

Includes material © Space Imaging LLC.

## **LOOKING AT ZONING AND URBAN GROWTH A LITTLE DIFFERENTLY**

Skagit County and its Cities and Towns are uniquely situated so that the principles of sustainable urban areas with open space around them can be achieved. As we keep up on the new urban ideas for design and development of human scale neighborhoods, whether in single family areas or mixed use with business and commercial neighbors, we see how fortunate we are because of our long history of a viable, sustainable agriculture and forest economy that has made the preservation of major open space areas possible.

**SMALL SIZE, BIG IDEAS** - As the cover sheet demonstrates, Burlington sits at the major transportation intersection of the region surrounded by floodplain, river and farmland. Although there are many skeptics out there, suburban sprawl is NOT on our agenda. This community is committed to long term economic viability and jobs, excellent housing opportunities with a focus on affordable, enjoying the sense of place and community every day with the places to walk, bike, sit by the river or in a park, or head to a local event!

**DOWNTOWN IS ALIVE** - Downtown is coming back to life in Burlington and we are working diligently to fund a central gathering place that will also be a Regional Welcome Center for the many Scenic Byways that connect here.

**ZONING WITH PICTURES** - A sampling of our efforts through many a task force is shown in the draft excerpts from our planned illustrated zoning code.

**FARMLAND PRESERVATION** -The density bonus credit program for sites located in multi-family, business, mixed use and commercial zoning districts is designed to create a viable option to the transfer and purchase of development rights programs, raising money for the Skagit Farmland Legacy Program while increasing urban density. The name is the Burlington Agricultural Heritage Credit Program and it is now in place. All we need is a strong economy! Other issues include ensuring that there is affordable housing, including farmworker housing. Today's new farmworker housing is high density and should be in urban areas with services. An example is Raspberry Ridge and they need sanitary sewer NOW.

**FIT AT THE EDGES (NONMOTORIZED ROUTES AND PLANNED URBAN SEPARATORS)** - Part of the commitment of the State Growth Management Act is to work to connect cities, towns, rural areas and local governments in a long range collaborative thinking process with real results on the ground. We all have a long way to go here, with many difficult issues, but one real winner is partnerships on Nonmotorized Routes, whether it is smaller gravel in the county's sealcoat or joint efforts on trails along Gages Slough. With that as our banner, we can overcome the splits on fish, farms, buffers, dirty storm water in cities, flood hazard mitigation, environmental restoration locations !!!!! Good working relationships on complicated issues where the interests are clearly on the table- that is where we hope to spend our efforts in the time to come.

**THANK YOU FOR CARING ABOUT OUR FUTURE!**

## DOWNTOWN BURLINGTON TAKES THE LEAD ON THE FUTURE

The development of a Welcome Center located in Railroad Park is moving forward as the detailed construction plans are in the final stages. The building is modeled after the 1909 Burlington Train Station and will provide a prime location for events and activities. The covered platforms and amphitheater style seating will provide a site for a variety of events, including music, festivals and markets. The economic revitalization and redevelopment of the historic Downtown area will be greatly enhanced by creation of a public community gathering place.

This will also be a regional tourism promotion facility and staff will actively market this community and the region, encouraging people to stop, shop and stay in this area. The large Visitor Information Center will focus on the Scenic Byways and opportunities for visitors locally and around the region. Public restrooms and ample parking will be provided for those stopping by on their travels or coming to local events.

