

# Town & Country

## Envisioning Burlington, Preserving Skagit Farmland

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## Envisioning Burlington, Preserving Skagit Farmland

Community Design Studio, LARCH 503, Fall 2003  
Department of Landscape Architecture  
University of Washington  
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## Foreword

This document represents design solutions that our Community Design studio developed to address a set of interrelated questions for the town of Burlington. How can Burlington accommodate its projected growth and shape itself in a way that will simultaneously create a sustainable, livable town and a vibrant, authentic downtown, while preserving the rich and irreplaceable farmland of the surrounding Skagit Valley?

To approach this problem, we focused our work on three scales: First, we envisioned an open space system to make the town livable even while it maintains a tight Urban Growth Boundary. Our proposal for a system of "loops and spines" incorporates a greenbelt of farmland around the town, green recreational and commuting ways, parks that preserve significant natural features, and ecological corridors.

Second, we considered the downtown core as a "receiving area" to which development rights that could be purchased from farmers would be applied. Such a Transfer of Development Rights (TDR) program, which the City is currently considering, would enable a developer to build more densely than otherwise would be possible. Our four alternative downtown core plans include an enhanced and restored main street with second-story residences, opportunities for more dense, social living in and near the downtown, expanded services and facilities, and an open space, transportation and community infrastructure to foster livable, desirable neighborhoods.

Finally, the students developed individual proposals for portions of the downtown core, providing visions for

how the town might remake itself. The designs include conversion of warehouses into neighborhoods; implementation of small-scale "cottage" housing, small-lot housing and multiple-family housing; live-work residences; eco-friendly business parks; street revitalization; train and bus stations; parks and parkways; market and plaza spaces; and community recreational facilities.

As a "Community Design Studio", our goal was to work integrally with Burlington residents in order to understand the natural and cultural resources of the town and the wishes and visions of the community. During the 10-week time frame of the studio we were able to host an Open House, an Interactive Workshop, and a final Presentation of our design work in Burlington, and we greatly appreciate the positive and caring participation of all the attendees.

We are especially appreciative of the support and enthusiasm that Margaret Fleek and Kim O'Hara gave us throughout the term, without whose timely help we could not have accomplished or learned what we did within the term. We are also grateful for the extra miles Margaret, Kim, Rebecca Bradley, Jeff Stover and Curt Miller traveled to offer their insights at our mid-term and final reviews.

*Nancy Rottle*  
Assistant Professor  
December 2003



## Graduate Students

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## Design Informants

We studied a variety of exemplary built places to inform our design thinking, asking the questions: What makes a vital downtown? What makes dense neighborhoods work? What makes a good open space system?

Students researched other projects and communities and then as a class we visited as many as we could. We focused on successful small town centers and retail areas that reflect the character of their communities; innovative housing developments where increased density has proven to create market demand; and time-tested, nationally recognized municipal open space systems. An outline of our learnings is presented on this page, but more importantly, these places stimulated creative thinking and sensitive adaptation to Burlington that can be seen in the students' designs represented in this report.

## What makes a vital downtown?

Edmonds + Winslow + La Conner + Gilman Village



- Small-scale healthy businesses with storefronts on the street
- Pedestrian spaces, scale, and amenities
- Art and history provide meaningful details
- Mixing uses -- housing, retail, services and transit -- keeps the district populated



## What makes dense neighborhoods work?

Cottage housing + Renton Transit Oriented Development + Issaquah Highlands



- Narrow streets slow traffic and encourage walking.
- A mini park for every neighborhood
- Modest scale, proximity, and front porches support social interaction and nurture community



Every neighborhood in the Issaquah Highlands features its own park.



Dense housing is arranged around a stormwater-fed stream. Parking is located along the backs of units.



**Cottage Housing** Small houses are grouped around a community green

## What makes good open space?

Boulder, CO. + Seattle, WA.

- Protecting the precious -- waterways, hilltops, and habitat -- and enhancing the everyday
- Linking parks, trails, boulevards, and open space
- Preserving a surrounding greenbelt



# BURLINGTON

burlington is a **parade kind of town**: berry-dairy days and the constant flow of the automobile, especially when school lets out; the train is a parade.

"the people make the town"...a wave, a chance encounter, meeting friends at the hardware store...

"a 1920s farm town"

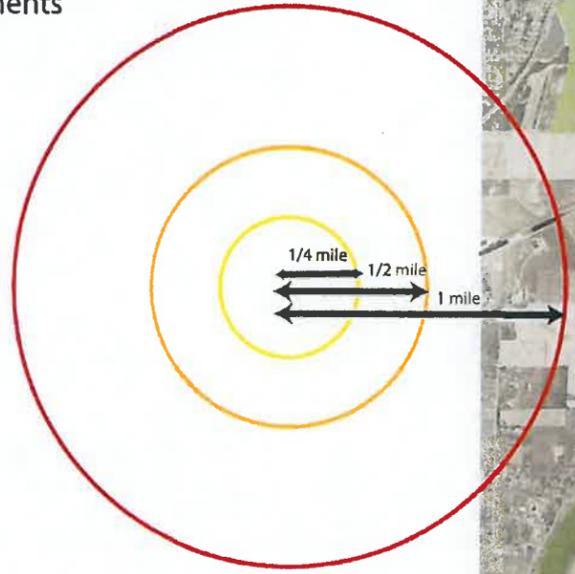
burlington is a **cake kind of town**: world's largest shortcake, mexican bakery, cafés, public kitchen

"burlington is a **classless town**.... you can talk with the mayor or the superintendent like they are anyone else"

small country town has a friendly atmosphere where **people like to linger**, have a cup of coffee, and go over the day's news

a long time ago, the best transportation around was the railroad (or a horse, but everyone knew that the railroad could get you there faster) now there are daily reminders of the **train town**; like clockwork they pass; amtrak is the steel bus to vancouver but there isn't a stop in burlington

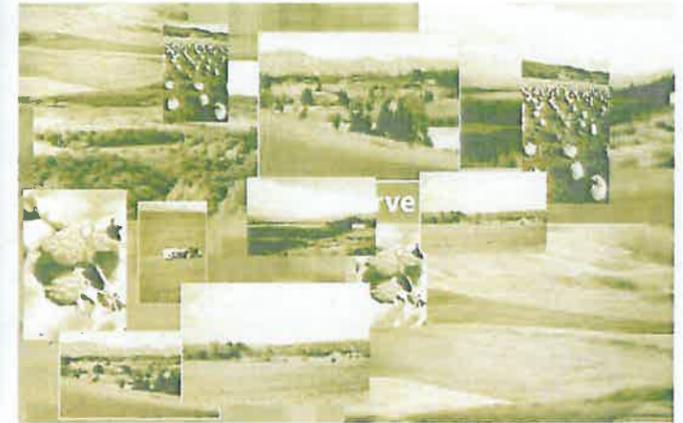
- opportunities**
- + access to river and slough
  - + connecting downtown to the surrounding landscape
  - + pedestrian and bicycle routes
  - + connecting schools to farms
  - + railroad
  - + relationship with surrounding town
  - + habitat corridors
  - + increase density within the urban growth boundary
  - + views to and from burlington hill
  - + more appropriate housing
  - + introducing nature and natural process in built environments



- constraints**
- railroad
  - highway
  - traffic congestion
  - big box development
  - flood plain
  - farmland



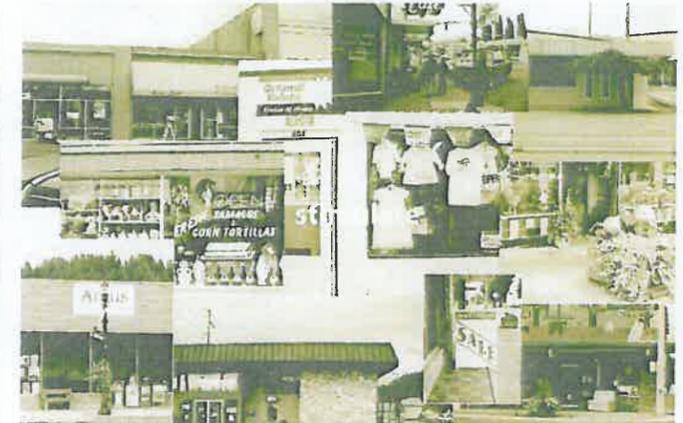
preserve



connect



stimulate



provide



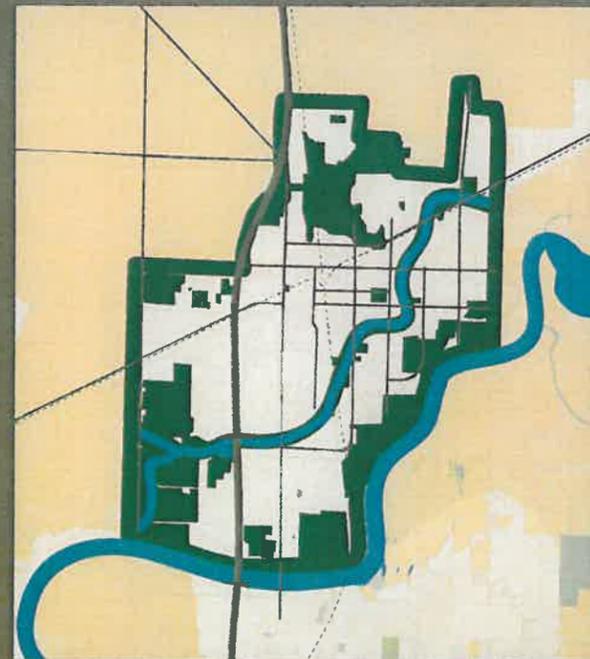


# OPEN SPACE OPPORTUNITIES

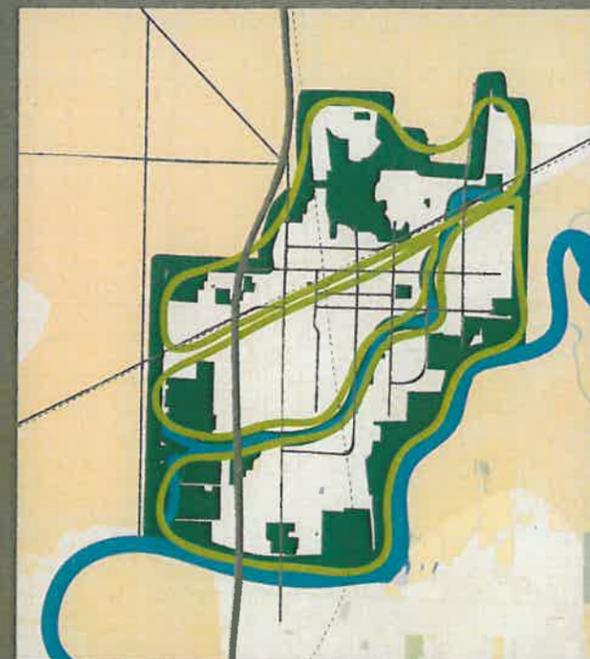
BURLINGTON • WASHINGTON



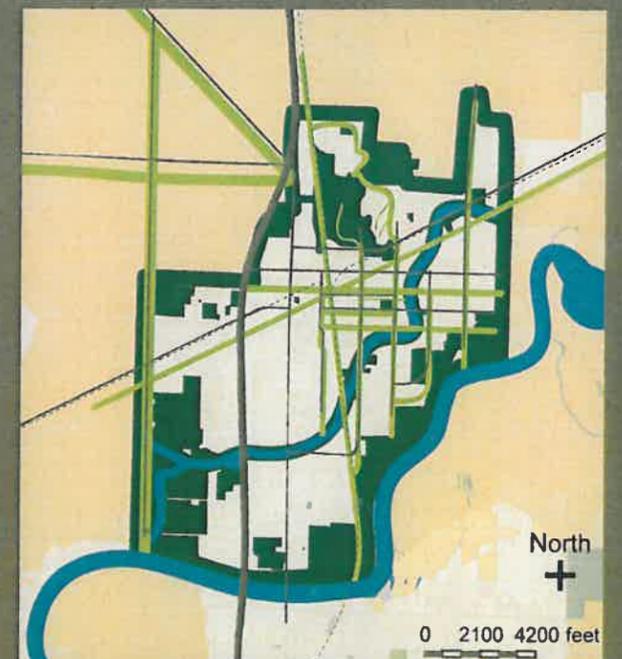
EXISTING OPEN SPACE



GREEN RING  
OPEN SPACE CORRIDORS



GREEN LOOPS  
FLOWS THROUGH  
THE COMMUNITY



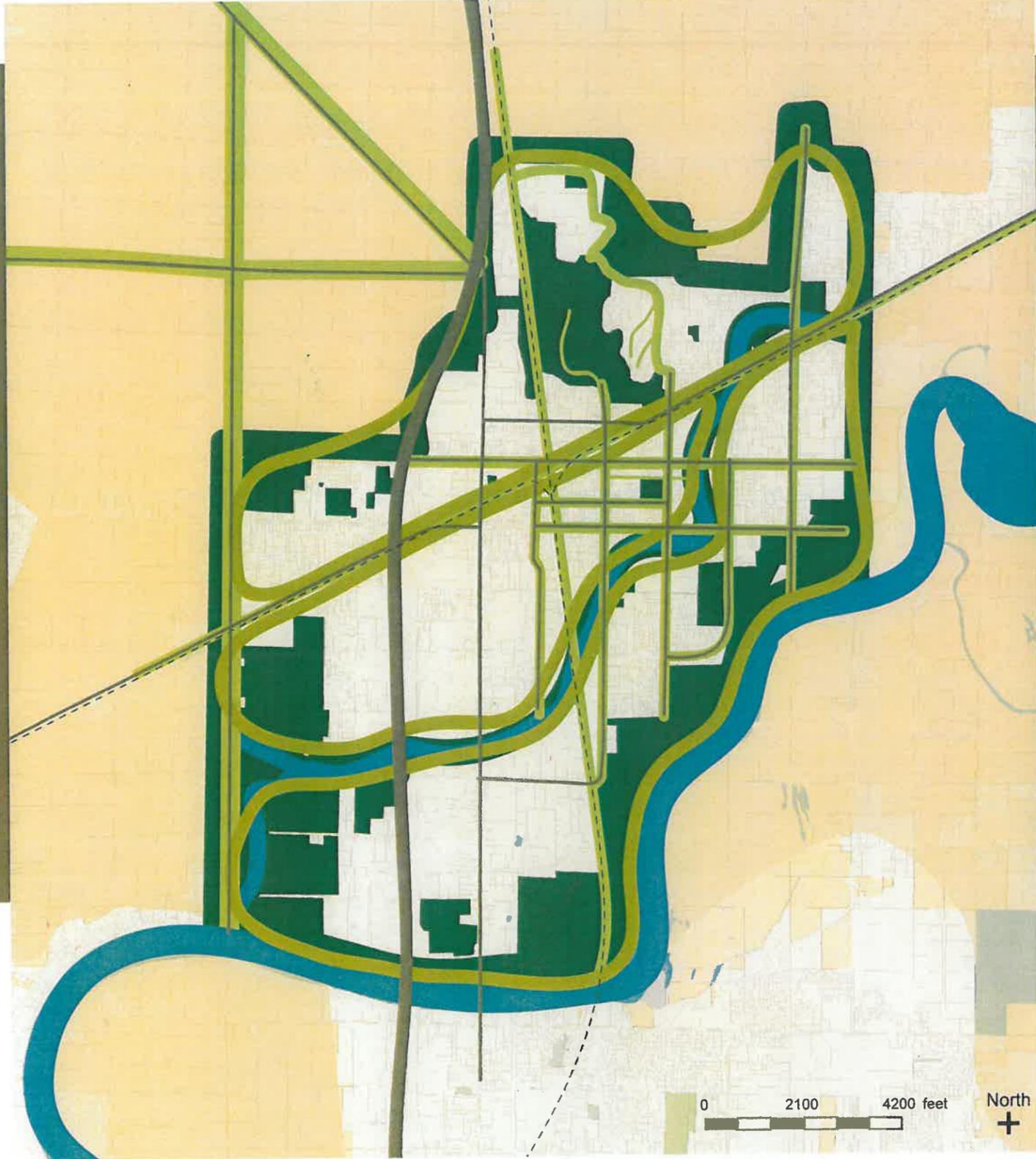
GREEN SPINES  
INTERSECTIONS AND  
CONNECTIONS WITHIN  
THE COMMUNITY

Burlington's existing open space is a combination of recreational park space and agricultural areas (both within and outside the city limits). Agricultural land as open space is an invaluable asset to Burlington as it serves both as habitat for wildlife and visual open space for people. The Skagit River and Gages Slough should be considered open space; opportunities exist to establish an open space system that encompasses both of these water areas in an ecologically healthy fashion.

Burlington has an incredible opportunity to link its existing open spaces with a green ring that frames the city and runs along Gages Slough and the Skagit River. This ring would consist of park and wildlife spaces and much of it would be comprised of agricultural land bordering the urban growth boundary (already existing). A precedent green ring strategy (designed by the Olmsted Brothers in 1903) can be found approximately 60 miles south in Seattle.

This scheme consists of three primary open space loops: the Burlington Hill Loop (Hill to SR 20), the Downtown Loop (SR 20 to Gages Slough), and the River Loop (Gages Slough to Skagit River). Each of these loops is incorporated in the larger green ring system and provides many opportunities for pedestrian movement along bicycle and foot paths. Intersections of the three loops provide nodes of ecological complexity and pedestrian interest.

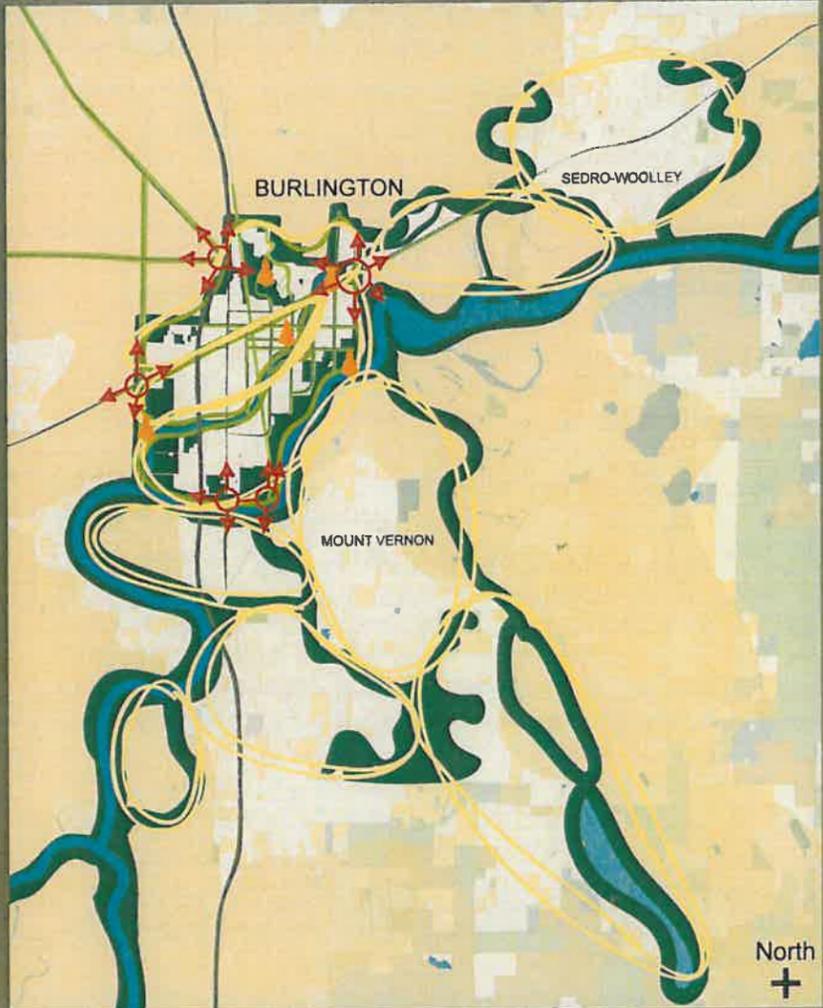
This scheme consists of open space spines divided into two categories: primary spines (SR 20, Old Cascade Highway, Railroad, Fairhaven Avenue, Anacortes Street, Skagit Street, Gardner Road) and secondary spines (Spruce Street, Rio Vista Avenue, Greenleaf Avenue, Washington Avenue). Other spines could be created along country roads, connecting valley-wide bicycle routes. As with the green loops, this scheme is interwoven with the green ring plan. Furthermore, intersections of green spines create nodes of interest.



### INTERWEAVING PATHS AND PLACES

CREATING A GREEN COMMUNITY BY LAYERING THE GREEN RING, GREEN LOOPS, AND GREEN SPINES

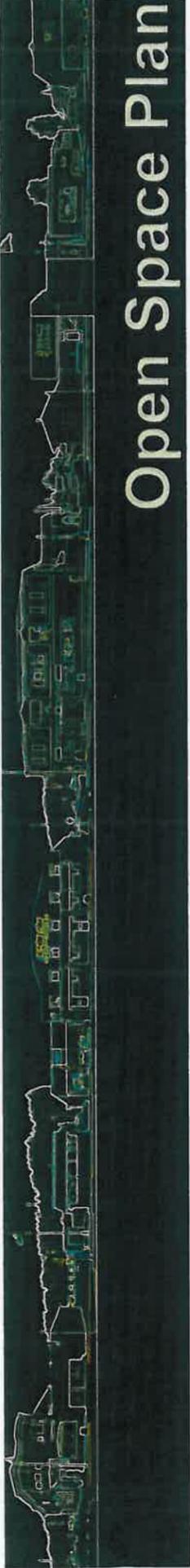
Opportunities: movement paths (variable speed options), sequential experience, ease of access, wildlife habitat corridors, preservation and incorporation of existing agricultural land, distinct city and neighborhood edges



### REGIONAL OPEN SPACE OPPORTUNITIES CONNECTING COMMUNITIES

Burlington • Mount Vernon • Sedro-Woolley

Opportunities: combining existing and proposed open space, using green paths to connect communities, and creating open space destinations



# AMENDING THE SOIL

Burlington is a town whose ecological heartbeat falls in rhythm with the seasonal fluctuations of the Skagit River. Every so many decades Burlingtonians find themselves knee-deep in water at their doorsteps, devising schemes to keep the mighty Skagit at bay. Our design approach bends traditional thinking; we veer from curbs and gutters which kept water channeled into the rising Skagit and instead welcome bioswales and retention areas in our design vocabulary.

We take heart in the positive holistic benefits of having natural processes as part of the very core of Burlington, and we direct people to them with open space paths.

Burlington's lifeblood will thicken as another 4,000 residents inhabit it over the next twenty years. Our design covets places for those residents to adhere to, and makes a concerted effort at addressing Hispanics in the city. We recommend cottage housing and live-work artist spaces not because they meet urban growth boundary standards but because they add opportunities for neighbors and coworkers to meet each other. Within these residential areas and the linked green spaces, Burlingtonians will find niches within the existing city fabric.

Burlington has its own blend of Pacific Northwest historical fabric, though it is currently sheathed at times with 1970s awnings and display signs designed more for those zooming by at forty miles an hour than walking at a pedestrian pace. We propose careful removal of the obstructions that hide the architectural beauty and early twentieth century character of Burlington.

We focus less on the automobile and favor the pedestrian, yet find ways to balance the train. We increase the width of the street and use planting strips, and it's safer. Given precedents in Edmonds, Capitol Hill and Ballard, we are confident that eliminating diagonal parking will enhance the merchant's experience and the pedestrian's experience as it will draw more people to the area.

We approach the design of Burlington's downtown core primarily by focusing on keeping retail right at the street's edge, converting diagonal parking to parallel and eliminating all parking lots that front Fairhaven, siting these instead at the rear of first-tier retail. With the added room we include bike lanes on either side and cafes that overflow onto the sidewalk.

By giving Burlingtonians the spaces that they want to be in, by providing them open-air access to retail businesses and restaurants, we find the breath of opportunity to invigorate with critical mass - where there is a momentum feeding the numbers of people who weave in and out of Fairhaven Avenue. Together the residents which already have come to call Burlington their home will be able to meet new friends and endear visitors to the downtown core.

