 windows appear to be replacements. A replacement 2-story porch spans the rear facade. According to the State survey, Joseph Barbo, an industrial laborer, was the first known resident. The structure first appears on the 1900 Sanborn map as a duplex. By 1919 an iron clad machine shop (now gone) was built on the property, but in 1926 the shop becomes identified as a separate parcel at 223 Pine Street.

Eligibility for the National Register: Because of its historic associations with Pine Street, and its relatively intact appearance as a good example of a duplex dating from around 1900, the building appears eligible for listing on the NR as a contributing structure in the Pine Street Historic District under Criteria A. and C. Photographs 26

21) 224-226 Pine St., Juhring, A. (owner), house/business, c. 1865 /c. 1950

Listed on the State Register as non-contributing due to age.

Vernacular, 2-story, wood frame, 3 x 4 bay structure with a shallow hip roof, a central entrance, and aluminum siding. According to the Beers' (1869) map, this property is the site of one of the three first houses on Pine Street south of Maple (224-6, 230, 234 Pine), all of which lined the east side of the street during the years when Pine Street was on the brink of its industrial growth and expansion. This structure is possibly the same building that first is shown, with a generally square footprint on the Beers' map in 1869, W.G. Shaw, owner. On the Stoner 1877 map an eavesfront gable roof building is listed at this location. From the 1890s to the 1950s the building is shown as a duplex (J. W. Hayes, owner in 1890), and the Sanborn maps until 1951 show the structure as nearly square, with a 1 1/2-story main block and a 1-story appendage spanning the rear facade. From this research it is possible that the house dates to the 1860s, with recent alterations including raising the rear appendage and the roof of the main block to the 2-story hip configuration present today.

Eligibility for the National Register: Despite its possible historic associations with the early development with this section of Pine Street, recent alterations to the structure have compromised its architectural integrity; thus the building is designated as non-contributing in the Pine Street Historic District due to alterations. Photographs 25

22) 230 Pine St., Gero, M. (owner), house, c. 1865

Listed on the State Register.

Vernacular 2 1/2-story, wood frame, 3 x 3 bay, gable front, sidehall plan house with replacement aluminum siding, a replacement front porch and double main entrance door, 2/2 windows, steep slate shingled roof has a distinctive band of imbricated shingles. Rear wing. A 2-story front porch was added in 1926 (Sanborn Map). According to the Beers' (1869) map, this property is the site of one of the first three houses on Pine Street south of Maple (224-6, 230, 234 Pine), all of which lined the east side of the street during the years when Pine Street was on the brink of its industrial growth and expansion. According to the State Survey, in 1869 the house was owned by Hopkins A. Reed, repairman for the Central Vermont Railroad.

Eligibility for the National Register: Because of its historic associations with Pine Street, and its relatively intact appearance as a good example of residential housing, the building appears eligible for listing on the NR as a contributing structure in the Pine Street Historic District under Criteria A. and C. Photographs 25

23) 234 Pine St., Gero, R. (owner), house, c. 1860

Listed on the State Register.

Vernacular late Federal style 1 1/2-story, gable front, 3 x 3 bay house of brick construction set back from the street. The only brick dwelling on Pine Street in the project area. Features include the central entrance, stone foundation, south side wing with false front parapet, 2/2 windows, splayed lintels over windows and front entrance. The State Register notes that the building resembles similar small brick houses nearby on St. Paul Street. Mary McCarty lived here in the 1860s (Beers', 1869); J. McCarty in the 1890s (Hopkins', 1890). Maps from 1869 show another dwelling (#238 Pine) on the southern half of this lot, but by the 1900 Sanborn map only the foundation remained.

Eligibility for the National Register: Because of its historic associations with Pine Street, and its relatively intact appearance as a good example of mid-19th century residential housing, the building appears eligible for listing on the NR as a contributing structure in the Pine Street Historic District under Criteria A. and C.

24) 240 Pine St., Santo, C.(owner), house/duplex, c. 1900

Listed on the State Register

Vernacular, 1 1/2-story, gable roof, 3 x 3 bay, nearly square, house with 2/2 windows, and a contemporaneous wrap around porch on the front and south facades. According to early maps, this house appears to replace a former dwelling that dated from around 1890, C.R. Hayward, owner.

Eligibility for the National Register: Because of its historic associations with Pine Street, and its relatively intact appearance as a good example of residential housing, the building appears eligible for listing on the NR as a

contributing structure in the Pine Street Historic District under Criteria A. and C. Photographs 27

25) 257-277 Pine St., Bullocks Standard Steam Laundry/ American Health Care, Murphy, T. (owner), commercial, c. 1925

Vernacular style, 1-story, flat roof, industrial building has a brick front section and c. 1920s rear rock faced pressed concrete portion, an enriched brick cornice along the front, replacement windows in original openings. W. Goodell & Company's Marble and Granite Works was located here from the 1880s to around 1920, when Bullock's Standard Steam Laundry was established here. The rear rock-faced section appears to have been added to the granite business streetfront building for the 1920s laundry facility. By the 1950s the firm was operating under the name of Huntley's Inc. Steam Laundry. The structure appears generally unchanged since the 1920s.

A. Granite shed/ commercial offices, c. 1880/ c. 1990

Listed on the State Register. Long, rectangular, 1 1/2-story, gable roof structure, with a new concrete foundation, new clapboard siding and modern windows in what appear to be new openings. A fire in 1988 appears to have virtually destroyed all historic fabric (no distinctive features remain). The building is historically associated with Goodell's granite works, but by 1906 it was the site of E.F. Moore's Concrete Block business; in 1912 it was a fruit store house and by the 1920s it became part of the Nabisco business directly west on So. Champlain St. (site # 16). Although the footprint of the building appears to be the original size, the roof appears to have been somewhat raised and the slope altered, and the building has lost its original fenestration pattern and windows so that its historic function is no longer evident. Should be removed from the State Register, non-contributing due to alterations.

Eligibility for the National Register: Both the intact steam laundry building and the large former granite/ commercial shed to the west have served various historic functions related to the Pine Street patterns of rapid industrial growth during the late 19th century, and later commercial activity in the 20th century. The shed is non-contributing due to alterations; the former laundry meets Criteria A. and C. for listing as a contributing structure in the Pine Street Historic District. Photographs 28,29

26) 266 Pine St., M. & F.F. Dorn Bottling Works/ Pine Square, George, P. (owner), commercial, 1925/ c. 1990
Listed on the State Register.

Vernacular 2-story, commercial building with new front entrance, assorted historic and modern windows. The building was originally a bottling plant built by Dorn Bottling Works, which by 1942 had merged with Coca Cola Co. of Burlington. According to the State Survey, the long rectangular main block was built in 1925. (A smaller structure first appears on the 1919 Sanborn map as a liquors and bottling works and may be incorporated into the 1925 main block.) The rear rock-faced garages were added in 1938. The brick ell to the north was built in 1940. Other small appendages date to around 1970.

Eligibility for the National Register: The Bottling Works is significant historically as one of several businesses established around 1920 in the project area dealing with wholesale foods and beverages. It is significant architecturally as a generally intact commercial facility today serving a number of tenants. The Bottling Works is eligible for listing on the NR as a contributing structure in the Pine Street Historic District under Criteria A. and C. Photographs 30

27) 270 Pine St., Burlington Venetian Blind Co. / Conant Custom Brass, Inc., c. 1885/ c. 1985

Vernacular commercial structure comprised of two 2-story, flat roof blocks, a 2-story rear ell which appears historic with a recent 1-story addition extending to the east. Sanborn maps indicate that this business began in the 1890s with a complex of buildings in this corner lot. The main woodworking structure, extending nearly the length of the lot parallel to the east side of Pine Street, appears to have existed until recently. The northerly 2-story cast concrete block section appears to have been built around 1894, and the wood frame section, around 1926; but, oddly enough their locations are reversed on the Sanborn maps. Fenestration patterns, window openings and many original double hung windows appear intact.

Eligibility for the National Register: Although the history of the structures on this lot may require further research, the complex has clearly contributed to the significance of the Pine Street area, as the Venetian Blind factory was in existence until the mid-20th century as one of the longest continuously running operations in the project area. The main woodworking building has disappeared from the site but the existing structures continue to embody the

simple massing and vernacular characteristics of commercial buildings. Today Conant Custom Brass, manufacturers and distributors of lighting fixtures, is continuing the industrial/commercial use of the structures. The site meets Criteria A. and C. for listing as a contributing property in the Pine Street Historic District. Photographs 30

28) 315 Pine St., Haigh Lumber Co.(Gregory Supply), business, c. 1880/ c. 1980
Listed on the State Register.

Fire c. 1980 seriously damaged the main building and destroyed the historic lumber shed to the rear (east). The historic lumber shed was not rebuilt; the main building appears to be all new construction. The State Register documentation states that the burned structures were significant buildings from the only surviving wood working planing mill dating from before 1900. In the 1880s the Barnes and Holt Spool and Bobbin Factory was located on this site. By 1894 D.W. Robinson used the site for his planing mill (after the turn-of-the-century known as Robinson -Edwards Lumber Co.) and this use continued until the 1920s. By the 1930s T.A. Haigh Lumber Co. was located here. Today rail siding passes through this historic rail corridor with the main building and Shed A , to the north of the siding, and Shed B to the south.

A. Lumber shed, c. 1940/ c. 1970

Relatively small, 1-story, gable roof open shed with metal and dimension lumber frame, sheet metal roofing and sheet metal siding enclosing the east end. In the general location of a small historic shed, the integrity of this building has been compromised so that it is designated as non-contributing due to alterations.

B. Lumber shed, c. 1980

1-story, gable roof, storage shed with steel I-beam and dimension lumber frame, sheet metal roofing and siding. Historically the site of a lumber shed, this replacement shed is perpendicular to Pine Street and parallel to the Haigh Lumber southern property line.

Eligibility for the National Register: The site is significant for its various historic industrial associations with the development of the Pine Street corridor, but the buildings on the site although continuing their historic function as a lumber business, are non-contributing due to age and alterations. Photographs 31, 32, 39, 41

29) 308-310 Pine St., Kilburn and Gates, factory/ commercial, 1869

Listed on the State Register.

Former Kilburn and Gates furniture warehouse adapted to commercial and residential use. Massive, 2-story factory building on a distinctive, raised, red stone foundation, has a shallow gable roof, replacement 9/9 windows, 115' smokestack, post and beam frame with structural brick walls and corbeled cornice obscured by new clapboard siding. The huge iron buttresses along the north facade date from the 1930s. Despite altered exterior cladding and fenestration, and the demolition of part of the east wing, a large portion of the massing remains intact. In 1869, the firm, Kilburn and Gates, manufacturers of cottage furniture, established by Joel and Stephen Gates with Chaney Kilburn, was among the first to purchase land in the basin after the canal was built. The firm first occupied a large portion of the Pioneer Shops and employed 150-200 men. The current building was constructed in 1869 to house a new factory that became at one time the largest furniture fabricating plant in the country. After the Winooski Mill went bankrupt, Gates purchased the company, dissolved the furniture partnership and converted the Pine Street factory for weaving cotton, continuing carding and spinning at the Winooski Mill. Gates named his new business Joel H. Gates and Co, also known as the Burlington Cotton Mills. By 1912 the operation became Chase Mills, closing during the 1930s from the effects of the Depression. In 1936 Lane Press took over the building for its printing operation, installed the iron buttresses and leased some of the space and outbuildings. By 1942 M. M. Farrell and Sons had purchased the outbuildings to the south for their wholesale beverage business. In 1988 Graham Goldsmith, architect, purchased the property for rental space.

Eligibility for the National Register: Although the architectural significance is somewhat compromised, the significant role played by this property in the history of the Pine Street corridor designates the property as an eligible, contributing site in the Pine Street Historic District. Photographs 33, 34, 35

30) 339 Pine St., Burlington Street Department (City Public Works), 1934

Listed on the State Register. Vernacular 1-story brick main block with c. 1970, 1-story ell on the north side of the main block parallel to Pine Street (ell was built after 1951 according to the 1942/1951 Sanborn Map). A series of

attached contemporaneous 1 and 2-story brick ells extend to the west. The long, linear, structure was built to house an office, and equipment and machinery used to maintain the city's streets. The property is the site of former lumber yards and sheds belonging for many decades to the Robinson-Edwards Lumber Co.

A. Salt Shed, c. 1990

1-story, temporary building with plywood siding, metal frame. Non-contributing due to age.

Eligibility for the National Register: The large Street Department building retains its physical integrity, continues to serve its original purpose, and is clearly contributing to the Pine Street Historic District. The new Salt Shed is non-contributing due to age. Photographs 32, 36, 37, 38, 39, 40

31) 332 Pine St., Hulbert Supply Co., Inc., commercial, c. 1955

Metal clad, concrete block commercial building with bowed roof, paired windows. According to historic maps, this building is the first structure ever built on this site, which surprisingly was never developed after Kilburn and Gates built their furniture factory directly north in 1869.

Eligibility for the National Register: Non-contributing due to age. Photographs 35

32) 1-5 Pine Place, Strong, D.(owner), store/ house, c. 1906

Vernacular Queen Anne style, 2 3/4-story, gambrel roof house with a c. 1912, 3-story rear (east) porch, c. 1920 2-story porch on north facade, and gable roof dormers which appear historic. Distinctive canted 2-story bay window on the northwest corner, apparently dating from around 1940, is topped on the third story by a Queen Anne corner porch with turned balustrade and a gabled hood with bracket supports. Replacement siding and windows.

According to the Sanborn maps, this building was first a grocery store built around 1905, shortly after Pine Street opened, most likely to serve the residents living in new housing along the south side of the street. By 1912 the structure housed a glove factory on the first floor with housing above; by 1919 the property functioned solely as apartments. First listed as 420 Pine Street, the address changed to 1 Pine Place by 1926. Unique as the only residential structure along Pine Street between Kilburn St. and Lakeside Drive.

Eligibility for the National Register: Although the historic features have been somewhat obscured by new siding, the massing is clearly intact, and the building continues to serve its primary historic original function. 1 Pine Street is eligible as a contributing property in the Pine Street Historic District. Photographs 43

33) 7 Marble Ave., Welsh Brothers Maple Co., industrial/commercial, 1917

Frank L. Austin, Burlington architect designed this distinctive 2-story, flat roof, brick commercial building with its distinctive industrial metal windows, and parapet roof with date panel on the front facade facing Marble Ave. A series of historic appendages extend from the southeast corner of the main block. The structure was built by Llewellyn and Charles Welsh and Harry Miller when they moved their maple products business from Cherry Street (and prior to that, on Lower Church St.) for the bottling of "Vermont Maid Syrup" a unique blend of pure maple syrup and cane sugar developed by this firm. Under various owners in the 20th century, today the building functions as a modern laundry center.

Eligibility for the National Register: This commercial structure, one of several in the project area designed by noted Burlington architect Frank L. Austin, is also one of the most intact commercial buildings on Pine Street. Meets criteria A. and C. for listing in the Pine Street Historic District. Photographs 44

34) 364 Pine St., E.B. and A.C. Whiting Co./Howard Space Partnership, industrial/ commercial, 1902

Listed on the State Register. This distinctive building was constructed in 1902 after a fire destroyed the 1891 structure, built for Enoch Bangs and son, Alfred Catlin Whiting when they moved to this site from overcrowded quarters on Cherry and Battery Streets. Originally, the 1902 building was a smaller structure with a rear ell to the northeast; it was enlarged around 1915 to resemble what exists today as a metal and clapboard clad 3-story main block, with a full length 2-story appendage parallel to Pine Street. A number of distinctive characteristics have been retained over the years including the assorted double hung, multi light windows and the third story corner office which dates from around 1940 according to the Sanborn maps (the same time that a three story corner projection was added to the multi-family dwelling at 1 Pine Place). Incorporated in 1874, the Whiting Co. sorted, cleaned, and processed various fibers imported primarily from undeveloped countries for use in the manufacture of brushes. Around 1915 a combing building and several storehouses were built to the north and east along Howard

St. and the factory became, according to the State Register, the largest brush fiber concern in the world. The railroad siding constructed at the site still exists. In 1920 A.C. Whiting sold the business and moved to Florida. By the 1960s plastics had overtaken natural fibers; in 1963 the historic factory was sold and the business moved into a new plant across Howard St.

A. Storehouse, 1919: 1-story, shallow gable roof, brick commercial building to the north of the main building constructed in 4 equal sections to serve as storage space for the business and in later years served as the "patent fiber machine building." Today the structure has been adapted as new commercial space. Despite some alterations to windows, the massing and general fenestration pattern are intact.

B. Combing building/ storage, 1919: large, 1-story, metal clad structure to the northeast of the main building; retained its original purpose until the 1960s.

C. Storehouse, 1919: 1-story, brick, 7-bay shed roof storehouse, with historic, hinged metal doors.

Eligibility for the National Register: Although the integrity of the main brush manufacturing building and the related buildings, A., B., C., have been somewhat compromised with alterations for adapting the structures to new uses, the massing and many distinctive features are generally intact so that the structures still embody characteristics that identify the complex as one of industrial use. The structures, now owned by the Howard Space Partnership, meet Criteria A. and C. for listing as contributing structures in the Pine Street Historic District. Photographs 45, 46, 51

35) Pine Street Barge Canal Basin, Unknown Owner, 1868-69

Boat basin and canal system constructed by 40 men under the supervision of Luther Whitney of Port Douglas, New York, on land owned by Lawrence Barnes and Co. to provide additional docking space and lumber piling grounds for the expanding dimension lumber and wood processing businesses in the Pine Street area. Since its construction, ownership of various areas in the basin has changed hands as the lumber storage areas were bought and sold by different firms. Much of the land along the shoreline has historically been used for fuel storage, first lumber, later coal, and now oil. Each parcel of property on the Basin historically had both rail and water rights. Lumber from Canada was delivered by canal boats to the Basin where the lumber was dried and processed. With shipping active only in the months when the lake was not frozen, huge storage piles were accumulated in the Basin so that the lumber companies could continue processing year around. The finished products were delivered by rail or boat throughout the world. In the 1890s lumber imports began to decline. The Dingley Tariff dealt the final blow with imposed tariffs on all lumber imported from Canada. The effects of this tariff drastically reduced the amount of lumber entering Burlington, and the city was never able to recover from this economic downturn. In the early 20th century, the Basin was used as dumping site.

Eligibility for the National Register: Eligible under Criterion A, for its local and national significance as the center of the third largest lumber manufacturing site in the nation during the late 19th century. Photographs 16, 54

36) 377 Pine St., Citizens Coal Co./ Citizens Oil Co., Inc., commercial, c.1900/ 1955

Listed on the State Register. This vernacular style, 2-story, shed roof, 7 x 2 bay building has historic 2/2 windows, clapboard and asbestos shingle siding, a pent roof across the front facade above the first floor windows. The south end historically functioned as a weigh scale; wagons and later trucks were driven through the gateway encompassing the southern half of the first floor (according to the State survey, the weigh scale was in the location of the second window bay); the office was in the north end. A second story porch originally spanned the front facade. An addition was built to the north in 1955. Coal pockets and additional sheds were formerly located to the west. In 1899 Citizens Coal Co. purchased the property which was part of the Shepard and Morse Lumber Company during the third quarter of the 19th century.

A. Wagon Shed/ Garage, 1915: 1 1/2-story, gable roof, wood frame, 7 bay garage, with beadboard siding; converted for truck/ auto use by the 1930s.

B. Carriage Barn/ Equipment Shed, c. 1900: 2 1/2-story, gable roof, wood frame carriage barn, with novelty siding, square stable windows and carriage bay on south facade, a hay door in the kneewall above; used for equipment storage by the 1950s.

C. Storage building, c. 1990: 1-story, shallow gable roof, metal clad building. Non-contributing due to age.

Eligibility for the National Register: All three historic structures exist relatively intact from the early 20th century, and embody characteristics of their historic uses in an area associated with coal and later oil distribution. The site

is eligible for listing as a contributing property in the Pine Street Historic District under Criteria A. and C. Photographs 47,48

37) Lumber and Coal yards / Farrell Distributors, commercial, 19th -20th century/ c. 1990
Very large, 1-story, metal clad, building with remnants of a smaller concrete block structure visible on the rear facade. Non-contributing due to age.

38) 431 Pine St., Maltex Partnership, commercial, 1900
Listed on the State Register. The lumber firm of Flint and Hall purchased this land (former lumber pilings) from Lawrence Barnes and David Skillings, and around 1870 built a steam planing mill which was leased to Matthews and Hickok for the production of wooden boxes. In 1899 William J. Patten organized the Malted Cereal Co. and a year later the 3-story brick factory was built with a red stone foundation, round headed and segmental arch windows with granite sills. The factory introduced new employee benefits such as hot lunches. A 3-story addition was built in 1934. Known as the Maltex Cereal Co. after 1935. In the late 1960s the property changed ownership, and today the building has various tenants. New 1-story addition on north end.
Eligibility for the National Register: Eligible as a contributing structure in the Pine Street Industrial Historic District under Criteria A and C. Photographs 49, 50

39) 444 Pine St., Whiting Co., 1963
Site of new plant when operations moved in 1963. Large complex of buildings, most of which are connected.
Eligibility for the National Register: Non-contributing due to age. Photographs 52, 53

40) 500 Pine St., Baldwin Refrigerator Company/ Jackson Terrace Apartments, c. 1920/ c. 1985
Northern section is an adaptive use project, adapting the long, linear brick Baldwin refrigeration Co. factory for apartments; the clapboard sided southern block appears to be new construction. Owned by the Whiting Co. for a period of years.
Eligibility for the National Register: The property is non-contributing due to alterations of the historic portion, and recent age of the large new block. Photographs 56

41) 501 Pine St., Gatehouse Lot, Vermont Gas Systems, Inc., c. 1960
Small 1-story, square, concrete block structure.
Eligibility for the National Register: Non-contributing due to age. Photographs 55

42) 585 Pine St., City Electric Dept, Electrical substation, c. 1925
1-story, brick, 3 x 2 bay substation with raised concrete foundation, distinctive parapet roof, concrete block infilled window bays.
A. Shed, c. 1950
Vernacular, 1-story, gable roof, metal clad building. Non-contributing due to age.
B. Office Building, c. 1970. Built on site of old gas works; designed by architect, Julian Goodrich.
Curtain wall construction office building with large metal clad ell to rear (west). Non-contributing due to age.
Eligibility for the National Register: The substation remains significant for its role in urban electrification. Outside of the boundary of the Pine Street Historic District; not eligible for listing as an Individual structure on the NR, but eligible for the State Register. Photographs 57, 58, 59

43) South Park
Large historic park, with mature plantings and trees along the Pine Street corridor.
Eligibility for the National Register: Although the park has contributed to the recreational interests of residents in this part of Burlington for many years, no historic structures exist on the site. The landscape features, although significant, do not meet criteria for listing as an individual property in the NR. Outside of the boundaries of the Pine Street Historic District. Eligible for listing on the State Register. Photographs 58, 60

44) 523 Pine St., St. Johnsbury Trucking Co./ City Public Works, c. 1940/ c. 1955

Motor freight facility dating from the early 1940s. The original brick office building is visible in the area of the south side entrance with its distinctive Art Deco pressed concrete door surround. The first bank of garages, dating from c. 1940, exist today as the northern section of the garage bays. Sometime after 1951 the office was connected to the north end garage, apparently to resemble what exists today.

Eligibility for the National Register: The non-historic portions do not significantly diminish the integrity of this facility which appears to meet criteria A. and C. for listing as a contributing structure in the Queen City Cotton Mill Historic District. Photographs 60, 61

45) 44 Lakeside Ave., Blodgett Supply Co./ , Cloverleaf Properties, Inc., c. 1945/ c. 1980

Brick manufacturing facility with remains of original factory, such as multi-light, metal industrial windows, many later additions. The Blodgett Co., established in 1848, manufactured and distributed commercial ovens.

The 110' adjacent seawall built of interlocking steel piling was constructed in 1947 to prevent erosion.

Eligibility for the National Register: Although the structure just barely meets the 50 year criterion, numerous non-historic additions have resulted in loss of integrity and the building is designated as non-contributing due to alteration. Photographs 62

46) 50 Lakeside Ave., Blodgett Supply Co./ Cloverleaf Properties, Inc., c. 1945/ c. 1980

Brick manufacturing facility with remains of original factory, such as multi-light, metal industrial windows, many later additions. The Blodgett Co., established in 1848, manufactured and distributed commercial ovens.

A. Office building, c. 1985

Brick, 1-story structure flanking the shore. Non-contributing due to age.

Eligibility for the National Register: Although the factory just barely meets the 50 year criterion, numerous non-historic additions have resulted in loss of integrity and the building is designated as non-contributing due to alteration. Small office building, A is non-contributing due to age.

47) 128 Lakeside Ave., Queen City Cotton Mill/ Martin Marietta Corp., factory/ industrial plant, 1894

This is the largest factory in Burlington. The Mill, adjacent to one of the few factory housing developments in the city, as well as other nearby residential areas, employed up to 600 people at its peak. The massive brick plant was built by George Draper and sons of Massachusetts as a model factory to demonstrate the new Northrup automatic loom, designed so that one operator could run several looms. The factory was designed by F.P. Sheldon and built by D. H. Sears. 1899 additions include the fourth story of the mill and the large attached rear ell with distinctive sawtooth roof, which was known as the largest room in Vermont at the time. Operated as a General Electric plant for many years after 1947.

A. Storage/ garage, c. 1900

Brick industrial building is contemporaneous with the mill.

B. Guard house, c. 1950

Small guard house with gable roof, appears to have been altered over the years, and does not date from a historic time period.

Eligibility for the National Register: Generally intact facility and related storage building meet Criteria A. and C. for listing on the NR either as an individual site or as part of the Queen City Cotton Mill Historic District, described in the Survey Report above. The guard house is non-contributing due to age. Photographs 63, 64

48) Railroad Bridge, 1909

Historic bridge with molded concrete abutments built by the Rutland Railroad. Reputed to be haunted at night because of a tragic accident that occurred one night in 1900, when Mary Blair was hit by a train on her way to work from the Lakeside Development.

Eligibility for the National Register: Historic structure associated with the industrial activity along Lakeside Ave. Eligible for listing as a contributing structure in the Queen City Cotton Mill Historic District. Photographs 65

II DETERMINATION OF EFFECT, AND RECOMMENDATIONS FOR MITIGATION OF EFFECTS

A. Summary

The location of the C-6 Alignment could have an effect on the Battery Street Historic District, the Pine Street Historic District, the Queen City Cotton Mill Historic District and the Lakeside Historic District. It appears from the research conducted along the C-6 Alignment that the project will have No Adverse Effect on the Battery Street Historic District. The C-6 Alignment from Lakeside Avenue, north on Pine Street to Pine Place, is evaluated as a No Adverse Effect. Along Battery Street Extension within the Pine Street Historic District. Alternatives 3 and 4 of the C-6 Alignment are recommended as having an Adverse Effect, while Alternatives 1, 2, and 5 (of the C-6 Alignment) are recommended as having No Adverse Effect on the Pine Street Historic District.

Alternatives 1, 2 and 5 will not result in the destruction of any historic buildings within the Pine Street Historic District. Alternatives 1, 2 and 5 will result in a No Adverse Effect on the Pine Street Historic District.

Alternative 3 will result in the demolition of part of a resource that is contributing to the Pine Street Historic District. Alternative 4 will result in the demolition of three non-contributing buildings in the historic district, but will alter the historic use and viewshed of the property. Alternatives 3 and 4 will result in an Adverse Effect to the Pine Street Historic District.

B. Listing and Discussion of Effects

Historic Resource Impacts

The C-6 Alignment commences at the terminus of the C-2 Alignment at Lakeside Ave., and proceeds easterly along Lakeside Ave. to Pine Street. It then follows Pine Street to Pine Place, departs Pine Street near the Burlington Street Department property, and continues northwesterly to the intersection of Battery and Maple Streets. It then continues on Battery Street, northerly to Main Street.