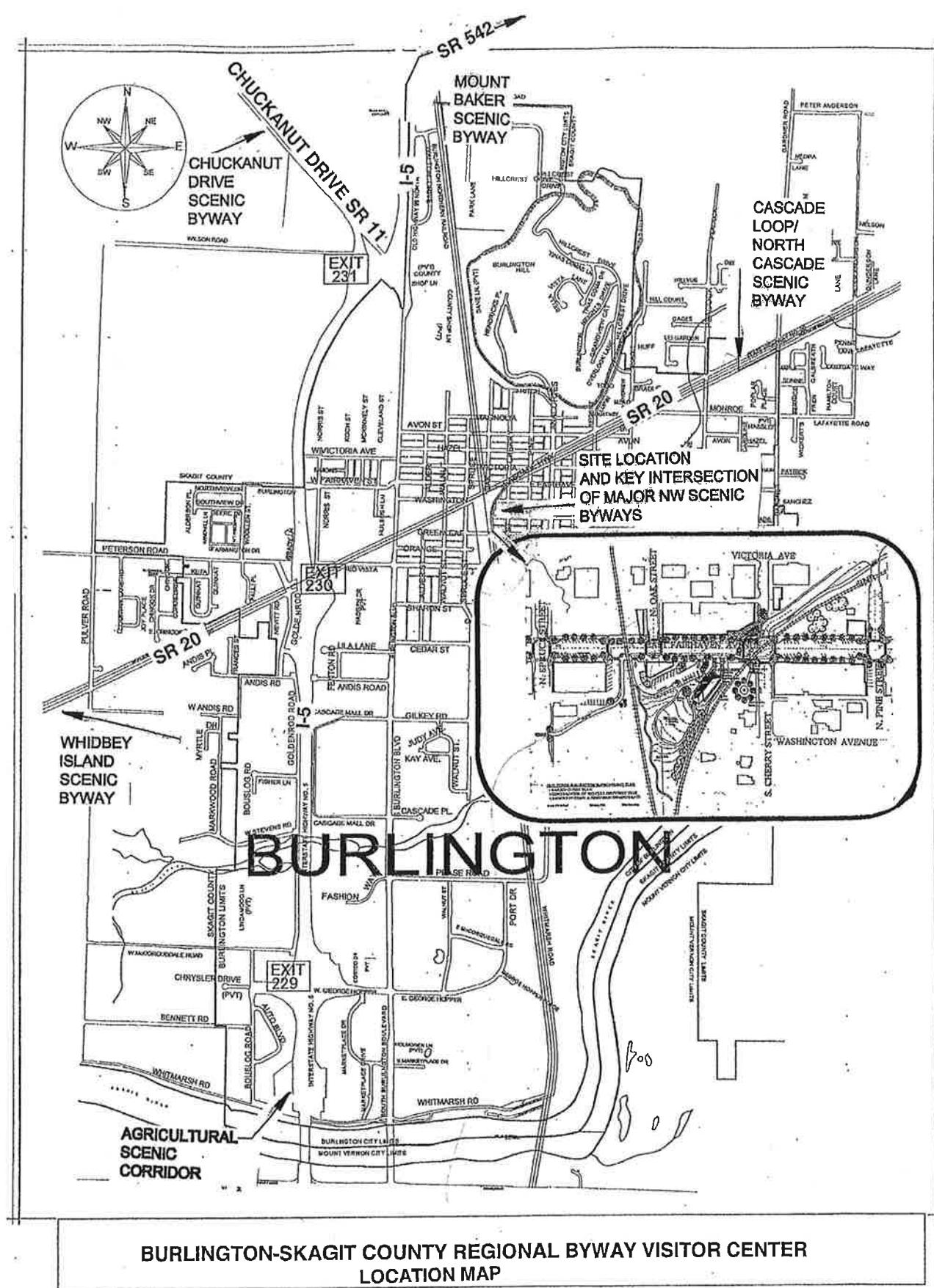
Indoor and outdoor interpretative areas and maps that highlight the several regional byways' intrinsic natural and cultural features will be presented, along with the Transportation History of the region, including kiosks and a plaza.

A Rain Garden is planned featuring native byway plants with interpretation. This will provide stormwater quality treatment and on-site infiltration.

A significant link for nonmotorized travel will be added by extending the Cascade Trail east from the site two blocks to Lions Park and beginning the connection through town to the west through the Welcome Center site.