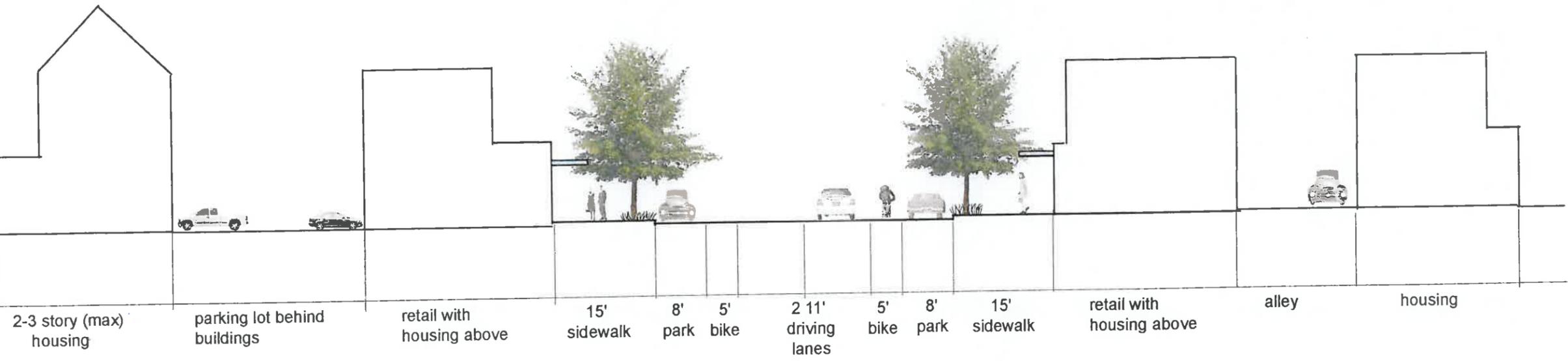
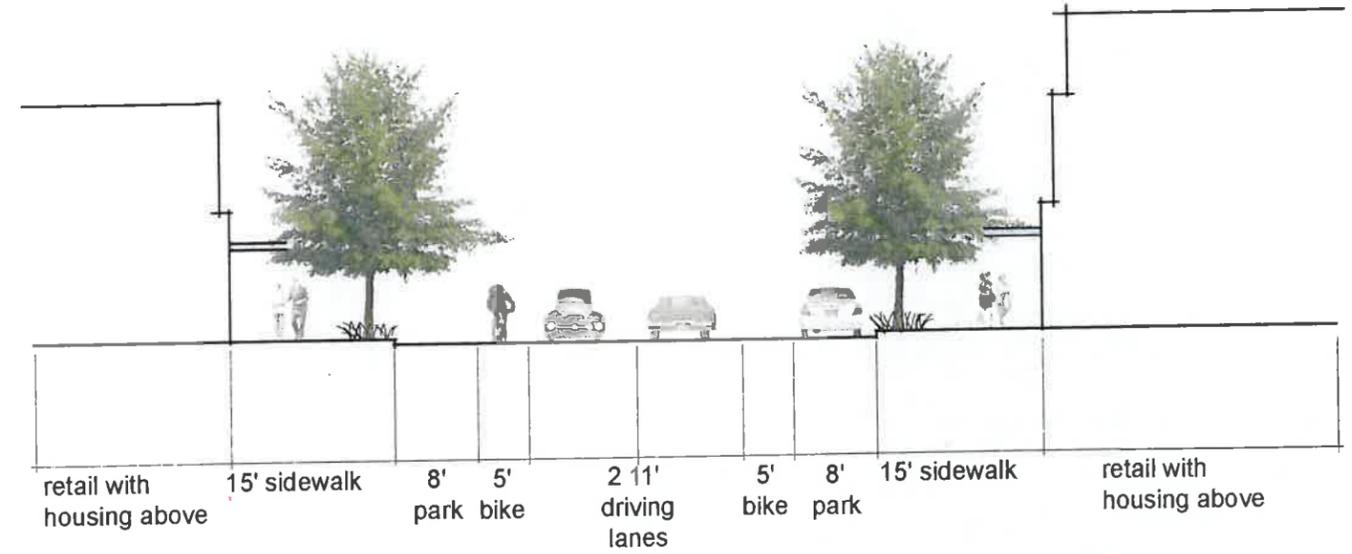
LIKE RICH SOIL, THE TOWN OF BURLINGTON IS MADE OF MANY PARTS; AS WITH SOIL, THOSE PARTS NEED TO BE TENDED AND AMENDED. THE SUM OF THOSE ELEMENTS CREATES WELL-BEING -- FERTILE SOIL AND A HEALTHY COMMUNITY.



## FOUR PROJECTS

- 1 AGgregating Burlington - Together as a Whole
- 2 Stitching the Seams - Making a Center
- 3 Burlington's Market District - Addressing Everyone
- 4 Head Heart Toe - Holistic Health

## TYPICAL FAIRHAVEN SECTIONS



## DESIGN GUIDELINES

- + Building height on Fairhaven is restricted to 1-3 story. Two and three story buildings should have residential units on second and third floors.
- + Facades should have varied materials and colors to increase pedestrian interest along the street. Materials should fit in with existing building character.
- + A continuous awning (5' wide) should be installed on buildings along Fairhaven to bring the scale to the pedestrian level and shade from sun and rain.
- + Parking on Fairhaven is parallel, with a 5' wide planting strip between the parking lane and the sidewalk.
- + Corners of blocks on Fairhaven have bulbouts to make street crossing easier for pedestrians and clearly designate parking areas.
- + Public Art is integrated into design along Fairhaven. Emphasis on community participation and creativity.
- + Plantings are native plants, varied for increased texture and finer grained pedestrian experience. Store owners are allowed to adopt planting strips for individualized planting and maintenance.
- + Street trees are wide branching to provide shade and pedestrian scale. Trees that change seasonally like maples or cherry should be planted to add appropriate temporal interest to the street.
- + Small public spaces are dotted along Fairhaven. These places should have pedestrian amenities: benches, water fountains, shade structures, and covers for the rain.
- + Pedestrian access to Fairhaven is along sidewalks, as well as along green pathways that cut mid-block where possible, which will increase pedestrian access to Fairhaven.
- + Parking lots are located behind buildings with car access through the alleys.
- + One block off Fairhaven buildings are 1-3 stories, zoned for housing. Three story buildings must have gabled roofs to soften the scale and relate to surrounding housing.
- + Second and third stories should be set back on all buildings so that the perceived scale relates to the surrounding context.

Liz Birkholz  
Liz Browning  
Kelly Collins  
Amy Cragg

**program elements**

**Community Needs**

The design provides a new plaza which spans the railroad tracks, is framed by portales, accentuated by a new town bell, and can be embellished with mural space. It supports a farmer's market and has truck access bollards. This dynamic gathering space offers people-watching and communi-

ty events including cross-cultural hotrod and classic car shows. The design preserves the firehall, and restores the theater.

**Sustainable Development**

The design collects rainwater in a cistern under the plaza for watering plaza and street vegetation. It also sends stormwater into vegetated areas in swales

along residential areas. Hard paving is reduced and permeable paving materials in residential areas and the mercado reduce stormwater runoff. Fairhaven Avenue businesses rehabilitate and adapt existing structures with passive solar gain through glass and fabric awnings to reduce artificial lighting needs and collect heat.

**Walkable Neighborhoods**  
The design blurs the distinction between public sidewalks and private businesses by widening sidewalks for retail and restaurants. It gives pedestrians rich aromas of coffee and bakeries. Pedestrians benefit from night lighting and storefront lights spilling onto sidewalks. Awnings protect them from

rain and deciduous trees balance summer shade with winter sun. Vehicular speeds slow with parking strip plantings, bulbouts, and speed textures at crosswalks. Shoppers find parallel parking on Fairhaven Avenue and overflow parking behind buildings with wayfinding signs. Bike-

racks for travelers and commuters.

High density train-compressible pedestrian matting lies alongside the plaza's tracks.

**Managed Growth**

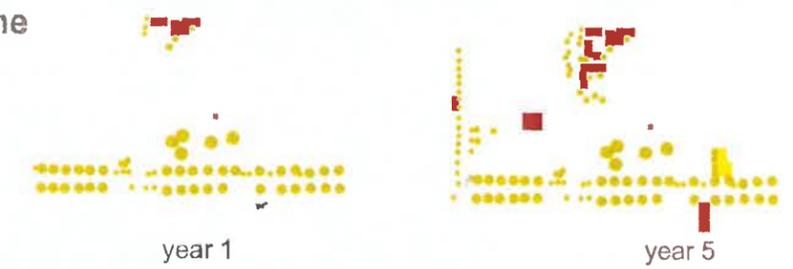
The design utilizes cottage housing and converts parking from single shop parking to all public access parking.

**approach**

The design stitches together Burlington's downtown fabric with cottage housing, a mercado, and historic preservation techniques into a rich tapestry that celebrates architectural and cultural heritage.

# Burlington's Market District

**timeline**



**design guidelines**

**Walkable Neighborhoods**

Remove building signs intended for customers in automobiles. Sign lettering should be at least 3" high for pedestrians. Retain as much original building fabric as possible: remove false 'slipcovers' and oversized signs from buildings, and remove fillings from display windows, transom windows and doors.

Preserve a 1:2 to 1:3 scale of surrounding buildings in relation to streets, and

make sure new development along Fairhaven Avenue hugs the street by setting minimum commercial setbacks. Intersperse professional services with shops.

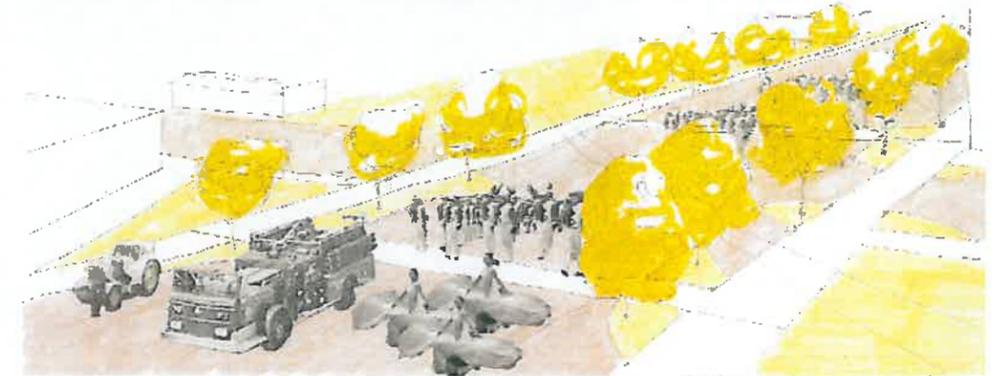
Use street furnishings with Cascade recreational themes (such as hiking, climbing, and fishing). Ban overhead cobrahead arc lighting on retail streets.

**Sustainability & Materials**

Specify concrete with recycled aggregates (such as

crushed glass). For added light, specify new forms of translucent concrete in building construction. Add glazing to south facing storefronts and walled areas and use glass portales roofs. Use glazing which reflects light to ceilings and into rooms during the day.

Use sidewalks on just one side of residential streets. Harvest rainwater for restroom flushing, laundries and public gardens.



Fairhaven Avenue Parade per business created in a Main Street district is \$9,651, and the average number of dollars generated in a community for every dollar used to operate a Main Street program is \$40.35.

(National Trust, Oct. 2003)

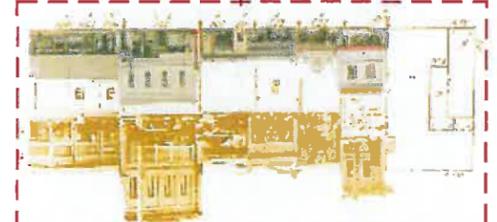
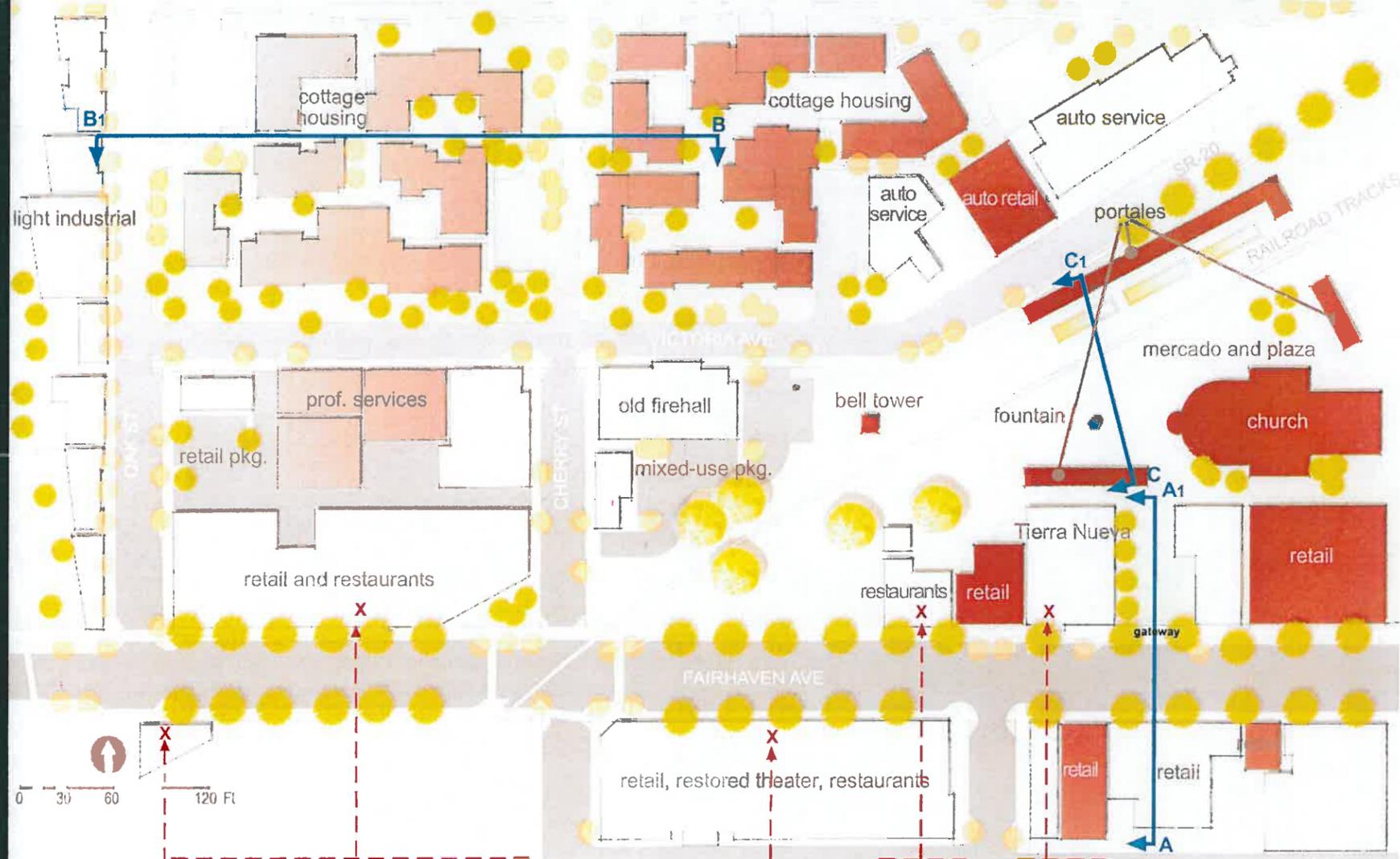
**precedent**

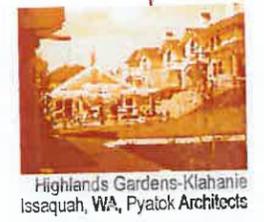
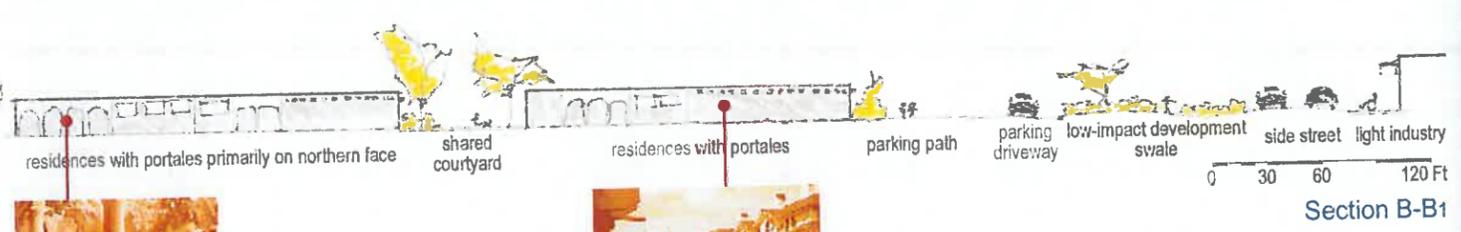
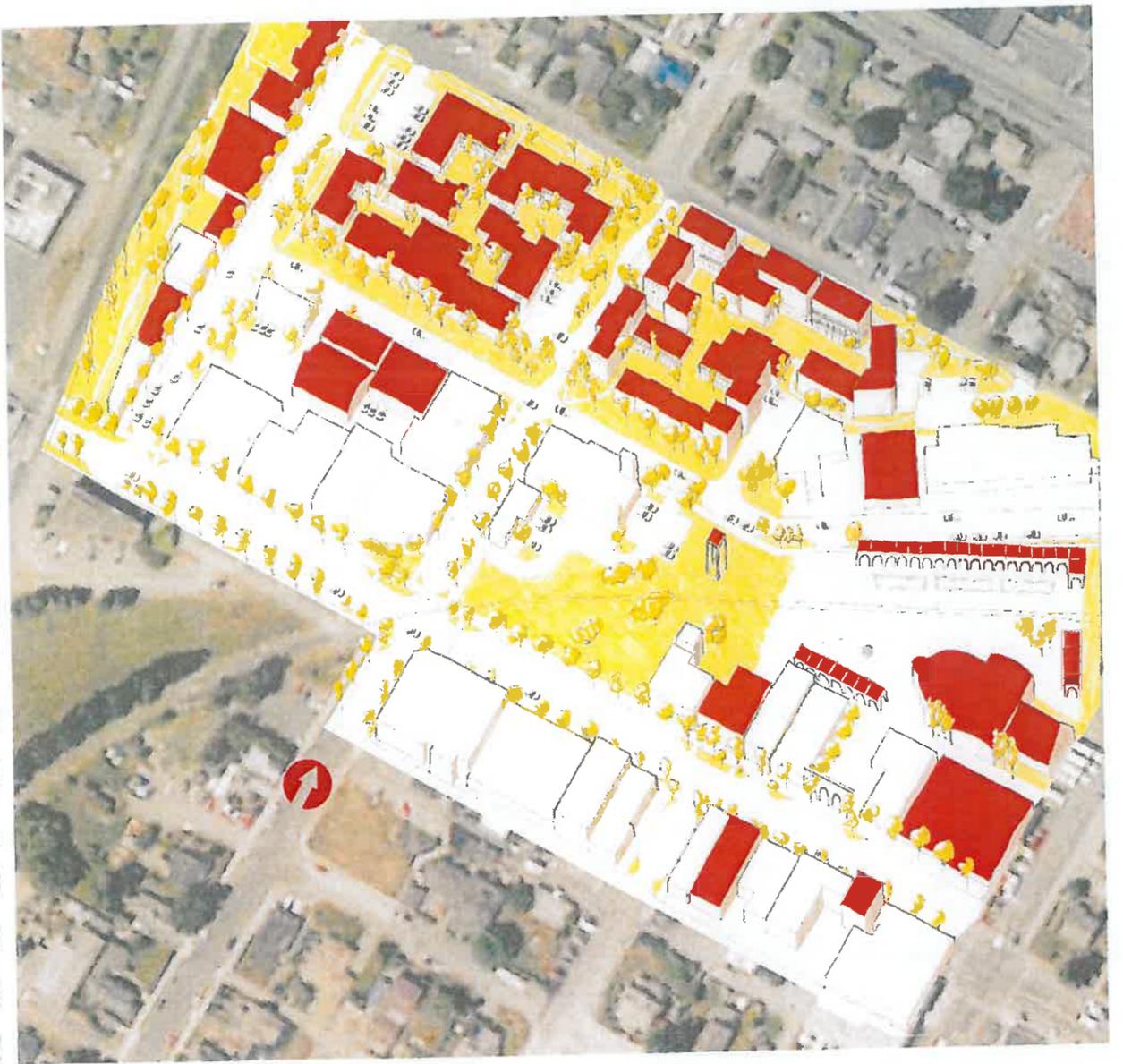
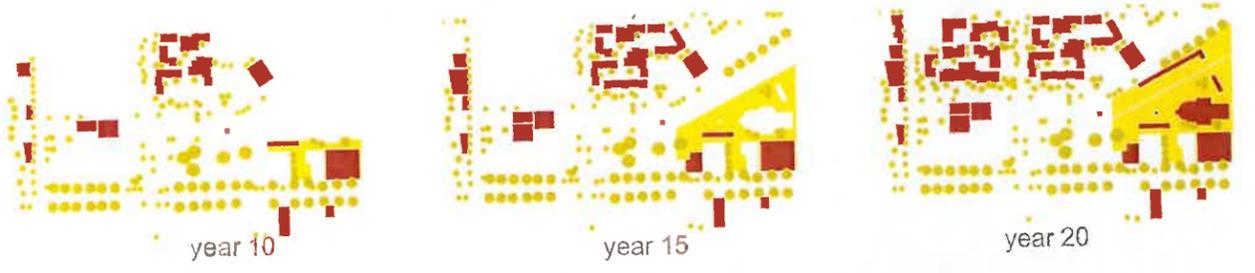
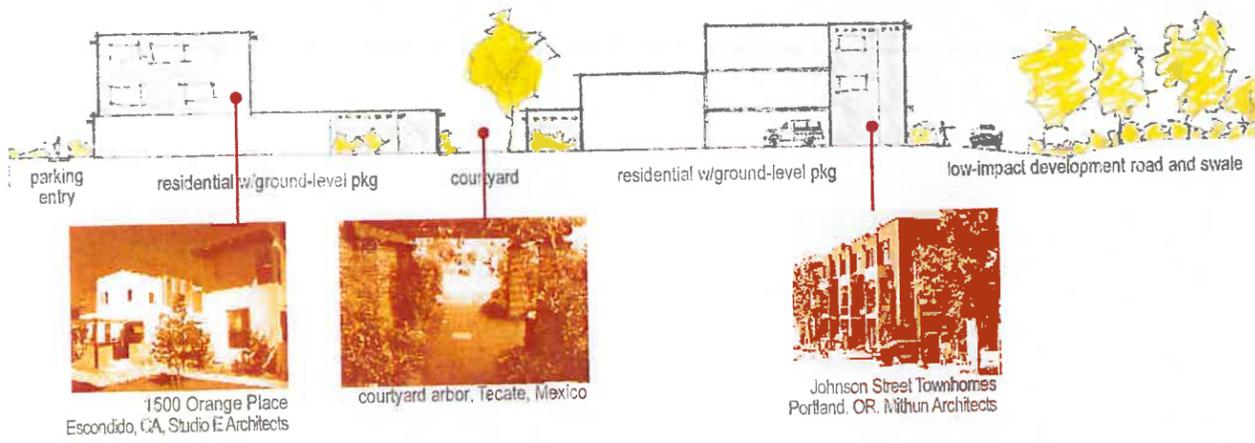
**National Trust's Main Street™ Program** provides "assistance to the many cities and towns whose older central business districts retain some vestige of their visual character yet whose economic position is slipping" (Dane 1982). Since 1977, 1,700 U.S. communities, including Auburn, Bain-

bridge Island, Enumclaw, Kent, Port Angeles, Port Townsend and Puyallup have benefited from this program to help organize, strategize and accomplish downtown revitalization goals with the National Trust's technical resources. Success hinges on rediscovering special traits in the

vernacular look and feel of a town's main streets, characteristics often lost under time's layers.

The program's rewards are tremendous. The National Trust reports that the average cost per job created in a Main Street district is \$2,394, the average cost





### implementation guidelines

#### National Trust's Main Street™ Program

Join National Trust's Main Street program and attend the May 2004 Main Street conference in Albuquerque. Hire a project manager to coordinate with Burlington's downtown merchants. Select modest Main Street program projects that are likely to succeed.

#### Financial Incentives for Businesses

Target incentives toward certain upgrades such as facade improvements at first, then upper floor development, then operations. As rehabilitation projects are completed and principal paid, interest-subsidized revolving rehabilitation loan funds

can be replenished and grow, creating a growing self-perpetuating fund. Fairhaven Avenue needs to thrive in the evening. Be sure to reward businesses that participate in extended store hours and building preservation with selective advertising.

#### Walkable Neighborhoods

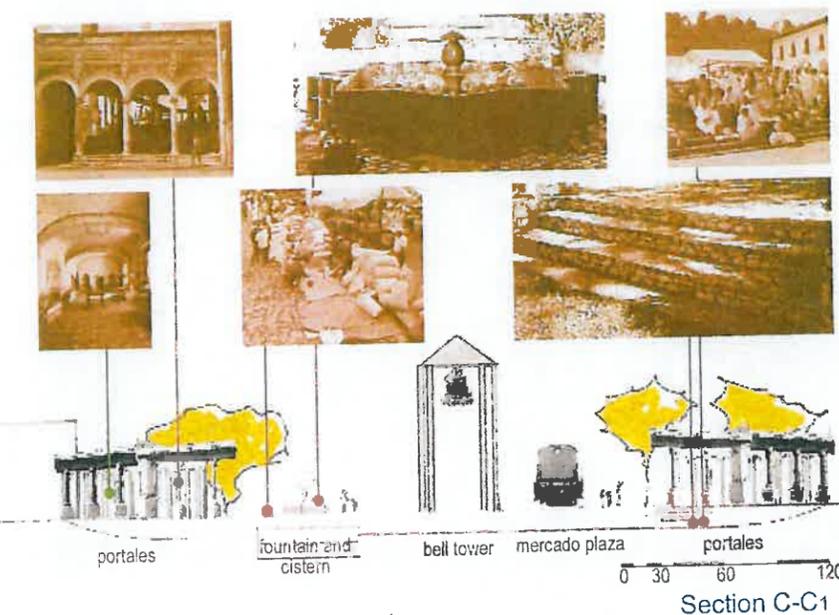
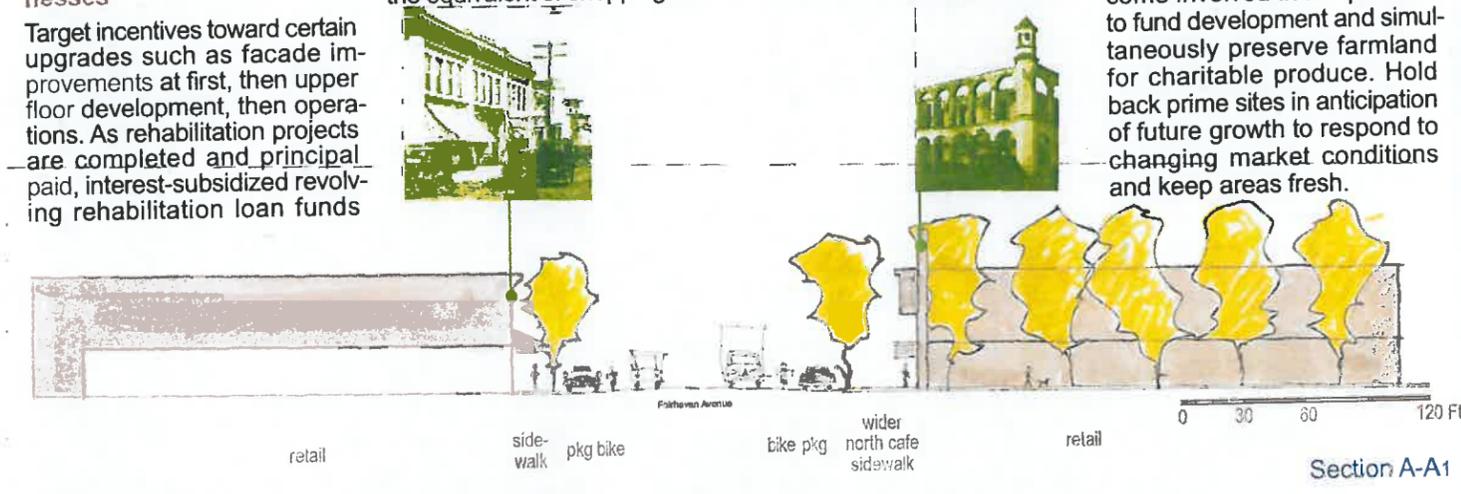
Give restaurateurs strong financial incentives—they are the equivalent of shopping mall

anchor tenants and they extend and participate in community events. Permit pushcart operations such as latte stands, food sales, and flower carts. Relocate professional service ground-floor tenants to upper floors and preserve first floors for retail along Fairhaven Avenue. Encourage retail that focuses on Cascade recreational needs. Use local graphic artists and signmakers for sign construction; hire local neon artists

for neon signs. Adopt a memorial tree program that can help furnish street trees.