The three sections in the C-6 Alignment are:

Lakeside Avenue to Pine Place (southern terminus)

Pine Place to Maple Street (called Battery Street Extension)

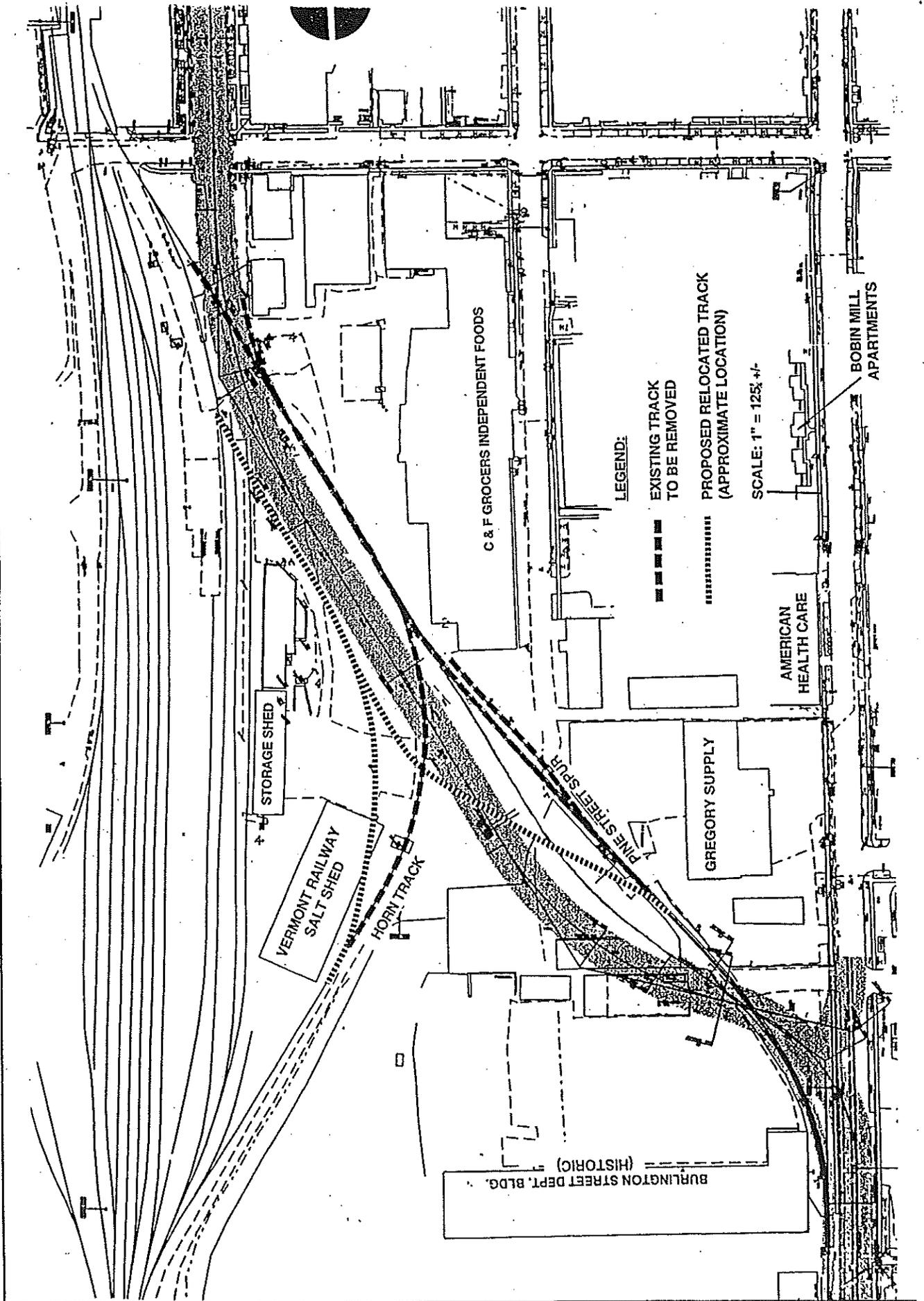
Battery Street south of Maple to the intersection of Main and Battery Streets (northern terminus)

The typical section, existing on Pine Street, is a 66-foot wide right-of-way with two 13-foot travel lanes flanked by shoulders, grass area and sidewalks. The typical proposed section along Pine Street, is a 66-foot right-of-way with two 14-foot travel lanes with a single 11-foot wide center turning lane, curbing, grass area and sidewalks. Widening will occur along the west side of the road due to the number of physical constraints on the east side.

The five alternatives from Pine Place across the rail yard to Battery Street, vary in their location for the roadway and the relocation of the railroad tracks. All are located between the Burlington Street Department building and the American Health Care Building on Pine Street. Presently this land is occupied by a rail spur and the Gregory Supply Company. The rail spur is part of the historic transportation network within the Historic District and represents a historic transportation corridor. The Gregory Supply building and related sheds are not contributing buildings to the Historic District, but the function of the structures as part of an industrial/commercial property continues the historic use of the property within the Historic District.

The Battery Street Historic District

The C-6 Alignment will connect to Battery Street, south of Maple Street, and improvements will continue to the intersection of Main and Battery Streets. There is only one alternative for this section along Battery Street, from Maple Street to Main Street. Currently, Battery Street, south of Maple Street ends at the rail yard with no physical definition. When the proposed improvements are in place, it will be a defined street with curbs and pavement through rail yards. The alignment connecting to Battery Street will be constructed at the existing grade, with no change in elevation. The typical cross-section of the roadway will be three lanes, with stop signs at the intersection of Maple and Battery Streets. No historic buildings will be acquired or demolished within the Historic District



Alternative 5

boundaries.

Therefore, this consultant recommends that the project will have No Adverse Effect to the Battery Street Historic District.

The Queen City Mill Historic District

The C-6 Alignment has one alternative location from the connection with the C-2 Alignment in the vicinity of Lakeside Avenue, to the site of the Burlington Street Department Building near Pine Place. This alternative appears to be adjacent to the southern boundary, as defined above, of the Queen City Mill Historic District.

The improvements proposed on Lakeside Avenue include widening the lanes, generally within the existing right-of-way, and adding traffic signals, new paving, pavement markings and curbs. The improvements along Lakeside Ave. would be generally within the existing right-of-way, except near the intersection with Pine Street where a small taking from the St. Johnsbury Trucking and Martin Marietta properties is apparently required in the design improvements. All improvements will be at-grade. No buildings will be acquired or demolished along Lakeside Avenue.

The Pine Street Historic District.

The C-6 Alignment has one alternative location from the connection with the C-2 Alignment in the vicinity of Lakeside Avenue, to the site of the Burlington Street Department Building near Pine Place. This alternative is adjacent to the eastern boundary, as defined above, of the Queen City Mill Historic District, and within the Pine Street Historic District.

The improvements proposed on Pine Street include widening the lanes, generally within the existing right-of-way, and adding traffic signals, new paving, pavement markings and curbs. All improvements will be at-grade. No buildings will be acquired or demolished along Pine Street.

According to this consultant, the proposed improvements along Pine Street, from Lakeside Avenue to Pine Place, appear to result in a No Adverse Effect.

Battery Street Extension

Alternative 1 would depart from Pine Street, just north of the Pine Place intersection, and proceed northwesterly, over City of Burlington Street Department property. Alternative 1 would not directly impact the Burlington Street Department building and would minimize impacts to Gregory Supply, a major business in this area.

Alternative 2 would depart from Pine Street at approximately the same location as Alternative 1, extend from Pine Street through a corner of the Gregory Supply Shed (28B) and remain close to the west side of the Desautels (15) building, before connecting to Battery Street. This alternative is intended to minimize impacts to Vermont Railway operations, but will adversely impact standing structures.

Alternative 3, identified by Vermont Railway, would depart from the Pine Street right-of-way just north of the Pine Place intersection and would locate the connector essentially along the existing Pine Street Rail Spur. This alternative would impact a substantial portion of the Gregory Supply site.

Alternative 4 would depart from Pine Street at the intersection with Kilburn Street, and proceed northwesterly from Pine Street through the Gregory Supply property, and remain close to the Desautels Building, before connecting to Battery Street. This alternative would require acquisition of Gregory Supply but would not impact the Street Department property.

Alternative 5 would depart from Pine Street, just north of Pine Place proceed northwesterly and impact a corner of the Gregory Supply Shed (28B) before transitioning to Battery Street.

Each of the five alternatives will cause changes within the landscape in this part of the Historic District. The changes appear to have an effect. The effect will be different for each alternative.

Alternatives 3 and 4

Relocation of the rail spur for Alternative 3 will result in the demolition of the frame addition to the Burlington Street Department. Therefore it will cause the destruction of part of a contributing building in the Historic District, and will result in a visual impact on the historic District. The addition of a roadway will be consistent with the transportation use within this portion of the Historic District. There will be no substantive impacts to noise or air quality with this alternative.

Alternative 4 will result in an alternation of the street pattern in the vicinity of the historic buildings east and west of Pine Street, from Pine Place to Maple Street. This alternation includes the demolition of the Gregory Supply buildings and the relocation of the business. However, no historic buildings within the Historic District will be destroyed. The relocation of the rail spur will be within the existing rail transportation corridor. The location of the roadway across the Gregory Supply property will not be consistent with its historic use and the environment surrounding the historic buildings immediately adjacent to the property will be altered. These properties would not be isolated as a result of the location of Alternative 4, but a gap between these buildings in the Historic District will be created. Alternative 4 will alter the viewshed within the Historic District, as it requires place a roadway across an industrial/ commercial property never used as a transportation corridor. The viewshed of the historic buildings surrounding this property will be altered. There will be no substantive impacts to noise or air quality with this alternative.

In the opinion of this consultant, Alternatives 3 and 4 will result in an Adverse Effect to the Pine Street Historic District.

Alternatives 1, 2, and 5 will not result in the destruction of any historic buildings within the Historic District. Alternative 1 will alter the use of part of the property within the Burlington Street Department building parcel. The parking lot, loading area, and a temporary salt shed will be effected. The location of Alternatives 2 and 5 are the closest to the existing transportation corridor, therefore having little impact on the environment within the Historic District and the surrounding historic buildings. Alternative 1 results in the roadway placement to the south and west of the transportation corridor, but does not substantially alter the environment surrounding the historic buildings in the Historic District. Alternative 1 places the roadway through the Street Department parcel for the longest distance, resulting in an alteration of the visual relationship of this transportation corridor to the rest of the historic buildings in the Historic District.

Alternatives 1, 2, and 5 appear to result in No Adverse Effect on the Pine Street Historic District.

MITIGATION OF EFFECTS

It appears that selection of Alternatives 1, 2, or 5 would avoid Adverse Effects on the contributing buildings in the Pine Street Historic District as described above. Alternatives 2 and 5 are the closest to the existing transportation corridor, therefore having little impact on the environment within the Historic District and the surrounding historic buildings. Alternative 1 results in roadway placement to the south and west, for the longest distance through the Burlington Street Department property, but does not substantially alter the environment surrounding the historic buildings.

GENERAL MITIGATION RECOMMENDATIONS

The photographic documentation in this report can serve to record the setting of the Historic District in the Battery Street Extension section of the C-6 Alignment, prior to removal of any buildings.

Following the Secretary of the Interior's Standards for Rehabilitation of historic structures, general recommendations for roadway/sidewalk surfaces and bridges are listed below:

Photograph 1: Burlington, Vt. Rail Yard, Feb. 19, 1932
Courtesy Special Collections, UVM

Photograph 2: Pine Street, south of Kilburn and Gates, c.
1935. Courtesy Special Collections, UVM

Photograph 3: Pine Street widening project from Maple St. to
Howard St. PWA Project No. 2232, Burlington, June 13, 1935.
Courtesy Special Collections, UVM

Photograph 4: Pine St. Defense Area Project, Burlington,
Vt. railroad crossing south of Howard Street, looking north.
Sept. 15, 1944. Courtesy Special Collections, UVM

Photograph 5: Pine St. Defense Area Project, Burlington, Vt.,
south of new RR crossing looking north. Oct. 11, 1944.
Courtesy Special Collections, UVM

Photograph 6: Looking north from Flynn Ave. after completion of
the Hot Plant Mix Wearing Surface. Nov. 9, 1945 Courtesy
Special Collections, UVM

Photograph 7: Looking north on So. Battery St., from Maple
Street intersection

Photograph 8: Looking northeast along Maple St. from Perkins
Pier

Photograph 9: Looking east along Maple St. from So. Battery St.
intersection

Photograph 10: 94-106 Maple Street, built 1885 by Horace
Smith (a roof slater) & son

Photograph 11: Maple Street looking east from Pine St.
intersection.

Photograph 12: Vermont Railway, Inc. rail yard, looking
northeast

Photograph 13: City Wastewater Plant (Site 11), looking
northwest

Photograph 14: Vermont Railways, Inc. (12) Roundhouse,
looking northeast

Photograph 15: Rail yard (12); headqtrs bldg (left), Round-
house, pumphouse, turntable (center), looking northeast

Photograph 16: Drawbridge (right), Canal Basin (35,
background), looking east

Photograph 17: Rail yard (12, right) looking south along So.
Battery St.; Desautels property (15, left)

Photograph 18: Rail yard (12) looking southwest to waste water
plant (11, right rear) and Roundhouse (left rear)

Photograph 19: Rail yard and So. Battery St. looking north

Photograph 20: So. Battery Street from Maple St. intersection

Sidewalk Surfaces

When selecting materials for sidewalk construction, concrete (a historic building material), rather than asphalt is recommended for urban areas, including densely populated neighborhoods. Reuse of concrete for replacement of historic concrete sidewalks is recommended. Use of concrete rather than asphalt for new sidewalks in historic neighborhoods is recommended.

Bridges

Repair of existing historic bridges is recommended. If after a thorough investigation (including a work-up of cost alternatives), repair is not determined an economic or safe alternative, and replacement is necessary, the replacement bridge should differ from the old in workmanship and materials but be compatible in design, scale and feeling. Reuse old abutments for new crossings when possible.

III APPENDIX

A. HISTORIC PHOTOGRAPHS

Photographs 1-6
Courtesy Special Collection, UVM

B. FIELD PHOTOGRAPHS

Photographs 7-67
Credit: Liz Pritchett, Dec. 95- Jan.96

Historic Preservation, Montpelier, Vermont

PHOTOGRAPHS

L. L. McAllister Collection, Special Collections, Bailey Howe Library, Burlington, Vermont

INTERVIEWS

John Pennington, President, Vermont Railway, Inc., January 29, 1996

John O'Brian, Manager, Gregory Supply, January 29, 1996

Burlington Public Works Department, January 29, 1996

B. MAPS

See attached maps on following pages

B. MAPS

See attached maps on following pages

1. Southern Connector/ Champlain Parkway Project
Existing and Potential National Register Sites
2. Survey Map of Pine Street Corridor
Contributing and Non-Contributing
Historic Structures
3. Battery Street Historic District
4. Lakeside Historic District
5. 1890 G. M. Hopkins Map
City of Burlington (Pine Street segment)

STYLE NO. 57-4P

FILE NO:



Feb 19, 1932

Photograph 1: Burlington, Vt. Rail Yard, Feb. 19, 1932
Courtesy Special Collections, UVM

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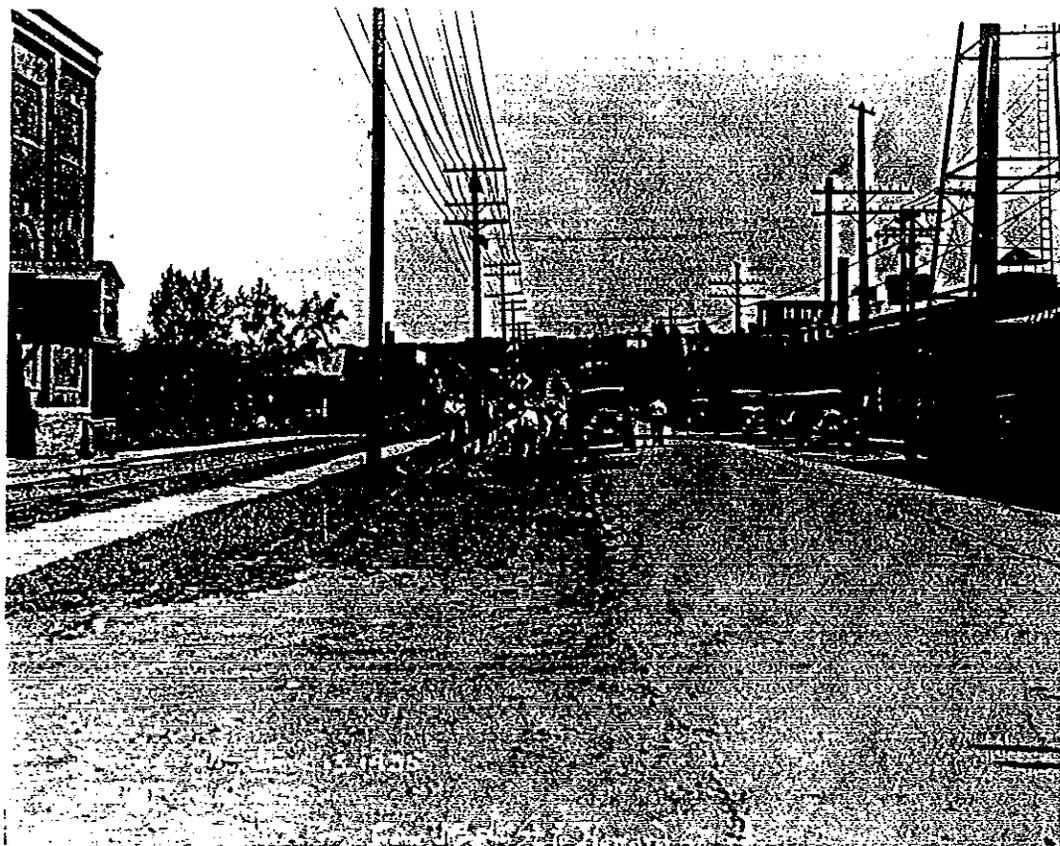
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Photograph 2: Pine Street, south of Kilburn and Gates, c. 1935. Courtesy Special Collections, UVM



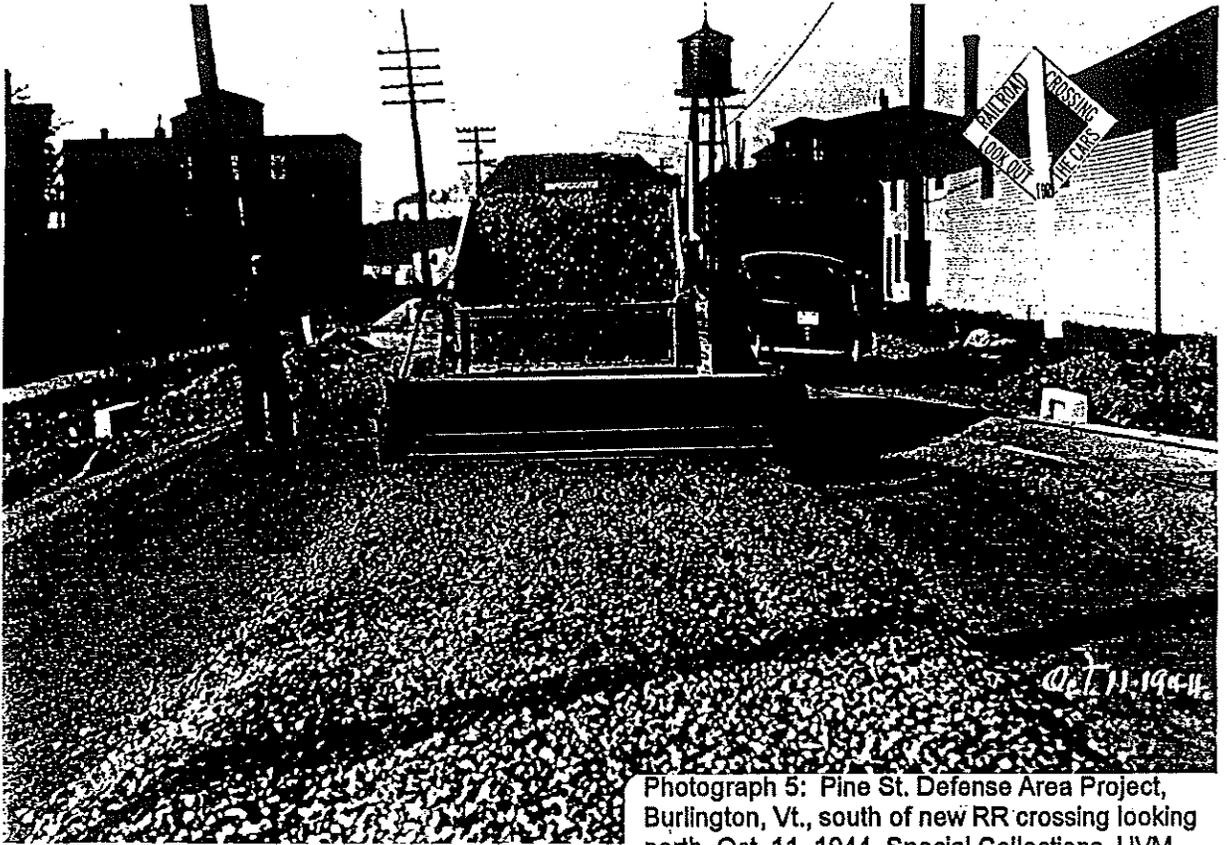
Photograph 3: Pine St. widening project from Maple St. to Howard St. PWA Project No. 2232, Burlington, June 13, 1935. Courtesy Special Collections, UVM



Photo 4: Pine St. Defense Area Project, Burlington, Vt. railroad crossing south of Howard St. looking north. Sept. 15, 1944. Courtesy Special Collections, UVM

STYLE NO. 57-4P

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Photograph 5: Pine St. Defense Area Project, Burlington, Vt., south of new RR crossing looking north. Oct. 11, 1944. Special Collections, UVM

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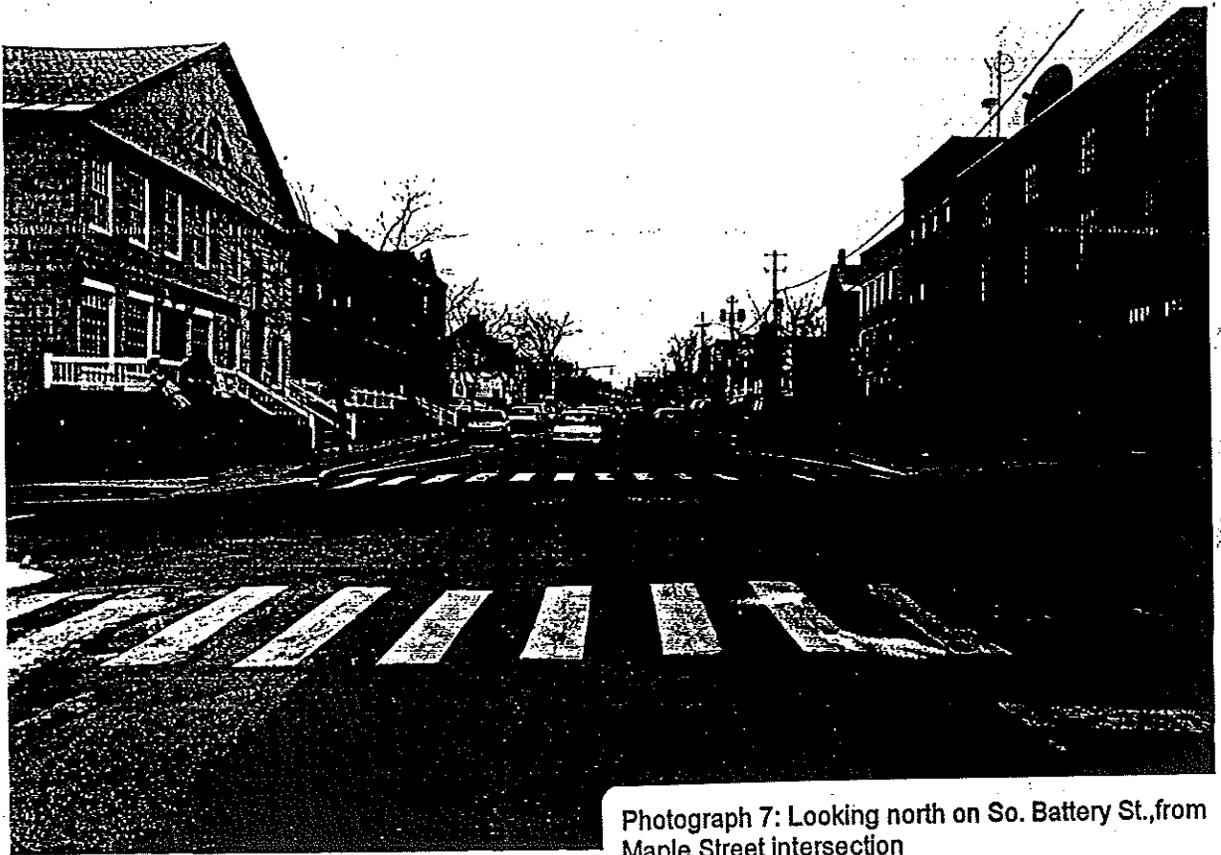
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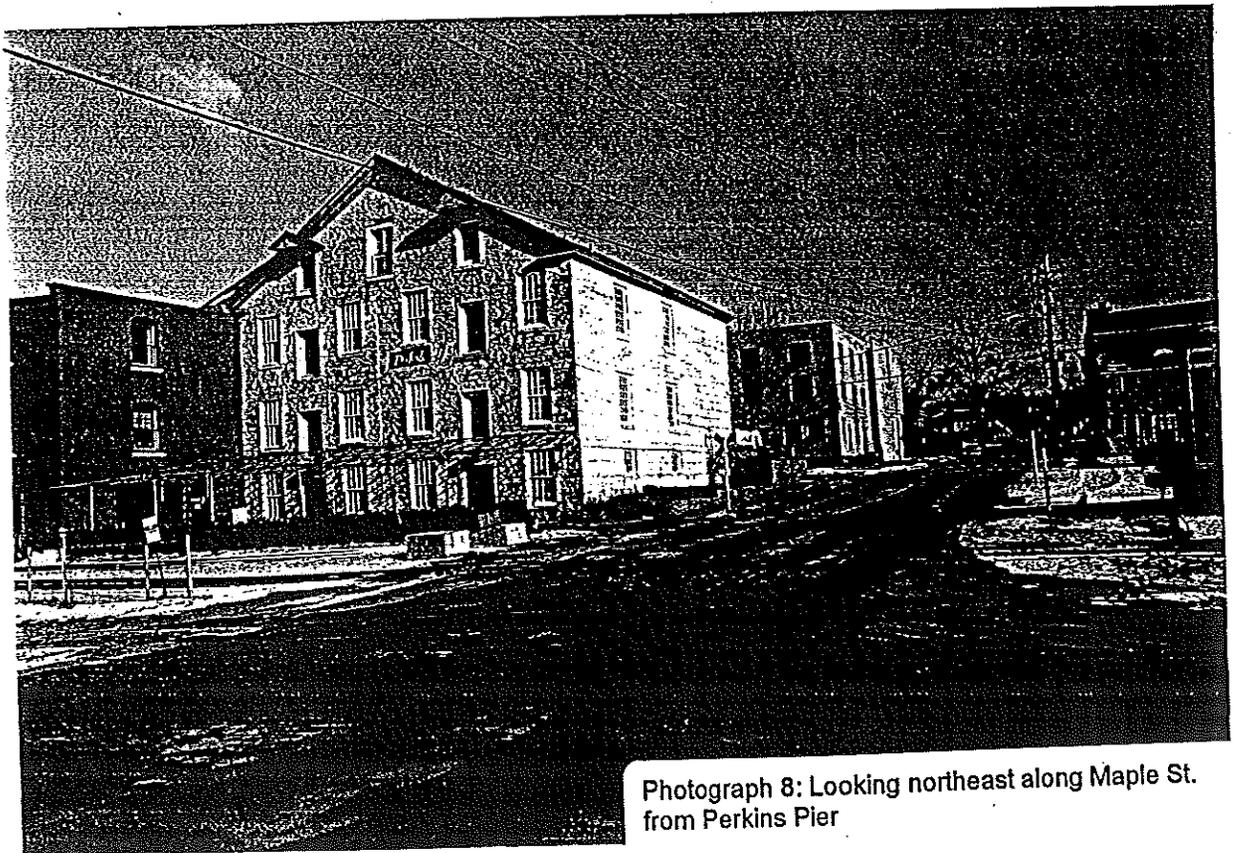
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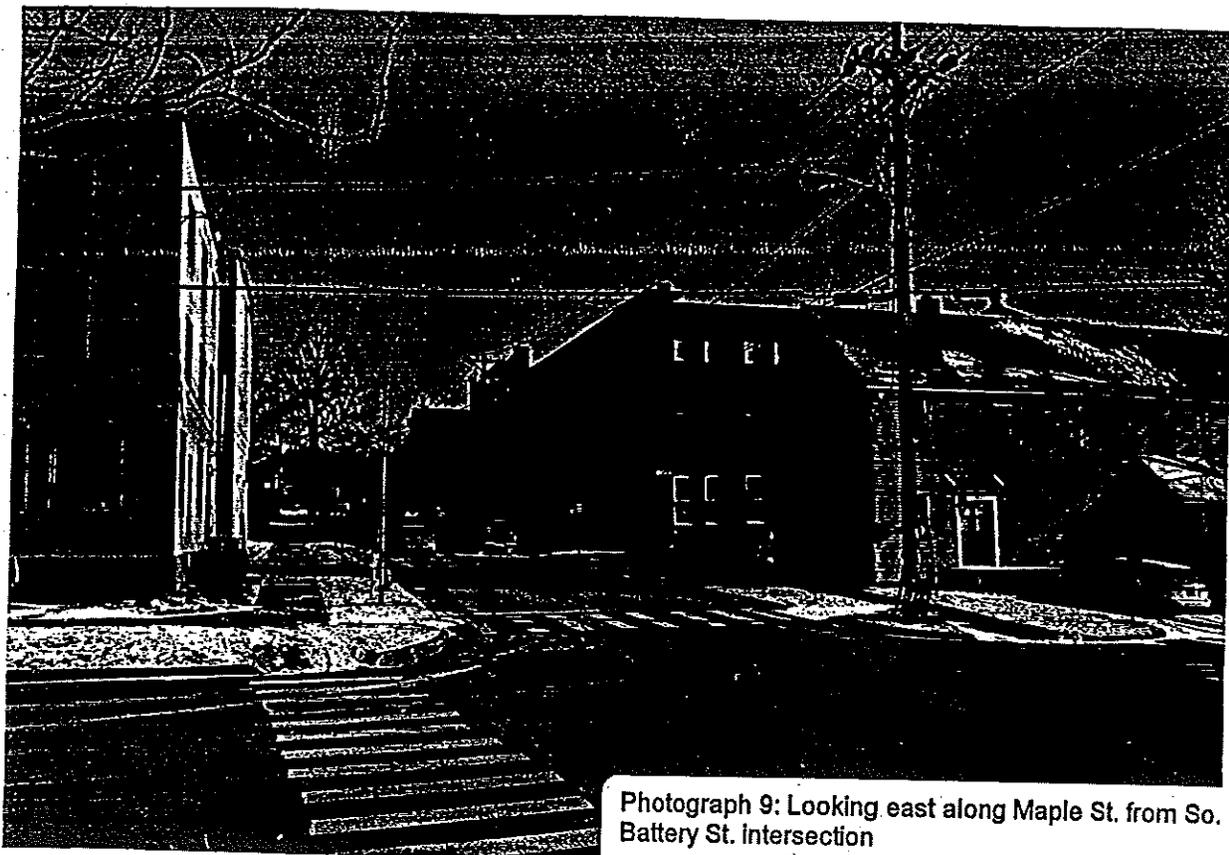
Photograph 6: Looking north from Flynn Ave. after completion of the Hot Plant Mix Wearing Surface. Nov. 9, 1945 Courtesy Special Collections, UVM