#### Other Good Ideas

Seek guidance from and work closely with Hispanic community leaders for design and programming concepts for cottage housing and mercado areas. Select a future church site as a TDR receiving area and encourage congregations to become involved in the process to fund development and simultaneously preserve farmland for charitable produce. Hold back prime sites in anticipation of future growth to respond to changing market conditions and keep areas fresh.



### for further inspiration

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—liz birkholz  
birkholz@u.washington.edu

When we talk about our bodies, we often use the phrase "from head to toe." Total health is being healthy from head to toe. There is an important ingredient missing in this phrase, however, the spiritual side of health-nurturing your mind and your soul. We tend to think then of "heart," the physical and figurative center of our being.

How can a neighborhood in Burlington nurture the hearts of its residents? Fostering health "from head to heart to toe" means implementing a holistic design that incorporates places where people socially and politically interact, exercise, learn, ask advice from others, and are healed. Promoting healthy "hearts" also means honoring Burlington's past and looking to its future. A successful neighborhood in this sense brings together the young and the old.

The district considered in this design is at the east end of downtown, where retail, professional, and civic spaces fade into single family residences. It comprises approximately eight city blocks stretching from Pine Street on the west to Regent Street on the east and Victoria Avenue on the north to Vernon Avenue on the south. Currently, a myriad of activities and uses take place on these blocks and the neighborhood lacks a cohesive identity.

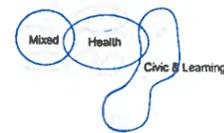
This is a twenty-year plan, made with the expectation that Burlington will grow to a population of approximately 12,000 (an increase of 4,500) and will adhere to its already strict urban growth boundary. In order to deter the encroachment of surrounding agricultural land, a program of development rights transfer between farmers and developers should be put into place. The next step is to ensure incentive for dense, downtown core development. In most cases, this means making infill and "building up" along Fairhaven Avenue (and in the surrounding blocks) real possibilities. Developing mixed-use buildings will be essential, as many smaller residential units can be created above first-floor retail stores and professional offices.

In order to preserve the familiar (and friendly) character of Burlington--its small, human scale--the development of infill must be carefully monitored. Development taller than three stories along Fairhaven could be inappropriate; in fact, two stories is the maximum preferred along most of the street. In the cases where three story buildings are necessary, steps should be taken to limit the pedestrian's perception of the building's height (such as setting back the third floor).

The character of the downtown core can be improved by making it a more comfortable place for the pedestrian. Peter Calthorpe writes in *The Next American Metropolis: Ecology, Community, and the American Dream* (1993), "Pedestrians are the catalyst which makes the essential qualities of communities meaningful." A meaningful pedestrian strategy for Burlington incorporates a series of street-front plazas, details like awnings, and generous street plantings. Importantly, this plan includes strong connections to a larger-scale open space plan for the city. Green corridors in this neighborhood will lead pedestrians southeast to Maiben Park (and the park's small forest of cedar trees) up to Burlington Hill, and east to Gages Slough.

Most important to this concept is nurturing the spirit of the people of Burlington. This is accomplished not solely by providing for people's physical health; true success of this plan will be measured in the ways it fosters human interaction, learning, reflecting, and looking forward to the future.

More than 90 per cent of the people walking about in an ordinary neighborhood are unhealthy, judged by simple biological criteria. This ill health cannot be cured by hospitals or medicine.  
-Christopher Alexander, *A Pattern Language*, 1977



Districts



Existing Development



Existing Development & Proposed Infill

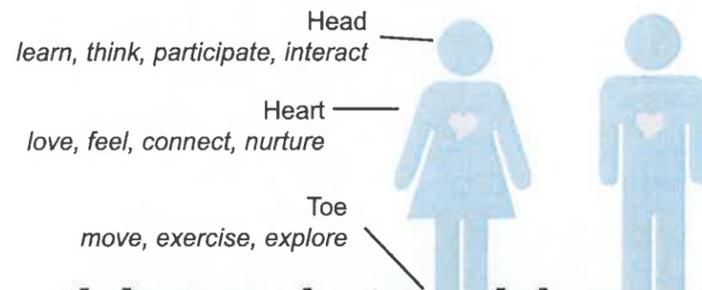


Green Connections



Pedestrian Circulation

For good health, use your whole body:



Green Corridor  
East Fairhaven Avenue between Anacortes & Holly Streets

# Head to Heart to Toe Burlington, Washington



Kinsey Memorial Plaza  
East Fairhaven Avenue between Pine & Anacortes Streets



Burlington Library  
East Washington Avenue & South Holly Street



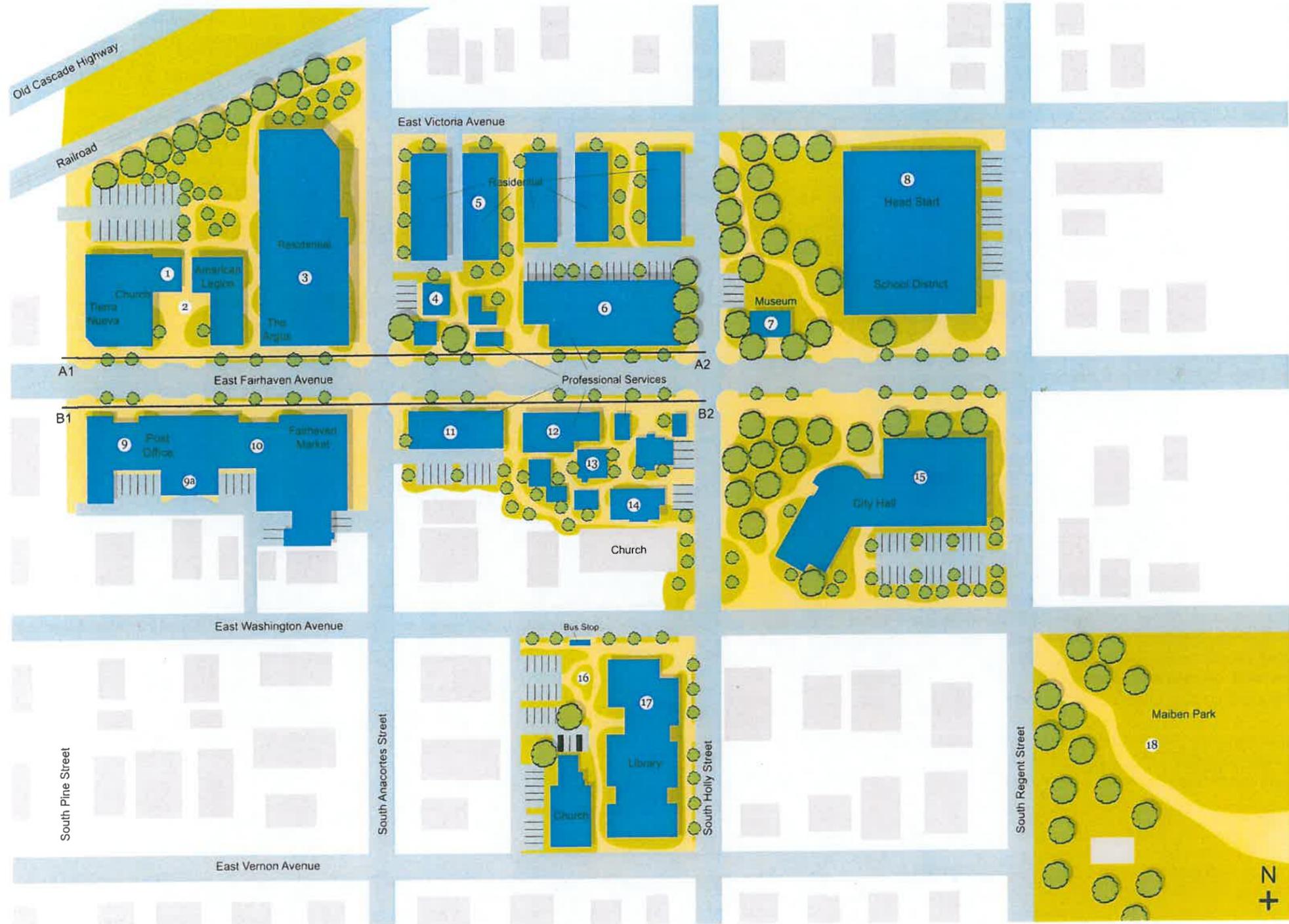
Row Houses  
North Anacortes Street between East Victoria Avenue and East Fairhaven Avenue



A1 Kinsey Memorial Plaza Anacortes Street A2

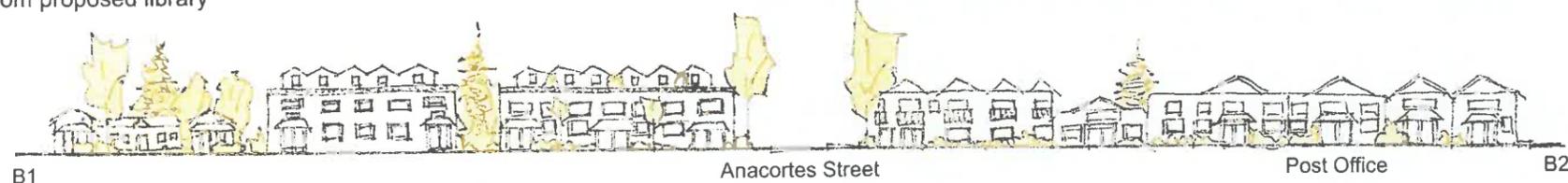
Section A-A East Fairhaven Avenue between Pine Street and Holly Street (looking north)

- 1 Coffee shop - new construction, closes up gap in existing parking lot, draws people into proposed plaza
- 2 Kinsey Memorial Plaza - convert existing parking lot, utilize existing American Legion Memorial, create a peaceful outdoor space accessible to proposed coffee shop and American Legion
- 3 Mixed-use - convert existing Alpine Fire building to 2-3 story multi-unit residential, front with 1st-floor retail, create ground-floor parking garage
- 4 Cottage-style professional services - retain two existing houses on parcels and convert use, add additional cottage-style offices.
- 5 Row housing - 2-story housing, 27 units, 1600 square feet each (includes single car garage for each unit), green corridors between
- 6 Professional services (health) - retain existing medical building, infill new construction to enlarge current building, convenient access for health care
- 7 Burlington Museum - convert old Carnegie Library to a community museum (precedent - Edmonds, WA)
- 8 Civic & education - retain old school as School District offices, infill rear of parcel for new Head Start facility
- 9 Retail or professional services - infill between Post Office and physical therapy office
- 9a Drive-up mailbox or window for Post Office, utilize existing alley (one-way)
- 10 Retail or professional services - infill between Post Office and Fairhaven Market
- 11 Mixed-use - new construction, 3-story, bottom floor professional services & retail, with 2nd and 3rd story residential
- 12 Mixed-use - same as #11, coffee shop in NW corner of building that will spill out into corridor between buildings
- 13 Cottage-style professional services - same as #4
- 14 Professional services - move house that is currently City's Engineering Department from location less than one block away
- 15 City Hall - retain existing building, 2-story addition on east side of building, change parking location to provide green/friendly front to East Fairhaven Avenue
- 16 Children's story garden - green space accessible from proposed library



- 17 Library - proposed 2-story, 28,100 square foot building
- 18 Maiben Park - develop as ecological corridor connecting downtown core to cedar grove in SE corner of park

Section B-B East Fairhaven Avenue between Holly Street and Pine Street (looking south)



The only health center we know which actually devoted itself to health instead of sickness was the famous Peckham Health Center in England. The Peckham Center was a club, run by two doctors, focused on a swimming pool, a dance floor, and a café. In addition, there were doctors' offices, and it was understood that families-never individuals-would receive periodic check-ups as part of their activities around the swimming and dancing. Under these conditions, people used the center regularly, during the day and at night. The question of their health became fused with the ordinary life of the community, and this set the stage for a most extraordinary kind of health care.

- Christopher Alexander, *A Pattern Language* (1977)

# Aggregating Burlington



How can place resonate with its surroundings? With our collective experience? With the future?

Aggregation in a town, as in soil, creates a vital, healthy, and connected whole. Aggregation is not only the glue, but the things between--the quality, variety and connectivity of spaces. When each element supports another, together they create a stronger, more cohesive whole.

The Cold Storage/National Frozen Foods site needs aggregation--its pores are simply too big and lack the ability to hold community. However, because of its location, size, and character, this site is integral to the success of the downtown core. It holds the ability to define the character of the town and provide a significant source of housing, open space, work space, and community space, that without, people will not choose to live densely.

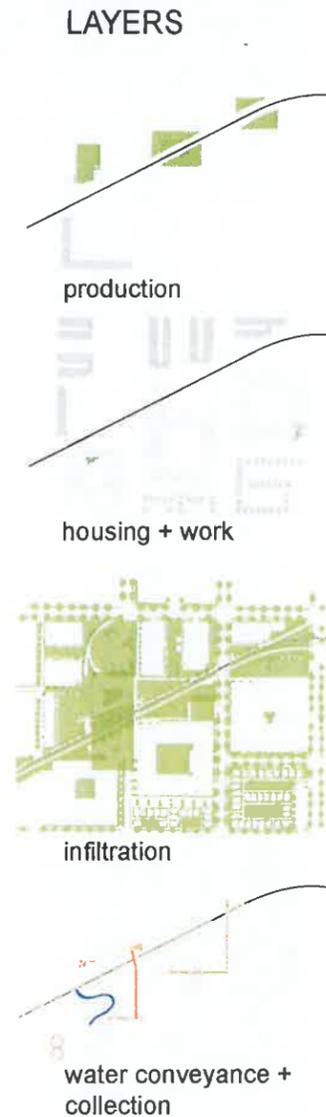
Still, density is not enough--it is important to stay true to Burlington's roots and acknowledge that the health of the town and the health of the environment are inextricably linked. We must not only protect the farmland that we have, but find ways to lessen our impact on the environment as a whole.

This design seeks to do this. It provides an aggregate of interconnected places that people will live, grow, and thrive in. It lessens the amount of storm water runoff that currently flows into Gages Slough and instead cleans the water in a bioswale or uses the water for irrigation. It encourages walking and riding bikes instead of short trips in cars.

This site, long defined by concrete, will become a green, vibrant expression of Burlington's past connections, present values, and future dreams.

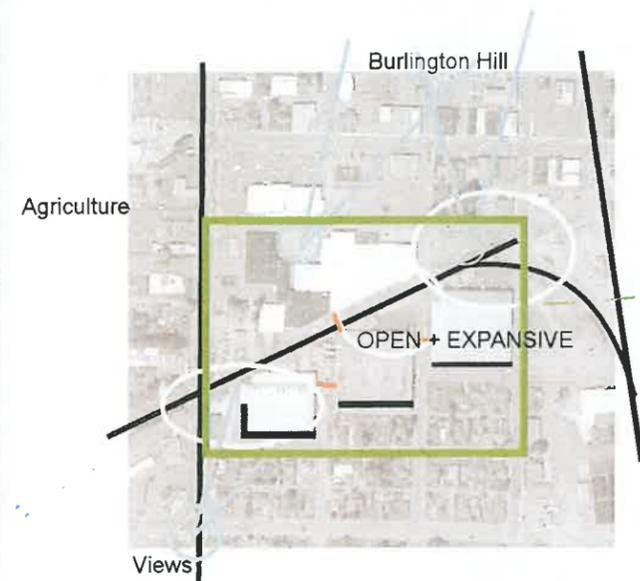


PLAN



## THE MIX

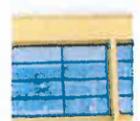
- OPEN SPACE**
  - community gardens
  - rooftop gardens
  - teaching greenhouse
  - demonstration garden
  - paths and parks
- COMMUNITY SPACE**
  - community center
  - dance studio
  - climbing wall
  - commercial kitchen
  - meeting rooms
  - activity/game space
  - exercise space
  - performance space
- COMMERCIAL SPACE**
  - grocery store
  - cafes
  - restaurants
  - production greenhouse
  - gallery
  - farmers market
  - artist/craftspeople studios
- LIVE SPACE**
  - single family
  - live/work space
  - condominiums
  - market rate and affordable
- WORK SPACE**
  - wood shop
  - artist/craftspeople studios
  - welding shop
  - potters' studio
  - musicians' space
  - gardens
  - greenhouse



## PROJECT GOALS

- + Create a place where people will meet and greet, live and learn, and connect with each other and the land.
- + Reuse and restore existing buildings and build on the the qualities of the site.
- + Enliven Fairhaven with people living within easy walking distance. Build on the community spirit alive in Burlington.
- + Integrate an aggregate of interconnected spaces--civic, residential, commercial, and recreational--that support and strengthen each other
- + Provide opportunities to make a living, grow, create, and learn.
- + Connect this place to the town--make it relevant to Burlingtoninans--provide spaces that will be used.
- + Integrate storm water collection into the design in order to reduce the impact of storm runoff on Gages Slough.
- + Make this place fun, tactile, and educational!

## REUSE MATERIALS AND INTEGRATE NATURAL PROCESSES

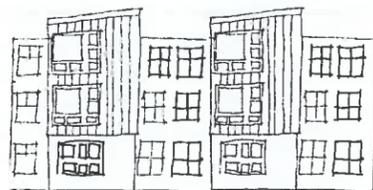
-  recycle corrugated metal from the National Foods buildings to add texture to buildings and create cisterns
-  recycle concrete on site to use as gravel in pervious walkways and parking lots
-  celebrate railroad history through integration of used railroad ties
-  retrofit existing concrete buildings with windows and skylights that let light in and creativity out
-  plant long grasses to add texture, capture wind and mitigate run-off
-  reuse old pipes and bridges from the cold storage buildings to collect and convey water for irrigation

## CHARACTER + VARIETY

A variety of forms and materials provide individual scale and character. Use of articulated roof forms, colors, varying siding and patterns creates diversity and individuality. Each home has a usable front porch or balcony to provide outdoor space and social space for the neighborhood. Front gardens provide individual expression.



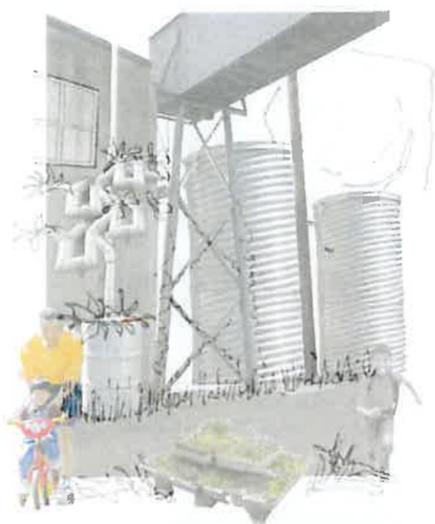
Two-story row housing  
1,050-1,400 sf  
+ 1 car garage  
93 units total



Three-story live-work buildings  
900-1,300 sf live space  
+ 178 shared studio spaces  
252 housing units total



Two-story single family detached housing  
1,200-1,400 sf  
shared parking  
60 units total



Build on existing qualities of the site  
+ an old bridge conveys water to cisterns  
+ barrels are reused as planters  
+ storm water runoff irrigates plantings



Make space inviting and lived in  
+ rail road ties become paving patterns  
+ a cafe opens onto the plaza  
+ storm water from roofs becomes a water feature



Create walkable streets  
+ trees and plantings provide protection  
+ a walk over the swale enhances awareness of nature in the city  
+ housing is within easy walking distance of Fairhaven businesses

## TAKING TIME: Phasing over 20 years

### PHASE 1: FRAME FAIRHAVEN

- + Move grocery to front Fairhaven and add housing and pocket plazas on Fairhaven and Washington.
- + Remove shed buildings from the National Frozen Foods complex and use foundation as fill for "Little Burlington Hill."
- + Renovate remaining building as a community center (community spaces become magnets for future development).

### PHASE 2: REUSE + REVIVE + RESTORE

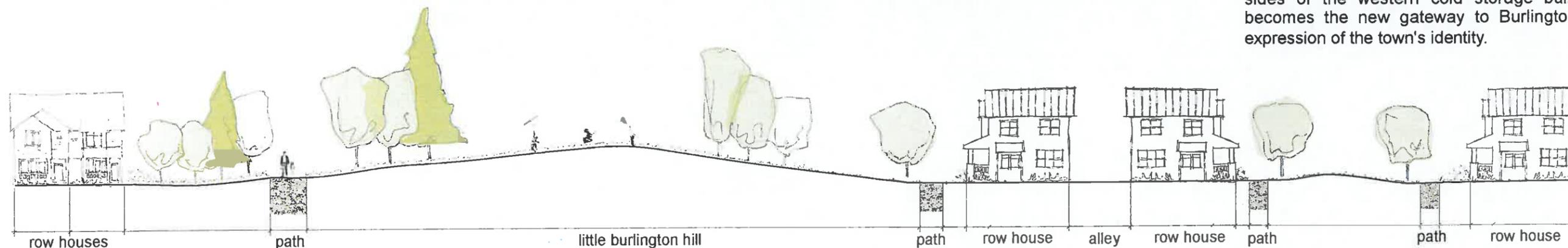
- Build row housing around the community space.
- + Add a swale along the railroad tracks to clean storm water runoff from the site and buffer the tracks.
- Begin creation of a patchwork of community gardens.
- + Provide community center space for a commercial kitchen.
- + Use existing pipe and bridge infrastructure to collect storm water runoff for irrigation use.

### PHASE 3: LIVE + WORK + CREATE

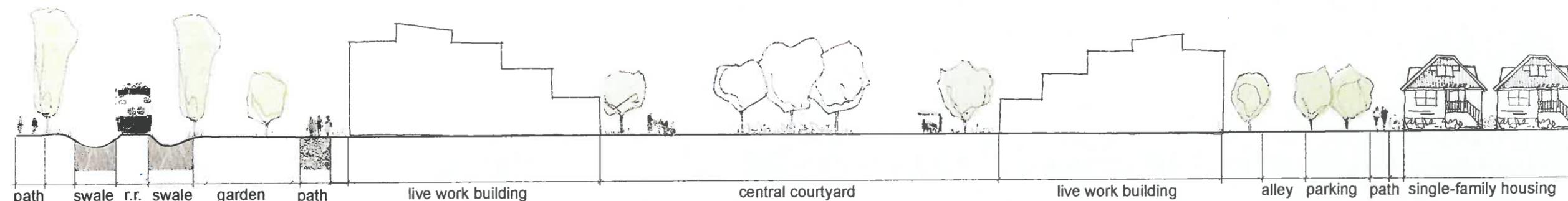
- Renovate Cold Storage Buildings as apartments and affordable live-work space--add interior floors, parking, windows, skylights and modulate the face of the buildings.
- Build series of roof gardens and central courtyards to provide breathing room.
- + Provide gallery and plaza space where the residents and the community can mingle.

### PHASE 4: GATHER + GROW

- Build a teaching greenhouse on the south and west sides of the western cold storage building that becomes the new gateway to Burlington and an expression of the town's identity.



SECTION A: looking north from community center



SECTION B: live-work spaces looking east

# STITCHING THE SEAMS

SEAMS are lost spaces, or "ill-defined urban areas that make a negative contribution to surroundings or users. Lost spaces fail to connect elements in a coherent way," (Roger Trancik: *Finding Lost Spaces: Theories of Urban Design*)

## THE SITE: A TOWN INTERRUPTED



Where are the SEAMS in Burlington?  
 railroad property, designated park land, housing, underutilized open space, important places

"Downtown has the ability to tap into the collective memory of many individuals, an essential component for a strong sense of community and sense of place."  
 (Michael Burayini: *Downtown: Revitalizing the Centers of Small Communities*, 2001)

What is the COLLECTIVE MEMORY of Burlington?

How is this expressed at the CENTER of town?

Paradoxically, the physical center of Downtown Burlington feels like a lost space. Three railroad lines are a SEAM that cuts through the center of town, leaving neglected spaces along the way. Currently, trains rush through town at 60 miles per hour. Traffic stops. The ground shakes. The noise near the tracks is overpowering.

Despite these annoyances, people of Burlington take pride in the train. The roots of Burlington are intertwined with those of trains in the Northwest. The railroad is part of what makes Burlington a unique place. The train has shaped the COLLECTIVE MEMORY of Burlington.

Burlington has acknowledged the railroad as an important part of its civic identity by acquiring parkland along part of the railroad's length and at the physical center of downtown, Railroad Park. However, Railroad Park doesn't show off the proud identity of the town the way that it should.

This proposal seeks to CENTER the focus of Burlington on one aspect of what has made the town an interesting place to be. With this project, the train can become a celebratory event instead of a hindrance. The lost spaces along the railroad tracks are reinvigorated with new uses that support one another, STITCHING the SEAM that has been cut by the railroad tracks.

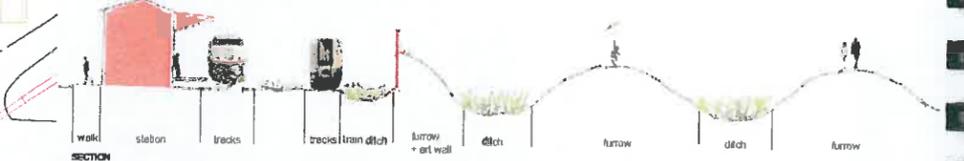
## A WALK along the SEAM:

- The entrance to Railroad Park does not feel like an important place along Fairhaven. Are there ways that this entrance could celebrate the unique identity of Burlington?
- Inside the park, the space feels more like an abandoned lot than a civic park. What kinds of interventions could make this space exciting?
- The railroad tracks here are relatively permeable, which makes the tracks feel unsafe and exposed. How can this relationship be shifted?
- The west side of the railroad tracks is home to a railyard. Is this an appropriate use for land right next to the main street of Burlington?
- The southern end of the site is a large empty lot with a run-down shed and old cars. How can this space become a vibrant part of the city?
- The housing to the east of the railroad tracks feels neglected. How can living near the railroad tracks become dignified and advantageous?

## THE PROPOSAL: A SITE STITCHED TOGETHER



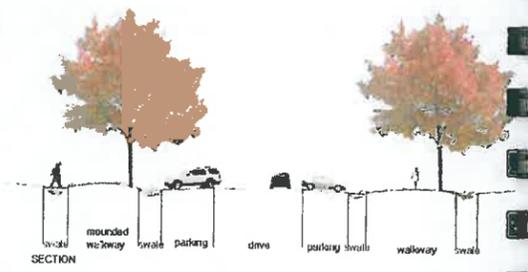
### 1 RAILROAD PARK



The Park is made up of furrows that reflect the agricultural landscape. The ridges are places for people to walk, fly kites, and watch the train. Ditches keep people away from the train and collect water. Art walls are another kind of fence for the train. The walls move when the train goes past, turning the train's passing into an event.

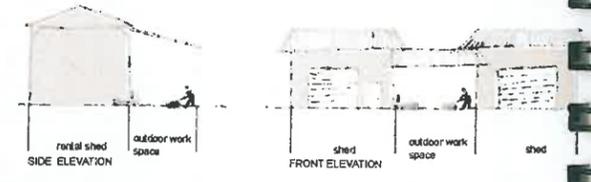
### 2 CENTRAL PARKING

A Central Parking lot serves as public parking for the train and the town. The surface of the lot is permeable and spaces are divided by lines of beautiful trees, pathways, and swales to collect water.



### 3 THE LOTS

The Lots is a new type of live/work housing where people live in single family homes and rent out sheds for their work. Housing architecture reflects surrounding character. All units have small private yards, but share common green space. Work sheds are connected by roofs that create outdoor work space.



### 4 THE YARDS

The Yards is zoned for businesses that sell large goods. Buildings in The Yards reflect the industrial character of surrounding buildings. Outdoor display areas are created by roofs that connect the buildings in The Yards. This creates a unique and interesting place to shop for large goods.

**CHANGING CONDITIONS:  
Actions for MENDING the SEAMS**

YEARS

1

2-5

5-7

7-10

10-15

15-20

20+

**YEARS 0-3  
Lay the GROUNDWORK**

Prepare to cultivate a literal and symbolic center for the town by digging ditches and mounding ridges in Railroad Park.

Program community events to frame walls for the furrows, lay paths, and plant trees.

The center of town becomes intriguing and involves people in its creation.



**YEARS 3-5  
Build the SYMBOLS**

Cultivate the center by raising proud structures: restrooms for the public; Burlington Tower, a tower that marks the center of town and gives people a chance to get up high and look to the horizon; and art that celebrates the movement of the train.

This year, the parade will have a new place for the bandstand.



**YEARS 5-10  
Found places for LIVING and WORKING**

Fertilize the working center of town by creating a new kind of live/work housing. At The Lots, single family homes surround common back lots that connect to sheds that people rent for work space.

Here, people can live near the space where they detail cars, weld metal, or build furniture. They can walk across the lot to their house for lunch.



**YEARS 10-15  
Center the SUPPLY**

Support an active retail center by building The Yards, a marketplace for large goods. Industrial style buildings that fit into the surrounding warehouses and train sheds are stores. They turn loading docks into display cases for lumber, rocks, re-used building supplies, or huge potted plants.

People who live at The Lots come here to buy supplies for their work.



**YEARS 13-18  
Re-frame the TRAIN**

Move the railyard to the west of town and lay the political foundations for a future station. A new public parking lot formally echoes the furrows of the park and serves the burgeoning businesses on Fairhaven.

The railroad is becoming convinced that there are enough people here for a stop.

For people in Burlington, the train is no longer an interruption. It is a celebratory event as art moves and views are framed in interesting ways.



**YEARS 18-20  
Finish the STATION**

Raise a proud new train station in the center of Burlington. The station reflects the culture of a farming community in form and materials, but uses them in new ways, which celebrates the multiple identities of the town.

Burlington Station is where people go to meet visitors, look at art, buy a cup of coffee, gossip with neighbors, or read the newspaper.

It is the celebrated CENTER of town.



Design by AMY CRAGG

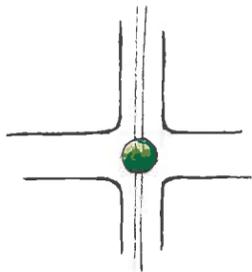


# BUILDING UP BY BUILDING IN

## 02: ACCOMMODATING GROWTH ON A MAIN STREET

### 6. linear park (east)

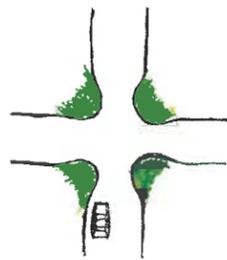
- this part of the green corridor has more traditional character:  
trees, lawn, benches, ped path, bike path, sculpture



roundabouts: traffic circles at intersections slow traffic and provide space for vegetation

### 7. light industrial area

- preserve working railroad and industry connection
- concentrate warehouses + small manufacturing businesses
- close off certain streets to non business traffic
- buffer industrial edge with a series of green streets and open spaces
- provide parks for surrounding neighborhoods; have parks relate to industrial character
- create quality pedestrian experiences
- provide space for artists interested in



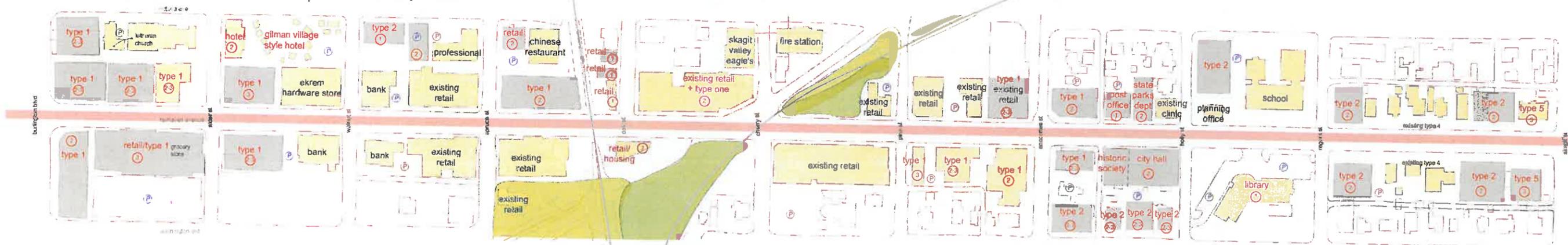
bulbouts: street corners bulb out to encourage pedestrian friendly streets

Over the next twenty years, Burlington's population is expected to increase by 4,000 people. With this drastic increase comes the need for new HOUSING and AMENITIES, as well as the risk of further absorbing the surrounding farmland into new residential developments. The downtown core provides an OPPORTUNITY to increase the density within the city limits, thus limiting the impact on the Skagit Valley farmland, and bring new ENERGY to the center of the city.

This concept for Burlington's downtown core concentrates on increasing density by BUILDING UP and FILLING IN. The strategy for achieving this scales new buildings to fit with the existing, maintaining a building height gradient that respects the CHARACTER of Burlington's downtown. In order for new developments to respect this gradient, we have developed a typology of five housing forms for the downtown core. **Type 1** consists of two to three story apartment buildings with first floor serving as retail, commercial space or parking. **Type 2**, multi-level town homes, is ideally suited for addressing the gradient from Fairhaven to the quiet residential neighborhoods to the north and south. **Type 3** introduces cottage housing-multiple single-family homes arranged around a common green space within one housing lot-into vacant or underutilized lots in the residential neighborhoods. Existing single-family homes will be preserved or constructed to match in the housing **Type 4**. **Type 5** consists of low-rise apartment buildings with first floor residential.

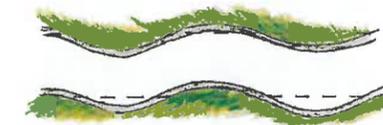
To bring the scale of Fairhaven Avenue to a finer grain, our concept introduces consistent awnings, pedestrian-scale sidewalks with comfortable street furniture, street lighting, street trees, legible signage, parallel parking, and a bicycle lane.

This concept also introduces a long linear PARK along the railroad CORRIDOR and a series of green STREETS providing bike PATHS and pedestrian CONNECTIONS to parks, Burlington Hill, the SLOUGH, and the RIVER. Around the city hall, we have conceived of a civic campus, which will contain all the government offices, the post office, doctor's offices and other professional services, a new library in the city hall building, and a new city hall. Across the street from the high school, we have introduced a community center and entertainment area. This is in close proximity to the hotel and attractive to visitors and residents, and the COMMUNITY center is easily accessible to high school students.



### design guidelines for fairhaven avenue

- + Create variety in wall surfaces along Fairhaven for visual diversity.
- + Encourage personalized signage and color use within ten feet of storefront along Fairhaven.
- + Maintain proportion of first and second stories along Fairhaven.
- + Maintain the average perceived height of buildings.
- + New construction along Fairhaven should relate to mass and scale of existing historic buildings.
- + Provide building entrances that are clearly identified and pedestrian scaled
- + Minimize contrasts in scale by developing building height gradients: tallest buildings on Fairhaven and stepping down to residential neighborhoods.
- + Preserve the views along Fairhaven: Cascade foothills to the east, Burlington Hill to the north.



SEA Street: street edge alternative project. A meandering street pattern references the slough, slows traffic, and provides pockets of vegetation and bioswales



street trees in planting strips: planting strips separate vehicular traffic from bicycle lanes while trees create an allee down fairhaven. Parallel parking on one side of the street



team members:  
dottie faris  
christina frank  
shoji kaneko  
charlie page

Building Up by Building In

# THE YARDS

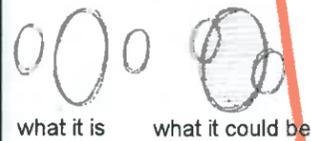
## 01 SITE



What happens when a TRAIN runs right through the center of a small town?  
 What about when it comes every day, every hour, at 60 MPH?

Ever since its tracks were laid in 1890, Burlington has been split in half. This area, north of town, is no exception. Made up of light industry, storage sheds, and single family residences, it is characterized by its ABRUPT EDGE. Without an appropriate transition between spaces, it is DISJOINTED, awkward, and overlooked.

What OPPORTUNITY does this site present for a town that is expected to grow by 4000 people in 20 years? Will people LIVE here? Will they WORK here? Will they SHOP here? The strategy for this project is to build up while building in. By building *up* the buffer on both sides of the railroad, we are creating a large scale commercial area -- a shopping center for industrial things. By building *in* to the site, we are creating a denser, more cohesive neighborhood. Overlapping these two places -- actually integrating their aesthetic, infrastructure, and program -- creates a DISTRICT that reflects Burlington's industrial and railroad character, accommodates its growing population, provides incubation for new businesses, promotes art, establishes green spaces, and, in the process, smooths the edge that once surrounded it.

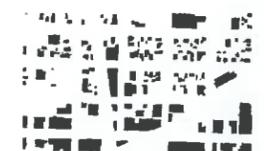


SITE ANALYSIS: percolate

EXISTING CONDITIONS: resonate

- 1 Highway Department
- 2 Burlington Glass
- 3 Mini-Storage
- 4 Norm Nelson Potatoes, Inc
- 5 Pat's General/Swap store
- 6 Burlington Auto Parts
- 7 Central Welding Supply
- 8 Burlington Sub-Station
- 9 Soto McNett Construction  
Matt Barkley Cabinets  
Burlington Print and Press
- 10 Marty's Paints
- 11 shed
- 12 shed
- 13 Valley Vacuum and Sewing Supply
- 14 Hansen and Peterson Feed Supply
- 15 shed
- 16 shed
- 17 Dahl's Electrical Supply
- 18 Pike's Automotive Repair
- 19 Motorworks Northwest
- 20 Burlington Neon Signworks
- 21 DeCamp & Stadford's Furniture storage shed
- 22 shed
- 23 Skagit Valley Eagles FOE 3242
- 24 Napa Auto Parts
- 25 Silkscreen Shop
- 26 Alpine Fire
- 27 A1 Quality Appliance Service
- 28 Cold Storage
- 29 Ekrem Hardware

EXISTING INDUSTRIAL, COMMERCIAL, AND RELATED BUSINESSES : consolidate



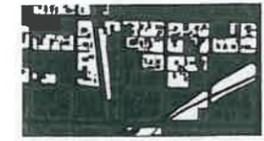
BUILDINGS: integrate



STREETS: rescale



PERMEABLE SURFACES: connect



IMPERMEABLE SURFACES: aerate



# 02 PLACE



Nature abhors a sharp transition or a rough edge. The forces of gravity and of wind and water tend over any period of time to smooth out sudden, jarring geological boundaries, to create gradual transitions. - David Sucher, *City Comforts*

Life between buildings is potentially a self-reinforcing process. When someone begins to do something there is a clear tendency for others to join in, either to participate themselves or just to experience what the others are doing. In this manner individuals and events can influence and stimulate one another. Once this process has begun, the total activity is nearly always greater and more complex than the sum of the originally involved component activities.  
- Jan Gehl, *Life Between Buildings: Using Public Space*



SCHEMATIC PLAN

# 03 USE



duisberg nord, germany



1 is it possible to turn chaos into beauty?

ford motor company headquarters



2 can we merge industry + ecology ?

vine street cistern, seattle



3 can we collect rainwater in an artful way?

growing downspouts, seattle



4 how many spaces can we fill with plants?

issaquah highlands



5 can manufactured materials be playful?

balsley park, new york



6 can an edge be solid and permeable?

portable landscapes, seattle



7 can nature be portable?

okc rocks climbing gym



8 can recreation and production happen in the same place?

bulbouts seattle



9 can details build community?



**SIGN ALLEY:**  
during our site analysis, we noticed a variety of colorful signs for the existing businesses in this area. this design proposes using N. Oak Street as a sign alley - advertising all of the businesses in the Yards and creating a visually engaging street for vehicles and pedestrians.



**LIVE/WORK SPACE:**  
the motorworks business could move to Cascade highway, where it would be more accessible to travelers. the existing building could be reused and build upon to provide live/work space for artists. the large garage doors could be used for display and opened to extend studio space beyond the building.



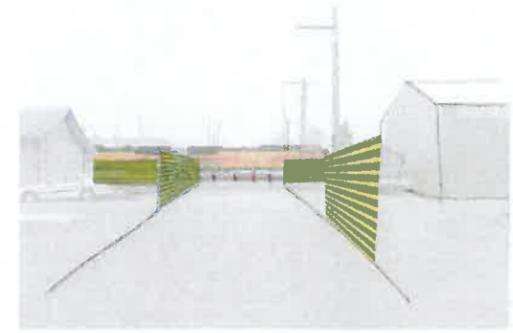
**CLIMB WALL:**  
to further draw people into this district, we recommend tying in recreation. for example, one wall of a building can be transformed into a climbing wall. imagine climbing to views of the downtown, the railroad, and the green roofs in this area?



**MOVIE WALL:**  
the substation is a part of the downtown core that cannot be removed. currently it is surrounded on two sides by parking lots, leaving it exposed to the surrounding residential and retail neighborhood. why not build around it in such a way to reflect its character and engage the community? this design proposes surrounding the substation with a two story parking garage on one side, a pocket park with play equipment that reflects the structure of the substation, and a large scale commercial building to the north. the back side of this commercial building can be used as a movie wall in the summer, further drawing people into the Yards. the fence around the substation can also be utilized as mural space rather than leaving it as a blank gray fence.



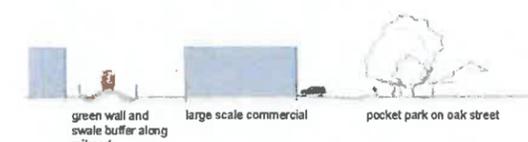
**GREEN ALLEY/GROW WALL:**  
the alley between Fairhaven and Victoria presents many opportunities for exposing ecology in the urban landscape. growing downspouts will not only reduce stormwater runoff, but also create an exciting pedestrian experience. the pedestrian-only paths are marked through the use of parking barriers. we noticed a wide variety of shapes and colors of parking barriers in this area already, so why not utilize that existing language further?



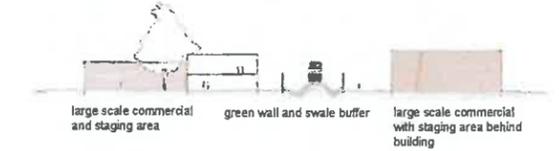
**TRACKS/GREEN WALL:**  
a series of tracks, like the ones for the railroad, are laid into the ground in selected areas. along these tracks, passersby and residents can move corrugated metal walls or large container plants to rearrange and delineate space in new ways - a staging area can be divided into smaller rooms, a household can shield its recycling and garbage bins, or an artist's studio can use the elements to create an installation space. this green wall along Victoria designates a path to a pedestrian-only railroad crossing.



SECTION FF: looking north



SECTION CC: looking north



SECTION BB: looking north

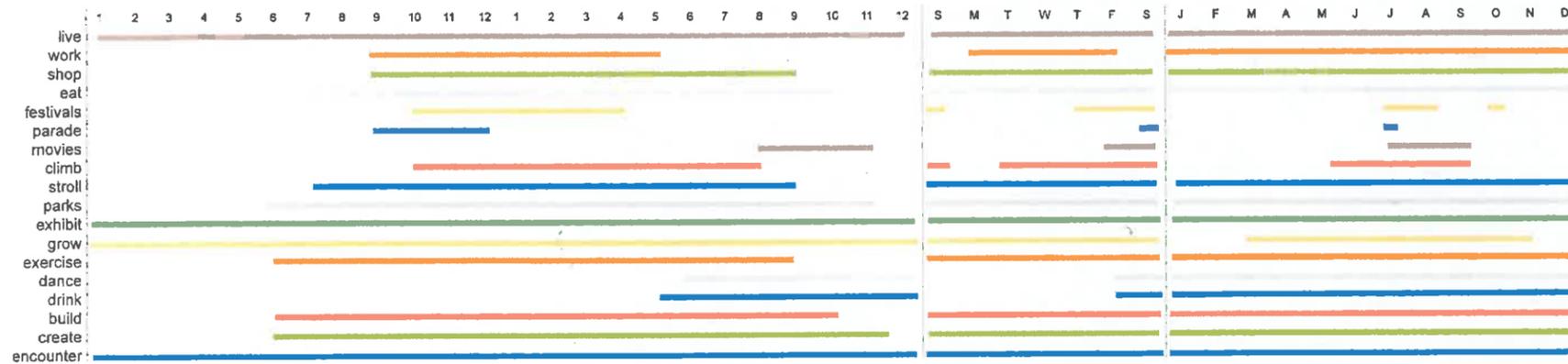


SECTION AA: looking north

# 04 ACTIVATE



YEAR 0



Start tree planting on Fairhaven Avenue  
Start housing development on Fairhaven Avenue  
Build swale along railroad corridor in the Yards  
Begin pocket park planning  
Start program for growing alley: two downspouts added each year

2 Welding Supply moves to new building in Yards  
Alpine Fire moves to new building in Yards  
Start tree planting on Avon Avenue  
Start program for green roofs: one added each year  
Start infill of cottage housing in Yards  
Segments of green wall added along railroad corridor  
Start public art program: 2% for the arts, 5% with the Yards  
Construction of one parking garage complete in Yards  
Sub-station park complete  
Climbing wall installed  
Cistern program started: addition of at least one per park

5 Start tree plantings on Cherry, Pine and Walnut Streets  
Infill cottage housing in Yards complete  
Develop pedestrian route within Yards: 13 new residences  
mark by parking barriers  
develop color scheme to delineate paths, areas of interest  
Motorworks and Auto Supply move to new location on Highway 20  
Green wall complete  
Existing storage facilities in Yards start transition to South Industrial Park  
City starts incentive program to encourage small businesses in Yards  
Pocket parks complete

10 Row housing in Yards complete: 34 new residences  
Construction of second parking garage in Yards complete  
Bulbouts completed on all residential streets  
All storage facilities now in South Industrial Park  
Start of Yards Annual Arts Festival  
Start tree plantings on Spruce Street  
Fairhaven street redevelopment complete

20 InterSKAT transit system complete  
Train station in Burlington complete  
Amount of Skagit farmland same as year 0  
Tree plantings complete on secondary and tertiary paths

50 All single family residences on Avon replaced by townhomes  
Commuter rail to Seattle and Vancouver complete  
Second rail line to Anacortes and ferry terminal introduced

100 Yards district is a thriving arts and ecological community

## RULES

- + Decide on an overall project approach that responds to the context of the specific site
- + Develop the ground floor of all projects in the downtown core to be pedestrian friendly, visually interesting, and safe
- + Address and incorporate open space plan in new developments
- + Preserve the system of square blocks and alleys: alleys should be designed for pedestrian and neighborhood vehicular use
- + Use plant materials that are native/adopted to the Skagit Valley
- + Provide lighting that encourages pedestrian activity and safety at night
- + Develop off street loading zones
- + Reduce stormwater runoff by 5% every ten years through the development of more permeable surfaces or water collection
- + Every new development in the Yards must address runoff through green roofs, water collection, growing downspouts, and connection to swale
- + Parking barriers should be used to delineate pedestrian only routes and access
- + Reduce the perceived mass of new construction by shaping buildings into smaller components, especially in new retail, townhomes, and apartment buildings
- + The primary entrance of buildings must orient to the street
- + Develop open space as an amenity that can be experienced by the general public
- + Locate parking facilities such as they are secondary to other site features:
  - below or behind building sites
  - detached garages along alleys
  - individual ground level parking lots cannot exceed 30 spaces
- + Locate signs to be secondary to building design: small scale signs, especially on free standing signs, should not obscure building details
- + Provide a pedestrian friendly edge along street fronts in neighborhoods
- + Coordinate the site plan of individual building lots with those of adjacent properties for all new developments
- + Preserve as many existing, healthy trees as possible, or relocate to spaces within the same neighborhood
- + Use a variety of forms and materials to provide individual scale and presence

## PLAYERS

lumber yard  
tool supply + repair  
recycled building materials + salvage yard  
gym  
neon sign manufacturer  
fencing supply  
cannery  
ceramics supply + potter's studio  
microbrewery  
art supply store  
tavern  
bakery  
camera store + darkroom  
paint supply  
nursery  
lighting store  
kitchen supply store + catering business  
silk screen business  
frame shop  
welding supply + metal studio  
fabric store + sewing studio  
antique store  
cheese factory  
surplus store  
stone + rock supply  
copy store  
auto repair  
fire equipment + supplier

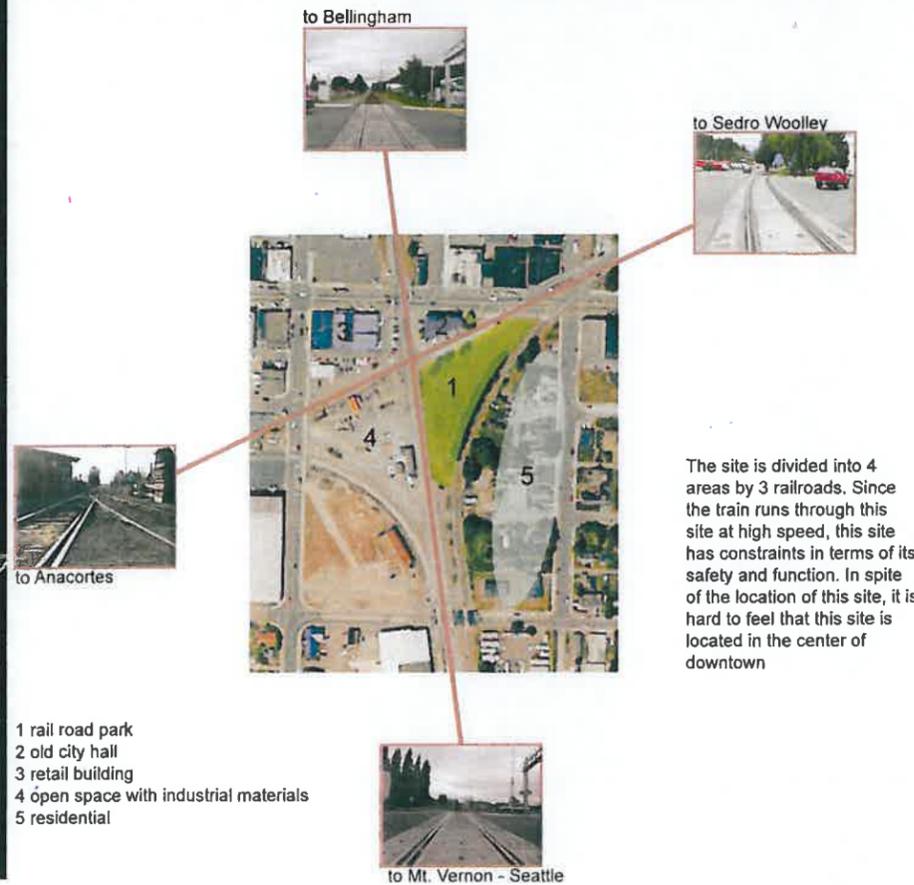
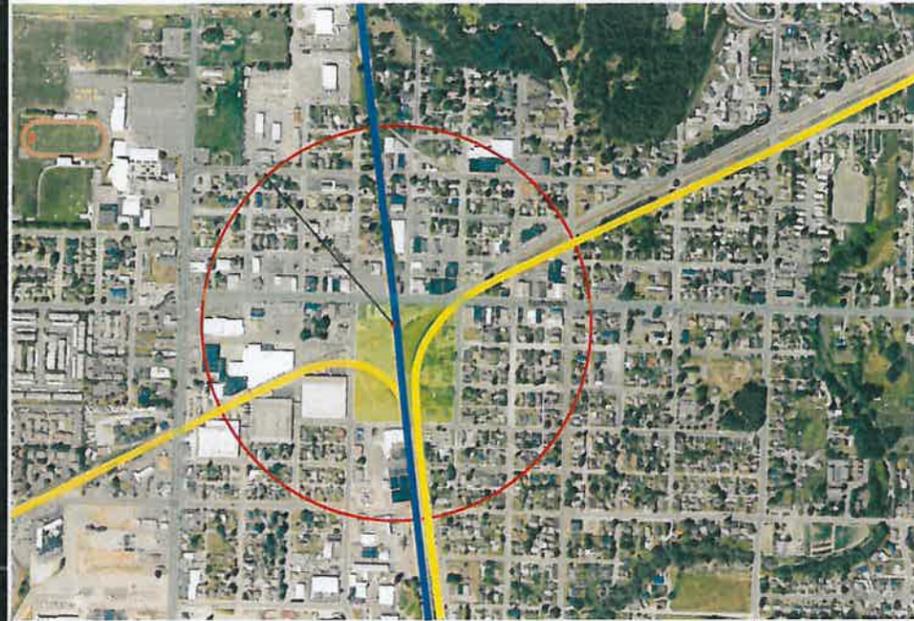
## ACTIONS



# CULTIVATE VITALITY Train Station building + Community Park in Burlington, WA

One of the biggest elements that makes downtown of Burlington unique is the trains run across the railroad park at the speed of 55 miles/h. Those railroads cut through the central area of Burlington, and the site is completely divided into small areas by them. Because of the fast trains and the railroads, the central area of downtown is not fully used as a center in terms of its function.