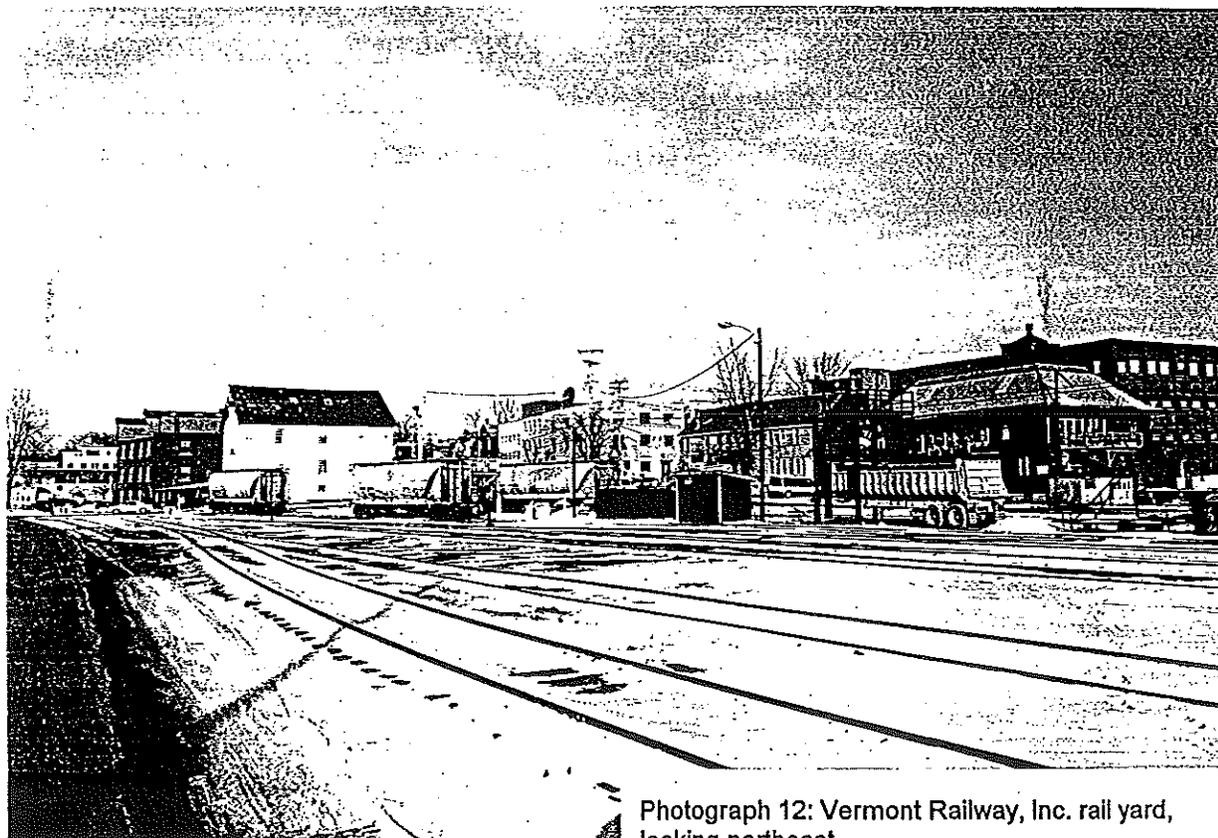
Photograph 7: Looking north on So. Battery St., from Maple Street intersection



Photograph 8: Looking northeast along Maple St. from Perkins Pier



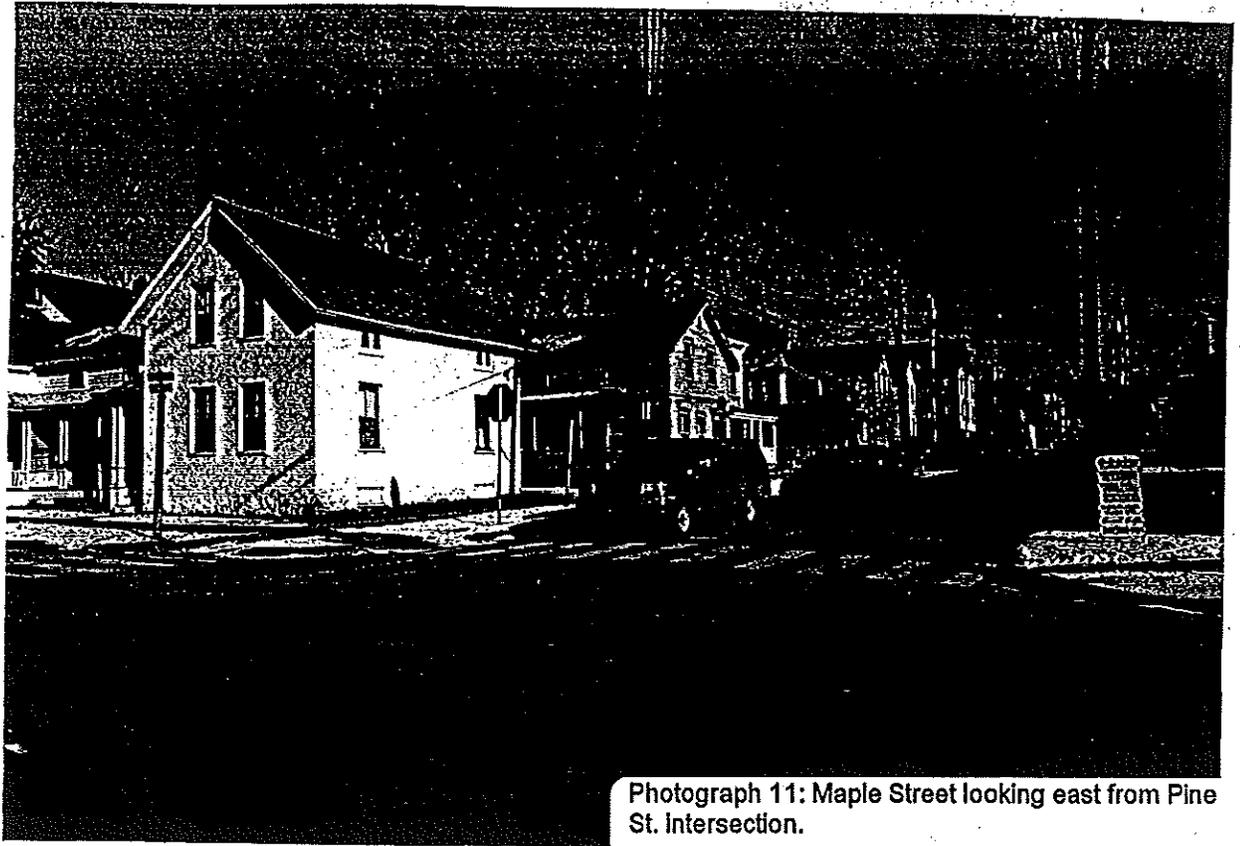
Photograph 9: Looking east along Maple St. from So. Battery St. intersection



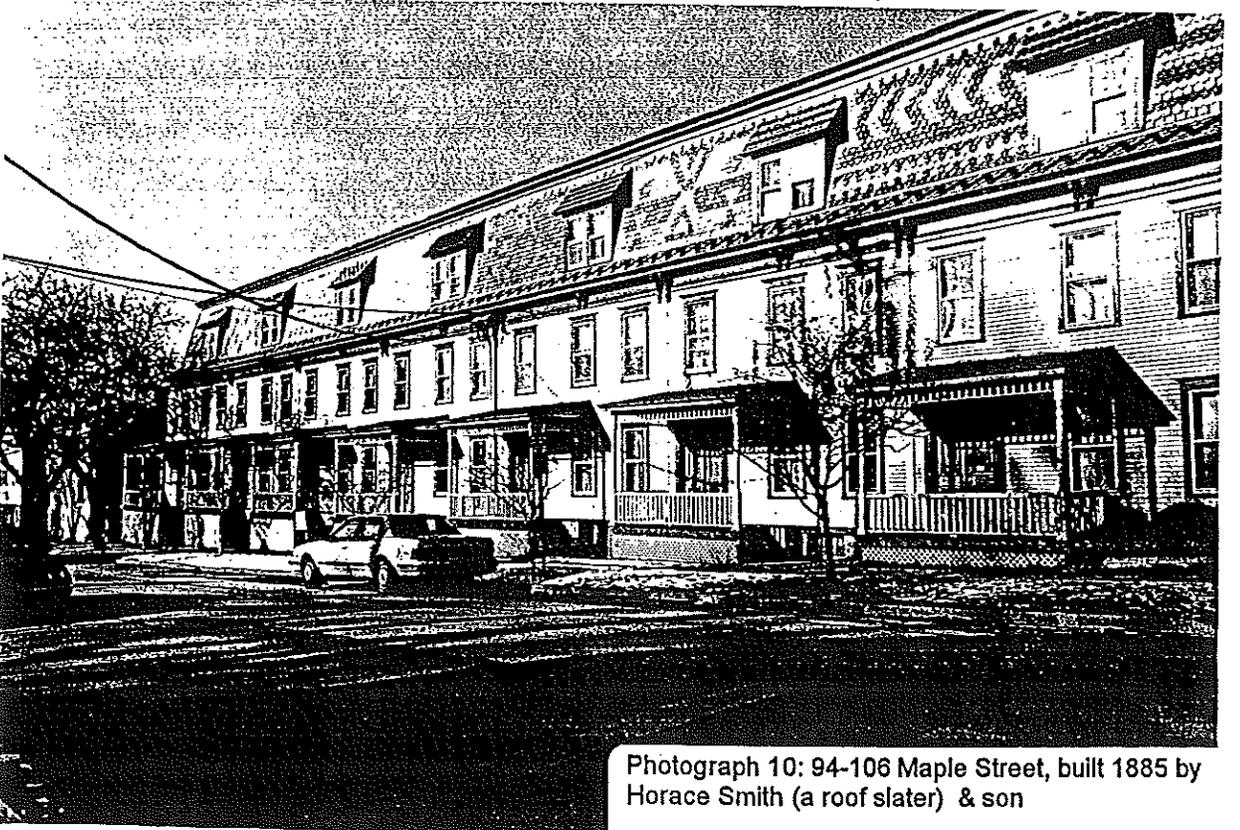
Photograph 12: Vermont Railway, Inc. rail yard, looking northeast

STYLE NO. 57-4P

FILE NO:



Photograph 11: Maple Street looking east from Pine St. Intersection.



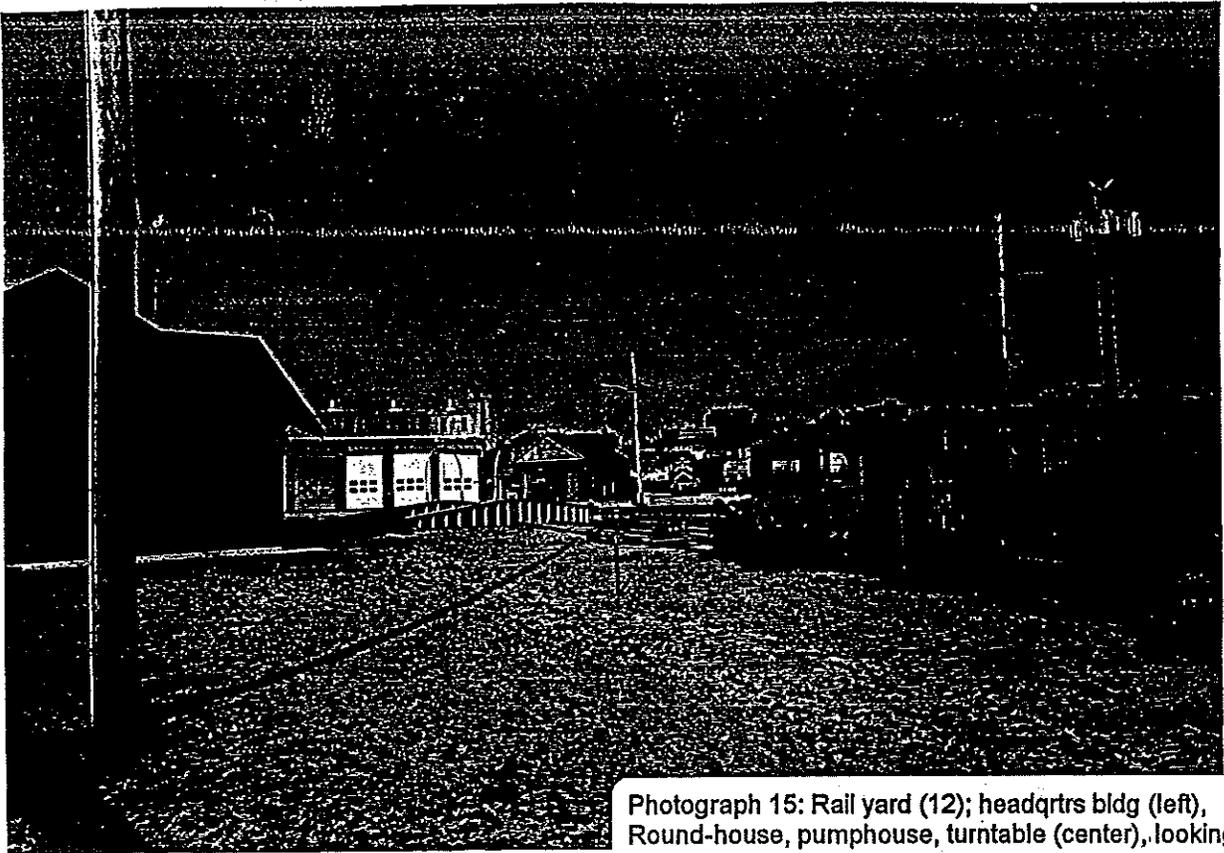
Photograph 10: 94-106 Maple Street, built 1885 by Horace Smith (a roof slater) & son

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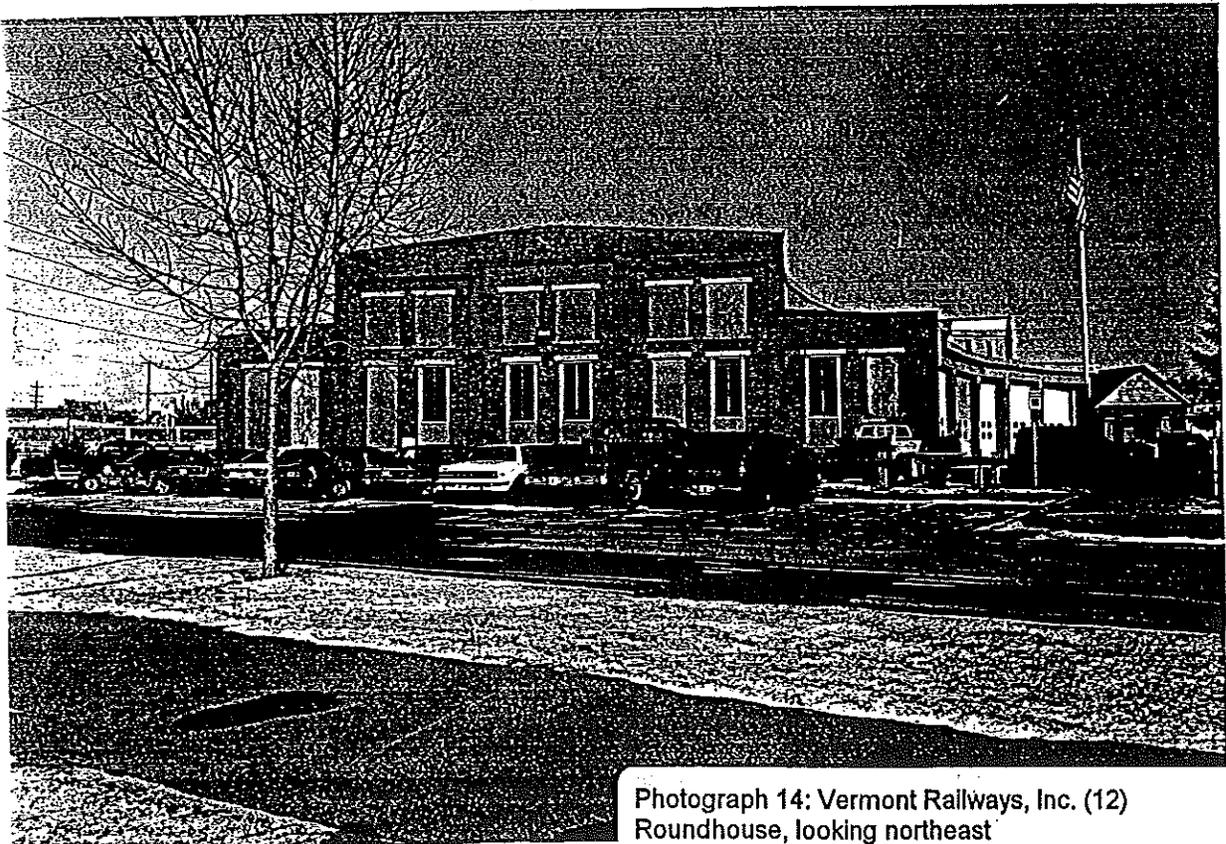
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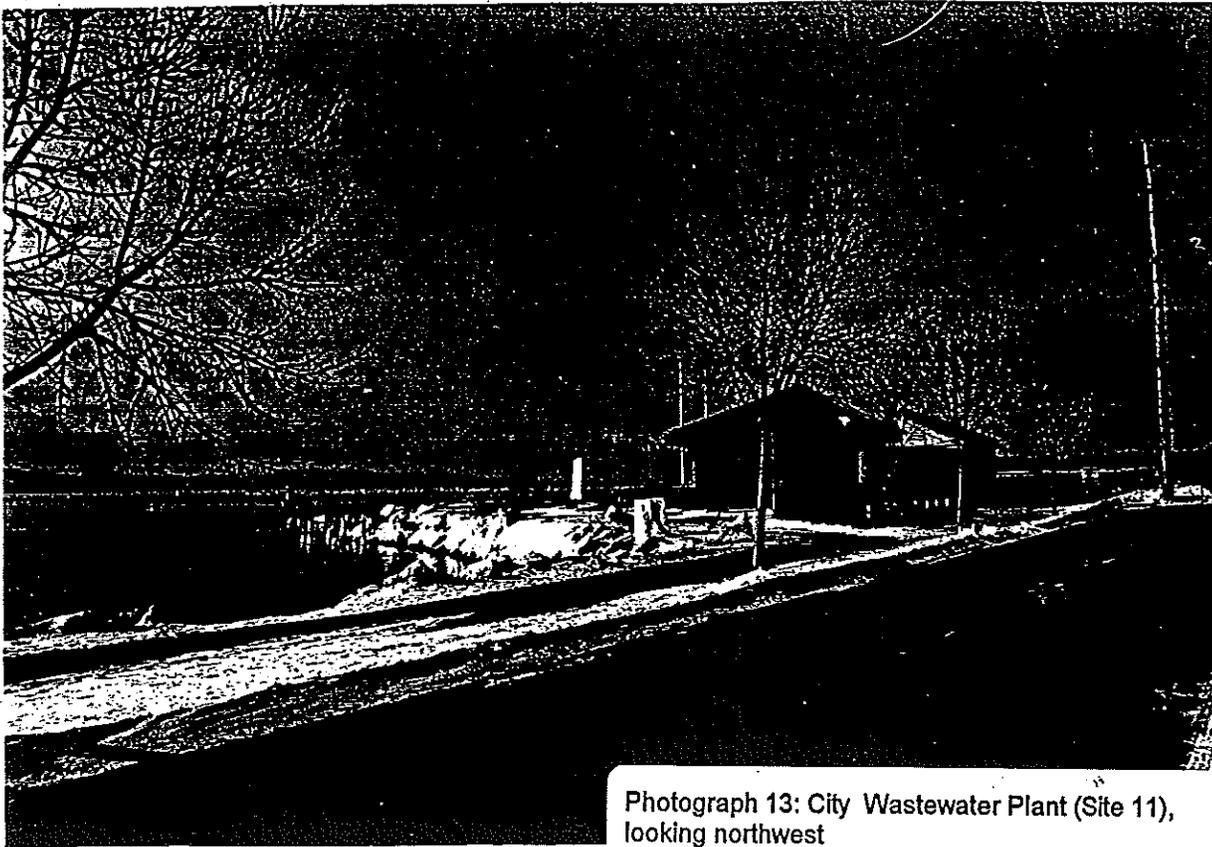
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Photograph 15: Rail yard (12); headqtrs bldg (left), Round-house, pumphouse, turntable (center), looking northeast

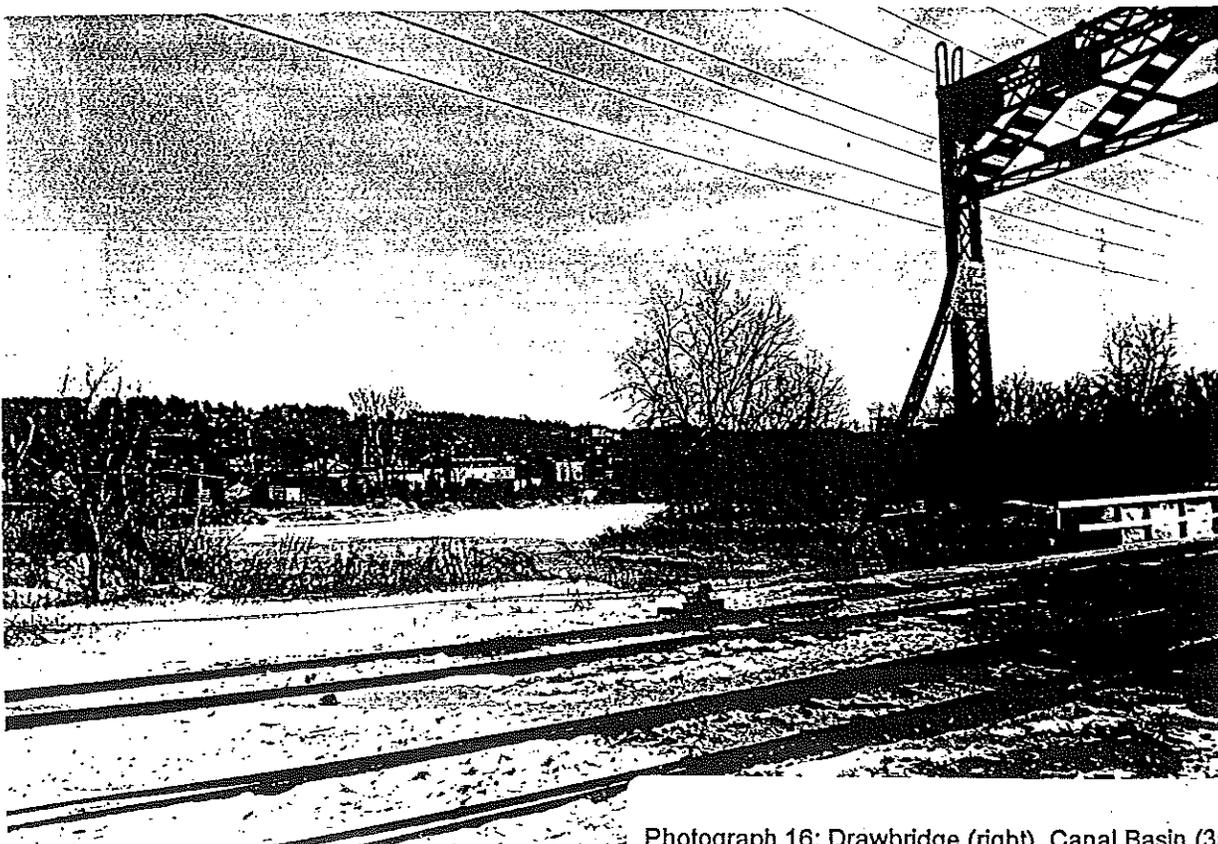


Photograph 14: Vermont Railways, Inc. (12) Roundhouse, looking northeast



Photograph 13: City Wastewater Plant (Site 11), looking northwest

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Photograph 16: Drawbridge (right), Canal Basin (35, background), looking east

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DATE: 1/24/2008



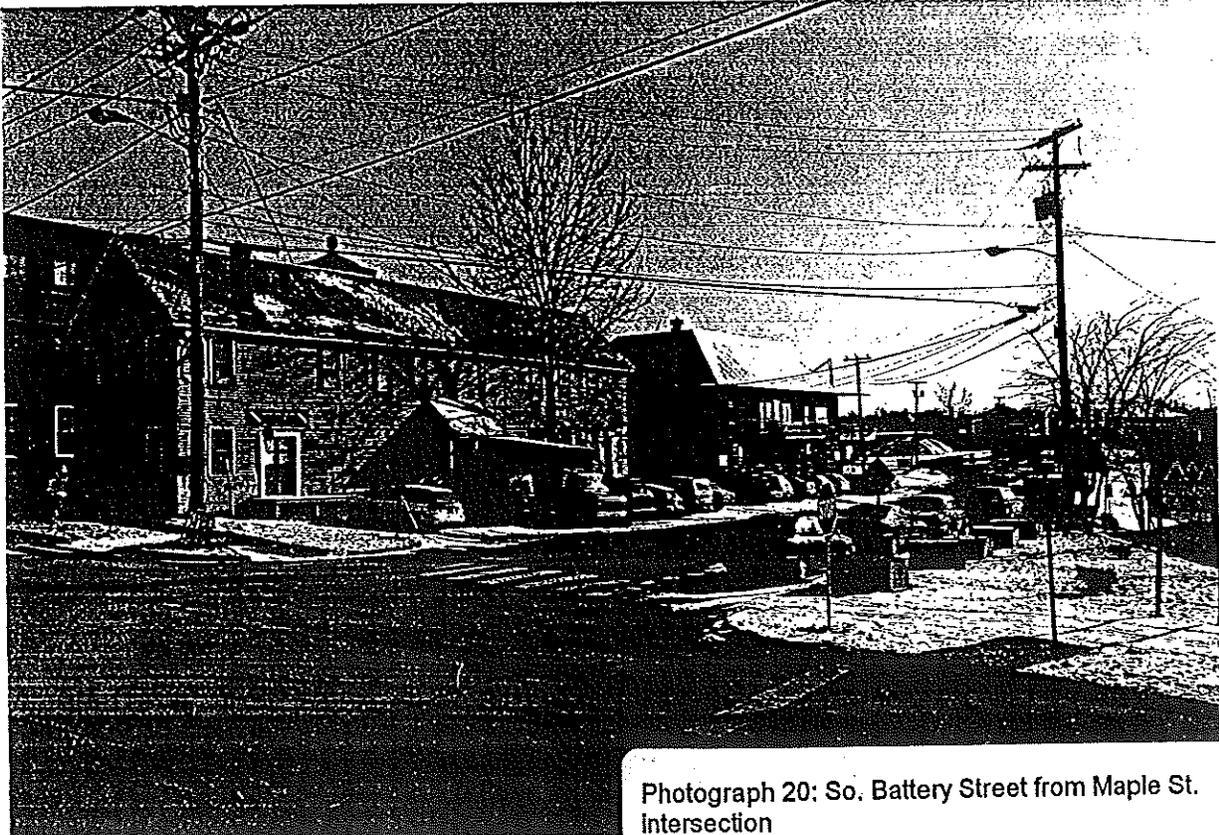
Photograph 17: Rail yard (12, right) looking south along So. Battery St.; Desautels property (15, left)



Photograph 18: Rail yard (12) looking southwest to waste water plant (11, right rear) and Roundhouse (left rear)

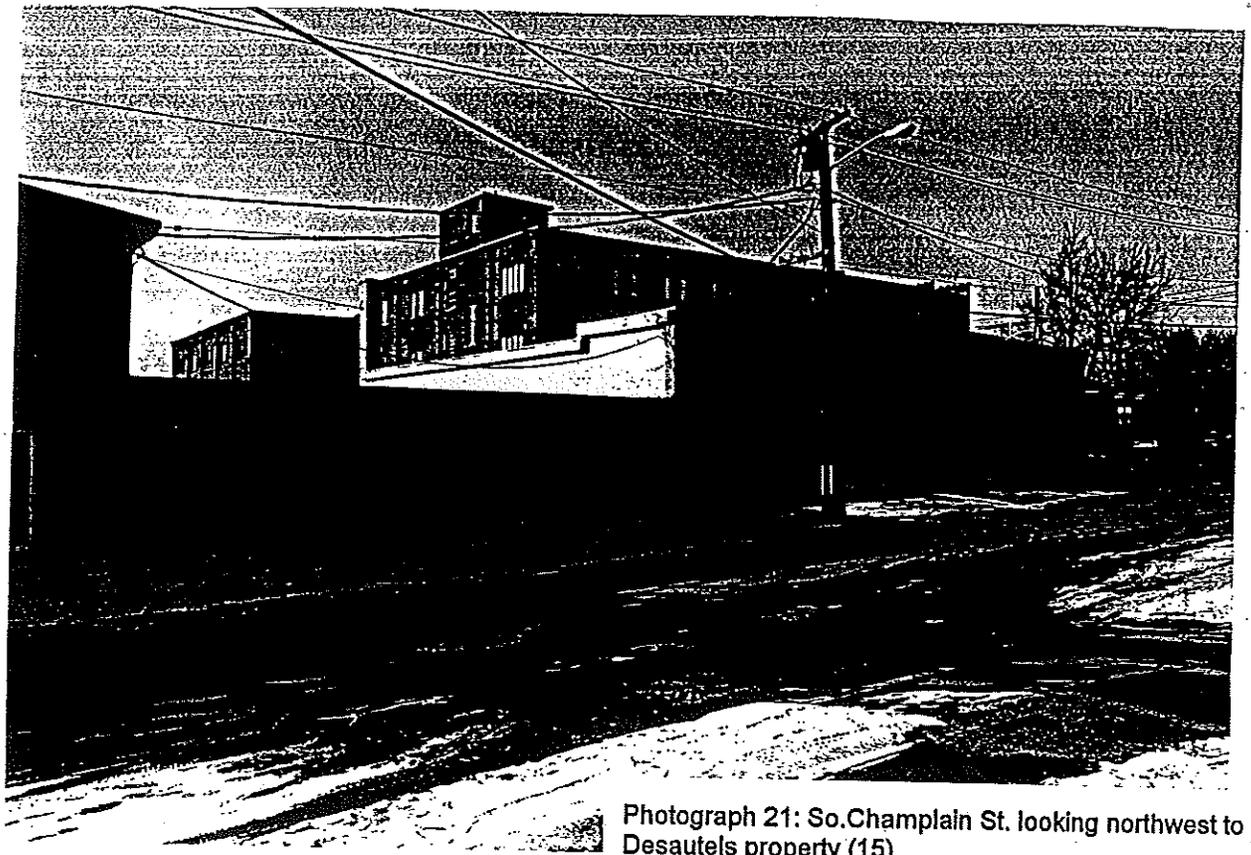


Photograph 19: Rail yard and So. Battery St. looking north



Photograph 20: So. Battery Street from Maple St. intersection

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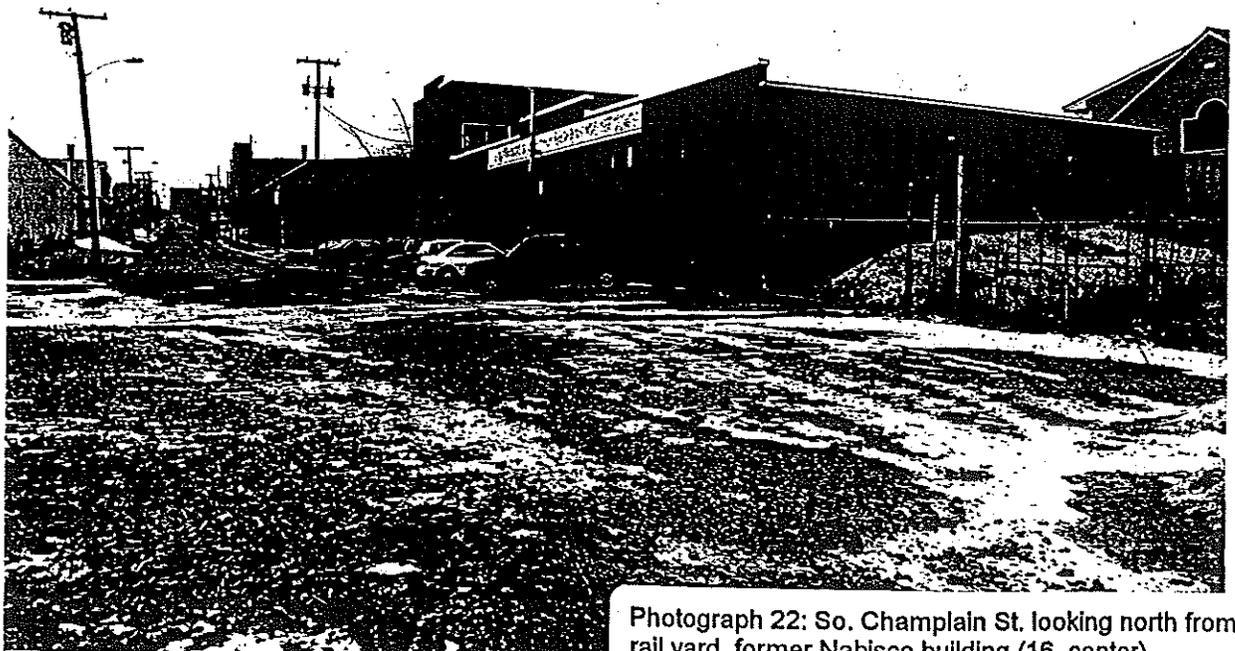


Photograph 21: So. Champlain St. looking northwest to Desautels property (15)

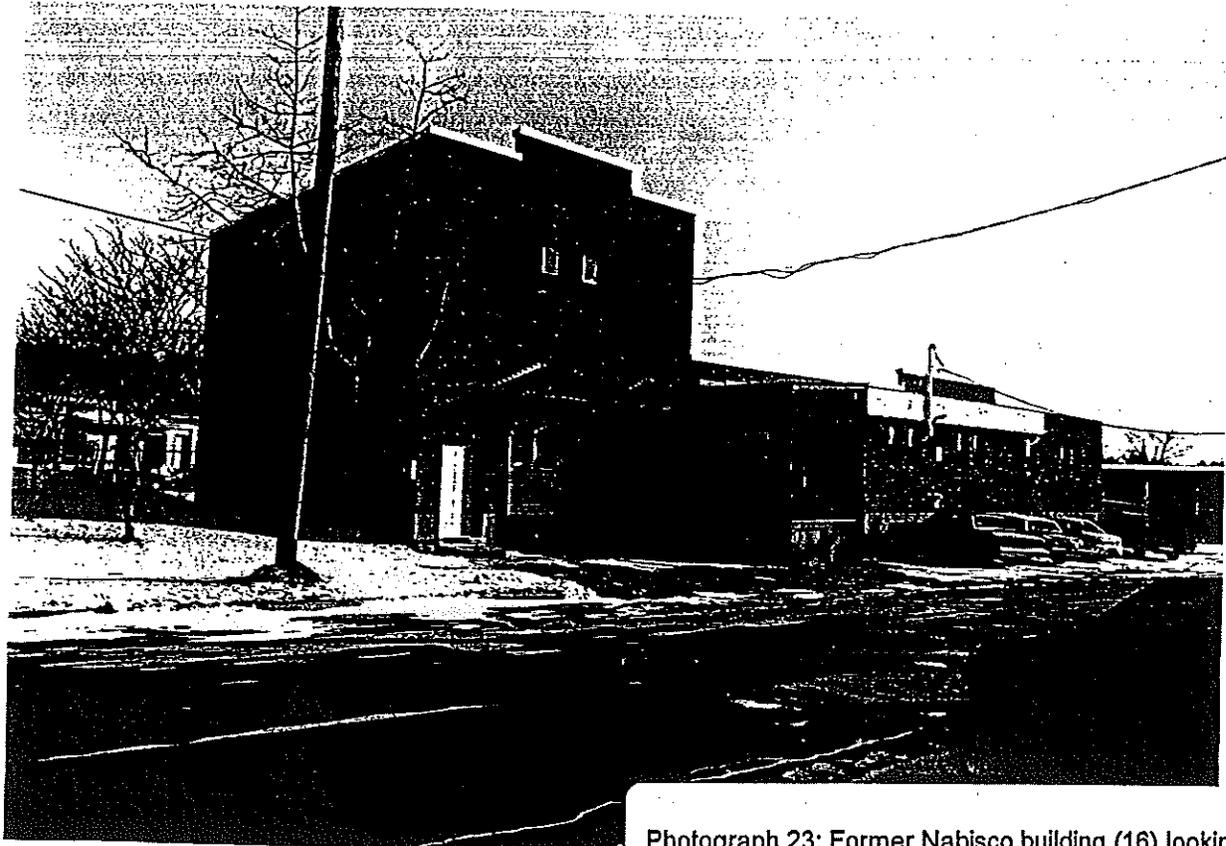
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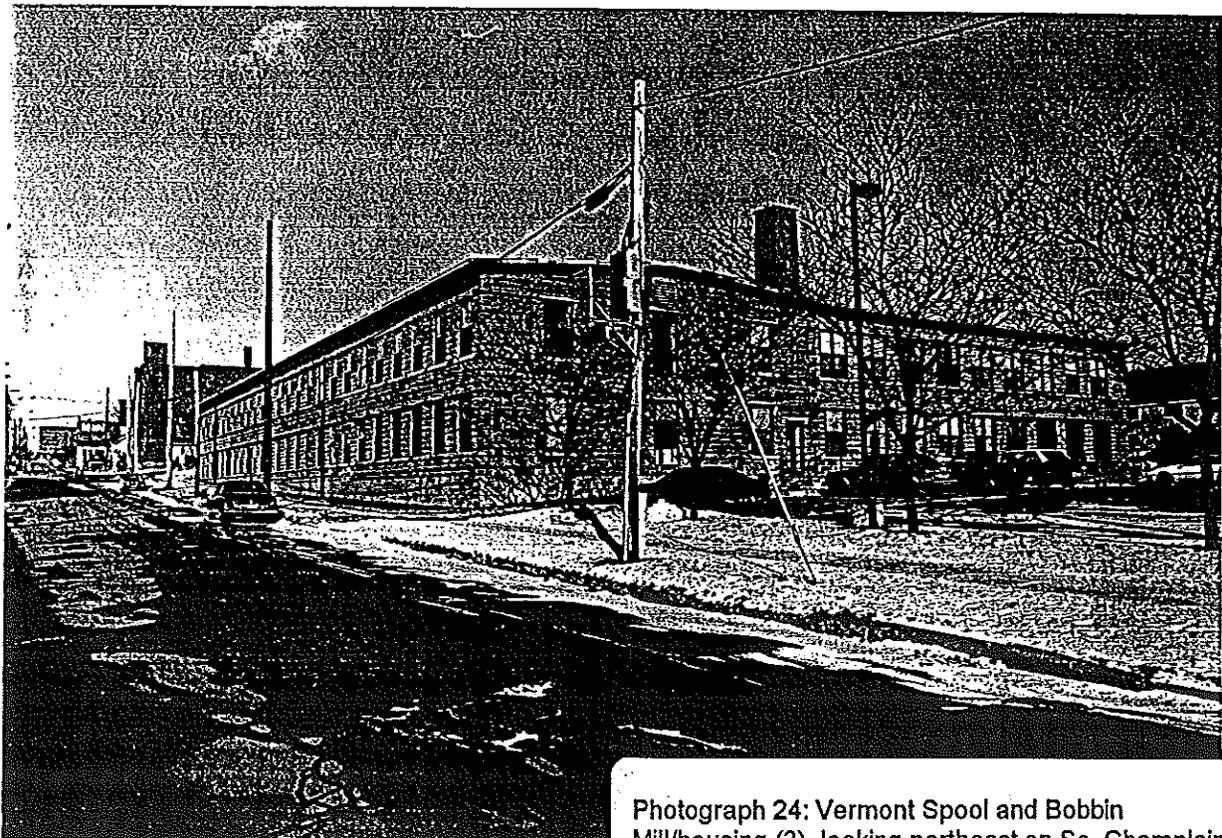
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Photograph 22: So. Champlain St. looking north from rail yard, former Nabisco building (16, center)



Photograph 23: Former Nabisco building (16) looking east, So. Champlain St.



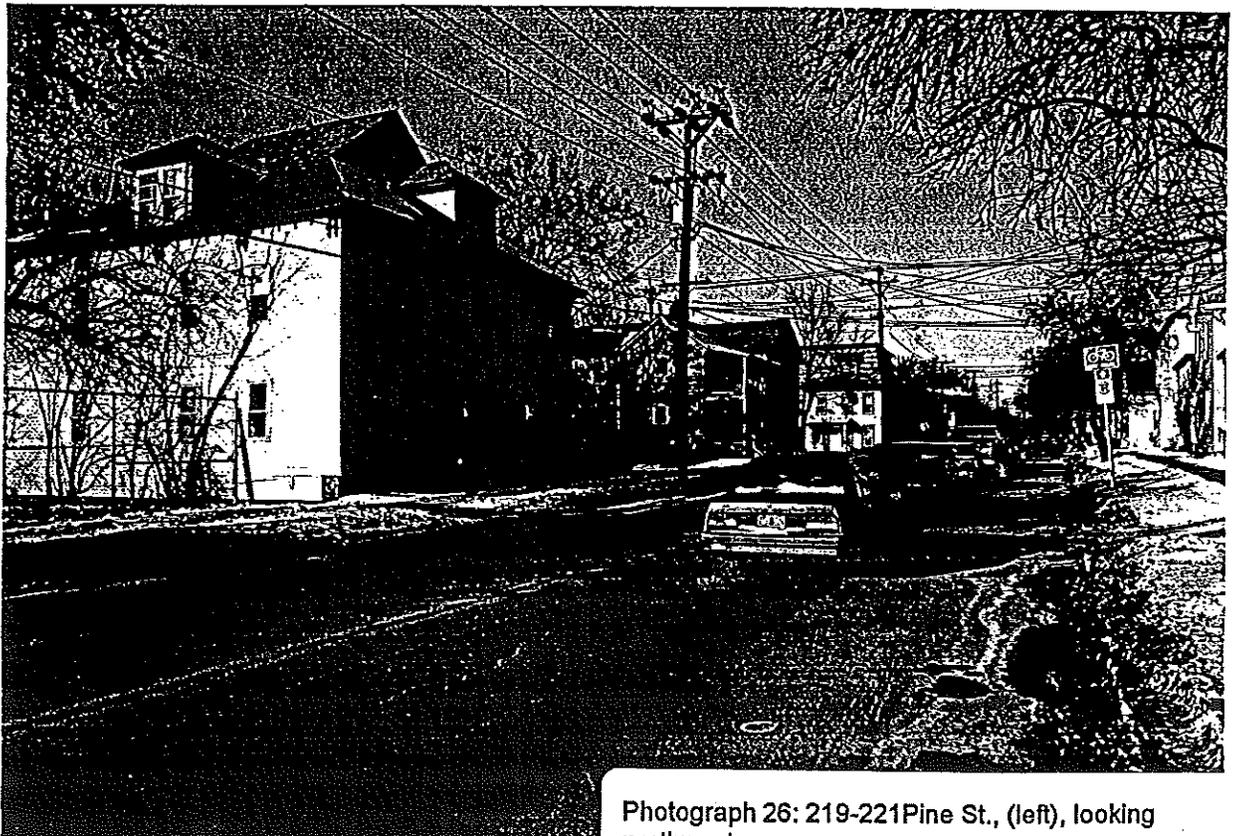
Photograph 24: Vermont Spool and Bobbin Mill/housing (3), looking northeast on So. Champlain

STYLE NO. 57-4P

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Photograph 25: 109 Maple (9), 214, 218, 220, 224-226, 230 Pine St. (17, 18, 19,21,22, left to right)



Photograph 26: 219-221Pine St., (left), looking northwest.

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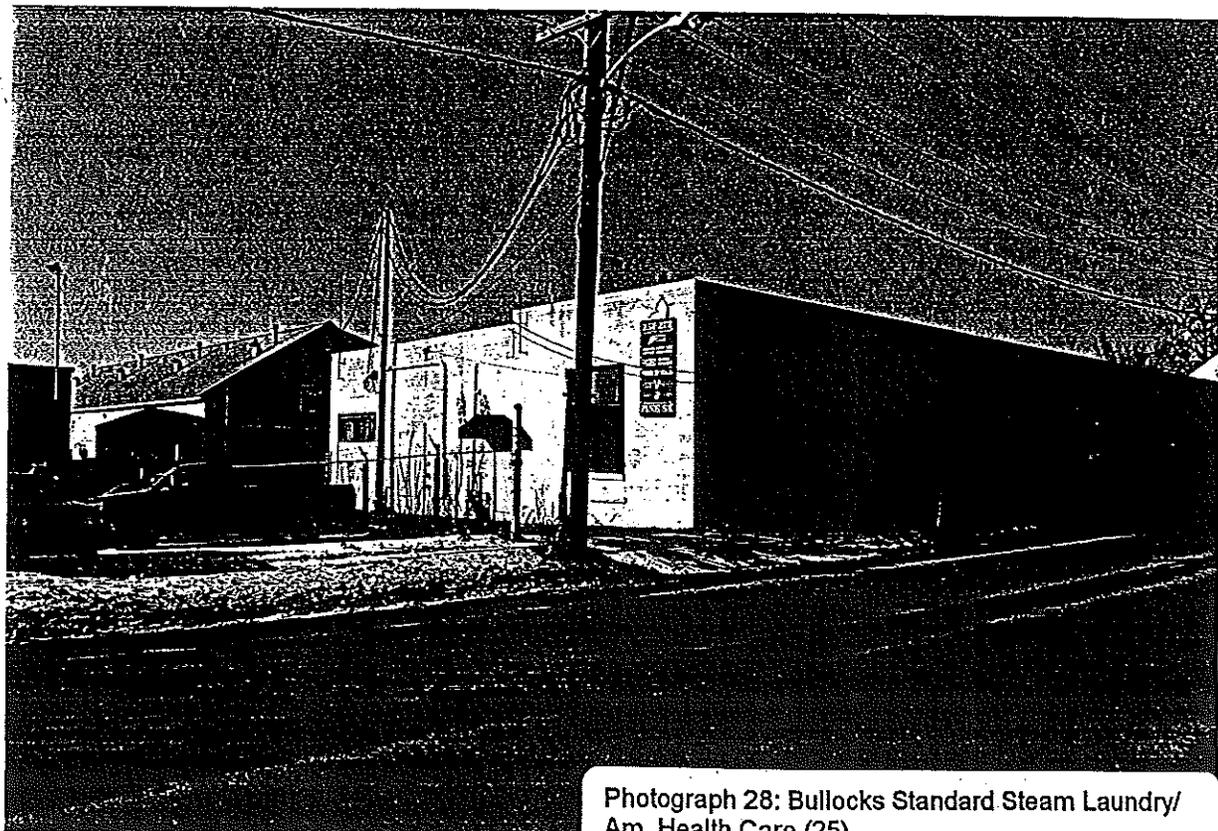
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Photograph 27: New Bobbin Mill housing (left); 240 Pine St. (far right)



Photograph 28: Bullocks Standard Steam Laundry/
Am. Health Care (25)

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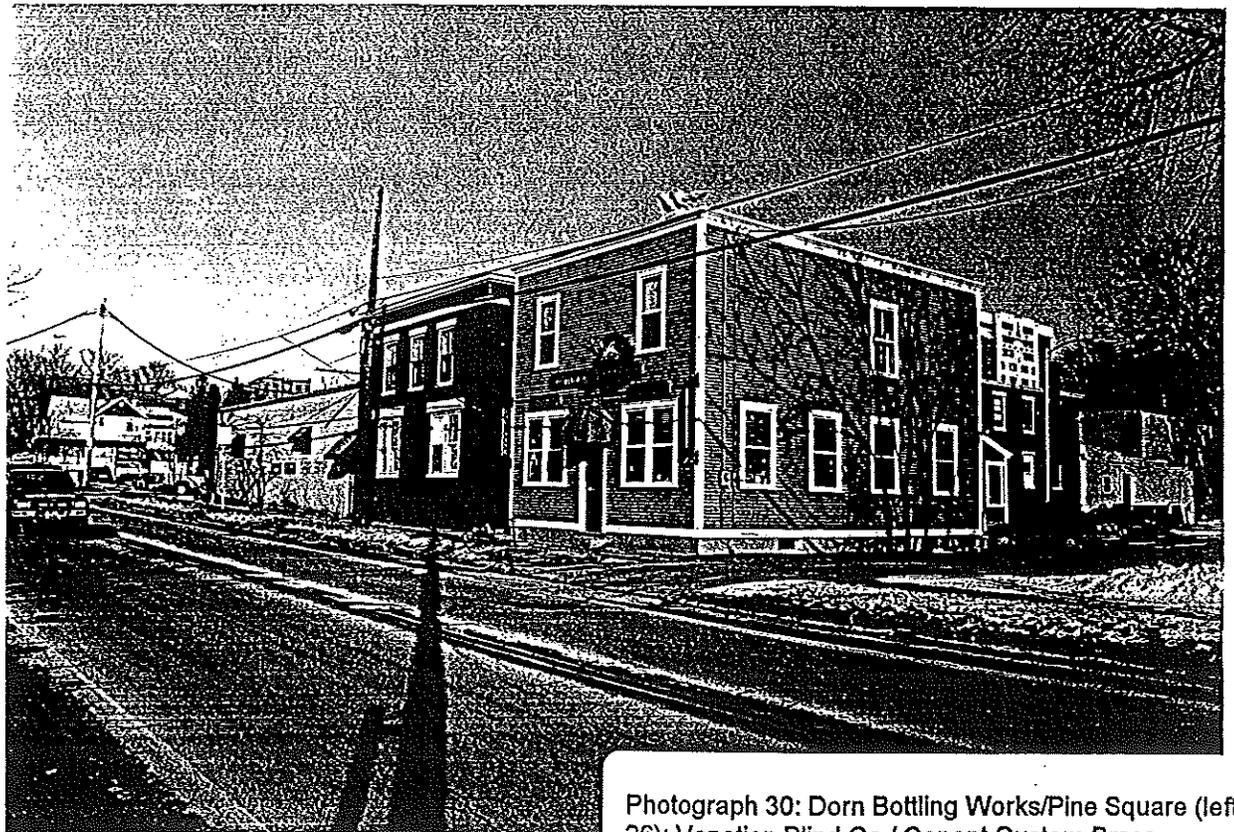
Photograph 29: Former Granite shed (rebuilt), c. 1990 (25A)

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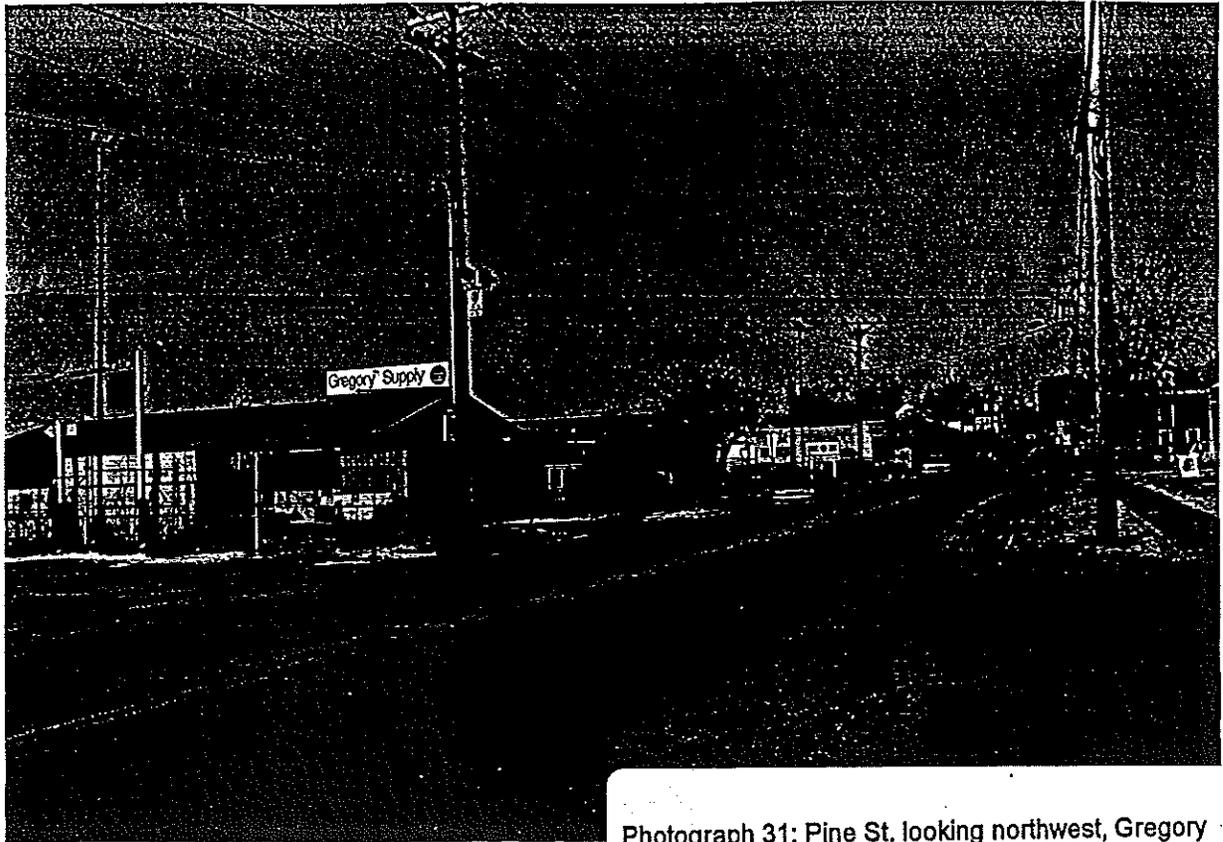
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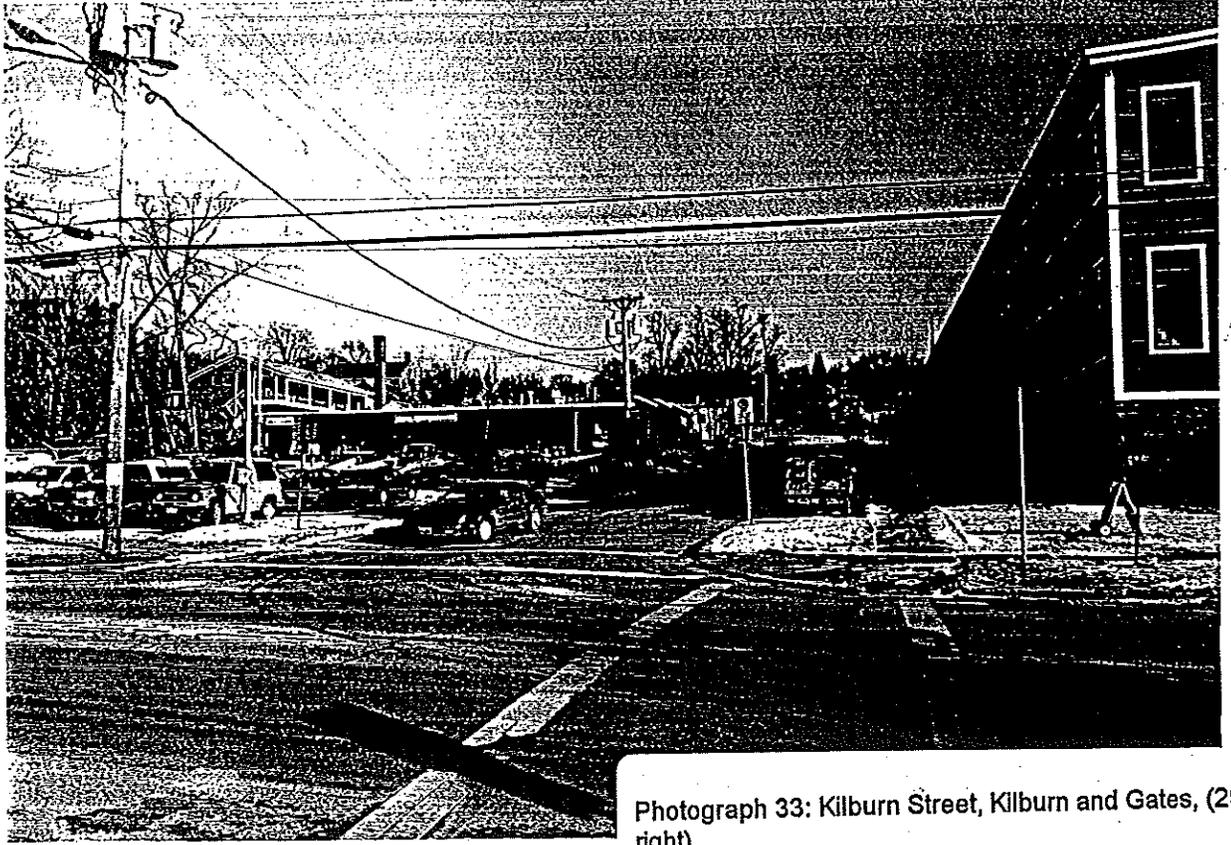
Photograph 30: Dorn Bottling Works/Pine Square (left, 26); Venetian Blind Co./ Conant Custom Brass (27)