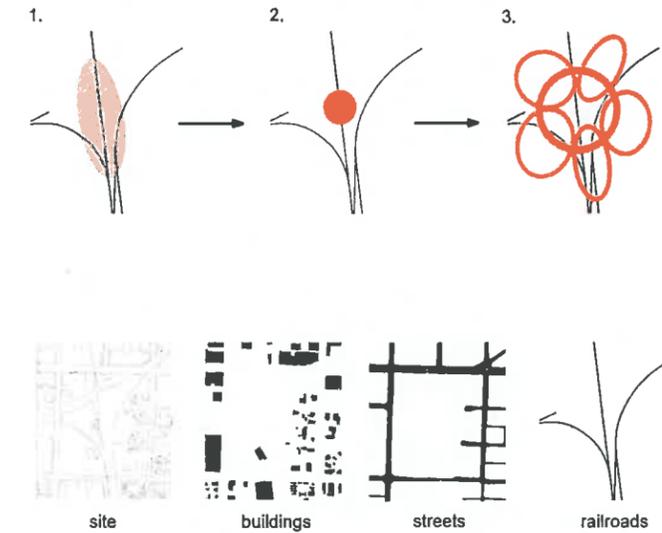
The main concept of this design is to vitalize this area as a real HUB of downtown Burlington by placing train station at the very central spot of this site. In addition to the station, it is a goal to design a central park and plaza connected to the train station and to provide accesses to the station in safer ways.



The site is divided into 4 areas by 3 railroads. Since the train runs through this site at high speed, this site has constraints in terms of its safety and function. In spite of the location of this site, it is hard to feel that this site is located in the center of downtown

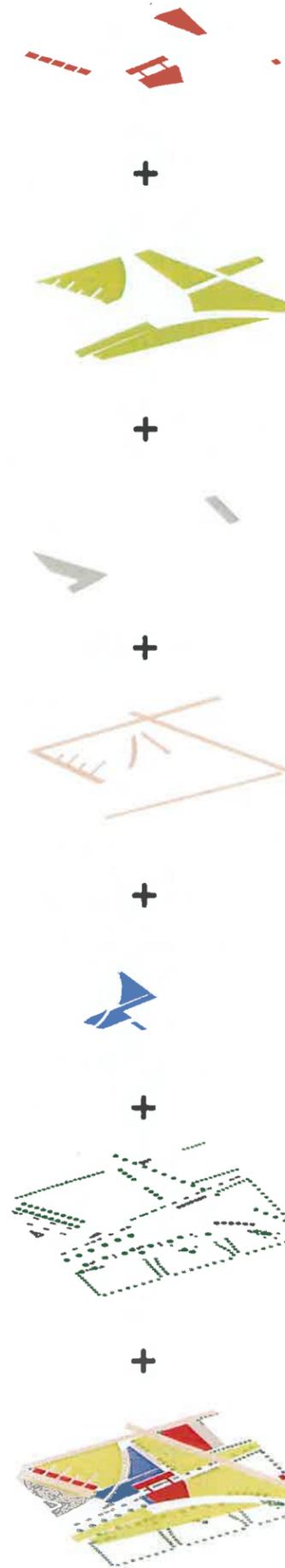
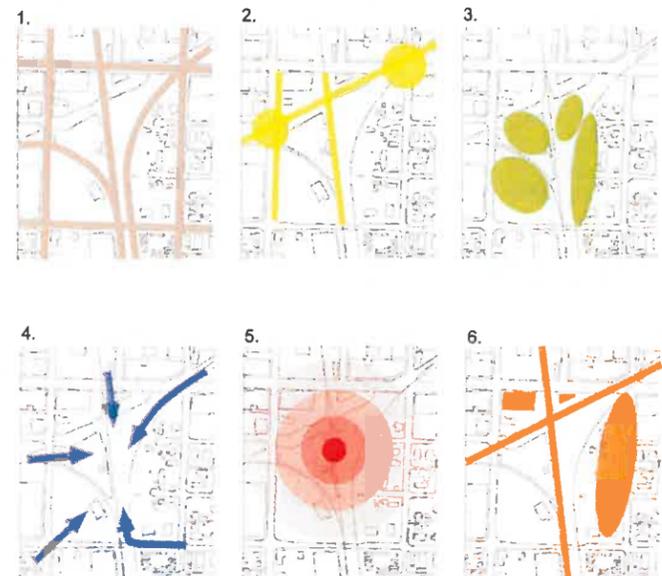
## conceptual diagram

1. inactive open space with railroads
2. provide a train station at the center of site
3. intersection of activities around hub



the purposes and goals of this design are to;

1. connect the divided areas in safer way
2. provide better environment for pedestrians
3. arrange open spaces that provide different function
4. make accessible gateways to the site
5. place strong vitality in the center
6. stimulate the context of the site



## building

- new retail building next to the northern park to make the area stronger as a retail area
- Burlington station building which has bridges over the train to make connection between east side and west side
- platform and waiting spots connected to the retail
- historical museum and gallery is the function of the other side of station building
- a new public restroom accessible from fairhaven ave.
- community center located along promenade from the s-w residential that supports the events for community park

## green infrastructure

- green mound connected to the roof of the station building becomes a seats for amphitheater and outdoor gallery
- northern park faced to the new retail building supports the activity related to the commercial events
- community park located on s-w side is used for the events and festivals taken place by the community center
- aisle connects fairhaven ave. and the station
- accesses from the residential areas
- sculpture park along east side of the railroad displays the sculptures celebrate the trains, provides playgrounds for children

## parking

- parking for the customers between the new retail building and the old one
- parking for the users of park and station located on the south of the station

## path

- corridor connects alpha park and the cold storages; this axis makes strong connection between east side and west side of this site
- accessible path from the cold storage area
- aisle for pedestrian along spruce st. makes pedestrian friendly and affect vehicles to slow down
- promenade accessible from the residential area
- walkway and bike path along sculpture park makes the area more usable for neighbors
- retaining wall along the railroad makes the paths safer for pedestrian and provides the spaces for art installation

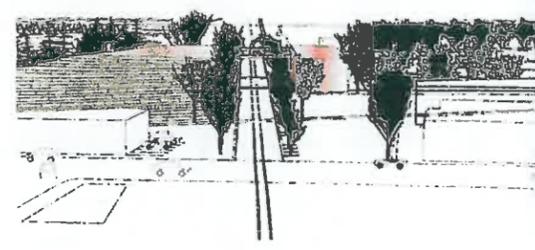
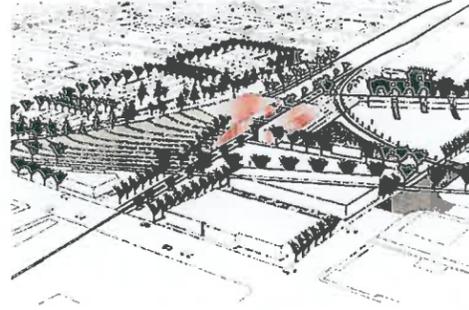
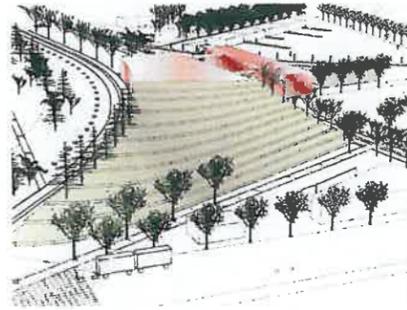
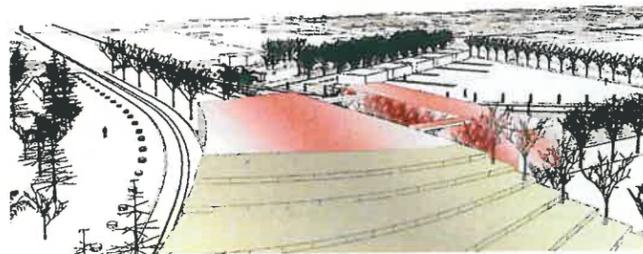
## plaza

- central plaza for station users; this plaza contains a vertical element and a fountain that indicates the symbol of the central area
- wood deck next to the station is facing to the screen; the screen provides daily information and is used for the commercial purposes
- front yard along the community center supports the outdoor gathering for community

## vegetation

- colonnade along the corridor from the cold storages to alpha park; this colonnade is for strengthening the effect of the axis
- trees along the sidewalks in residential areas
- green spots divided by the retaining walls along n-s railroads provides opportunities for art installation and flea market
- preserve the poplar trees in rr park; the purpose of preservation is to maintain the identity and context of this site

the main strategy of the whole design is to think about the possibility from different aspects and layering them at once to consider the relationship between those layers and to provide stronger programs to activate the central area in the downtown Burlington



**Cultivate Vitality: Shoji Kaneko** Building Up by Building In

# incubation: a design for the community

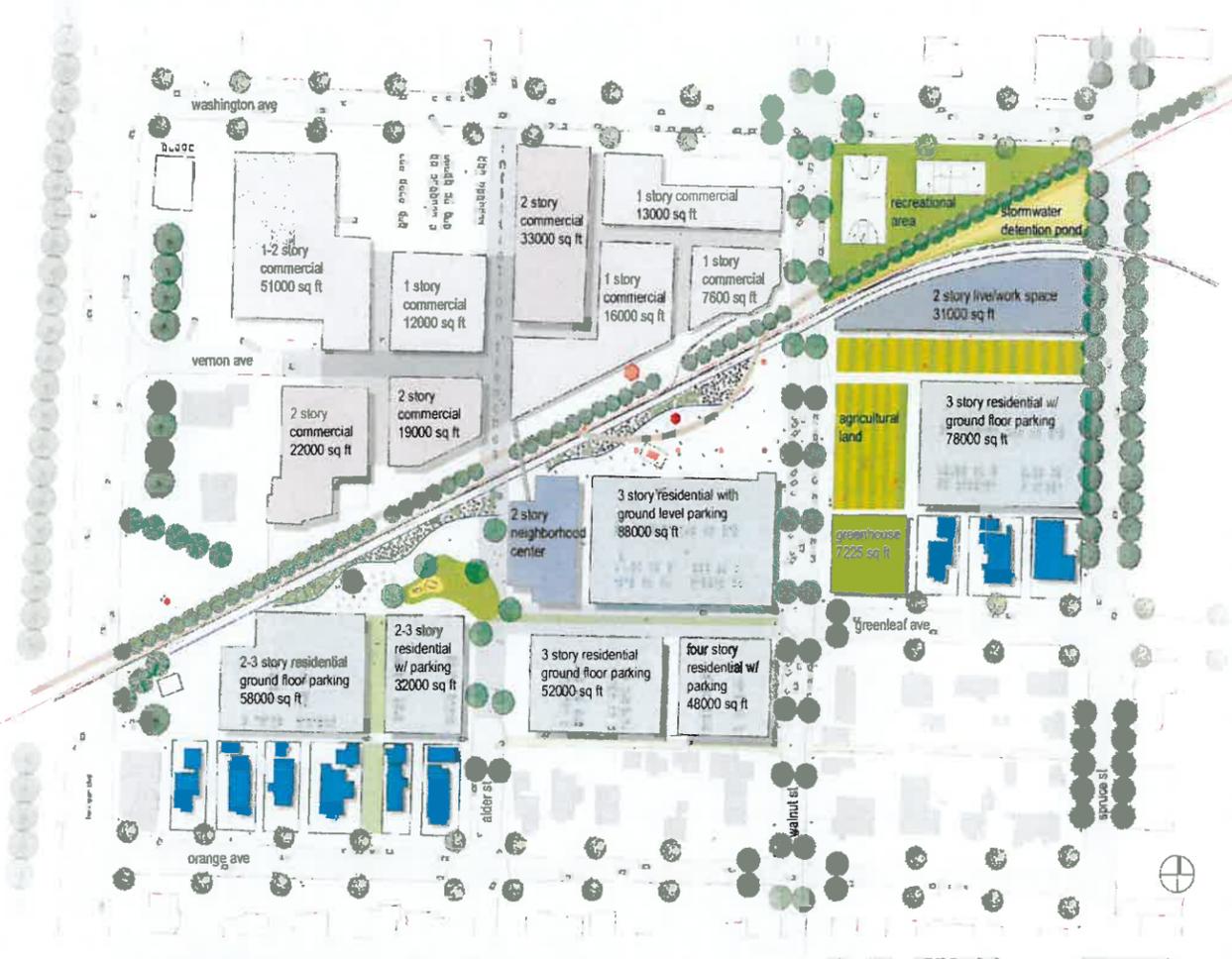
## narrative

The site area is currently filled with huge commercial buildings in various states of activity and repair. One set of railroad tracks runs through the site, these tracks are used 2-3 times per day by a slow speed freight train.

The site offers a great deal of potential for new residential development. Major streets provide access to I-5 and the shopping mecca of big box Burlington. The site is within easy walking distance of fairhaven street, the main business street in the downtown core.

This design focuses on new development to foster and provide for increased commercial and residential occupation. In order to preserve the scale and character of the site, the new buildings are constructed within the footprints of the original commercial structures. These footprints are dissected by a series of corridors that improve pedestrian circulation throughout the area and introduce sightlines that link the site with its surroundings. The buildings are designed with flexible floorplans that fit small, start-up businesses and families while allowing for future expansion.

Pedestrian pathways align themselves with Burlington's street patterns and a new path along the railroad tracks connects the site directly with the center of downtown. These pathways offer a pedestrians



plan showing schematic layout of commercial, residential and open space



**balsley park**, manhattan, new york  
balsley associates

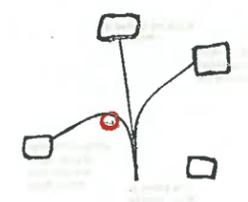
small urban space designed as a neighborhood pocket park. lightly textured vegetation counterbalances painted walls constructed of corrugated metal. these walls serve as to separate the park environment from a massive brick wall of the adjacent building. holes in the wall allow keyhole views of the vegetation and offer a sense of transparency. this transparency creates the illusion of borrowed space.

**pearl district**, portland, oregon  
numerous designers

industrial section of downtown portland revitalized to into a vibrant urban center. the redevelopment consists of a mixture of preservation and new construction. industrial character is preserved and translated into an identity for the area.

**nordheim court**, seattle, wa  
mithun

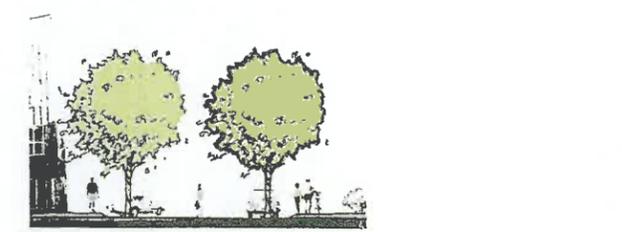
residential apartments designed around a sculptural central plaza space. many apartments have their own front doors that are accessed directly off of the plaza space. a subgrade parking structure is concealed beneath the buildings in order to hide it from view. a community building with common space and exercise facilities is located by the entrance.



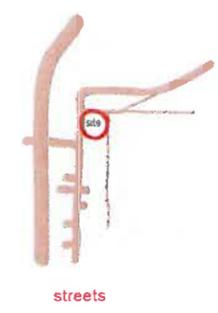
destinations



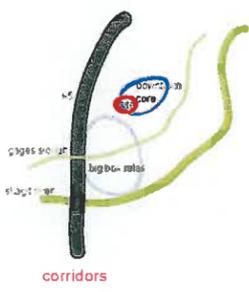
typical residential street bordered by parallel parking and street trees



street trees planted in parking strip and angled parking squeeze the street and slow vehicular traffic



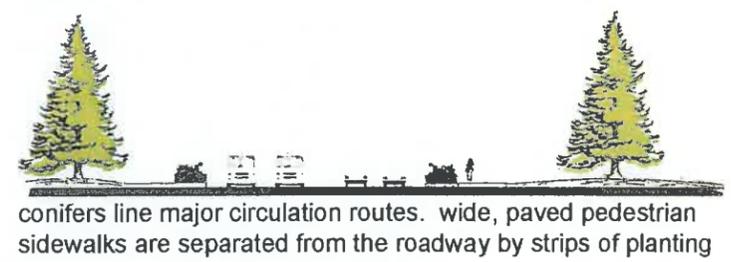
streets



corridors



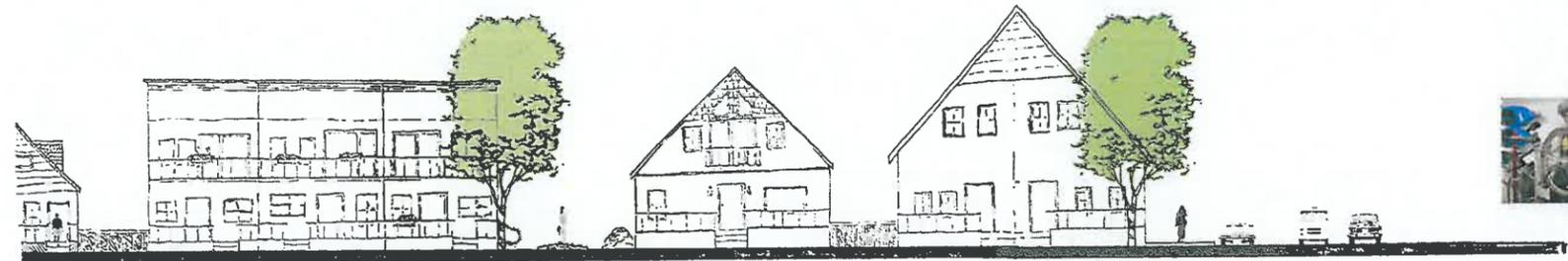
green space



conifers line major circulation routes. wide, paved pedestrian sidewalks are separated from the roadway by strips of planting



diagonal axis along railroad tracks offers views of plaza space, sculpture and railroad park



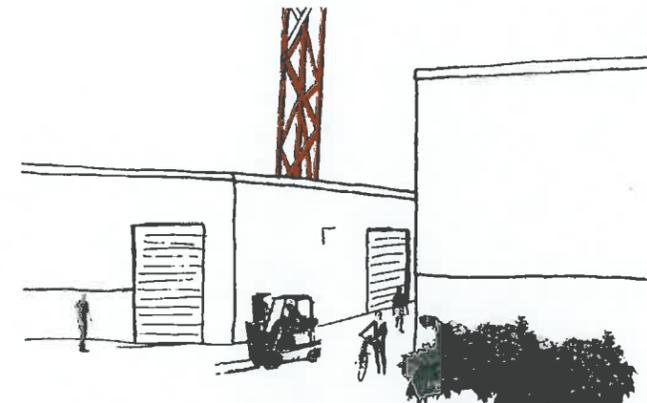
typical street section showing scale of townhouses and condominiums

goals:

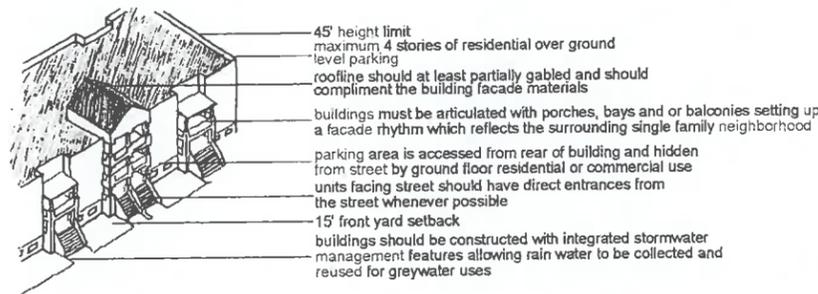
- increase residential and commercial density and vitality
- maintain scale of the site in order to preserve the local identity
- open sightlines through the site to remove the visual obstruction created by existing buildings
- provide new and improve existing pedestrian corridors through the site to increase connections with the surroundings
- activate railroad corridor as a diagonal axis connecting Burlington Boulevard to Railroad Park
- devise a street treatment typology to reinforce street hierarchy
- allow flexibility to accommodate multiple uses and expansion
- provide parking within buildings secluded by residential or commercial units



view of re-opened sightline through alley from walnut street

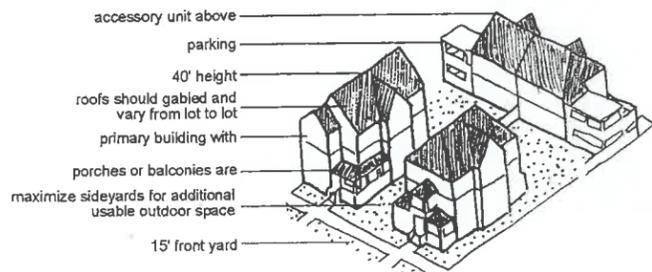


corridors through commercial area serve as commercial access and also allow pedestrians to cut directly through to fairhaven and thrifty foods

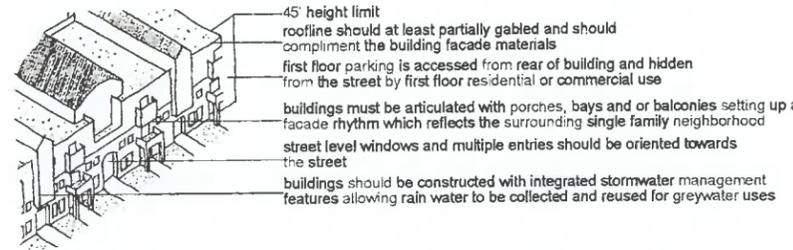


- 45' height limit
- maximum 4 stories of residential over ground level parking
- roofline should at least partially gabled and should complement the building facade materials
- buildings must be articulated with porches, bays and or balconies setting up a facade rhythm which reflects the surrounding single family neighborhood
- parking area is accessed from rear of building and hidden from street by ground floor residential or commercial use
- units facing street should have direct entrances from the street whenever possible
- 15' front yard setback
- buildings should be constructed with integrated stormwater management features allowing rain water to be collected and reused for greywater uses

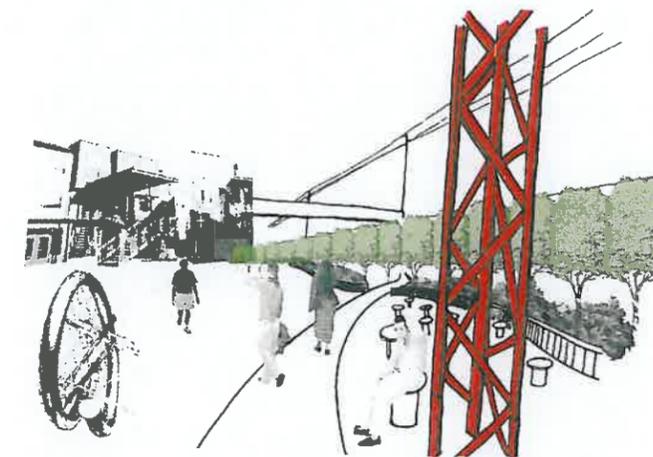
guidelines modeled on the jackson-taylor neighborhood revitalization strategy, san jose, california  
-peter calthorpe: the next american metropolis



- accessory unit above
- parking
- 40' height
- roofs should gabled and vary from lot to lot
- primary building with
- porches or balconies are
- maximize sideyards for additional usable outdoor space
- 15' front yard



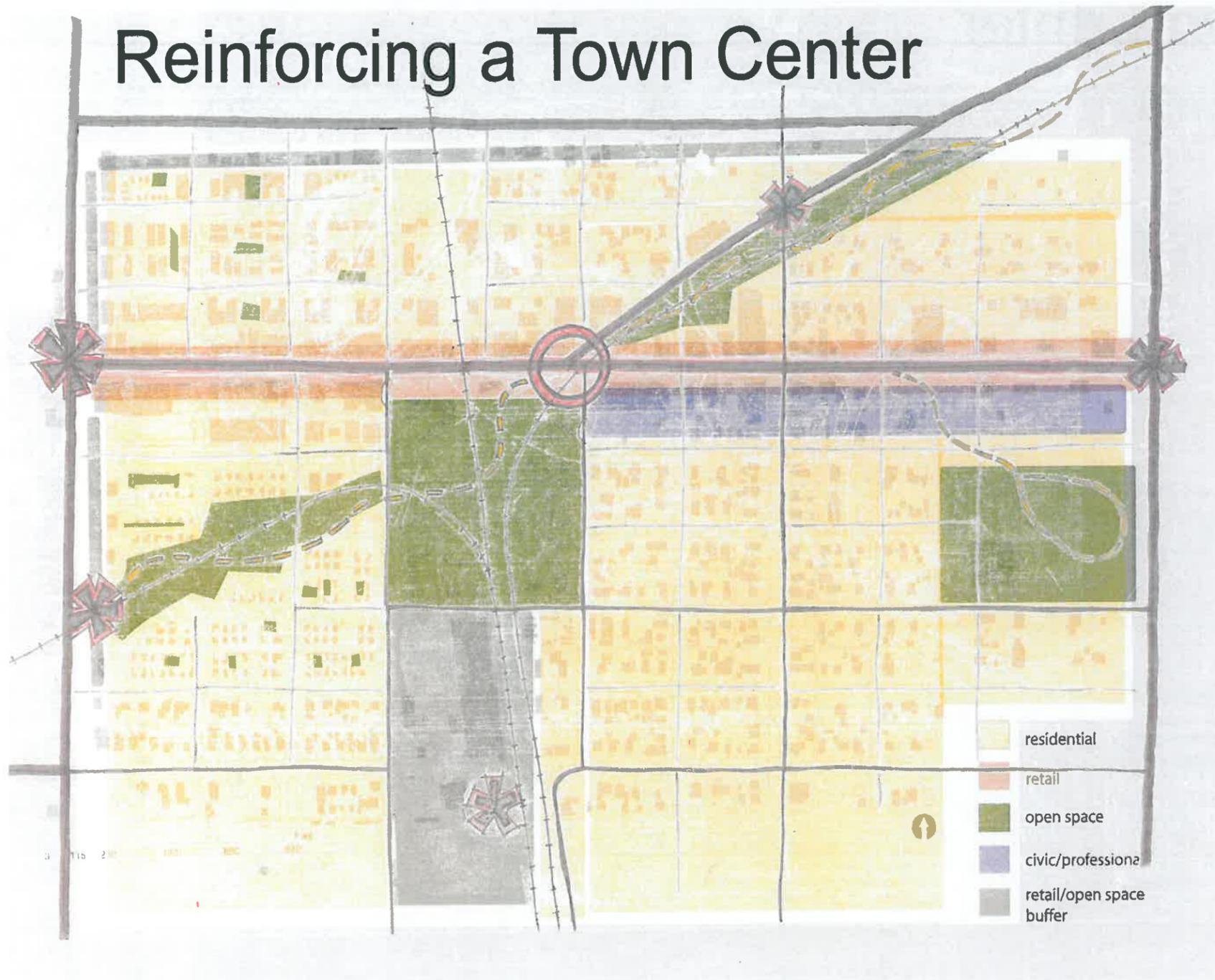
- 45' height limit
- roofline should at least partially gabled and should complement the building facade materials
- first floor parking is accessed from rear of building and hidden from the street by first floor residential or commercial use
- buildings must be articulated with porches, bays and or balconies setting up a facade rhythm which reflects the surrounding single family neighborhood
- street level windows and multiple entries should be oriented towards the street
- buildings should be constructed with integrated stormwater management features allowing rain water to be collected and reused for greywater uses



views of the tall plaza sculpture draw people towards the central plaza space filled with vegetation, public seating and art



# Reinforcing a Town Center



## Design Objectives:

- Reduce the conflict with the train
- High density infill development that promotes livability
- Create open space that connects the Burlington community
- Use gateways to reinforce the town center

In an effort to strengthen the town center we have developed a strategy that places all retail on Fairhaven Avenue. To support the retail corridor, high density infill is recommended both north and south of Fairhaven Avenue. These residential developments are aimed at promoting livability by creating accessible open space, walkability, and community engagement. To reduce the impact of the train our designs use various strategies, such as art forms, earth-forms, and circulation alternatives.

## Four Proposed Designs



### **Gateway Community**

- a walkable, livable community
- strengthen Fairhaven Avenue: facade improvements, commercial infill & open space design
- create a western gateway



### **Burlington Corners**

- a sustainable, walkable community
- mitigate train noise
- create community open space with path
- an implied gateway to the center of town



### **Convergence: A New Park**

- create an engaging community park space
- create a historic center
- public art installations



### **Heart of Burlington**

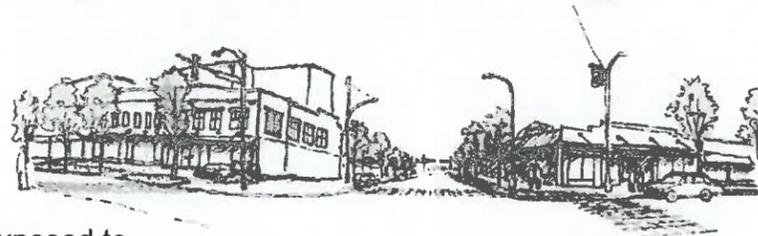
- reinforce a functioning central node on Fairhaven Avenue
- create an eastern gateway
- create community open space with path

# Reinforcing A Town Center Gateway Community



## Current Condition

- Lack of Town Gateway
- Viability of Downtown Facade
- Traffic Issues ...the edge of the town is exposed to the high speed traffic.
- ...Speed on the residential street
- Housing and Retail - Interconnected Buildings



gateway

## Proposal

### Enhancement for Downtown Facade

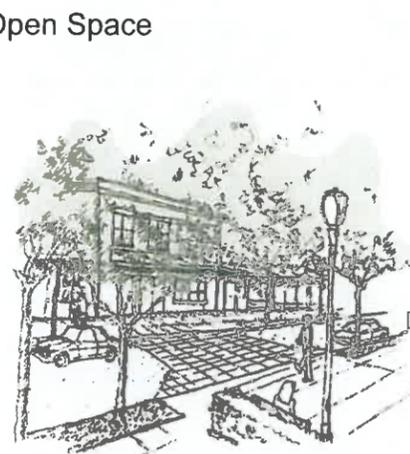
- As Gateway of Burlington both for Visitors and Community

### New Residential Area

- Create a Buffer from Traffic
- Possibility for Affordable Housing
- Connection with Downtown
- Walkable Community with Green Open Space



Residential Area



Downtown Facade



## Creating the Buffer (Vegetation + Retail and Professional Offices)

- 1) Adding 2 lanes to Highway-20 (Proposal to the Highway Department)
  - Ask the purchase of 40ft. property along the Avon Street with vegetation buffer
- 2) Opportunity for Retail and office spaces
  - Take the advantage of the location along highway-20 and Burlington Boulevard
  - Create new meeting & gathering spots for professional users
- 3) Provide pedestrian access through vegetation buffer

### Design Guidelines, etc.

- Street Features:
- Lanes 11-12 ft. with 20 ft. planting on the side
- Vegetation: Shrub and Trees

## Opportunity for Affordable Housing

- 1) Single Family Housing and Condominium
  - Condominium along the Retail Edge
- 2) Units Density
  - For the affordable housing, densities per unit will be established by the following guideline

Densities must be a minimum of 7 units per net acre and average of 12 units per net acre  
10' setback from the street

Building height: 3 stories maximum  
Preserve existing old trees

## Connection with Downtown Facade

- 1) Residential Facade
  - Create main access connecting to the Downtown Facade
  - Create aesthetic feature of residential area
- 2) Units Density
  - For the affordable housing, densities per unit will be established by the following guideline

Street Features:

- Street width 26 ft. with curb and informal parking
- Planting strips 6 ft.
- Sidewalks 5 ft. on each side
- Average Speed 20 mphs
- Setting the Round-about

- On N. Alder and N. Walnut Street, the house fronts need to face the street and have vegetation density along the street 10 ft. setback from the street

## Walkable Community

- 1) 1/2 Block green network
  - Utilizing the alley with N. Alder and N. Walnut Street for open spaces network through the community

## Gateway

- 1) Create the Gateway on the corner of Fair Heaven and Burlington Boulevard for legible entrance to the center of the city
  - Change the pavement Pattern
  - Set the Sign on the corner
- 2) Downtown Facade as Gateway
  - Provide smooth access to the next destination in the city
  - Provide information of other region as "the Hub city" (Forestry Service, Hiking/ Agricultural information)

## Downtown Facade

- 1) Enhance the character of the city and ensure that new development sensitively fits into neighborhoods
  - Reinforce the architectural character of the Facade
  - Utilize existing architecture
  - Set back the existing parking on the back
  - Signage
- 2) Create pedestrian-oriented street-scape for safe, accessibility, connect to places people want to go, and provide flexible places to be used for many things
  - Enlargement of sidewalks for effective transitions between the public and private realm
  - Accent paver at the corner
  - Create mid-block crosswalk each two blocks
  - Create pathways from neighborhoods (pathway will connect to green network through community)
  - Continuous Overhead weather protection
  - Street amenities should be considered in the street frontage where a buildings sets back from the sidewalk (pedestrian scale sidewalk, lighting, planters,seating)

Street Features:

- Lanes 11ft. with with 7 ft. pararel parking
- Sidewalk 15 ft.
- Planting wells 6 ft.
- Average Speed 20-25 mph

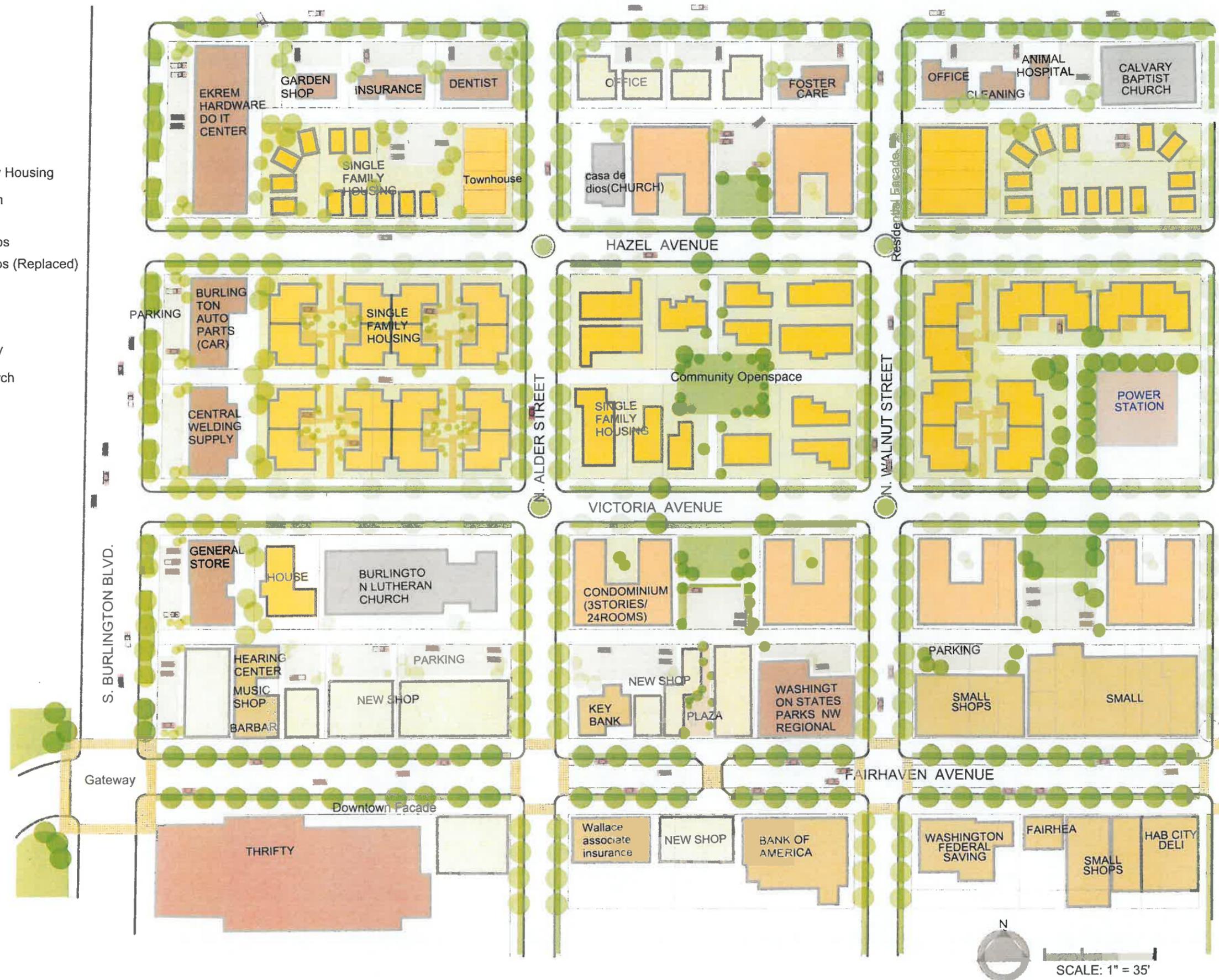
Vegetation: Shrub and Trees

New Architectural Building should not be over 30 ft. and need the arrangement of architectural elements, materials and colors with existing buildings

Plan View

Legend

- Single Family Housing
- Condominium
- Existing Shops
- Existing Shops (Replaced)
- New Shops
- Parking
- Public Facility
- Existing Church
- Open Space



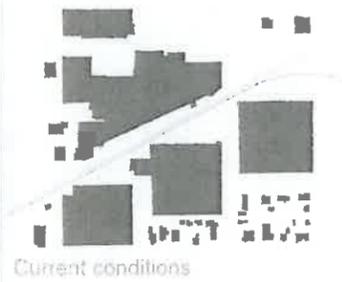
Reinforcing a  
Town Center

Gateway Community: Keiko Shimada

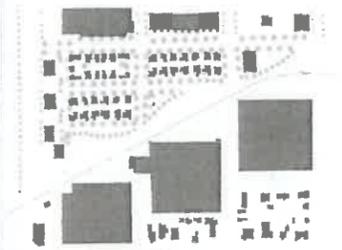
# Reinforcing A Town Center *Burlington Corners*



## Implementation Phases



Current conditions



Phase One: 2005  
Purchase and remove National Frozen Foods structure and start housing development north of railroad



Phase Two: 2015  
Remove Gold Storage structures and rezone to the edge of city boundary. Glass structures are removed, start housing development south of railroad



Phase Three?  
Reintroduce and habitat vegetation into



## Project goals

- Create a livable community that helps support and strengthen a viable downtown core on Fairhaven Avenue, the historic spine of Burlington
- Help preserve Skagit Valley's agricultural landscape by increasing dense, affordable, and attractive housing inside of Burlington's urban growth boundary
- Create an implied gateway to the historic spine of Burlington by extending an open-space corridor from Burlington avenue into Railroad Park, the center of the historic core of Burlington
- Use ecological design and development principles
- Mitigate the conflict between the community and railroad



Section A: Community Garden and Residential Development

## Surround Fairhaven Ave. with neighborhoods



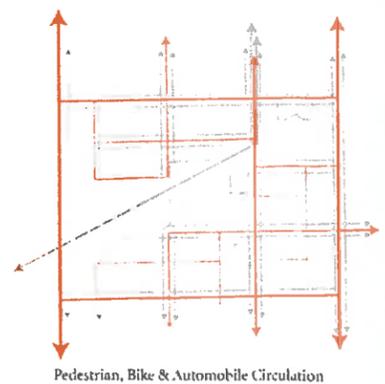
current conditions



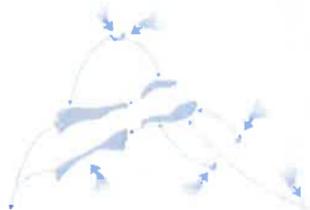
pre-development



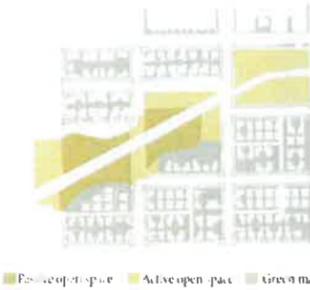
post-development



Pedestrian, Bike & Automobile Circulation



Stormwater Retention



Passive open space Active open space Green matrix



High Density Housing



### Design Guidelines

#### Community Development

- Community designs should include affordable and dense housing, small lot sizes, active and passive open spaces, pedestrian amenities, parking, community gardens and recreation facilities
- Use zoning and incentives to encourage high density housing development
- Integrate new housing development and the surrounding open space
- All new homes should have an appealing architectural character
- Utilize low impact development strategies

#### Open Space as Ecological Infrastructure

- Active and passive open spaces should include recreation amenities and ecologically functioning landscapes (ie. stormwater management and habitat)
- Use native plant species in parks when possible
- Define the edge of the Gateway Park with poplars to reinforce Burlington's parks as cultural landmarks
- Community pocket parks should be located at intersections
- Open space design should be comprehensively integrated into the public and private landscape
- Neighborhood pocket parks and the open space along train tracks should include retention ponds designed to mitigate stormwater flood events
- 100 foot buffer between the railroad and residential builds should be created to increase livability
- A fence-like structure and a berm should be constructed on either side of the train tracks to increase pedestrian safety and to mitigate train noise
- The 100-foot buffer should include terminal retention ponds
- The 100-foot buffer should include habitat, and recreation facilities

#### Circulation

- Pedestrian circulation should support a walkable community
- Strong visual and physical connections should be created to the town center
- Extend the existing street grid into new developments to strengthen the town identity and legibility
- Use alleyways for pedestrian path networks and off street parking access

#### Detached Homes

- All homes are two stories with a footprint between 450 and 750 sq feet
- Parking should combine community parking lots, one car garages, and on-street parking residential units should have cottage or craftsman architecture
- House siting should create interior open spaces
- Homes should be set back at least 10 feet from curb
- Detached units locally collect rainwater (rain barrels) and direct runoff to retention ponds

#### Stormwater Management

- New development should follow Low Impact Development strategies to reduce stormwater runoff and be designed to help mitigate the effects of development on natural hydrologic regimes
- A series of ephemeral retention ponds should be utilized to help decrease the demand on the city stormwater system during rain events

#### Street Design

- Use bulbouts as traffic calming devices
- Create parking on one or both sides of streets
- Plant vegetation buffers between streets and sidewalks to enhance pedestrian safety
- Plant street trees at regular intervals
- Narrow alleys to keep traffic slow

### Research

#### Set of principles and patterns applicable to the town of Burlington

- |                                |  |
|--------------------------------|--|
| Preserve existing open spaces  | Develop infill strategies                                    |
| Minimize residential lot sizes | Heed natural landscapes when planning development strategies |
| Maximize public open space     | Create pedestrian greenway, recreational paths, etc          |
| Avoid sprawling parking lots   | Hide and separate parking from main pedestrian streetscapes  |
| Reinforce the center of town   | Retain farmland  |
- Rural By Design by Randall Arant, 1994

#### Use Low Impact Development Strategies (LID)

The goal of LID is to retain the hydrologic characteristics of each site, improve stormwater quality, maintain downstream stability, and reduce the need for conventional stormwater management and conveyance systems. LID is a concept that utilizes integrated management practices (IMPs). These IMPs are a flexible set of strategies that can be applied to any development project regardless of scale. These strategies are generally best applied to newly developed sites: Conservation and Minimization, Conveyance, Landscaping, and Infiltration IMPs.

-Low Impact Development: Integrated Management Practices Guidebook Prince George's County Department of Environmental Resources, 2002

#### Consider Affordable Housing Strategies

A community land trust (CLT) is a private non-profit corporation created to acquire and hold land for the benefit of a community and provide secure affordable access to land and housing for community residents. CLTs prohibit speculation and absentee ownership of land and housing, promote ecologically sound land-use practices, and preserve the long-term affordability of housing. Eligible resident leaseholders pay no more than 33% of their monthly income. Leases are for 99 years and may be passed to heirs.

-The Community Land Trust Alliance of the San Juan Islands

#### Housing Density

Play it down! Use pocket parks at entries and street fronting yards, greens, and vegetation buffers, however small to open up and soften the neighborhood.

-Community Design: Innovative Urban Infill by Threshold Housing & M&Hun

#### Lot Sizes

Lot size makes little difference in the "health, safety and welfare." Performance not minimum standards should determine lot size. If it lives well and looks great, what does it matter how small the lot is!

-Community Design: Innovative Urban Infill by Threshold Housing & M&Hun

#### Community Open Space

Flaunt it - do not hide it behind homes! Provide both active and passive open space. Make open space visible from the entry as well as in the heart of the neighborhood.

-Community Design: Innovative Urban Infill by Threshold Housing & M&Hun

#### Street Scapes

Healthy streets are networks of roads and connector trails in communities that are designed primarily for pedestrians and not just automobiles. At the heart of healthy streets is the walkability of the community. Walkable streets form the backbone of friendly, interactive, and safe neighborhoods and motorists are made to feel uncomfortable traveling at high speeds. Three components for healthy street-making: (1) providing neighborhood access with trails, alleys, and narrow streets, (2) roadways that provide transitional access to neighborhood streets, and (3) roadways that provide regional access.

-Street design guidelines for healthy neighborhoods Burden, Dan, et al. Center for Livable Communities, 1997



Section C: Open space and stormwater retention

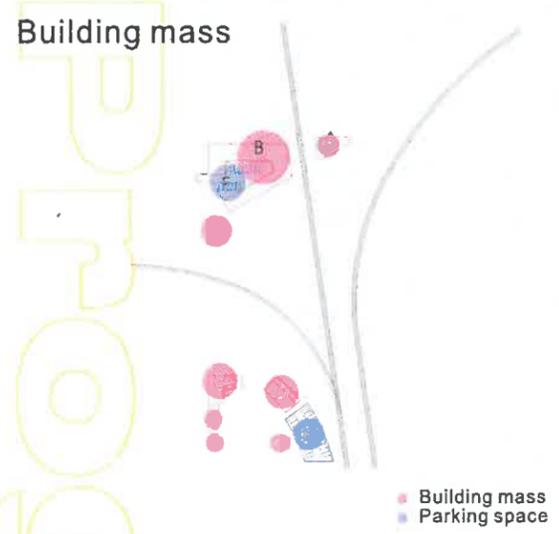


Section B: Open space and stormwater retention



Residential pocket park with retention pond

# Reinforcing A Town Center Convergence: A New Park



**A. Preserved building:**  
Old city hall (built at 1926), Burlington historical gallery, exhibit the historical document recorded how Burlington established and developed, which is closely related with the train and railroad.

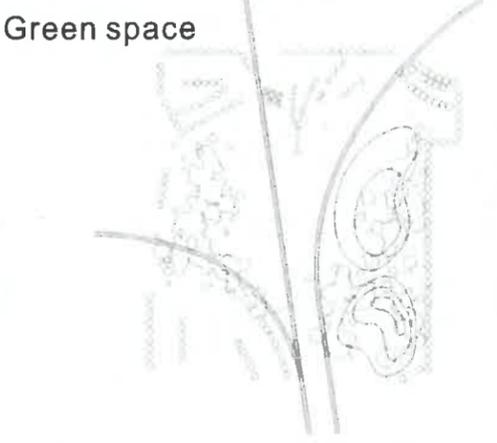
**B. Handicraft work shop:**  
Moving out all knitting retails from Old city hall building and gathering them with new handicraft and furniture shop at left part of the railroad park.

**C. flea market:**  
Setting the simple facilities for selling the agricultural products, such as pumpkin, tulip, potato...during weekdays. At the weekend, it can be accessed to the public for selling secondhand goods.

**D. art gallery:**  
Reusing and decorating the discard building as a restaurant and coffee shop, combining the outdoor space and interior by build with translucent material.

**E. commercial and business service:**  
Coffee shop, restaurant, computer service and copy center, retail connect the commercial area of train station.

**F. parking space:**  
Planning the necessary parking space following the capacity of the building activities.

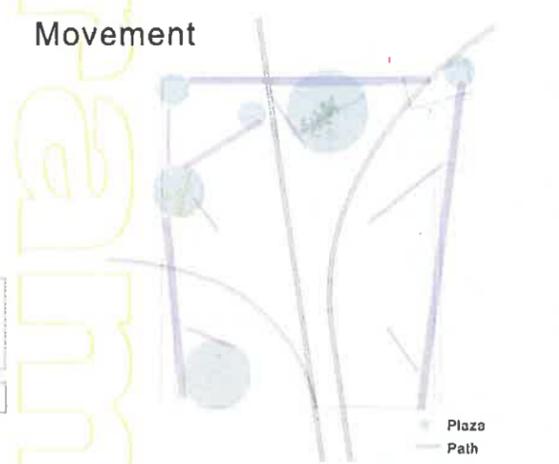


**A. Existing vegetation**  
The poplars beside the railroad, well-grow trees and lawn.

**B. Sidewalk planting:**  
Around three edges of the railroad park turns into the green corridor.

**C. New green space:**  
Plant more trees, bush and extend original lawn area at the left side of railroad. Using tree group to create and define the boundary of several functional space

**D. The hill:**  
Making grading changed at the part near the single family area, not only avoids the noise from train but also offers some high point to view the trains movement and gorgeous sky during sunset.



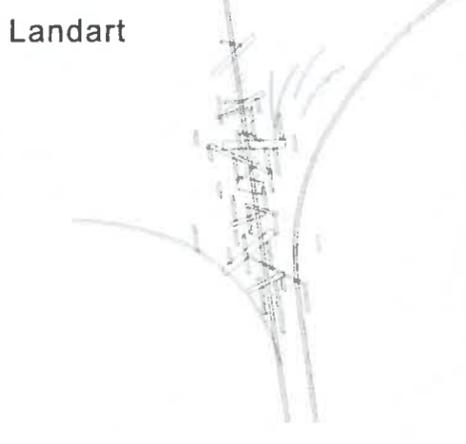
Planning the people movement from Burlington railroad station to Fairhaven Ave. according to the trace and stop of the train does.

**A. Burlington main Plaza:**  
Creating a main plaza in front of the Burlington historical center. Arraying symbol and feature banners with trees direct the people movement from station to Fairhaven Ave. Defined main plaza by lawn and paving which can have heavy capacity of activities for convergence people.

**B. Station plaza:**  
Defined plaza space with commercial services with paving, benches, water features, walls, and special trees.

**C. Path:**  
Fifteen feet pedestrian with sidewalk trees planting go around the edges of the railroad park.

**D. Translucent way:**  
Interesting patterns or facilities in the green lawn or the hill with high point view would create translucent trails naturally.