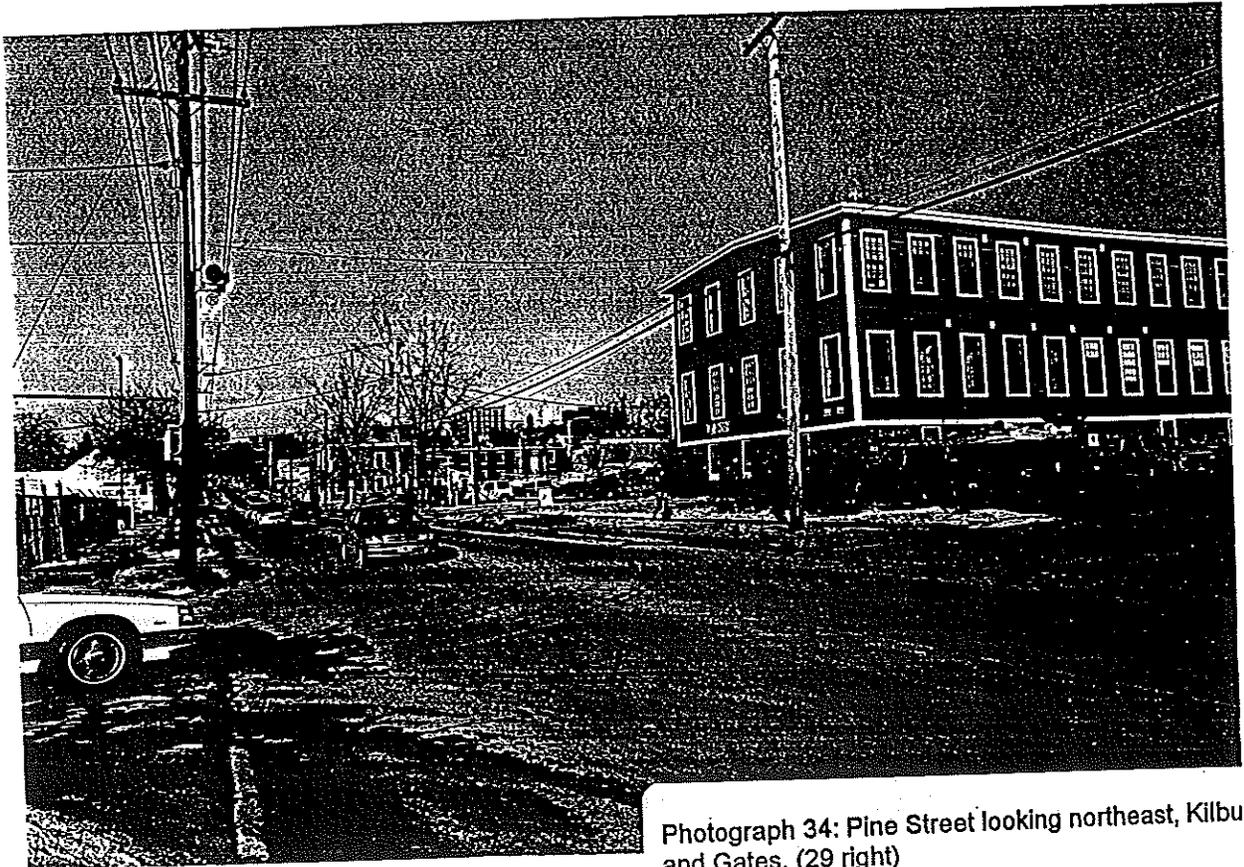
Photograph 31: Pine St. looking northwest, Gregory Supply (28), (Shed A in foreground left),



Photograph 32: Gregory Supply, Shed B (left), Shed A (right)



Photograph 33: Kilburn Street, Kilburn and Gates, (29, right)



Photograph 34: Pine Street looking northeast, Kilburn and Gates, (29 right)



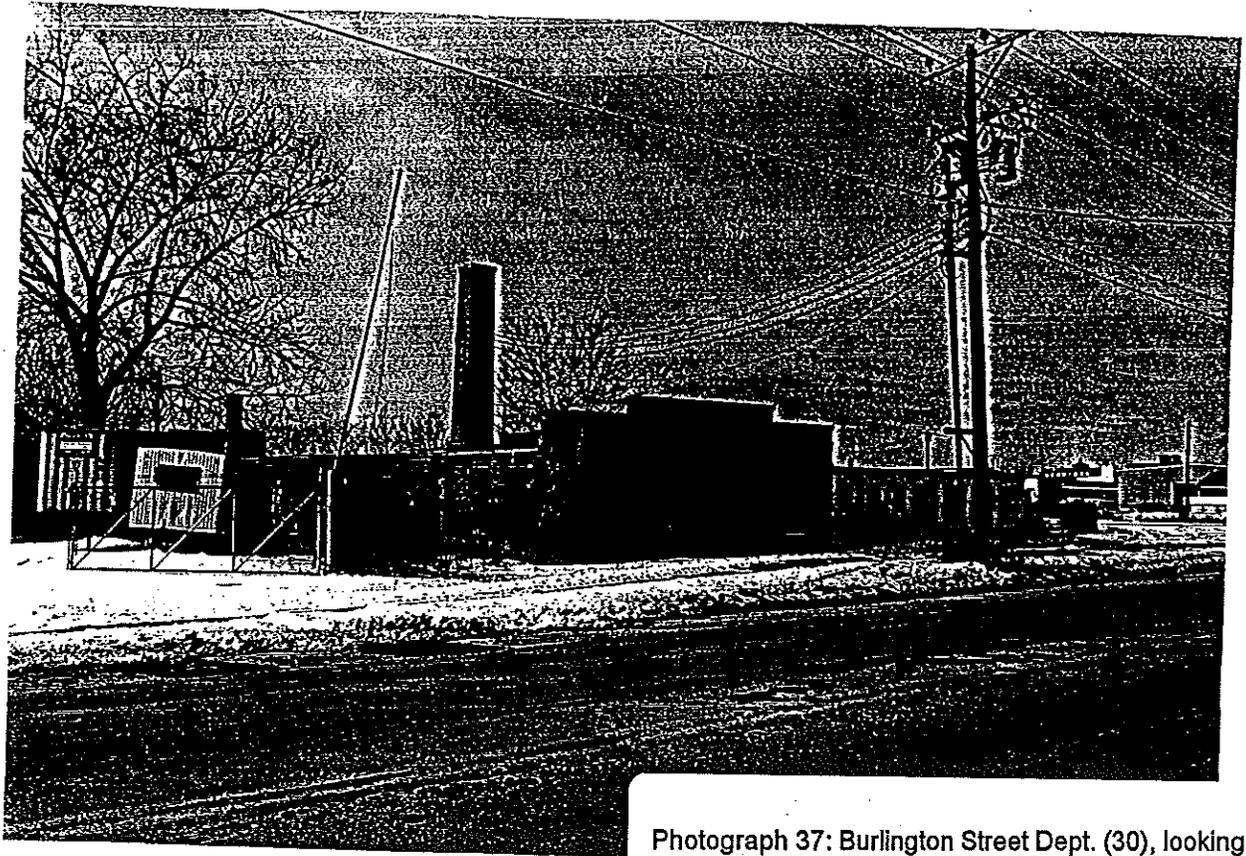
Photograph 35: Pine Street looking northeast, Kilburn and Gates (29, left); Hulbert Supply (31, right)



Photograph 36: Pine Street, looking southwest, Burlington Street Dept. (30, center and right)

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Photograph 37: Burlington Street Dept. (30), looking west from Pine St.

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Photograph 38: Burlington Street Dept. (30), looking south; note rail siding in foreground

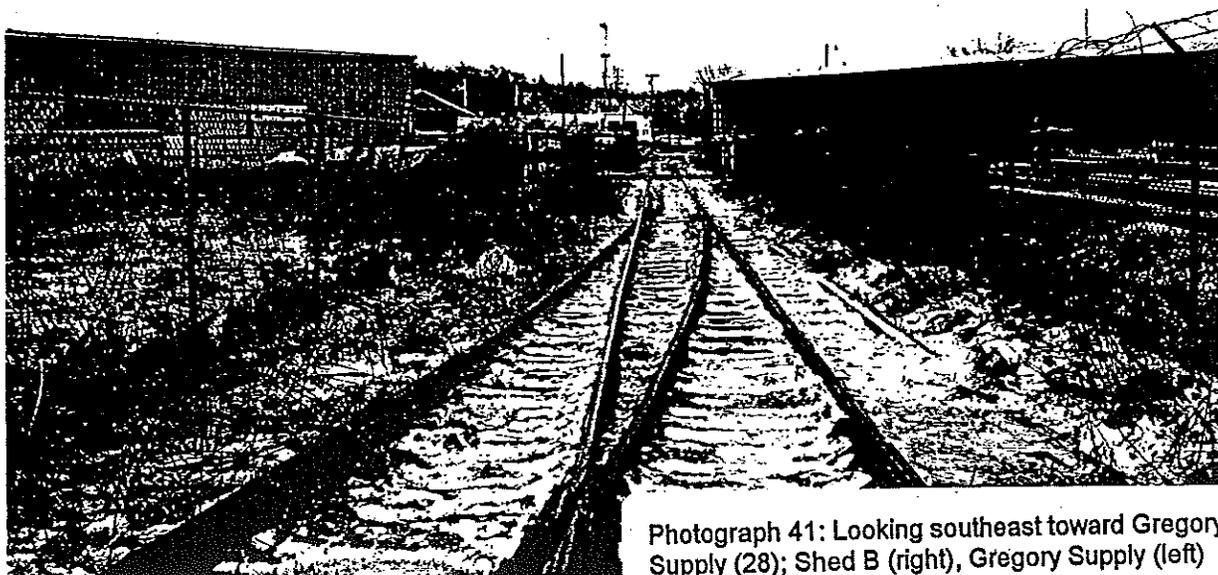


Photograph 39: Looking northwest from western side of Pine St. along historic rail corridor; Gregory Supply shed B, (left); main building, (right); Shed A, (far right)



Photograph 40: Looking southeast down rail corridor through Gregory Supply (28) property

FILE NO:



Photograph 41: Looking southeast toward Gregory Supply (28); Shed B (right), Gregory Supply (left)

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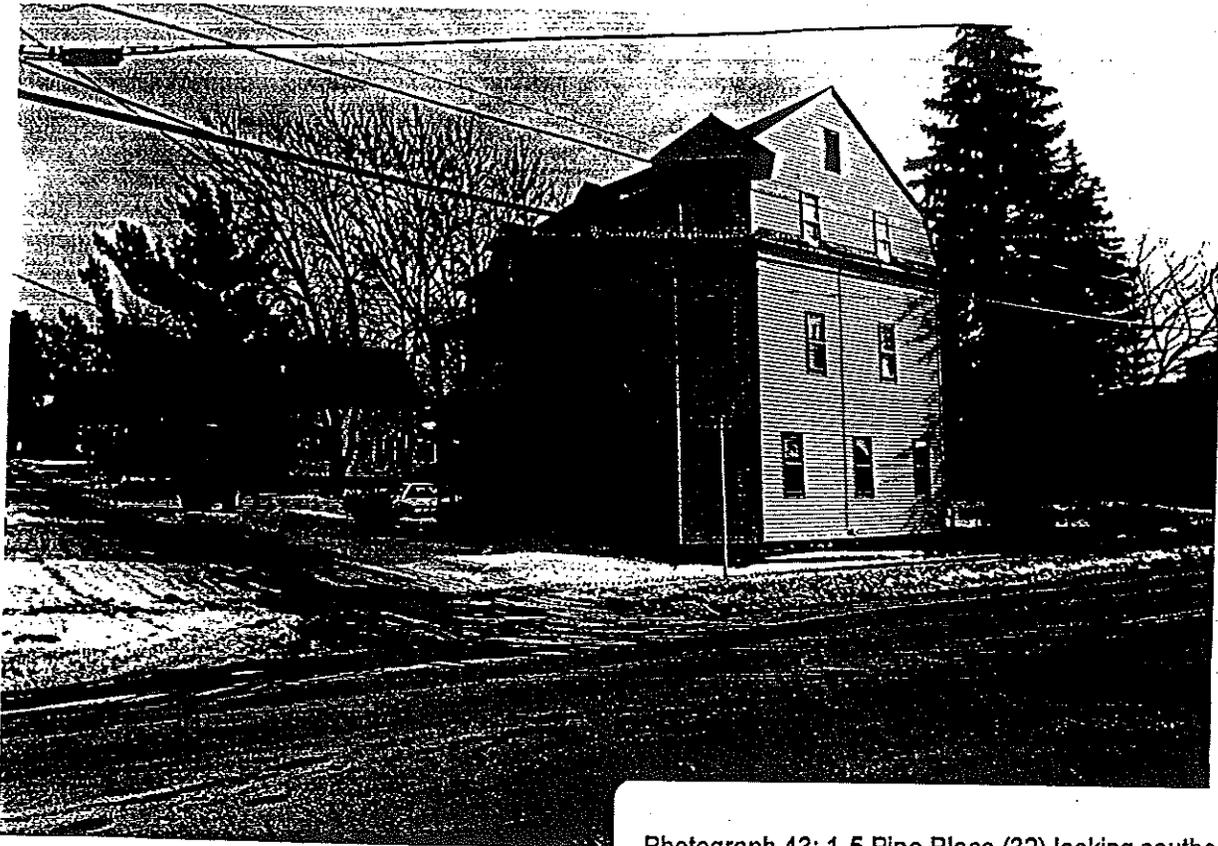
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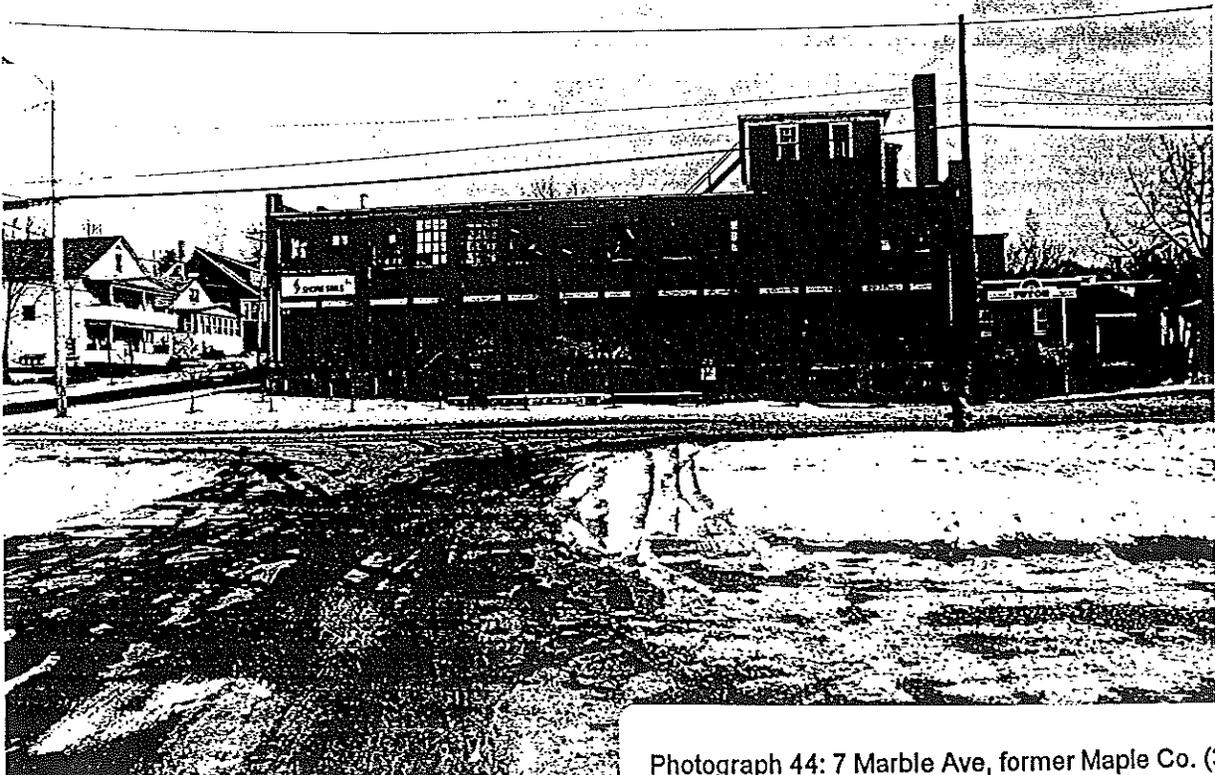
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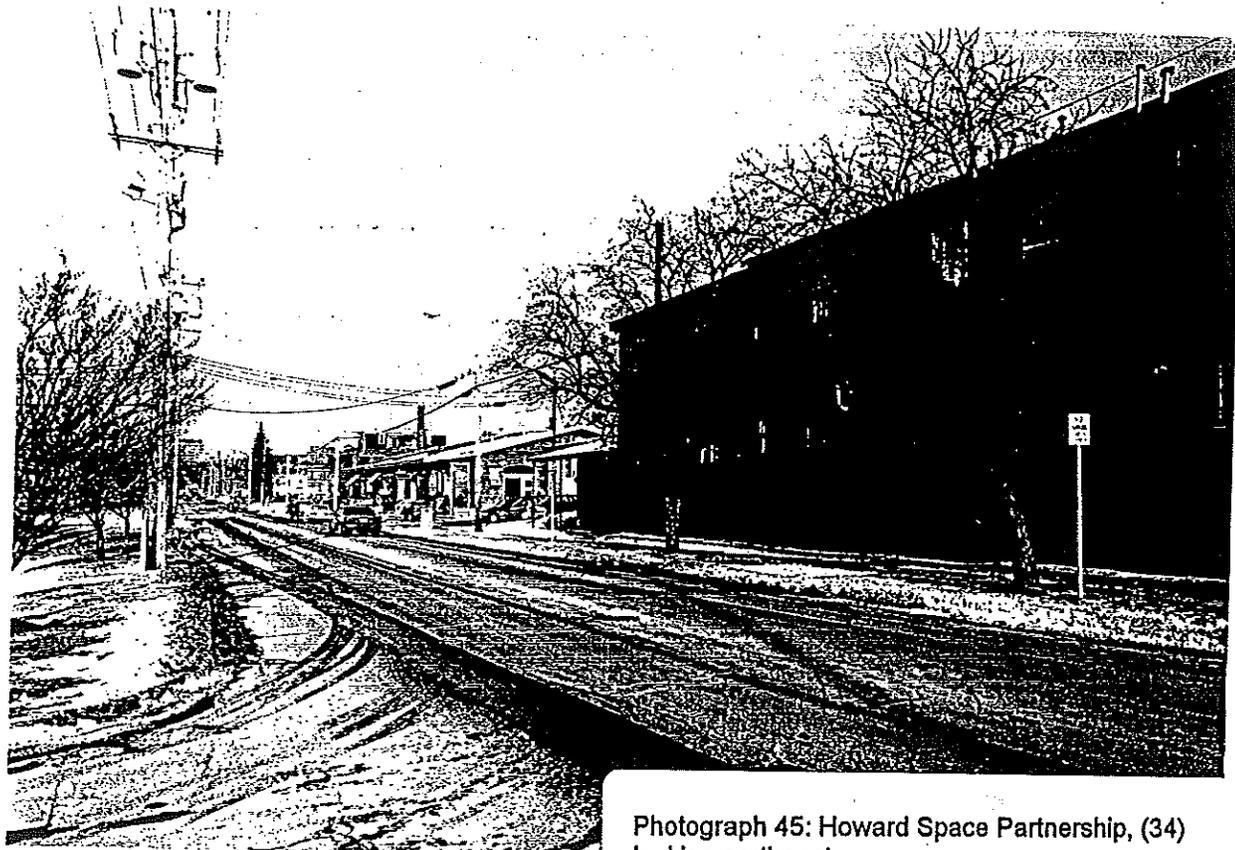
Photograph 42: Looking southeast from rail yard, Desautels (15, far left); Nabisco (16, left)



Photograph 43: 1-5 Pine Place (32) looking southeast



Photograph 44: 7 Marble Ave, former Maple Co. (33), looking east, Marble Ave., left



Photograph 45: Howard Space Partnership, (34) looking northeast



Photograph 46: Howard Space Partnership (34) looking northeast

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Photograph 47: Citizens Oil Co. (36) looking west

FILE NO:



Photograph 48: Citizens Oil Co. Storage Barn (36B) looking north

STATION

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STYLE NO. 57-4P

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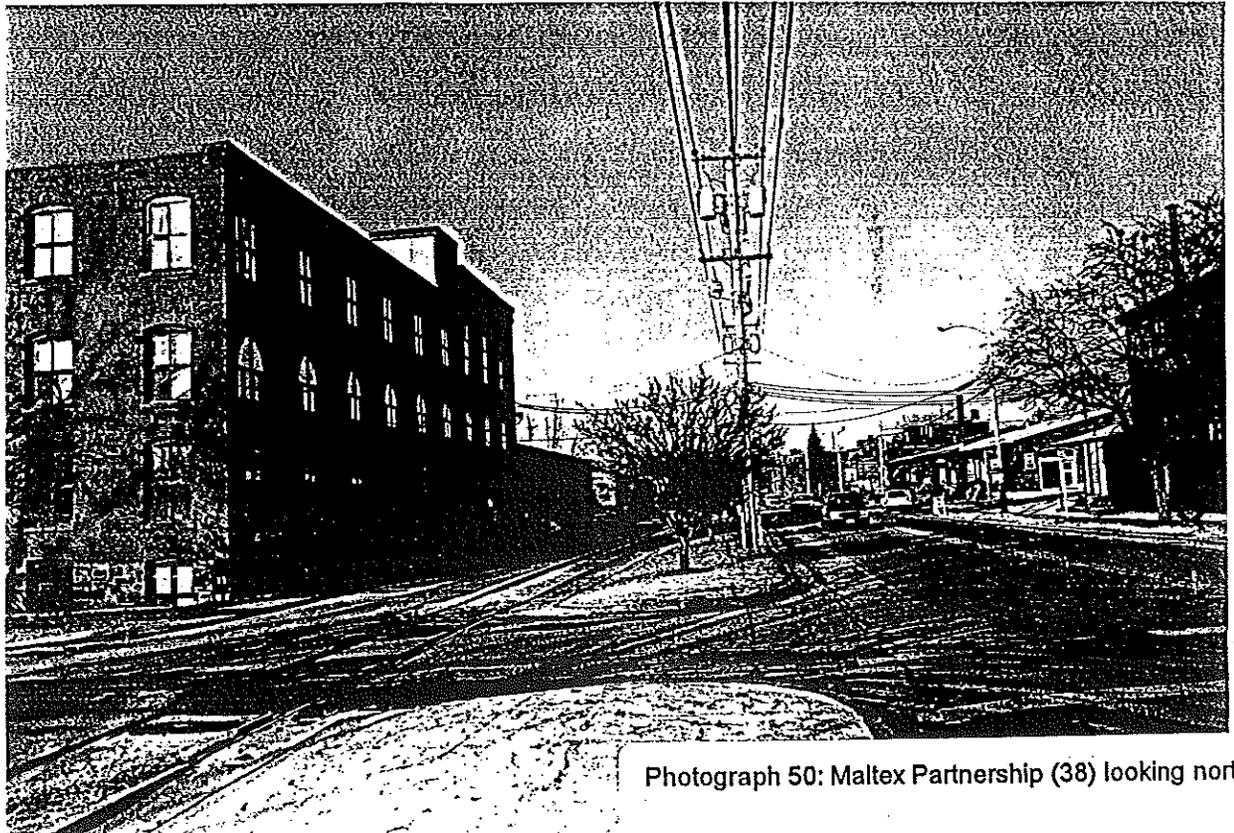
Photograph 49: Maltex Partnership (38) looking northwest

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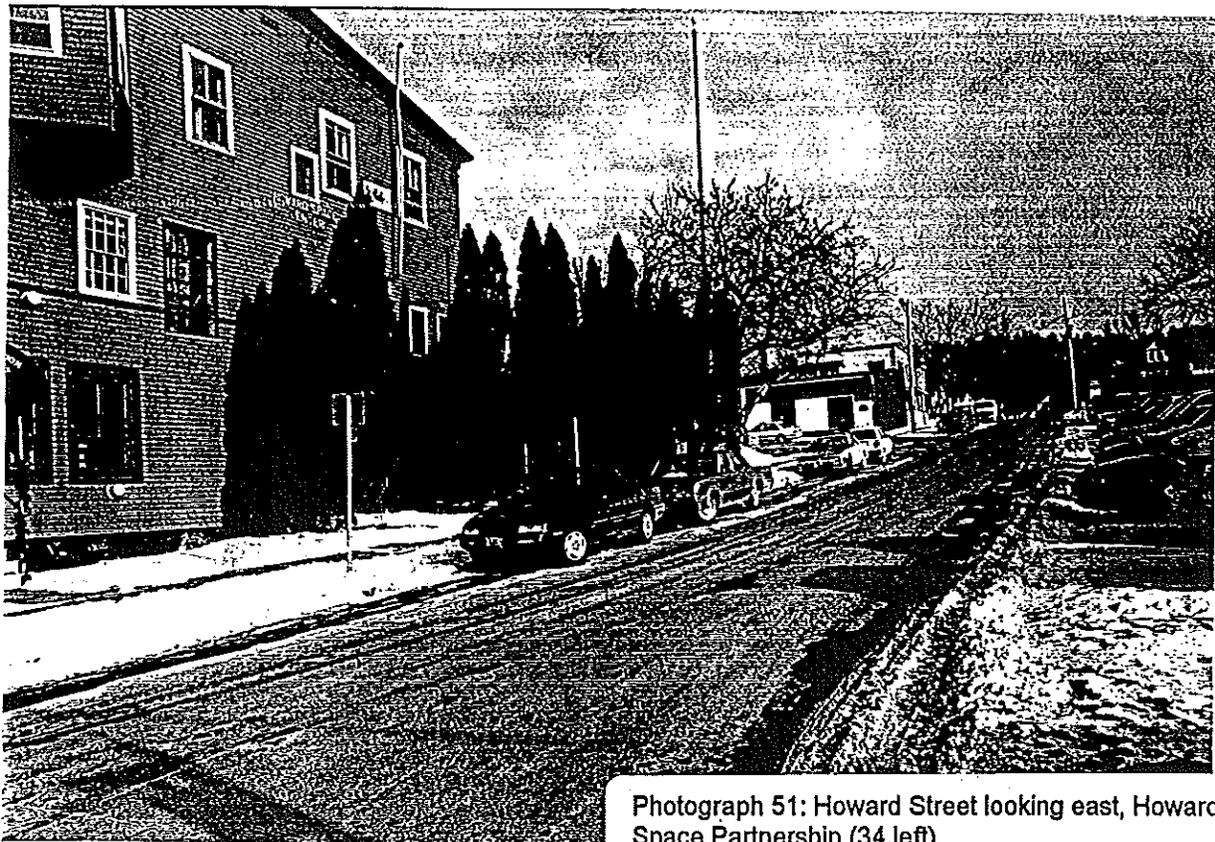
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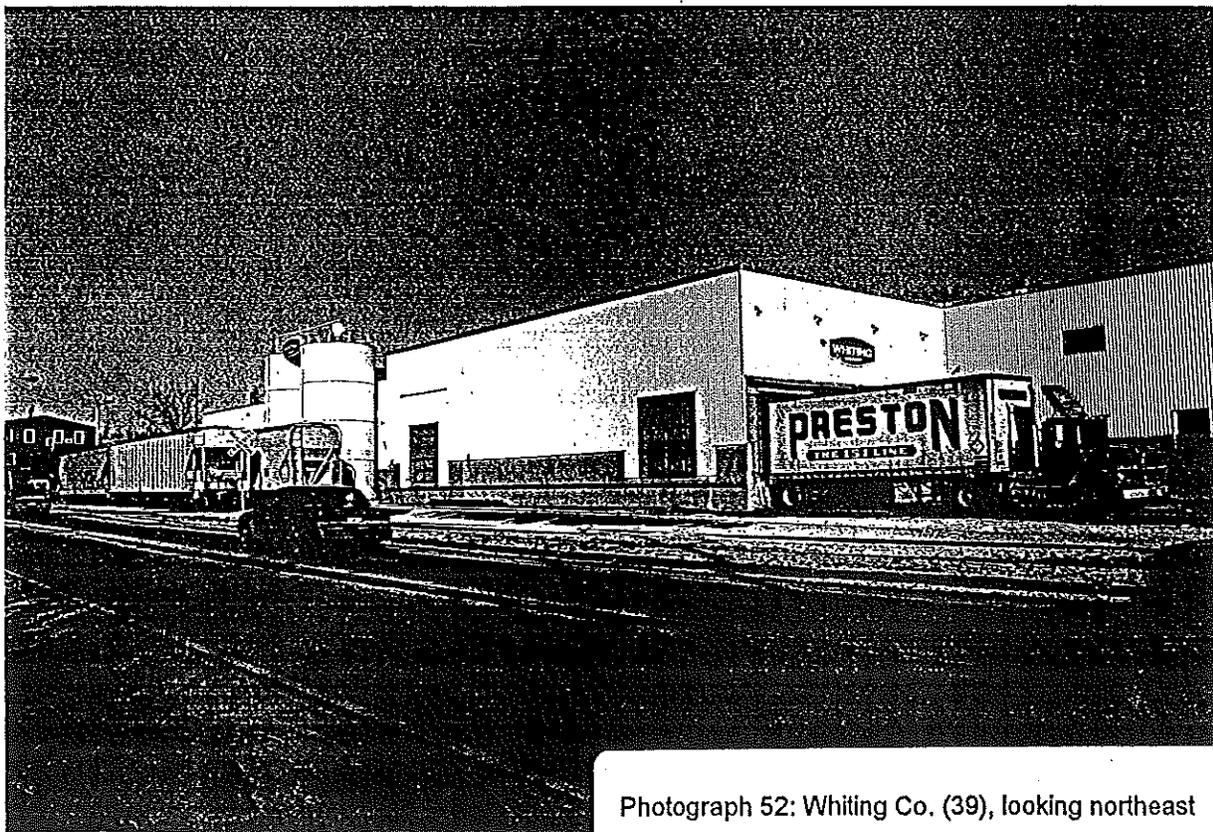
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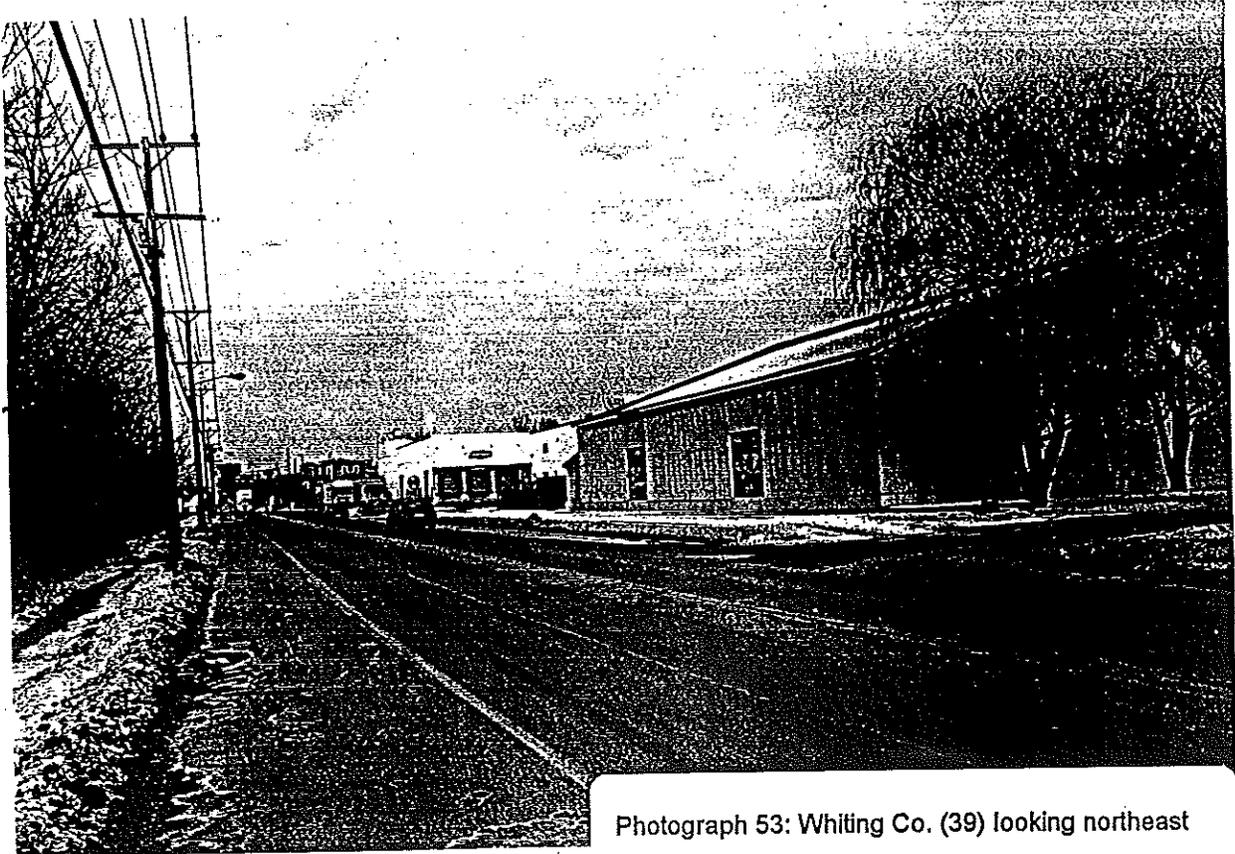
Photograph 50: Maltex Partnership (38) looking north