**A.Rocks**  
Extending rock paving area of the rail road in order to create the strong contrast with green grass.

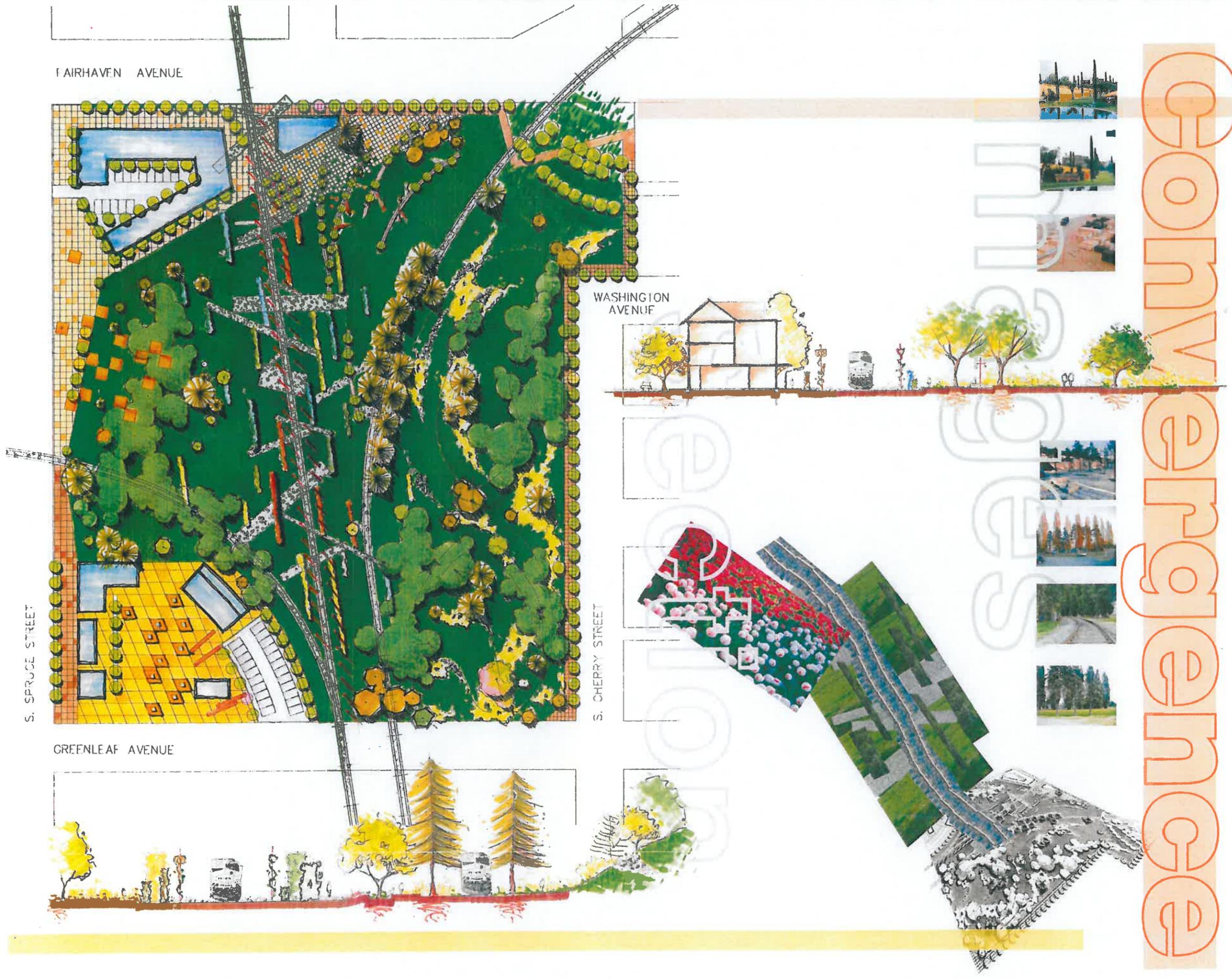
**B.Unused railroad:**  
Emerged in the lawn in front of the historical center, turns into a kind of land art with trees and bushes.

**C.Hedged:**  
Beside the railroad, different altitude to create the vertical layers but also keep people away from dangerous high speed train and the noise from train.

**D.Symbol:**  
Array the twenty feet high public art in two axis lines ten feet from the railroad, present as the feature sign of Burlington(pumpkin and tulip).



STREET



# Reinforcing A Town Center *Heart of Burlington*

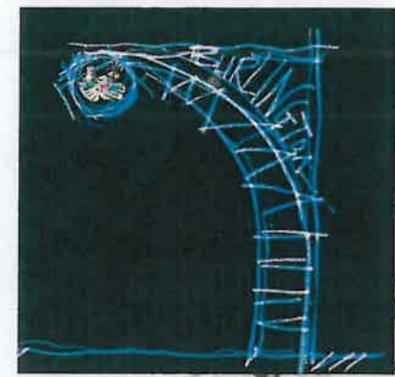
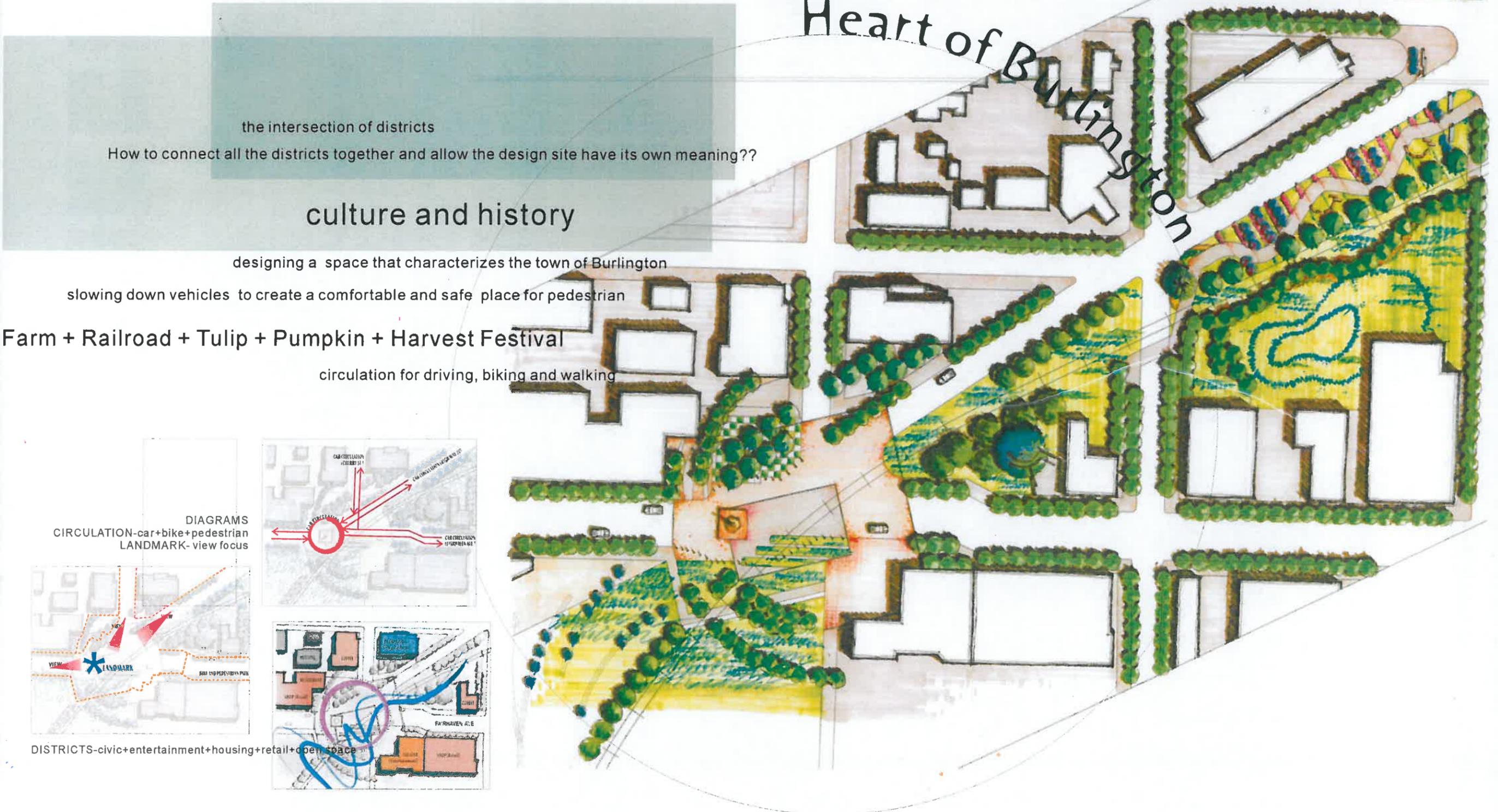
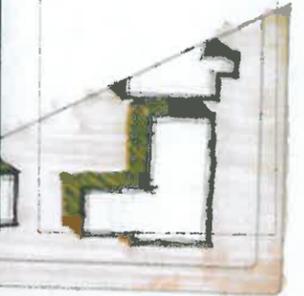


IMAGE OF GATEWAY  
IMAGE OF LANDMARK



the intersection of districts

How to connect all the districts together and allow the design site have its own meaning??

culture and history

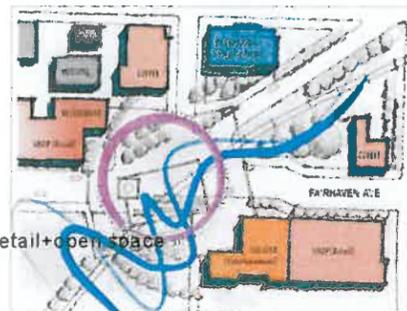
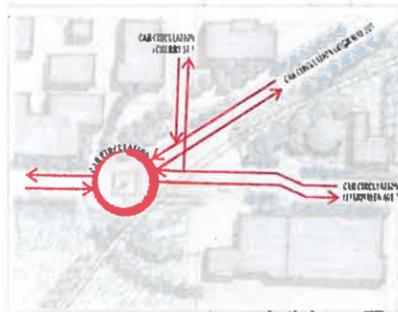
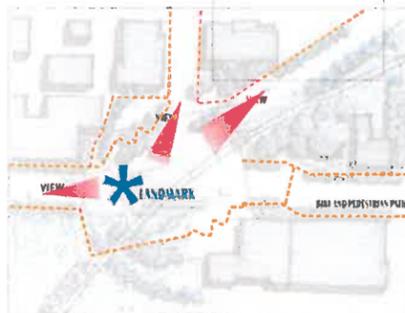
designing a space that characterizes the town of Burlington

slowing down vehicles to create a comfortable and safe place for pedestrian

Farm + Railroad + Tulip + Pumpkin + Harvest Festival

circulation for driving, biking and walking

DIAGRAMS  
CIRCULATION-car+bike+pedestrian  
LANDMARK- view focus



DISTRICTS-civic+entertainment+housing+retail+open space



between the high way 20 and the railroad

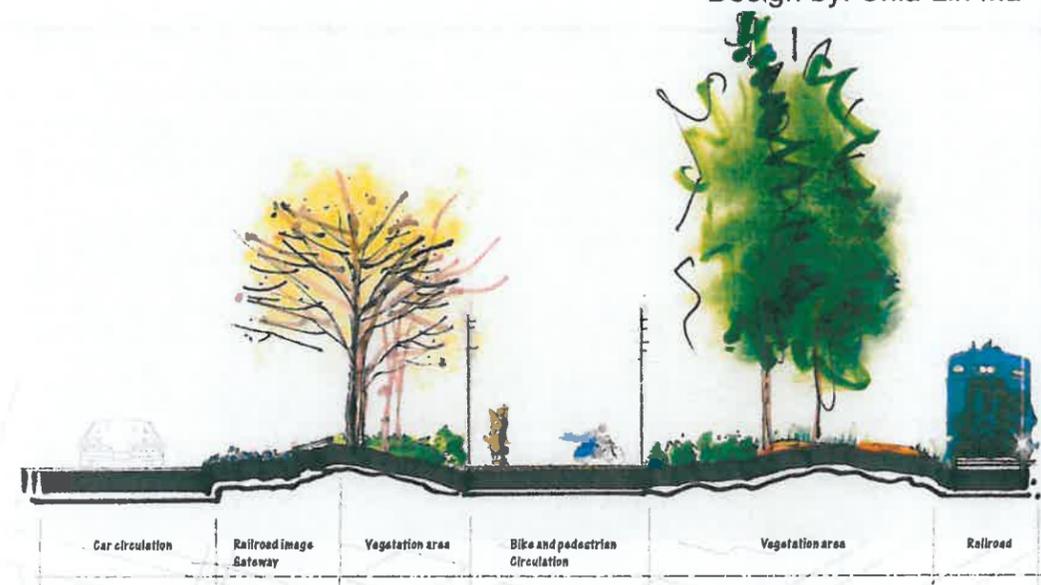
How to let people know that they are on the way to Burlington?

interest and rhythm

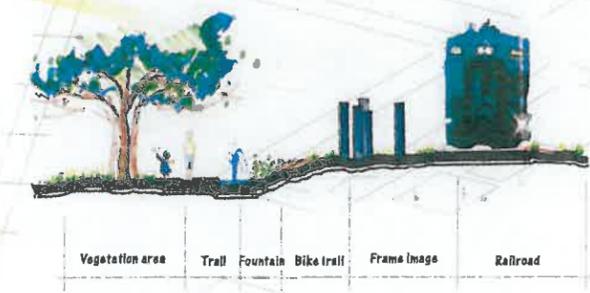
change a long and narrow lawn to a open space with diversified experience for pedestrian and cyclists

Gateway+Railroad image+Local vegetation

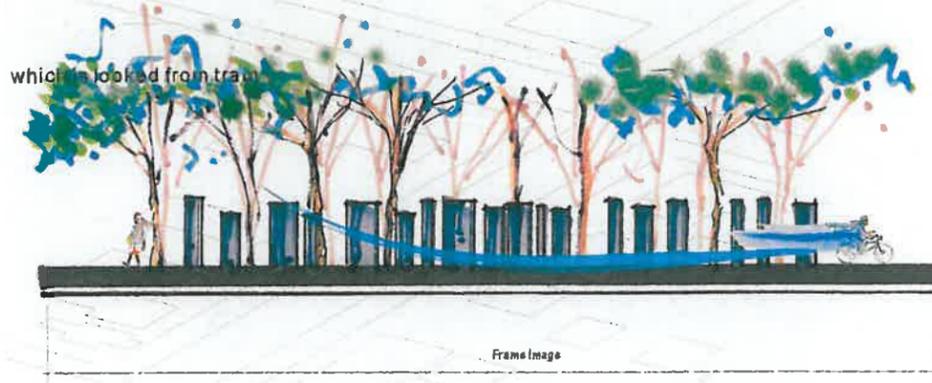
SECTION A  
gateway-railroad image  
relationship of car circulation and trails



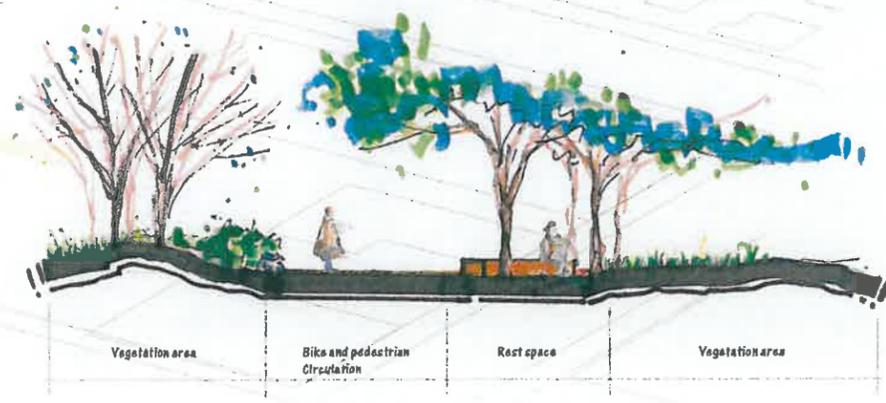
SECTION B  
shallow water path along with the bike trail  
creating interesting pass-through space



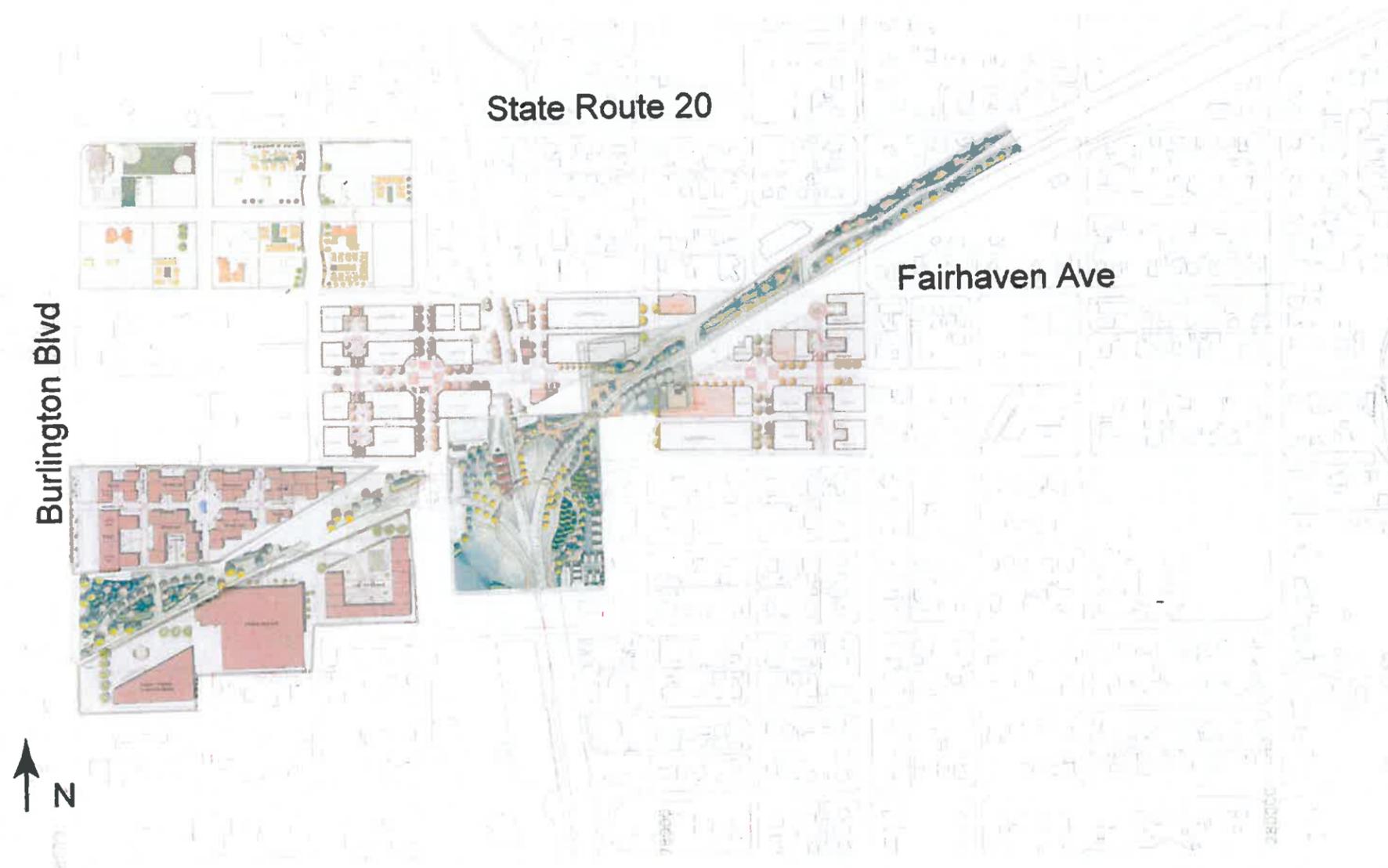
SECTION C  
creating the image of scenery which is looked from train



SECTION D  
the relationship of bike trail and rest space



## Stop and Stay Awhile - The Heart of Skagit County



**Preserve farmland** by creating greater residential density in the downtown Burlington core. Transfer of Development Rights will encourage developers to purchase and preserve farmland as an investment. This investment will allow greater development incentive to the town's core.

**Increase the identity** to the downtown. Renovation of historical buildings will provide connection to Burlington's history. Linking the identity with well-defined gateways and creation of a "Great Street" environment will provide a strong and positive environment. The National Trust for Historic Preservation's Main Street Program can provide support in ways to implement programs and find funding for community projects.

**Create a more livable city** where people can live, work, and shop. Offering a pedestrian and bicyclist friendly environment that is social and safe builds a better sense.

**Establish a Transportation Hub** that will provide viable alternative to use of the automobile. Adding a park and ride near the hub will encourage further reduction. Retail and service businesses provide convenience to people coming and going. Building set backs at the major corners encourages people to linger and socialize.

**Provide affordable housing** through inclusionary residential guidelines. This will provide opportunity for various income levels living within the same area. In addition to affordable housing, day care services should be located in the downtown core to support families living and working in the community.

**Link the core to open space**, both locally and regionally. Pedestrian passageways with courtyards extends "green fingers" that allow safe and comfortable movement through the community. Additional programming of events and uses of courtyards further enhances a sense of place.

**Develop ecologically sensitive solutions.** Sea streets allow the use of water catchment swales to handle storm water run off. Street trees and green roofs will be encouraged to reduce reflective heat. Cisterns offer additional catchment. Adjacent demonstration gardens can also provide an educational element while enhancing a sense of community.



# "Green fingers are the extensions of a verdant heart."

-Russel Page, *The Education of a Gardener*

## Concept

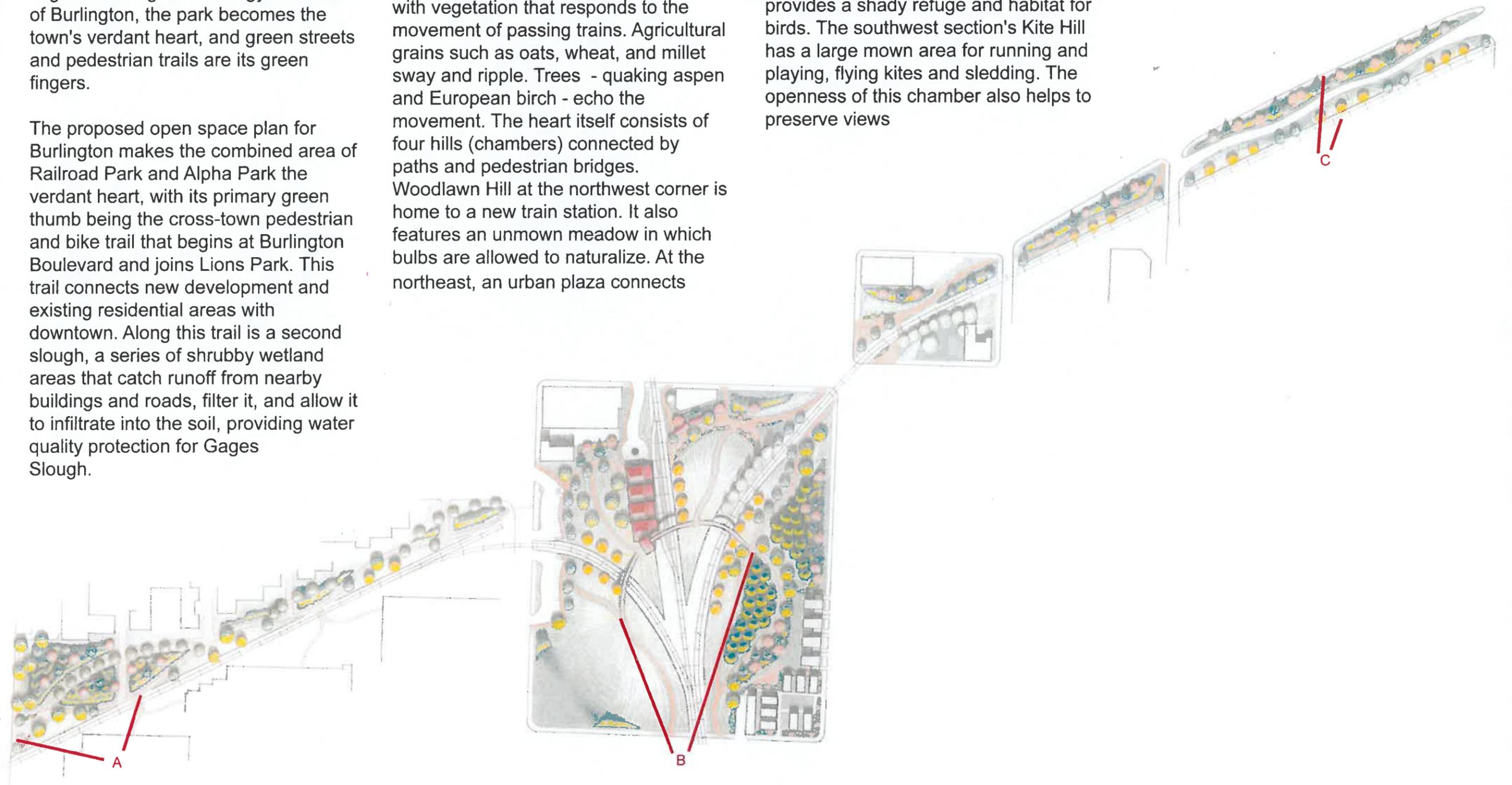
In its support of local farmers, the town of Burlington acts as a steward of the land. Burlington is Skagit County's verdant heart, and farmers are its green fingers. Scaling that analogy to the size of Burlington, the park becomes the town's verdant heart, and green streets and pedestrian trails are its green fingers.

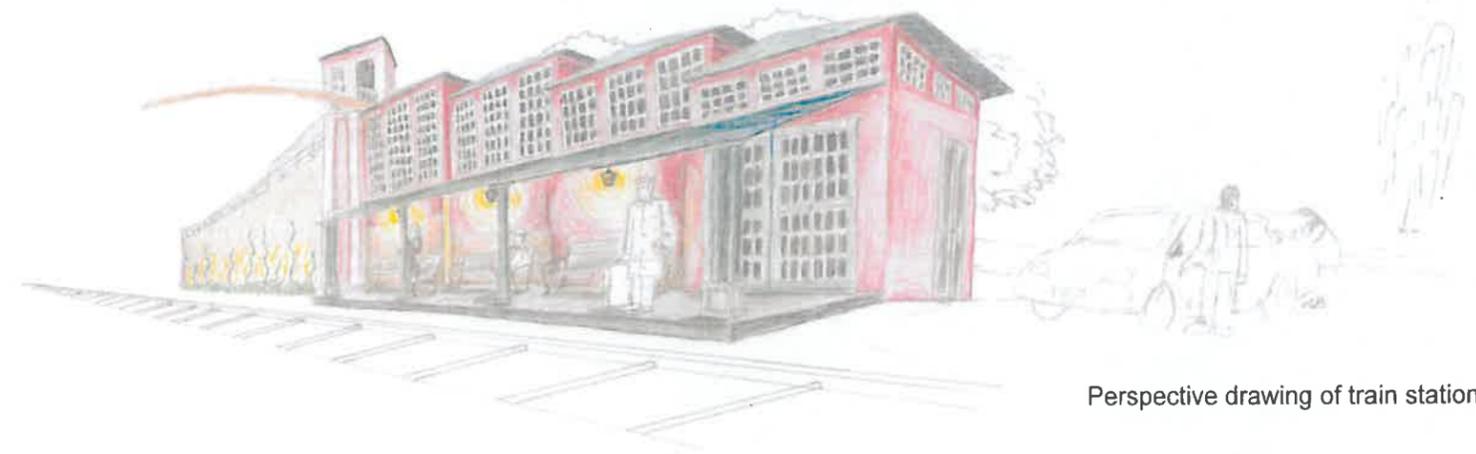
The proposed open space plan for Burlington makes the combined area of Railroad Park and Alpha Park the verdant heart, with its primary green thumb being the cross-town pedestrian and bike trail that begins at Burlington Boulevard and joins Lions Park. This trail connects new development and existing residential areas with downtown. Along this trail is a second slough, a series of shrubby wetland areas that catch runoff from nearby buildings and roads, filter it, and allow it to infiltrate into the soil, providing water quality protection for Gages Slough.