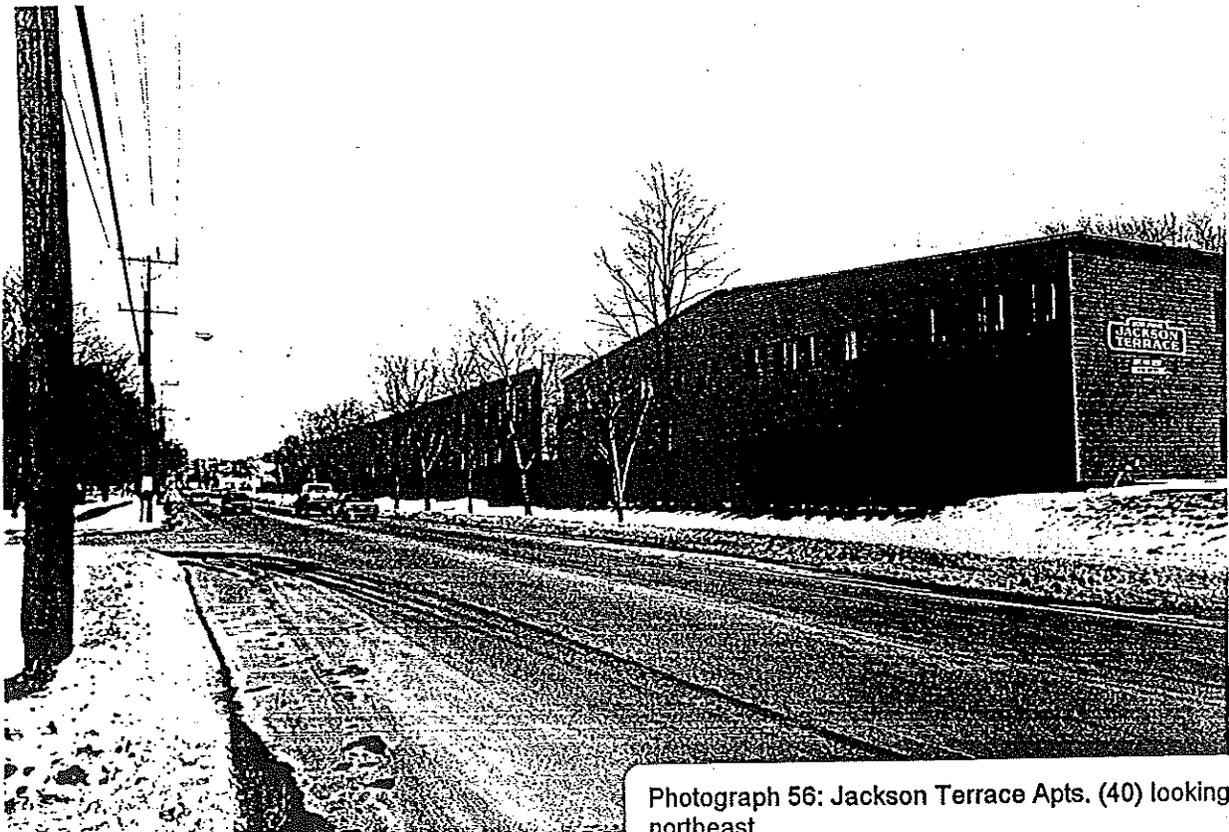
Photograph 51: Howard Street looking east, Howard Space Partnership (34, left)



Photograph 52: Whiting Co. (39), looking northeast



Photograph 53: Whiting Co. (39) looking northeast



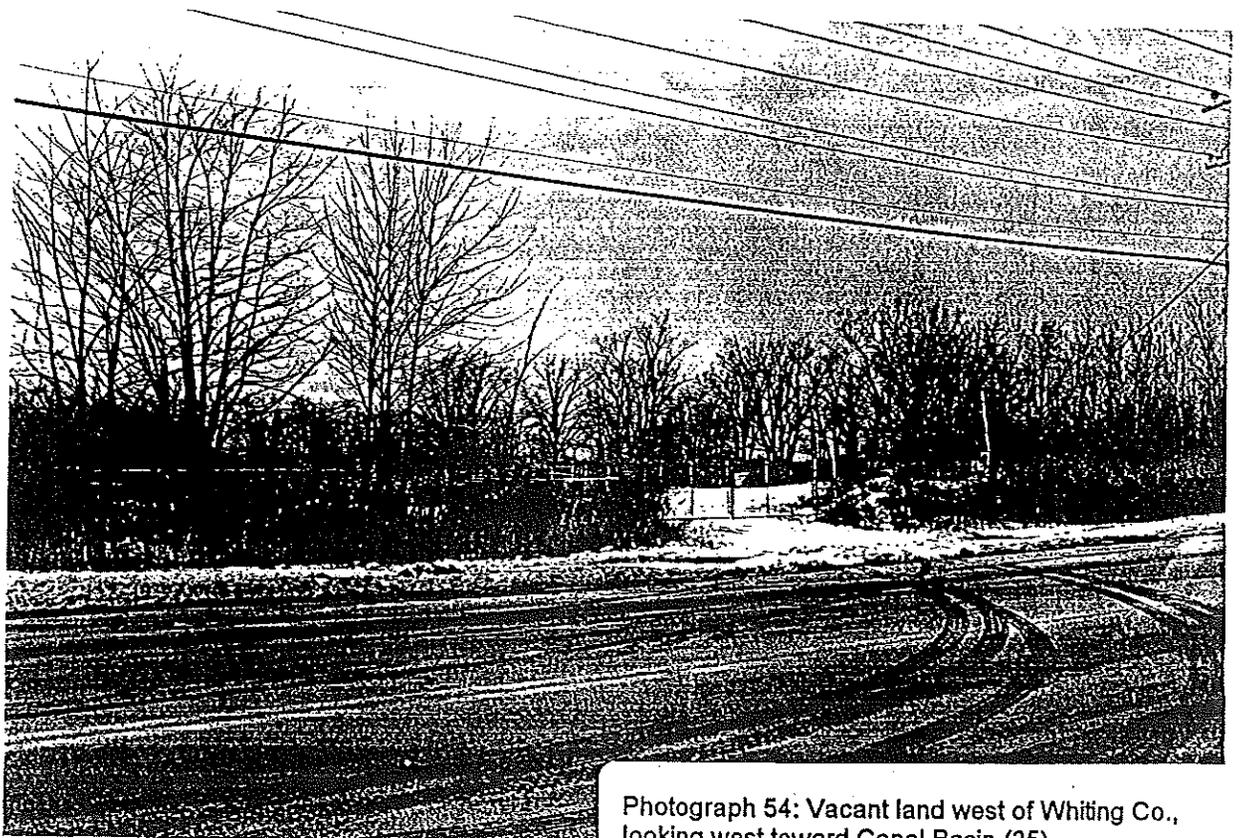
Photograph 56: Jackson Terrace Apts. (40) looking northeast

STYLE NO. 57-4P

FILE NO:



Photograph 55: Gatehouse lot, (37) looking north



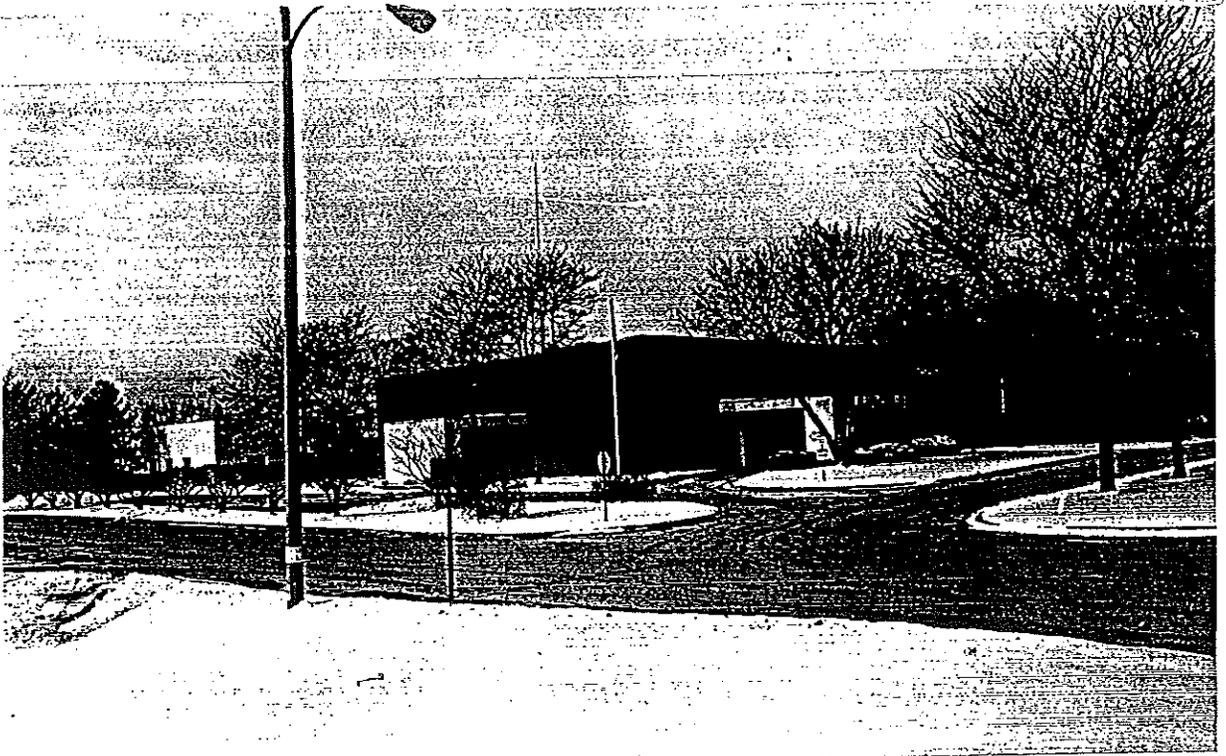
Photograph 54: Vacant land west of Whiting Co., looking west toward Canal Basin (35)

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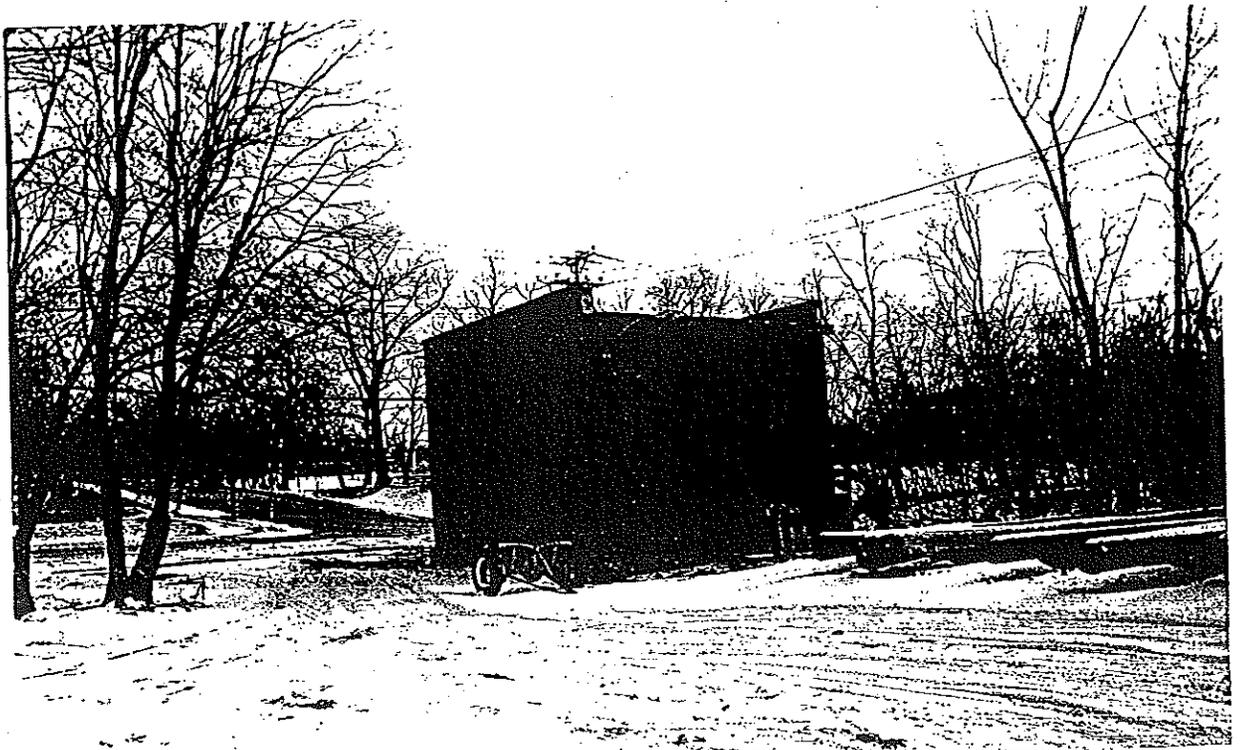
Paint Mill
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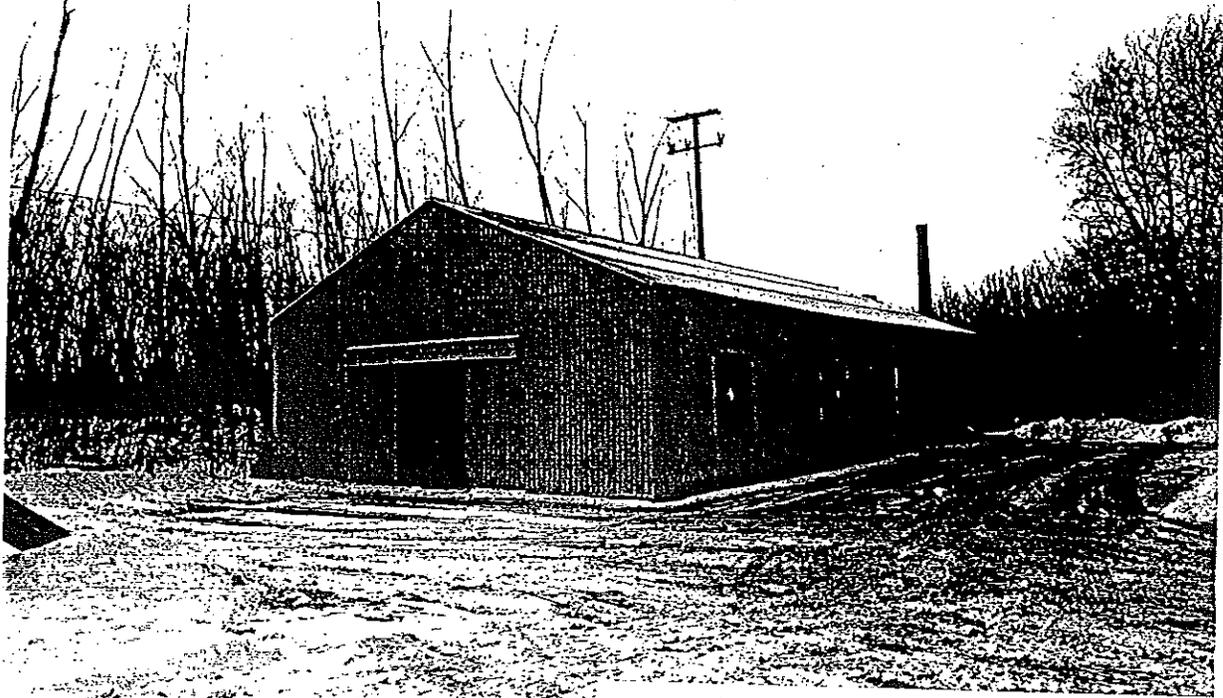
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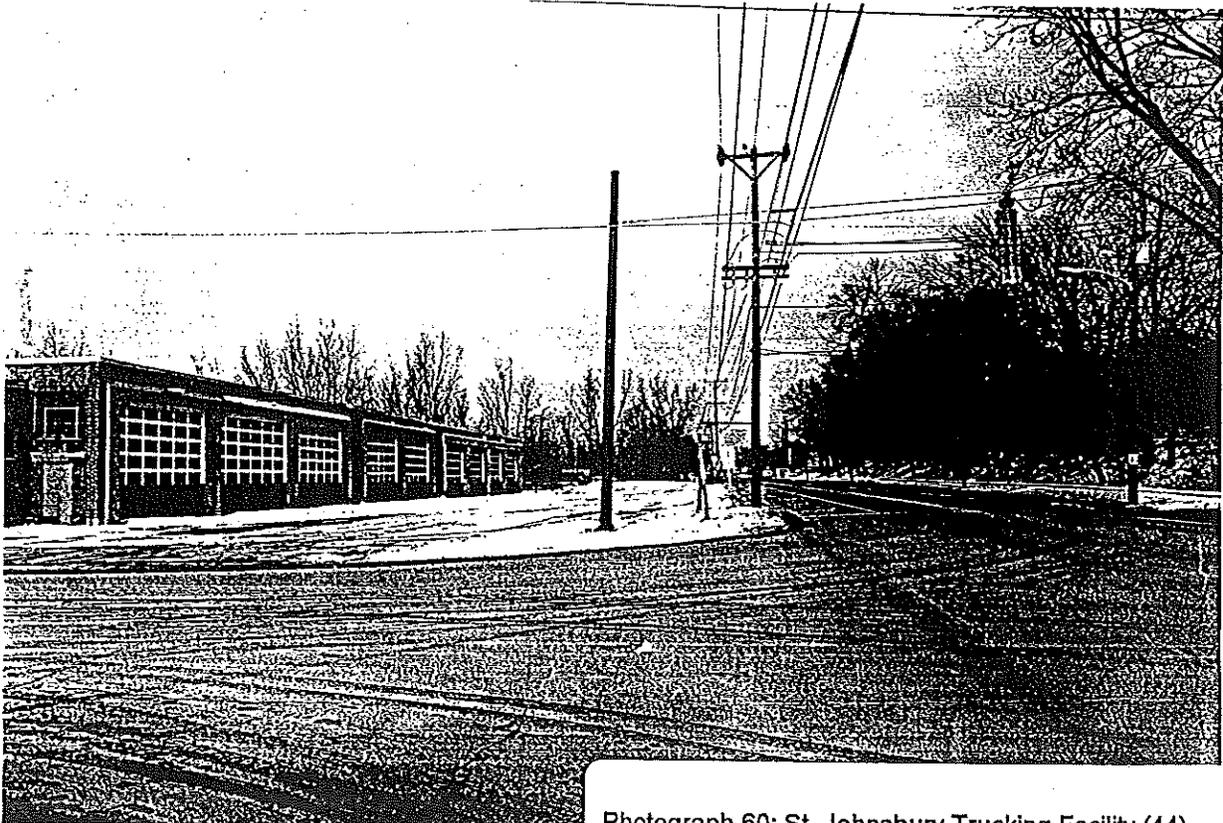
Photograph 57: City Electric Dept. Office building (42B) ,looking northwest



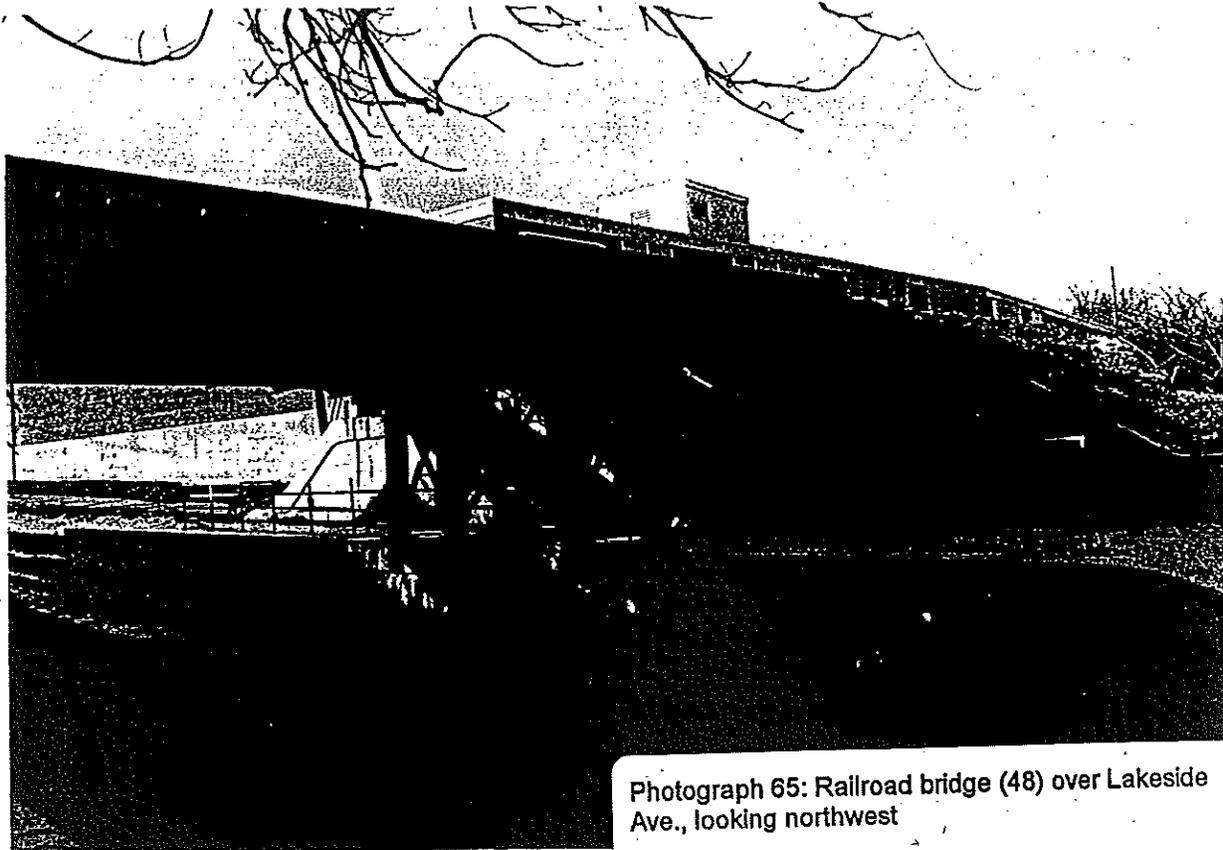
Photograph 58: Electrical substation (42) looking southeast toward South Park (43)



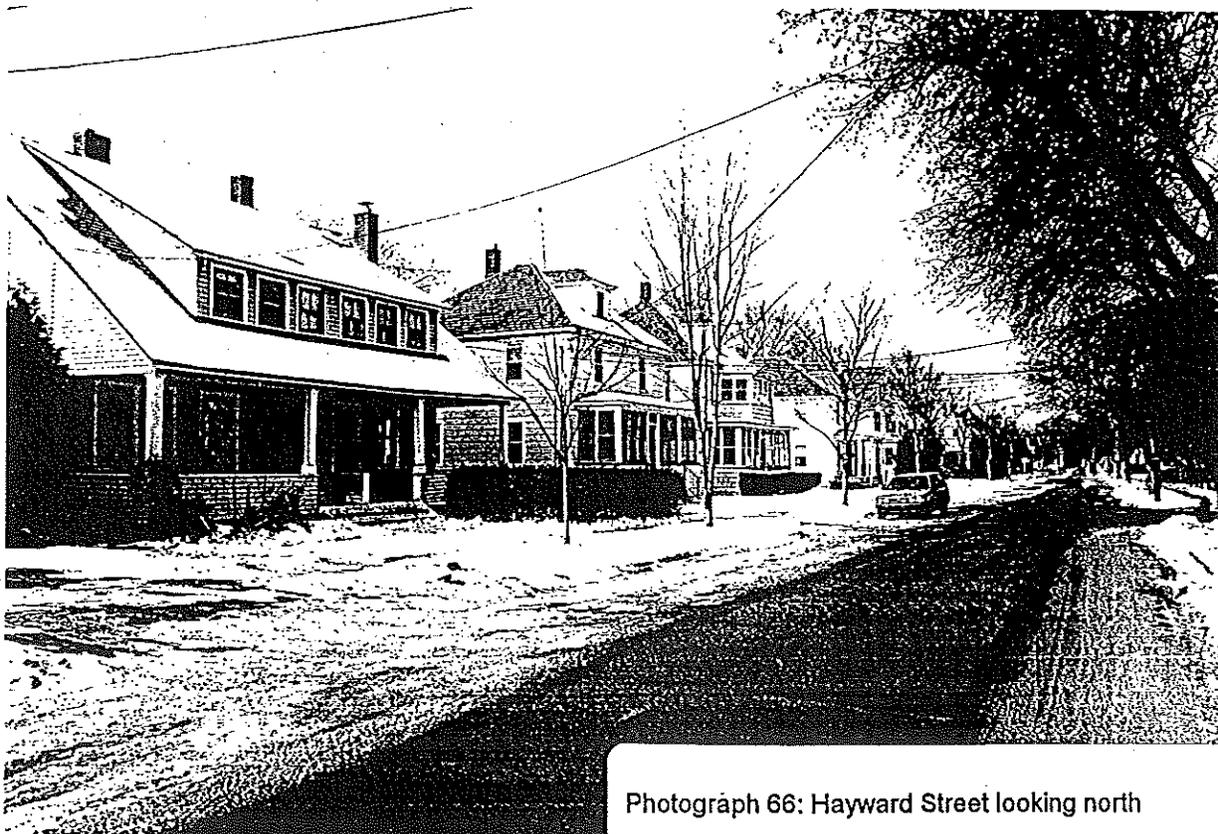
Photograph 59: Electric Dept. Shed (42A) looking southwest



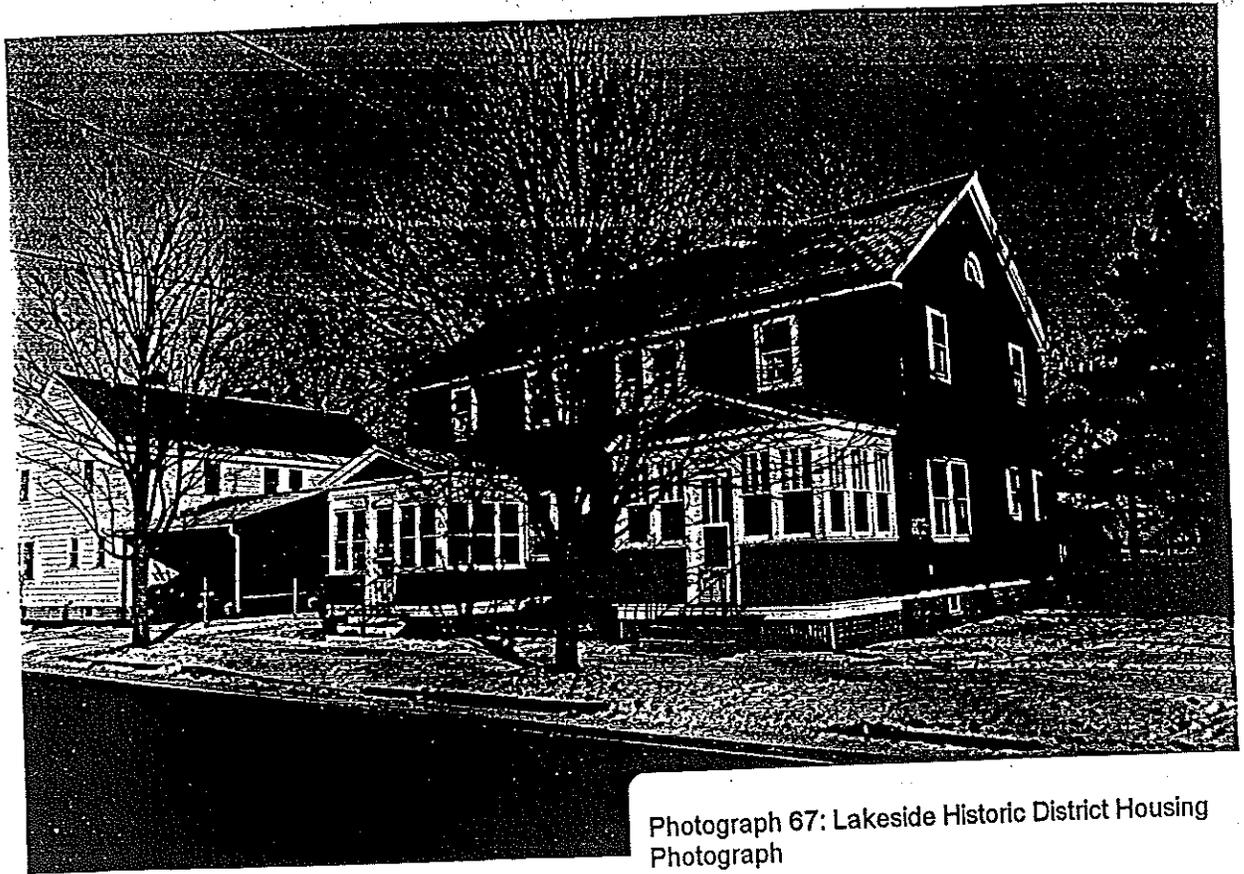
Photograph 60: St. Johnsbury Trucking Facility (44), looking north along Pine St.



Photograph 65: Railroad bridge (48) over Lakeside Ave., looking northwest

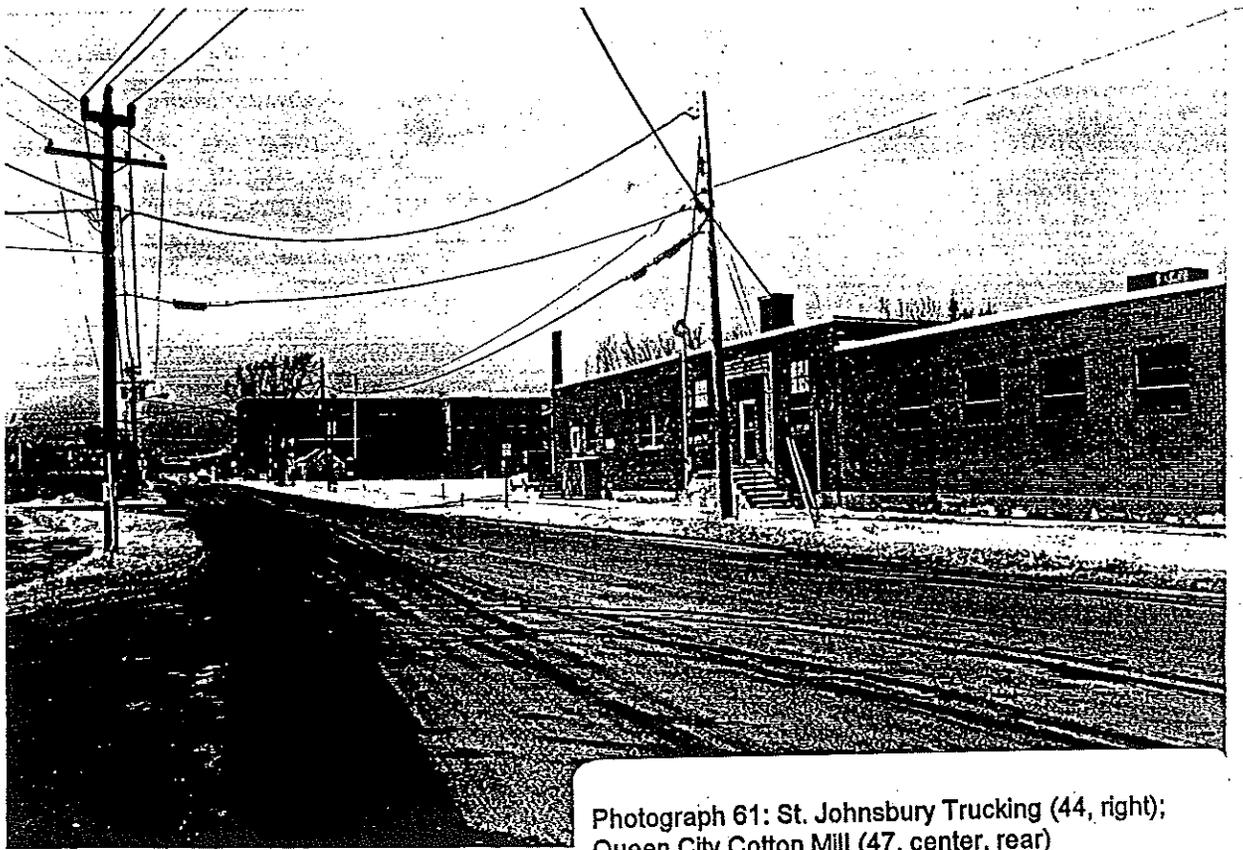


Photograph 66: Hayward Street looking north



Photograph 67: Lakeside Historic District Housing
Photograph

FILE NO:



Photograph 61: St. Johnsbury Trucking (44, right);
Queen City Cotton Mill (47, center, rear)

ASSIGNMENT:



Photograph 62: Blodgetts/ Cloverleaf Properties (45)

ARCHIVAL PRESERVERS

DATE:



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Photograph 43: 1-5 Pine Place (32) looking southeast

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Photograph 53: Whiting Co. (39) looking northeast

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Photograph 55: Gatehouse lot, (37) looking north

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Photograph 58: Electrical substation (42) looking southeast toward South Park (43)

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Photograph 60: St. Johnsbury Trucking Facility (44), looking north along Pine St.

Photograph 61: St. Johnsbury Trucking (44, right); Queen City Cotton Mill (47, center, rear)

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Photograph 63: Queen City Cotton Mill, (47) looking north

Photograph 64: Queen City Cotton Mill (47) looking northwest, rear ell

Photograph 65: Railroad bridge (48) over Lakeside Ave., looking northwest

Photograph 66: Hayward Street looking north

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Photograph

Photograph 21: So. Champlain St. looking northwest to Desautels property (15)

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Photograph 40: Looking southeast down rail corridor through Gregory Supply (28) property

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733, VT-CH-734, VT-CH-735 & VT-CH-736), and only one, the Rutland and Burlington Rail Site (VT-CH-736), was recommend to the National Register of Historic Places. It consists of the earliest railroad roundtable and engine house in Burlington dating to 1851-1917 and is preserved under fill in the existing rail yard today. It is approximately located 115-feet north of the existing salt shed and about 50-feet east of a weight scale and diesel fuel pumps which may be in the impact area of this project.

- An Archaeological Resource Assessment was conducted by the University of Maine at Farmington (May 2004) to identify archaeological resources in the area designated for potential rail yard mitigation.
- VTrans' Historic Preservation Officer assessed the C-6 Section for Build Alternative 2 for historic resources (November 2005).

A more detailed explanation of the historic and archaeological resources is presented below.

3.7.2 Historic Structures and Districts

A report has been prepared documenting the Historic Districts, including photographs, the history of the area, and an evaluation of the eligibility of the Pine Street and Queen City Cotton Mill Districts. The SHPO, VTrans and FHWA have determined that these two Districts are eligible to be listed in the National Register of Historic Places. A summary of the Cultural Resource Surveys completed for the Southern Connector/Champlain Parkway project has also been completed (Refer to Appendix 5).

A summary of the existing and eligible Historic Districts in the area are listed below:

- National Register Listed Historic Districts (refer to Figure 3-11):
 - Battery Street Historic District
 - Lakeside Historic District
- National Register Eligible Historic Districts (refer to Figure 3-11):
 - Pine Street Historic District
 - Queen City Cotton Mill Historic District

3.7.2.1 Battery Street Historic District

This National Register District, formerly called the Battery Street Neighborhood Historic District, and renamed by the National Park Service, was approved for listing in the National Register on November 2, 1977. This District embodies Burlington's earliest settlement which evolved from 1790 to the present. The District was extended on June 28, 1984, to include 126 structures dating from the 19th and early 20th century structures in the residential area known as the "South End". The architecture of the majority of these buildings has not been substantially altered, thus the period of historic, social and economic development is well represented in the area. The street network and water-related transportation facilities are essentially unchanged in location.

The southern boundary of the Battery Street Historic District is shown on Figure 3-12, as points B through L. Buildings within the boundaries at this location are predominately industrial and commercial, facing onto Maple Street from Battery Street to South Champlain Street. The Bobbin Mill located at 235 Pine Street bordering Champlain Street is a dominant feature in this Historic District and is located on the border between the Battery Street Historic District and the Pine Street Historic District (Figure 3-12, Building 125).

A summary of the existing and eligible historic properties in the area are listed below:

- National Register Eligible Contributing Structures Within the Battery Street Historic District
 - 39 Maple Street (Atkinson)
 - 47 Maple Street (Holbrook Grocery Co.)
 - 57 Maple Street (Blodgett Co.)
 - 234 South Champlain Street (Vermont Spool and Bobbin Mill)
 - 75 Maple Street (Arbuckle Building)
 - 81 Maple Street (Triarch, Inc.)
 - 89 Maple Street (Hunt)
 - 93 Maple Street (Hunt)
 - 103 Maple Street (Robin DM Enterprises)

3.7.2.2 The Pine Street Historic District

This Historic District comprises an area along the Pine Street corridor that historically was defined by the lumber industry in Burlington from the end of the Civil War to around 1900, when Burlington ranked third in the nation for lumber production (refer to Figure 3-13). After the Civil War, commercial activity shifted somewhat from the busy corner by South Wharf at Maple Street and Battery Street, to the rail yards, canal basin and lumber yards in the newly emerging corridor along Pine Street, south of Maple Street to Howard Street. Planing mills, bobbin mills, a venetian blind factory, and a furniture factory were all established along Pine Street during the late 19th century. After the turn of the century, and the downturn of the lumber industry, new businesses took over existing lumber yards and mills, and other establishments such as Malted Cereals and Whiting Brush; and the residential streets opened and housing emerged generally following the patterns of industrial development from north to south along Pine Street. From the 1870s, housing for employees was developed along Pine Place, Marble Avenue, and Howard Street as well as Hayward's Plan, an early development between Marble Avenue and Howard Street.

The boundaries of the Pine Street Historic District are largely defined by the area that prospered after the Civil War to around 1900. The northern boundary is coterminous with the southern boundary of the Battery Street Historic District; the western boundary is Lake Champlain; the southern boundary is coterminous with the southern property lines of the Maltex Partnership and the Canal Basin, and the properties along the south side of Howard Street, to the intersection with Locust Terrace (formerly Hayward Street). The District includes the rail lines south to Lakeside Avenue. The eastern boundary is defined by the properties that front the east side of Pine Street, as far south as Howard Street, extending to the east along both sides of Kilburn Street, Pine Place, and Marble Avenue to St. Paul Street; Locust Terrace (formerly Hayward Street), between Marble Avenue and Howard Street is also included in the District (Figure 3-13).

A summary of the existing and eligible historic properties in the area are listed below:

- Eligible Contributing Structures Within the Pine Street Historic District
 - LaValley Street, Rutland Railroad/State of Vermont and VTR Roundhouse
 - 237-241 South Champlain Street (Champlain Valley Fruit Co.)
 - 266 South Champlain Street (Nabisco)

- 218 Pine Street (Beloit)
- 220 Pine Street (Garrecht)
- 219-221 Pine Street (Burlington Community Land Trust)
- 230 Pine Street (Gero)
- 234 Pine Street (Gero)
- 240 Pine Street (Santo)
- 257-277 Pine Street (Bullocks Standard Steam Laundry)
- 270 Pine Street (Burlington Venetian Blind Co.)
- 308-310 Pine Street (Kilburn and Gates)
- 339 Pine Street (Burlington Street Department)
- 1 Pine Place (Strong)
- 7 Marble Avenue (Welsh Brothers Maple Co.)
- 364 Pine Street (Whiting Co.)
- Pine Street Barge Canal Basin
- 377 Pine Street (Citizens Coal Co.)
- 431 Pine Street (Maltex Partnership)

3.7.2.5 Individual Structures

Two additional structures within the study area are eligible for the National Register of Historic Places, but are not located within a historic district (refer to Figure 3-16).

- Eligible Structures

- 100 Main Street (Champlain Motor Company Showroom)
- 101 Main Street (Opry)

The Champlain Motor Company Showroom is located in the northeastern corner of the Pine Street and Main Street intersection. This structure is a 20th century commercial style two-story structure. This building was one of the first structures in the City of Burlington built expressly to handle the new and lucrative automobile trade of the 1920's. It is part of a complex of buildings known as the Wells-Richardson Complex.

The Opry is located in the southeastern corner of the Pine Street and Main Street intersection. This two-story stone building constructed in 1904 was originally an armory.

3.7.3 Archaeological Resources

Archaeological investigations within the study area have been comprised of detailed research on the prehistoric and historic settlement patterns in the area. Research efforts include the entire project corridor from the C-1 Section to the CCD. The area is highly industrialized, and has been for at least 150 years. A hazardous waste Superfund Site has been documented in and surrounding the Pine Street Barge Canal Basin and slips. Therefore, archaeological test excavations at this site have been limited due to the potential presence of waste, and the risks associated with the waste. Archaeological testing continues to proceed in concert with the hazardous waste study.

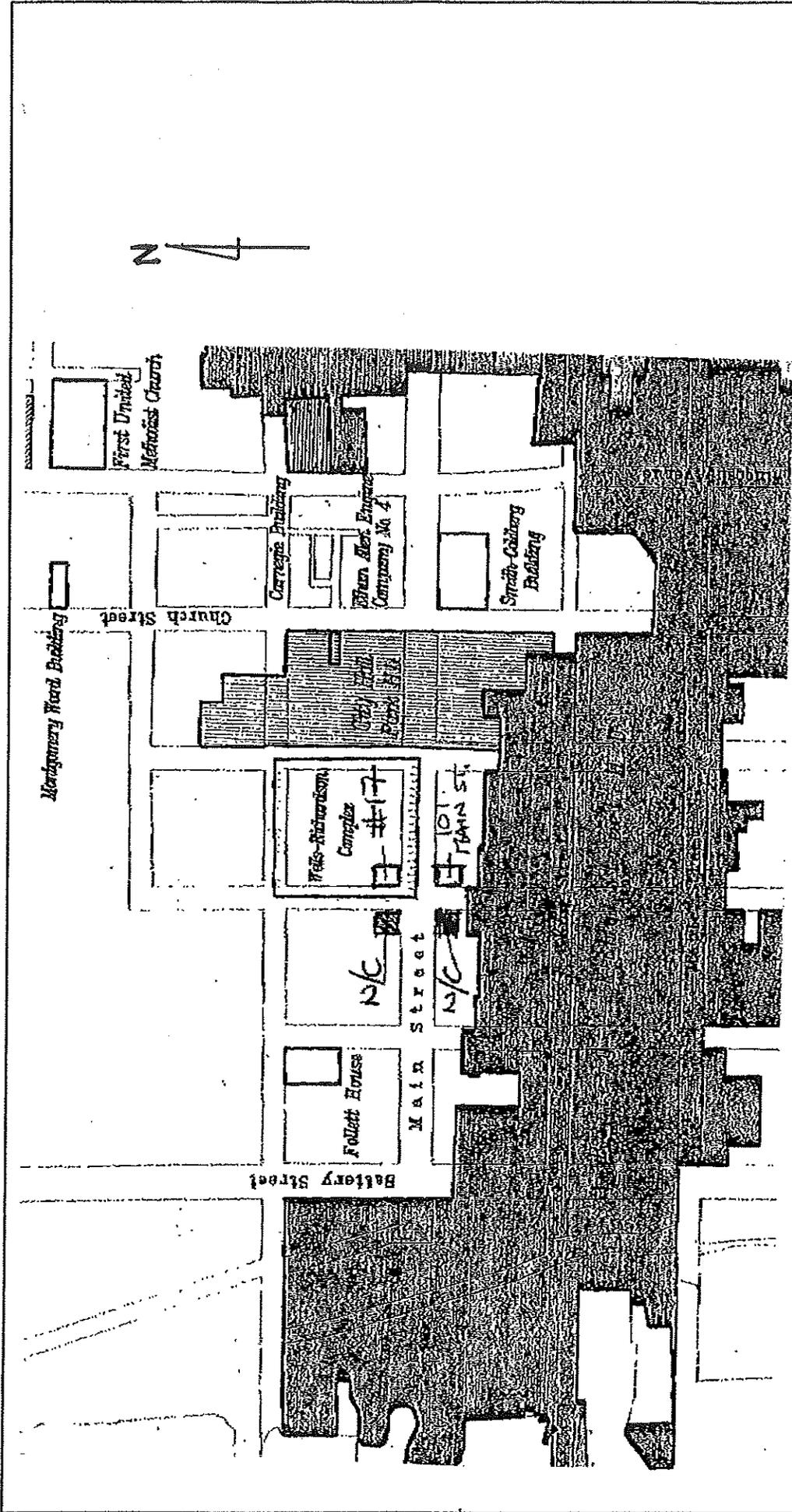
Historic research and excavations in other parts of Burlington and Lake Champlain have identified a number of historic episodes of filling in swamp and marsh areas to provide for better access for shipping and use of the lake. The shoreline is assumed to have been at several different locations (from east to west) since Burlington was first settled. There is a possibility that prehistoric sites and historic sites may be buried under fill in the area between Pine Street and Battery Street (i.e., along the proposed Battery Street Extension corridor, refer to Figure 3-13).

Southern Connector/
Champlain Parkway
MEGC-M5000(1)

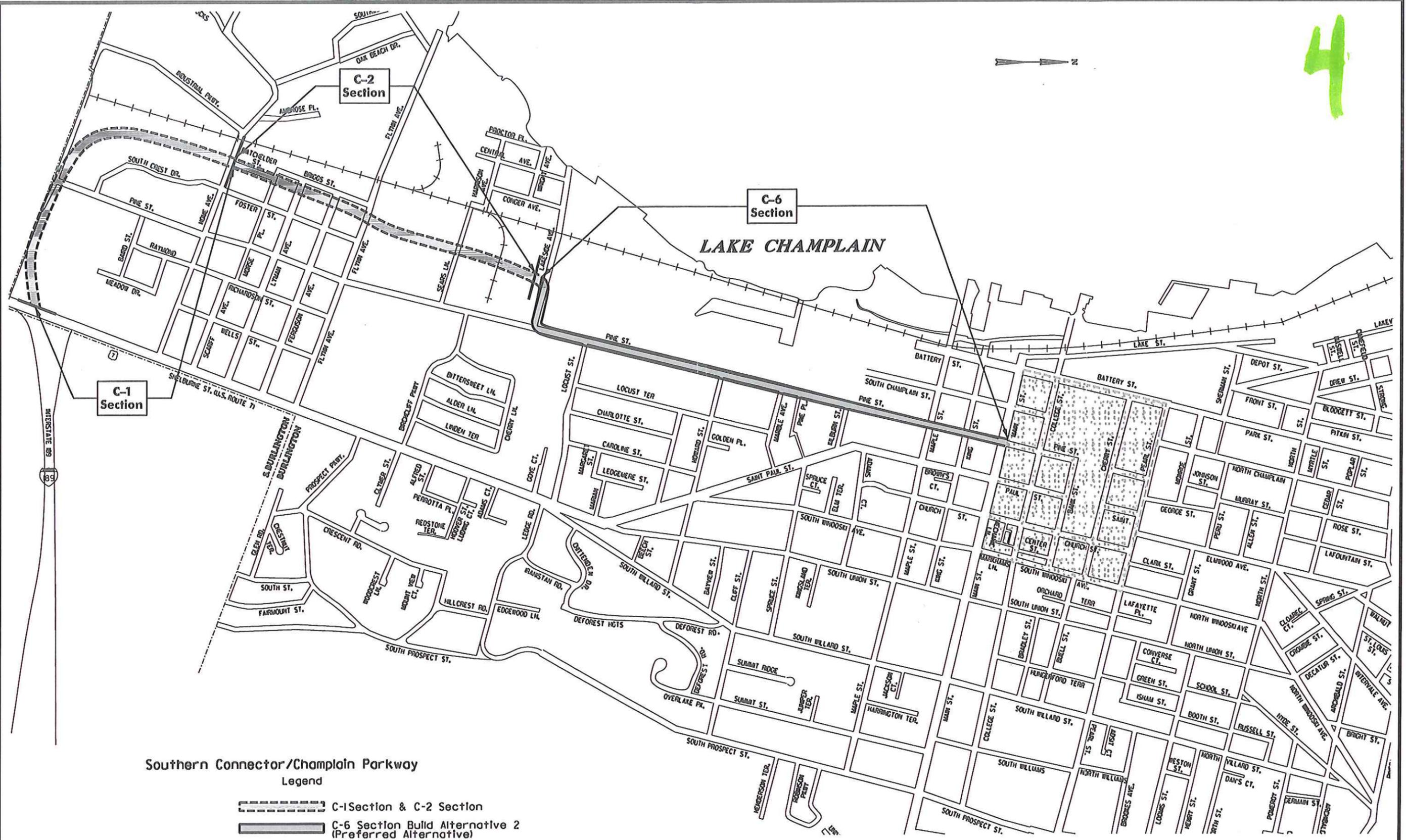


CLOUGH HARBOUR & ASSOCIATES LP
10 Winwood Circle, PO Box 2266, Albany, NY 12208
www.cloughharbour.com

FIGURE 3-16
ELIGIBLE STRUCTURES



4



Southern Connector/Champlain Parkway

Legend

-  C-1 Section & C-2 Section
-  C-6 Section Build Alternative 2 (Preferred Alternative)
-  Burlington City Center District (CCD)

Scale: 1"=1000'

FILE NAME: H:\WORK\PROJECTS\MEGC-M5000\FIG ES-4.dgn
DATE PLOTTED: 11/14/2008
USER: JLR

Southern Connector /Champlain Parkway MEGC-M5000(1)



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FIGURE ES-4
BUILD ALTERNATIVE 2
PREFERRED ALTERNATIVE

CHAMPLAIN PARKWAY / SOUTHERN CONNECTOR

Section 4(f) Analysis

08/28/07

6

4(f) Regulations: The Excerpt below contains the basic DOT ACT 4(f) regulation: i.e. that for a FHWA-funded project to “use” a historic property (by taking or adverse affect) there must be no feasible and prudent alternative to that use.

Section 4(f) Sec. 771.135 Section 4(f) (49 U.S.C. 303).

(a) (i) *The Administration may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:*

(i) *There is no feasible and prudent alternative to the use of land from the property; and*

(ii) *The action includes all possible planning to minimize harm to the property resulting from such use.*

(2) *Supporting information must demonstrate that there are unique problems or unusual factors involved in the use of alternatives that avoid these properties or that the cost, social, economic, and environmental impacts, or community disruption resulting from such alternatives reach extraordinary magnitudes.*

Result of 4(f) Regulations on Champlain Parkway: The result of the application of Section 4(f) in this case is that Alternative 1, which bisects the Pine Street Historic District¹ and adversely affects historic properties can not be selected, because there is a prudent and feasible Alternative 2, which upgrades Pine Street, and does not adversely affect historic properties.

Background: Alternatives 1 and 2 both pass through the Pine Street Historic District, and the Battery Street Historic District as shown on the attached map. Alternative 1 “bisects” the Pine Street District, introducing a new roadway alignment as shown. Alternative 2 simply upgrades Pine Street to accommodate additional traffic.

Alternative 1 was determined to have an **adverse effect**² under Section 106 on the Pine Street Historic District because it would: build a new roadway through the middle of the district and divide the district into two separate sections, introduce a new transportation corridor where none was previously creating a substantial change of use, cause the removal of a protected historic railroad siding, and substantially alter the visual character of this National Register listed District. The VTrans and State Historic Preservation Officers jointly made this preliminary determination of effect.

¹ The Battery Street Historic District was listed in the National Register in 1977 and amended in 1984. The Pine Street District, considered “eligible” for the National Register and still protected by Section 106 and Section 4(f), was developed as part of scoping for the Champlain Parkway project in 1996 by Liz Pritchett Associates.

² A determination of adverse effect is made following criteria set out in 36CFR 800. A finding of adverse effect generally means a historic property is being “used” under Section 4(f), and therefore this alternative cannot be selected if there is a prudent and feasible alternative that does not use a historic property or has de minimis impacts.

Alternative 2 was determined to have **No Adverse Effect** on Historic Properties and therefore de minimis effects³ under Section 4(f). This alternative upgrades Pine Street with intersection improvements, traffic signals, slight widening, and associated traffic control elements. This alternative was determined not to cause impairment to the historic properties fronting Pine Street in the historic district when compared to existing conditions. Noise levels, level of service, projected traffic on Pine Street, and traffic patterns on side streets were all evaluated in the DEIS and fall within acceptable limits. The VTrans and State Historic Preservation Officers jointly made this preliminary determination of effect.