The design of this park system acknowledges Burlington's railroad lines as well as its agricultural heritage. Trains are alternately revealed and concealed by hills and ridges planted with vegetation that responds to the movement of passing trains. Agricultural grains such as oats, wheat, and millet sway and ripple. Trees - quaking aspen and European birch - echo the movement. The heart itself consists of four hills (chambers) connected by paths and pedestrian bridges. Woodlawn Hill at the northwest corner is home to a new train station. It also features an unmown meadow in which bulbs are allowed to naturalize. At the northeast, an urban plaza connects

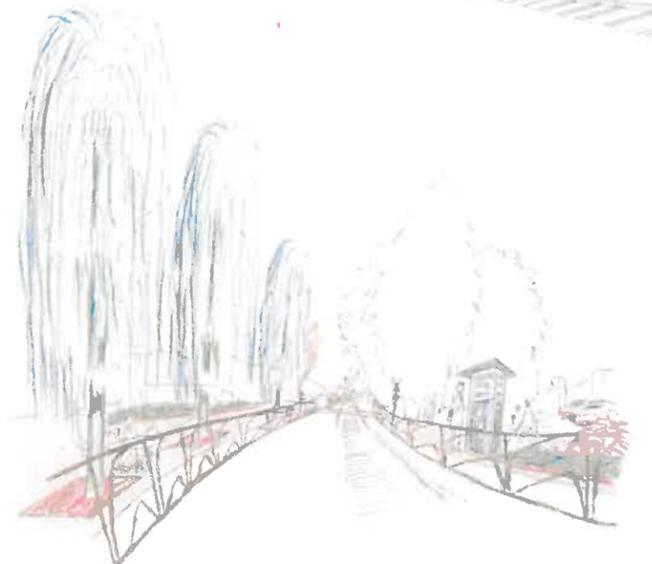
Railroad Park with Alpha Park. Plaza Hill also features old railroad cars recycled into espresso and sandwich shops, with outdoor seating. The Forested Slope on the southeast corner provides a shady refuge and habitat for birds. The southwest section's Kite Hill has a large mown area for running and playing, flying kites and sledding. The openness of this chamber also helps to preserve views

toward the river. The pedestrian bridges allow elevated views as well as a new perspective for viewing the train.





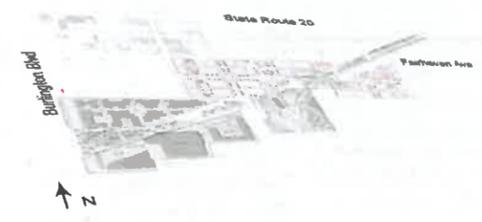
Perspective drawing of train station



Perspective drawing of Alpha Park

### Design Goals

1. Provide a pedestrian and bike connection across town, linking new development and residential areas with downtown.
2. Incorporate existing parks into a park system
3. Create a series of diverse experiences within the park system.
4. Reduce train noise and hazards while still celebrating it visually.
5. Acknowledge Burlington's agricultural heritage in the planting plan.
6. Create an opportunity for improved transportation options by planning for a train station.



# Bustling Downtown Burlington

## Design Concept:

The design focuses on building community through increasing identity, developing a livable town, expanding access to open space and offering ecological and sustainable elements. These elements are interwoven to provide a viable solution for downtown Burlington.

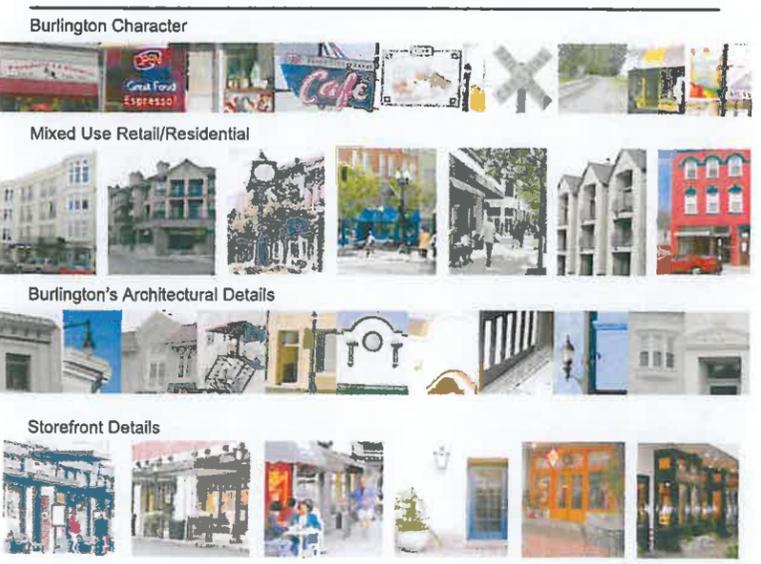
"A community is more than a sum of its parts". Kenneth Hall and Gerald Porterfield, in Community by Design, also state that if it is done correctly it should instill a sense of place, sensitive to the region and to the town's past and present. "The various elements must compliment and support one another by functioning interactively." This will provide a collective identity that strengthens the character and livability of a community. David Sucher in City Comforts suggests that communities "are about people bumping into old friends and making new friends." The National Historical Preservation's Main Street Program is one resource for providing ideas that can provide a framework for cultivating a healthy downtown core. They can also offer direction in obtaining funding sources.

Increased infill development needs to be sensitive to historical character of the community, preserving and renovating when possible. New construction should have architectural detail that compliments existing buildings. (Hall and Porterfield)

Encouraging mixed-use develop will increase the value of the investment by extending the hours that the area is active through the day. This type of development allow people to live, work, shop, and socialize in the community. Moderate to higher density should be located near a major transit stop. With this in mind, the intersection of Spruce and Fairhaven would provide an opportunity to develop both a major transit stop and mixed-use residency and retail. Retail needs to support the day to day activities of the town. Inclusionary guidelines can provide incentives for new development, available to various income levels. guidelines have been adopted in the San Francisco Bay Area and is supported by Bay Area District Council of the Urban Land Institute(ULI), according to Elizabeth Seifel, Bay Area Models of Urban Infill Housing, Urban Land, September 2003.

Sustainability can be achieved economically and ecologically. Integration of street trees, bicycle lanes, and safe intersections support a pedestrian oriented street according to Creating Livable Streets, by Metro. Increased Identity and livability of the downtown will add to the vitality of Downtown Burlington.

## Design Guidelines for Fairhaven Avenue



Transportation Hub at Spruce and Fairhaven



Entrance to Pedestrian Passageway

## Funding Sources

- Intermodal Surface Transportation Efficiency Act (ISTEA/TEA-21).
- Federal Department of Housing and Urban Development,s Community Development Block Grants (CDBG)
- Transportation Improvement Board's Pedestrian Safety and Mobility Program (PSMP)
- Small City Program (SCP)
- Community Economic Revitalization Board (CERB)

## Concept Diagram



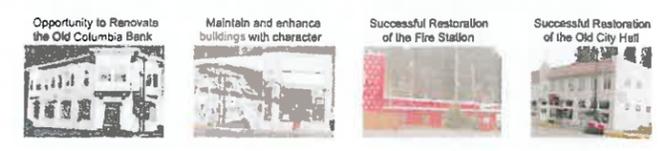
## Circulation Diagram



## Figure Ground/Street Diagram



## Restoration of Historical Buildings to their Original Beauty



# Schematic and Vignettes

## Design Element

### Increase the Identity of downtown Burlington.

Burlington's historical past will provide a distinct character to the city's core. The old theater will offer live theatrical and musical performances. The restoration will enhance the area the civic center to downtown Fairhaven. The addition of a clock tower at the Cherry an Fairhaven intersection will punctuate the area of Old Town Burlington.

### Provide a livable downtown.

Offer two to three floor mixed use buildings that provide retail and office space on the main floor with residential units above. Always respect the fabric that best represents Burlington when choosing infill projects. Housing guidelines should be inclusive, allowing access to various income levels within a development. Bulb outs will be integrated into all street corners facing Fairhaven Avenue to shorten the distance people have to walk to cross the street. At the major nodes the intersection and crosswalk table will be slightly raised to define intersection and slow automobiles. Some buildings should provide additional parking that integrate private and public parking. Intensive green roof development will be encouraged, allowing people to utilize their rooftops for additional garden. A variety of shops will be encouraged to support the day to day needs of the community.

### Transportation Hub.

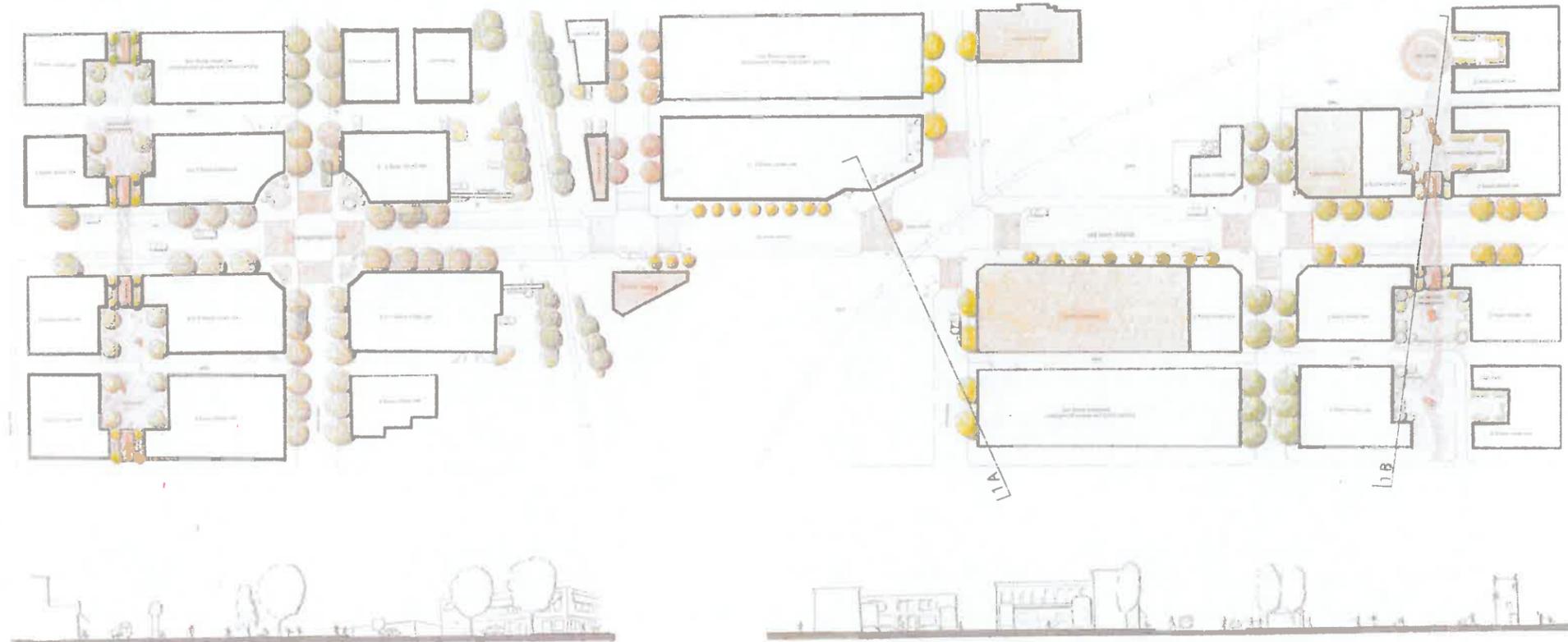
A Transit Hub will increase the accessibility of movement throughout the city and Skagit County. Buses will be designed to accommodate bicyclists. A Park and Ride will be located one street back from Fairhaven. Shops in the Transportation Hub should provide a convenience that allow people to linger and socialize.

### Pedestrian Passageways linking to greater open spaces

The Passageways open into courtyard with flexible seating. The courtyards are gathering places for informal or event related activities such as small concerts or games. Each passageway carries a theme related to Burlington's past. Dairy Way is a reference to the Dairy Separating Plant built in the early 1900's. Interactive artwork and pavement will carry the theme. An Ice cream shop and soda fountain would be a great addition to one the courtyard building. The east passageway will have both a ecological and historical theme. Cisterns collecting rainwater from the buildings will be utilized to irrigate the demonstration beds. A daycare can utilize these beds educationally. The History Road will have a series of interactive artwork that evoke the past. This can include a logging truck, tractor, Model T.

### Ecological and Sustainable Community Building.

Wide sidewalks and trees lining the street offer a human scale while improving the air quality and temperature variation. Bicycle paths will line the streets allowing safe flow through the downtown core.



1 A - Section Intersection at Cherry and Fairhaven

1 B - Section History Road with Cisterns and Demo Garden



Courtyard Detail for Passageways



Integrate Existing Building Character with New Development



Restore the Old Columbia Bank While Offering Infill that has same Character



Renovate Old Theater for Live Performances

Stop and Stay Awhile

Bustling Downtown Burlington: Mary Lou Smith

# Vernon Village: Mixed Use in the Heart of Burlington

**What:**

- \*To densify downtown by locating services and housing near the core
- \*To create a pedestrian friendly development
- \*To establish an urban village serving as a gateway to Fairhaven Avenue

**How:**

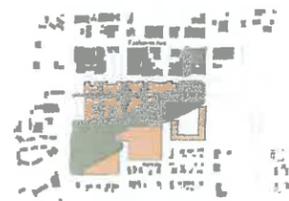
- \*Mixed use development located in current warehouse area
- \*Limit vehicular access to area
- \*Establish retail, services and housing
- \*Create clear link to proposed railroad park
- \*Create well defined link to proposed uses for existing Frozen Foods buildings

**Implementation and assumptions:**

- \*A developer purchases the entire Frozen Foods property
- \*The town of Burlington agrees to close the spur of Vernon Avenue off of Burlington Blvd. and one block of S. Walnut Street
- \*The town commits to development of park along railroad as well as an exhibition space and a town owned 2 story parking facility

- \*Specialty retail stores allowed exclusively in Vernon Village
- \*The town begins to emphasize pedestrian amenities to insure Vernon Village is one of many pedestrian friendly locations
- \*A strong commitment to Fairhaven Ave as the primary downtown area for the town

**Diagrams**



Access to Fairhaven



Pedestrian friendly areas

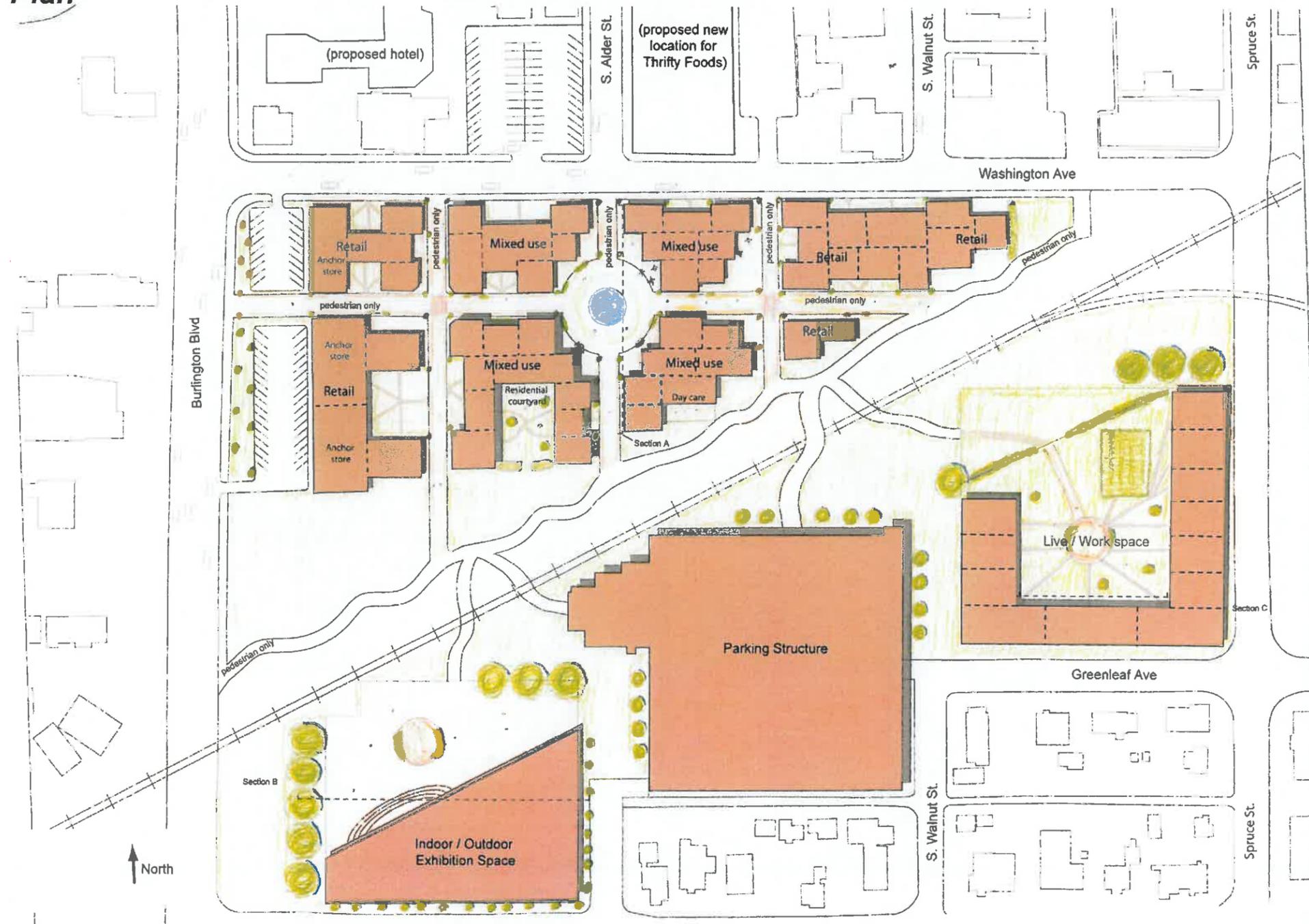


Circulation



Figure ground

**Plan**





# Vernon Village: Mixed Use in the Heart of Burlington



*"Traditional architecture and urbanism is not an ideology, religion, or transcendental system..... (It is) allowing us to build practically, aesthetically, socially, and economically satisfying cities and structures..... Such structures do not ensure happiness but they certainly facilitate the pursuit of happiness for a large majority of people."*

- Leon Krier

*"Pedestrians are the lost measure of a community, they set the scale for both center and edge of our neighborhoods."*

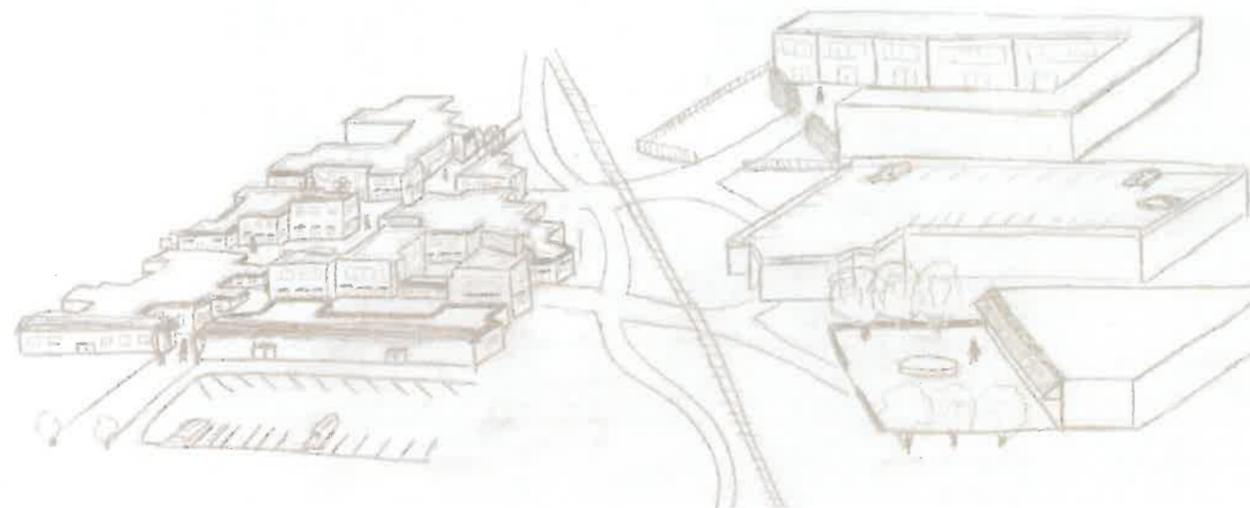
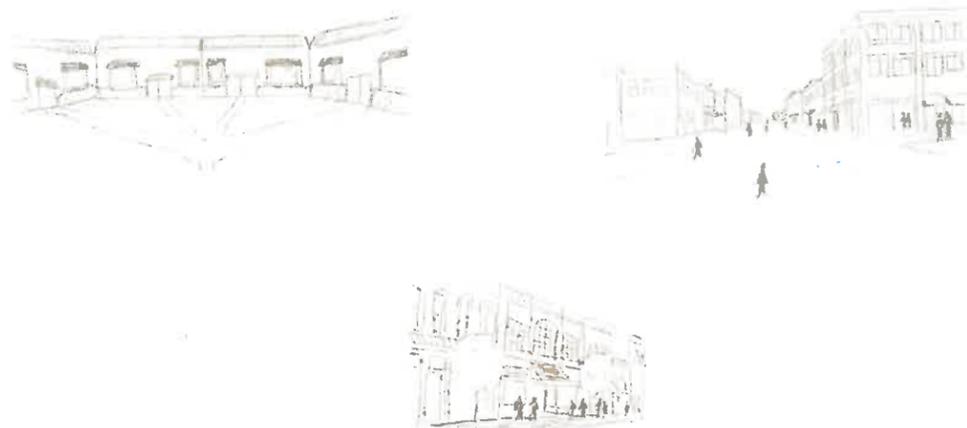
- Peter Calthorpe

*Krier and Calthorpe refer to two different important aspects of Vernon Village. The structures themselves will facilitate happiness for their users and those users will be the measure of the community as they move through the area and onto Fairhaven Avenue on foot.*

*As with most towns and cities in the western part of the US, Burlington is in transition. As the town looks to the future, preservation of the surrounding farmland is a must. In order to accomplish that, the downtown core needs to become more dense. In 20 years, the town will be a different place with more people who need space.*



*Designing Vernon Village as a mixed use pedestrian friendly area is simply one step in helping the town to grow while maintaining its surrounding open space. However, it is the new spaces such as Vernon Village which will make the town a unique and exciting location. With specialty retail shops, housing located on the 2nd and 3rd floor and services spread throughout the development, the village will be an attractive option for people to visit or live. Perhaps most importantly, Vernon Village will have direct access to the new park located along the railroad and to Fairhaven Avenue, the town's main street and center of activity.*



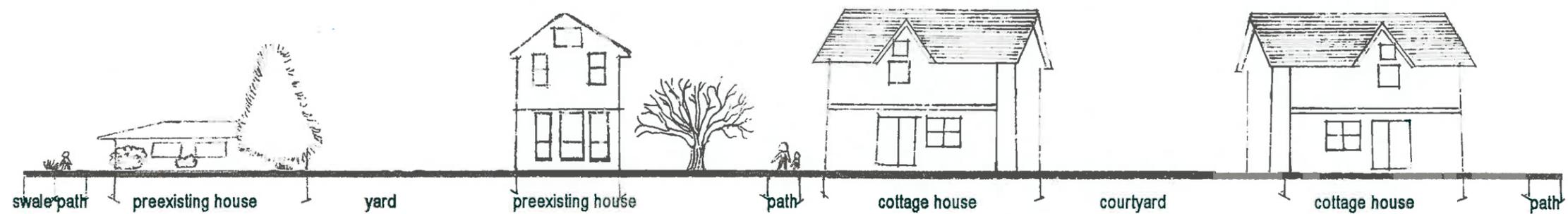
Stop and  
Stay Awhile

Vernon Village: Dave Low

# CREATING A COMFORTABLE COMPACT NEIGHBORHOOD

Stop and Stay Awhile

Trish Nellermoe: Creating a Comfortable Compact Neighborhood

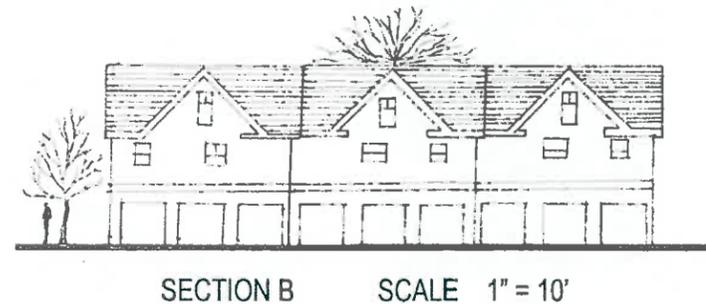


## Housing Precedents



## Design Guidelines for Cottage Housing

- Project should allow for open space on site
- Design should fit the character and scale of other homes in the neighborhood.
- At least one on-site parking stall should be provided for each cottage.
- Maximum footprint for each cottage should be 650 sq. feet.
- Common areas should be landscaped.



“...Without sidewalks, houses are just houses. When sidewalks tie them together with a ribbon of concrete, they become something more; a neighborhood.

*from Rural by Design*

**Concept Statement**  
This design encourages a compact comfortable neighborhood by using compact housing units such as cottages, condominiums and detached accessory units that mix with the homes in the area. This design also struck a balance between encouraging density and acknowledging that Burlingtonians would be less comfortable with highly dense areas than those who live in large cities. Cottage housing fits very well with the craftsman style homes that exist there. Comfort in this neighborhood is encouraged by making the streets more pedestrian friendly through the use of crosswalks, sidewalks, and paths. Open space in the form of courtyards and the community center offer comfort as well. Finally, comfort comes from knowing that both the compact housing and the “sea-street” drainage plan are environmentally friendly.