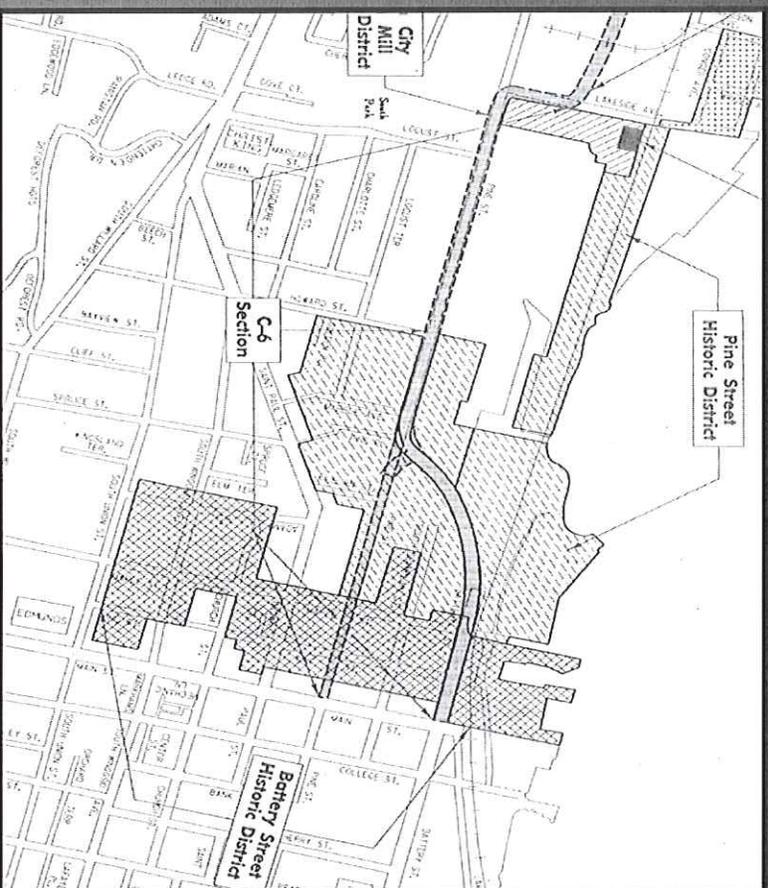
Alternative Selection:

- Alternative 1 has an adverse effect under Section 106, and therefore has a “use” under Section 4(f).
- Alternative 2 does not adversely affect historic properties under Section 106 and therefore has “de minimis” impacts under Section 4(f).
- When comparing these two alternatives, Section 4(f) mandates the selection of Alternative 2. Note that there is no public input component in the Section 4(f) process – the decision is based purely on impacts and the alternatives analysis.

³ A No Adverse Effect under Section 106 enables a finding of de minimis impacts under Section 4(f), meaning no alternatives analysis under Section 4(f) is required. By contrast, an Adverse Effect Finding under Section 106 which qualifies as a use under Section 4(f), means an alternatives analysis must be conducted. In the case of the Champlain Parkway, Alternative 1 has an Adverse Effect and requires the alternatives analysis which requires Alternative 2 be selected.

Project History

- 1979: First EIS identifies 4-lane road through Barge Canal site as selected alternative.
- 1997 NEPA-ROD: To avoid Barge Canal site, interim 2-lane alignment up Pine Street from Lakeside, 2-lane through Railyard @ BSDB to Battery Street is selected. Ultimate build out is still 4-lane road.
- 1998 – 2006: VTtrans turns project management over to City of Burlington. Alignment through Barge Canal is abandoned. City reduces build out to 2 lanes; City of Burlington (Council Resolution Nov, 2006), FHWA, VTtrans, endorse Pine Street improvements as preferred alternative
- 2007 City questions preferred alternative from 2006 DSEIS; questions Section 106 and section 4(f) determinations that support it.



The Trigger...

If you're spending Fed or State \$ and your project impacts anything "old" ...

...you'll need a review

National Register of Historic Places

- National collection of historic properties (sites, objects, structures, districts) considered worthy of preservation
- Property must be 50+ years old, and retain “integrity”
- Includes historic and archaeological properties
- Listed and eligible properties are protected

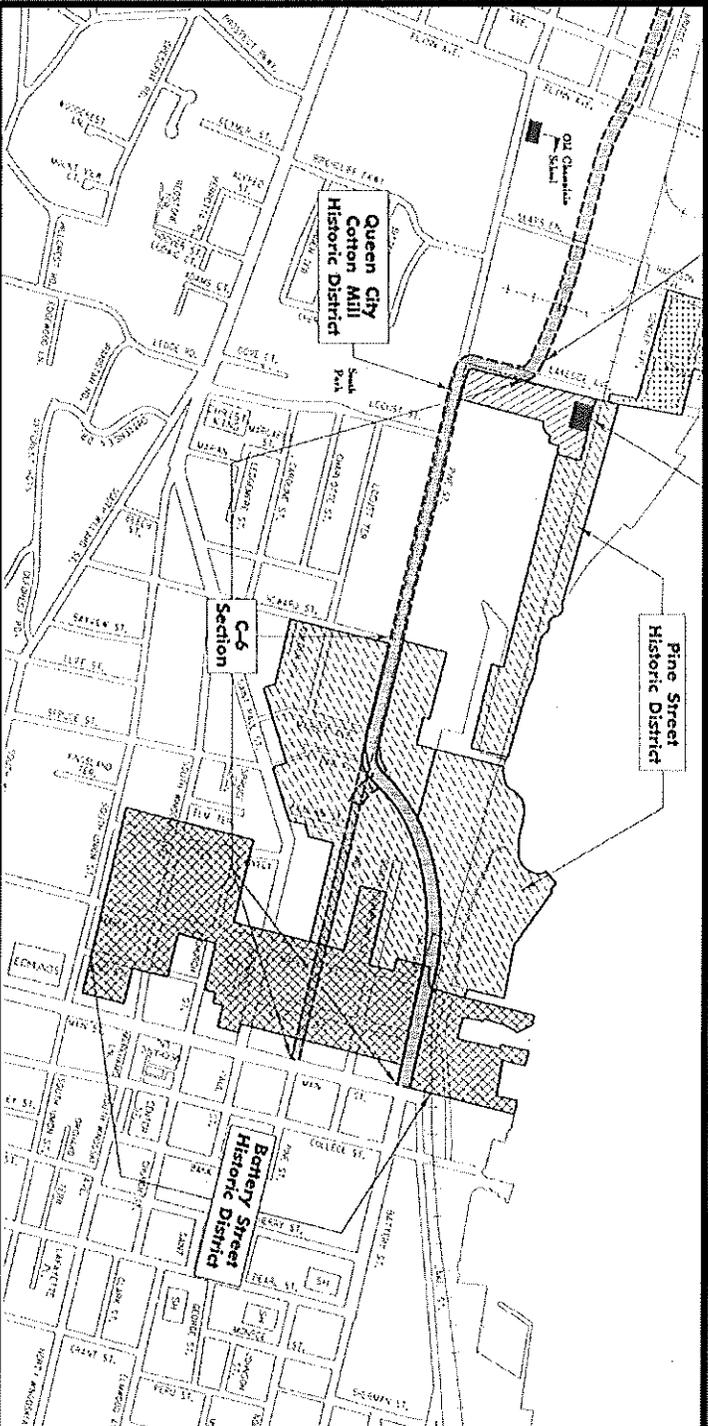
HP Regulatory Framework (1)

- Section 106: NHPA 1966
- Fed Agencies must consider impacts of their projects on Historic Properties.
 - Avoid - Minimize - Mitigate (listed and eligible)
 - *Consultative Law* - *Substantial Public Input Component*

HP Regulatory Framework (2)

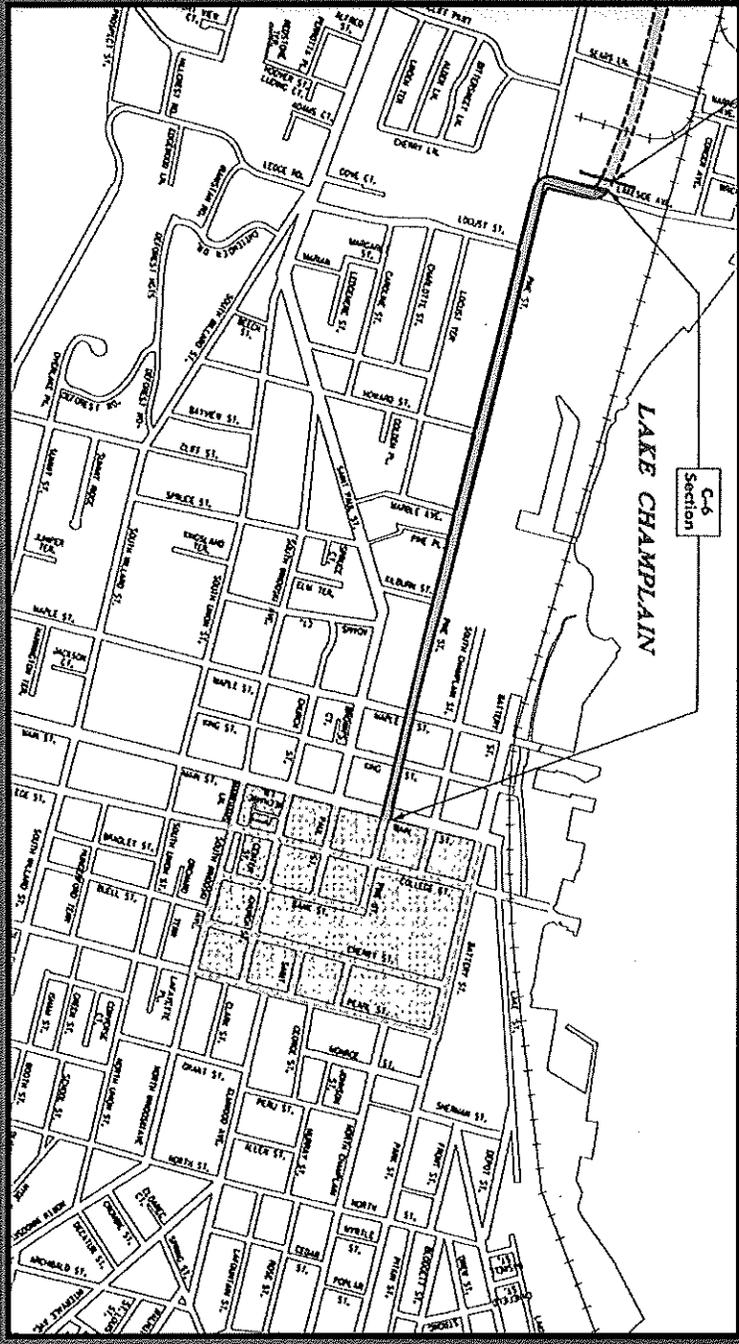
- Section 4(f): DOT 1966
- FHWA may participate in a project that “uses” a historic property, but only if there are no feasible and prudent alternatives. (Amended 2005)
 - *Substantive Law - Minimal Public Input component*
- <http://environment.fhwa.dot.gov/projdev/4fpolicy.aspx#4>
or keyword “Section 4(f) policy paper”

buildings immediately adjacent to this property will be altered. This alternative will alter the viewshed within the Historic District, as it requires placing a roadway across an industrial/commercial property that was not previously used as a roadway transportation corridor. The viewshed of the historic buildings surrounding this property will be altered. A gap will be created within the Historic District, between historic buildings. There will be no substantive noise or air quality impacts. Build Alternative 1 has been determined through consultation among VTrans, SHPO, FHWA and the Advisory Council on Historic Preservation to be an Adverse Effect for the purposes of Section 106.



Under Build Alternative 2, the proposed C-6 Section consists of the improvements proposed on Pine Street include rehabilitation of the existing pavement within the limits of the existing roadway, construction of new sidewalks, adding traffic signals, pavement markings, curbing, landscaping. The Maltex Partnership driveway is not relocated under this alternative. Driveways into several properties located along Lakeside Avenue and Pine Street would be altered, but access would be maintained. The proposed roadway would be constructed at approximately the existing grade and would not create substantial increases in elevation. No other significant landscaping features are affected as a result of this change.

It is expected that the alterations of the lane configurations, changes in access, and other related improvements would not result in an adverse effect on the Pine Street Historic District.



Champlain Parkway / Southern Connector

8

Contents

Background Information

City of Burlington Summary Arguments Supporting Battery
Street Extension Alternative as the Preferred Alternative

Draft VTrans Response to the City of Burlington

July 16, 2008

Background

Between (Date) and (Date), several letters were exchanged between the City of Burlington (the City) and both VTrans and FHWA regarding findings in the 2006 Southern Connector DSEIS. In its letters, the City pressed its case that the Battery Street Alternative should be the preferred alternative, despite having managed the development of the DSEIS that selected the Pine Street alignment as the preferred alternative. In its replies, both VTrans and FHWA supported the findings of the DSEIS and the Pine Street Alternative.

In its most recent letter dated (Date), the City requested a "dispute resolution meeting to resolve outstanding differences". In response, Secretary Lunderville offered to have VTrans staff members meet with the City to explain the findings in the DSEIS, particularly the Section 106 determinations and how they informed the Section 4(f) review. To this end, Paul Bruhn, Executive Director of the Preservation Trust of Vermont, was asked by the City to facilitate a series of meetings at the Echo Center.

Two meetings were held, on May 08 and June 19, 2008. At the first meeting, Scott Newman presented the historic preservation regulatory framework underpinning the selection of the Pine Street alternative. Secretary Lunderville then led the group on a site walk along both the Battery Street and Pine Street alignments. At the second meeting, David White and Mary O'Neil from the City gave a PowerPoint presentation detailing their objections to findings in the DSEIS on a variety of issues, as well as arguments supporting the Battery Street Extension alternative.

On July 02, 2008, the City's PowerPoint presentation was reviewed in-house by Jim Bush, Wayne Davis, Scott Newman, and Rob Sikora. Mr. Bush asked that the presentation be redrafted verbatim in Word format, organized under its main themes, and include a draft VTrans response based on the group's review for further internal discussion. The balance of this text is the draft submittal to Mr. Bush.

*NOTE: Black Text: City of Burlington
Blue Text: Draft VTRANS Response*

City of Burlington KEY POINTS

1. Alt. #2 (Pine St) does not meet the purpose and need of the project.
2. NEPA process requires consideration of impacts to the human environment in addition to natural, cultural or historic
3. Impacts on neighborhood livability bears a very direct relationship to the integrity of the historic resources along Alt. #2.
4. Alt. #2 negative impacts on low income and minority population concentrations raises significant environmental justice concerns.
5. Alt #1 (Battery Street extension) is a continuation of the historic transportation use and development pattern in the area

KEY POINT #1:

ALT. #2 (PINE ST) DOES NOT MEET THE PURPOSE AND NEED OF THE PROJECT.

1997 FSEIS, p 1-10:

“The purpose is also to eliminate the disruption to local neighborhoods and separate the local and through-traffic. The proposed transportation corridor is expected to become the major routing for through-traffic in the area. The reassignment of the majority of through-traffic to this route will reduce traffic volume levels along neighborhood streets, and improve accessibility to adjacent neighborhood areas.”

VTRANS: This P&N statement is irrelevant to the discussion as it is excerpted from a previous project with a 4-lane build out.

From Feb. 1997 FSEIS (p.2-9):

“Other alternatives that were also analyzed included: 1) an existing streets alternative which utilized existing streets at the north end of the project such as Maple Street, King Street and Main Street; this alternative was dropped due to objections from the City of Burlington, regarding traffic flowing through residential areas, and 2) a widening of Lakeside Avenue which would route traffic onto Pine Street from the connector utilizing Lakeside Avenue. This second alternative would only be effective with a major widening of Pine Street. Such a widening was not considered acceptable from the standpoint of environmental impacts and local acceptability.”

VTRANS: This P&N statement is irrelevant to the discussion as it is taken from a previous project with a 4-lane build out.

2006 DEIS, p 1-15:

“The purpose of the project is also to eliminate the disruption to local neighborhoods and separate the local and through-traffic. Truck traffic that is destined for the CCD or the industrial areas accessed from Home Avenue and Flynn Avenue would be directed onto the Southern Connector/Champlain Parkway and removed from the local street network. The proposed transportation corridor is expected to become the major routing for north-south through-traffic in the area. The reassignment of the majority of through-traffic to this route would reduce traffic volume levels along neighborhood streets and improve accessibility to adjacent neighborhood areas.”

VTRANS: Truck traffic destined for the CCD or industrial areas accessed from Home and Flynn avenues will be directed onto the Southern Connector/Champlain Parkway. The Pine Street alternative, selected as the preferred alternative in the 2006 DSEIS will utilize traffic signals and Intelligent Traffic Systems (ITS) to encourage traffic to remain on Pine Street and off of King and Maple Streets.

2006 DEIS (p.1-13)

- “...the existing street pattern encourages use of neighborhood streets by truck due to lack of alternative routings. This mix of traffic has created conflict and access concerns in the vicinity of the C-2 neighborhoods, and the King St./Maple St. neighborhood, located at the north end of Pine St.”

VTRANS: Agreed. The Pine Street alternative ameliorates these conflicts through the use of traffic signals, ITS, and achieving improvements in the levels of Service at the Pine/Maple and Pine/King intersections.

The project build-out is 2 lanes, which is met with the Pine Street alternative.

City's Response to 2006 DEIS:

- 5/17/07 letter from Mayor Kiss to VTrans and FHWA
- Acknowledges re-evaluation of Alt #2 at VTrans' suggestion
- Based on 2006 DEIS, City finds that Alt #2 continues to fail to address Purpose and Need as in 1997 FSEIS
 - No reduction in traffic volumes
 - No relocation of truck traffic

VTRANS: There are gradual, minimal increases in traffic on Pine Street over the next 30 years compared to the No-Build. However, “traffic flow” will improve in the C-6 section due to improvements implemented with this project.

2006 Burlington Master Plan (p. V-9)

“Redesign of the Champlain Park Way must therefore meet the following objectives:

- To remove trucks from residential streets and serve as a designated truck route.
- To remove through traffic from residential streets by serving as an alternative route into the city. This should be augmented by development of a Traffic Calming Plan for the South End neighborhoods.

- To blend into adjacent residential neighborhoods with no more than 2 travel lanes, narrow lane widths, a low design speed and speed limits, sensitive streetscape design, utilities placed underground, and safe pedestrian crossings. Sound Barriers and fences should not be used in the new design.”

VTRANS: The Pine Street alternative substantially achieves these goals, with the exception of the undergrounding of utilities.

City Council Resolution

- City Council resolution in 2006 agreed to support reconsideration of Alt. #2
- Premised upon:
 - addressing potential neighborhood impacts
 - access through Street Dept. and railyard for truck traffic
 - continued consideration of railyard relocation

VTRANS: All three bullets cited above are still being considered, and VTrans is open to discussion on these points.

Segmentation

- The segmentation of the entire Southern Connector review has undermined the ability to fairly consider the environmental detriment of the connector through the historic neighborhoods. When the EIS for the entire connector route had previously been done, the residential neighborhood (at C-6) was considered important enough to mandate a different route.

KEY POINT #2:

NEPA PROCESS REQUIRES CONSIDERATION OF IMPACTS TO THE HUMAN ENVIRONMENT IN ADDITION TO NATURAL, CULTURAL OR HISTORIC

- NEPA was instituted for the protection of people.
- Changes in the character of neighborhoods
- Views
- Noise/Traffic
- Aesthetic considerations – including landscape
- Pollution/air quality
- Economic factors
- NEPA process requires consideration of impacts to the human environment in addition to natural, cultural or historic
- EIS must consider all manner of impacts and how they inter-relate.
 - Tangible and intangible
 - Short-term and long-term
- EIS process considers impacts of proposed alternatives regardless of monetary cost

- Trigger: "A major federal action significantly affecting the quality of the human environment."
- The substantive policies and goals of NEPA are found in §101 of the Act and are broadly worded declarations such as Congress' desire to **"promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony..."** and Congress' direction that the federal government act so that the nation may **"fulfill the responsibilities of each generation as trustee of the environment for succeeding generations"** and **"assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings...."**
- Public Law 91-190, §101
- The Court, in the *Calvert Cliffs'* decision*, noted that Congress directed that these substantive goals and policies be pursued by the federal government using **"all practicable means."** In contrast, Congress directed that the procedural requirement of an EIS, found in §102 of the Act, was to be followed **"to the fullest extent possible."** The decision by the court in *Calvert Cliffs* was the agency decision was **"arbitrary or clearly gave insufficient weight to environmental values."*****

**Calvert Cliffs' Coordinating Committee v. Atomic Energy Commission* 449 F 2d 1109 (1971)

** *ibid* at 1115.

- The EIS should explore *all reasonable alternatives* ...The EIS must describe the affected area concisely...such effects might include **ecological, economic, historical, aesthetic, or social aspects**. Indirect effects relate principally to population-induced changesNEPA requires the incorporation of all costs in the evaluation of a proposal, including those costs and benefits which are environmental in nature....the process **must consider these less quantifiable aspects of our environment** as well as those which are more simply expressible in monetary terms.
- Sugarbush Valley, Inc. EIS review was limited to the specific project area. The court determined that a too narrow interpretation of what is the "project" was resulted in a failure to fully account for environmental issues involved with the development. (increased need for housing, school enlargement, infrastructure, etc.) The EIS must consider the secondhand effects of proposed development.

VTRANS: Agreed, in that the text above reiterates accepted NEPA processes for consideration of the human environment.

Alt #2 - Neighborhood Reinvestment:

- Long-term City objective and targeted strategies

- Since 1979, KSNRC has rehabilitated over 200 rental housing units and leveraged over \$9 million of funds
- Home ownership opportunities being created for first-time buyers (25 condos in 5 yrs, another 15-30 planned)
- Private reinvestment taking place - \$16 million invested in recent years and another \$6 million planned.
- Future reinvestment very unlikely with any further negative impacts related to traffic and trucks through the neighborhood.

VTRANS: The 2006 DSEIS evaluated potential impacts to the factors cited in Burlington's presentation, including:

- Changes in the character of neighborhoods (pg 4-60)
- Views (4-130)
- Noise (4-101)
- Traffic (4-1 to 4-49)
- Aesthetic considerations – including landscape (4-130)
- Pollution/air quality (4-96)
- Economic factors (Numbers)

The DSEIS concluded that there would be no significant adverse impacts accruing within any of these factors. The only lasting change is a relatively minor graduated increase in traffic along Pine Street, which when coupled with the planned ITS improvements, provides a net increase in mobility.

The study further concludes that traffic will be reduced on Maple Street by 1300 cars/day, and on King Street by 1400 cars/day, enhancing the character of these neighborhoods (DSEIS Pg 4-45, 4-46).

KEY POINT #3:

IMPACTS ON NEIGHBORHOOD LIVABILITY BEAR A VERY DIRECT RELATIONSHIP TO THE INTEGRITY OF THE HISTORIC RESOURCES ALONG ALT. #2.

- Clear that reinvestment is taking place. A direct effect of improving the condition and integrity of historic buildings in the neighborhood
 - substantial rehabilitation
 - correcting deferred maintenance
 - increased pride of ownership
- As livability/desirability declines in a neighborhood, reinvestment stops
 - no more rehabilitation
 - increased deferred maintenance
 - resulting **physical deterioration** of historic structures

Result of increase traffic through this residential neighborhood, and related truck traffic will very clearly have an **adverse effect** on the characteristics of this National Register District.

- *An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. (Section 106 § 800.5 Assessment of adverse effects, emphasis added)*

VTRANS: For Section 106, effects of an undertaking are understood as the net changes realized by the transportation project. In other words, the regulations require that we evaluate ambient conditions affecting historic properties and compare them with expected conditions after the project is implemented.

Currently, Pine Street is functionally classified as a Minor Arterial, and a major transportation artery within the City of Burlington carrying cars, trucks, and mass transit traffic. Studies carried out in the NEPA documents, as well as presentations by City of Burlington staff have substantiated this fact.

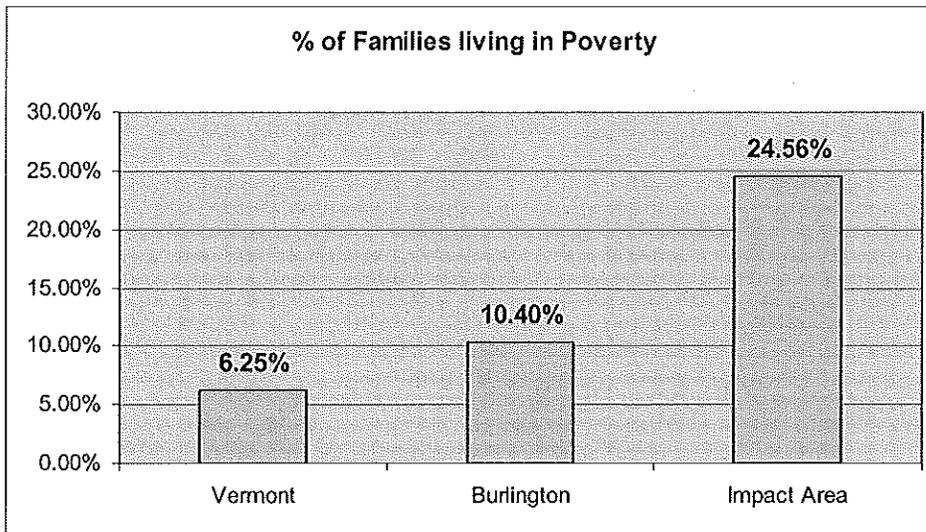
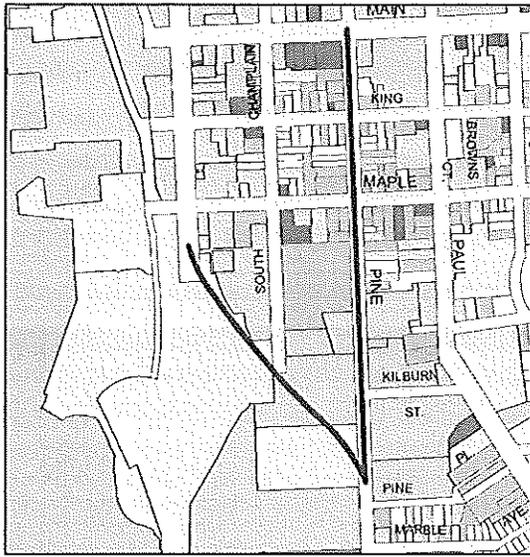
The effects of a graduated increase in traffic to the design year, 2028, will be minimized by improvements to traffic movement, resulting in a net benefit in mobility along Pine Street with an attendant reduction in traffic on Maple and King Streets. The result will not adversely affect historic properties, and will improve conditions in portions of the C-6 historic districts.

KEY POINT #4:

ALT. #2 NEGATIVE IMPACTS ON LOW INCOME AND MINORITY POPULATION CONCENTRATIONS RAISES SIGNIFICANT ENVIRONMENTAL JUSTICE CONCERNS.

Alt #2 - Neighborhood Context:

- Adjacent land use: Northern ¾ is dominantly residential, lower ¼ is largely commercial.
- Largely rental
- High concentration of subsidized rental units – 219 units
-
- Likely the poorest Census Block Group in Vermont.
- High concentrations of minority & refugee populations



VTRANS: The subject of Environmental Justice was evaluated in the DSEIS (pg 4-63). The concluded that there would not be disproportionate impacts to low income or minority populations.

KEY POINT #5:

ALT #1 (BATTERY STREET EXTENSION) IS A CONTINUATION OF THE HISTORIC TRANSPORTATION USE AND DEVELOPMENT PATTERN IN THE AREA

Alt #1 (Battery Street extension) is Complimentary and Consistent to Historic Resource

Context:

- Adjacent land use is dominantly commercial-Industrial

- Route travels along boundary between historic rail facility and adjacent commercial buildings.
- Route continues transportation use within the alignment of an existing rail spur thus maintaining the historic pattern of development and transportation infrastructure.
- Recent City agreement with VT Railway regarding relocation of portions of the railyard is an important new development enhancing the viability of Alt. #1.

VTRANS: This issue has been raised before by the City, in Steve Goodkind's 02/21/07 to Rob Sikora. Mr. Sikora's response (Date) rejected the City's assertion that a new highway through the Battery Street Historic District would be consistent with the historic uses of that corridor, stating that a two lane highway is vastly different in scale and impact compared with a RR siding with occasional use. Mr. Sikora added that the City's proposal to site a new highway through the district would require the demolition of the historic RR siding, creating additional adverse effect under Section 106.

SUMMARY COMPARISON

Alt #1 – Battery St.

- Commercial-industrial neighborhood
- Potential National Register District(s)
- Reduces traffic in adjacent neighborhood (-1,500 vehicles per day)
- Relocates truck route from adjacent residential neighborhood
- Stimulate private investment

Alt #2 – Pine St.

- Residential neighborhood serving a predominantly low-income, minority population
- Private investment taking place
- Listed National Register District
- Existing traffic congestion and safety concerns
- 30% increase in traffic (+1,800 vehicles per day)
- Continuation of truck route through residential neighborhood
- Discourage private investment

CONCLUSIONS

- Alt. #2 (Pine St) **fails to meet the purpose and need** of the project.
- Negative impacts on low income and minority population concentrations by Alt. #2 raises **significant environmental justice concerns**.
- Negative impacts on neighborhood livability by Alt. #2 bears a very direct relationship to the integrity of the historic resources and **will have an adverse effect** on the characteristics of this National Register District.

- Alt #1 (Battery Street extension) is **complimentary to the historic transportation use and development pattern** in the area.

VTRANS:

We note that most of the issues raised by the City in its presentation have already been discussed, and VTrans has responded to the City in detail and in writing on these issues.

We note that the impacts of this project are minor, involve small increases in traffic on an existing urban arterial roadway that currently serves as a thoroughfare for cars, trucks and mass transit in the City of Burlington.

We note that the minor impacts are ameliorated by the implementation of Intelligent Traffic Systems which improve levels of service on Pine Street, and reduce traffic on residential side streets, particularly King and Maple Streets.

We note that the issues raised have all been thoroughly examined in the 2006 DSEIS managed by the City of Burlington, which concluded that there are no adverse impacts arising from the Pine Street alternative, the preferred alternative.