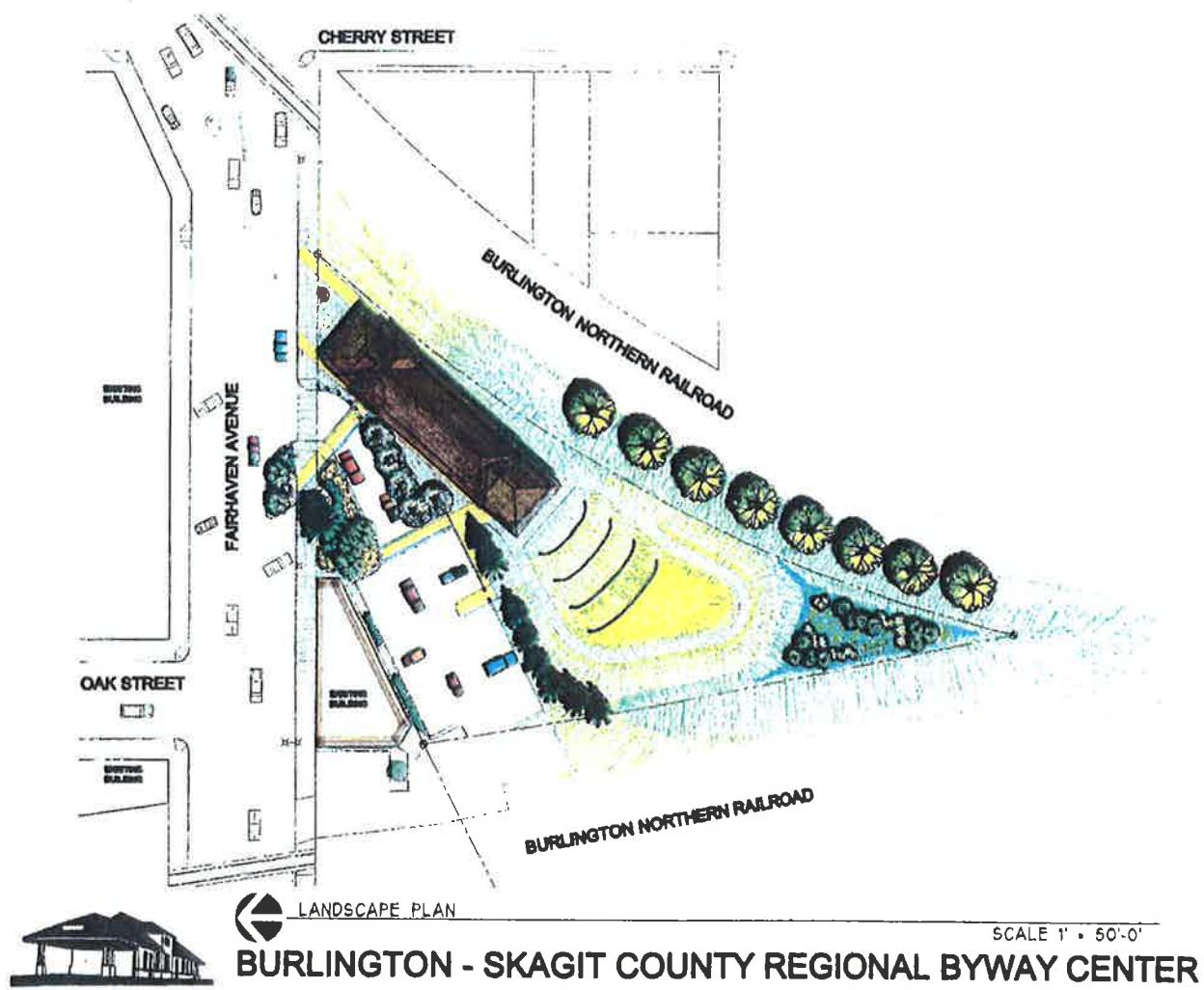
Funding for design was made possible by a Lodging Tax Grant to the Chamber of Commerce. The project is currently competing for two federal grants that would fund the remainder of the project and one has been awarded.

Maps, drawings and other information:



## Burlington-Skagit County Regional Byway Landscape Plan Sheet 02

This sheet illustrates the Landscape Plan for the Regional Byway Center, and its immediate proximity to East Fairhaven, the traditional “Main Street” and downtown core of Burlington. It depicts the major elements of the landscape plan in relation to the Regional Byway Center, associated parking and traffic flow. It highlights the plan’s maximizing use of open green space within the downtown core. It illustrates the Center’s strong natural attraction for byway travelers and a gathering place for the surrounding community for outdoor events; festivals, concerts, picnics, pet exercise and street fairs. Note convenient location to the rail lines for future high speed passenger rail.



## **Northwest Rendering of Burlington-Skagit County Regional Byway Center Sheet 03**

This sheet portrays the view of the Regional Byway Center that a traveler or pedestrian would see from Fairhaven Avenue. The location of attractive poplars and other native trees are very apparent as is the inviting nature of the entrance to the Byway Visitor Center. Also illustrated is the convenient parking and access to the restrooms and green space.



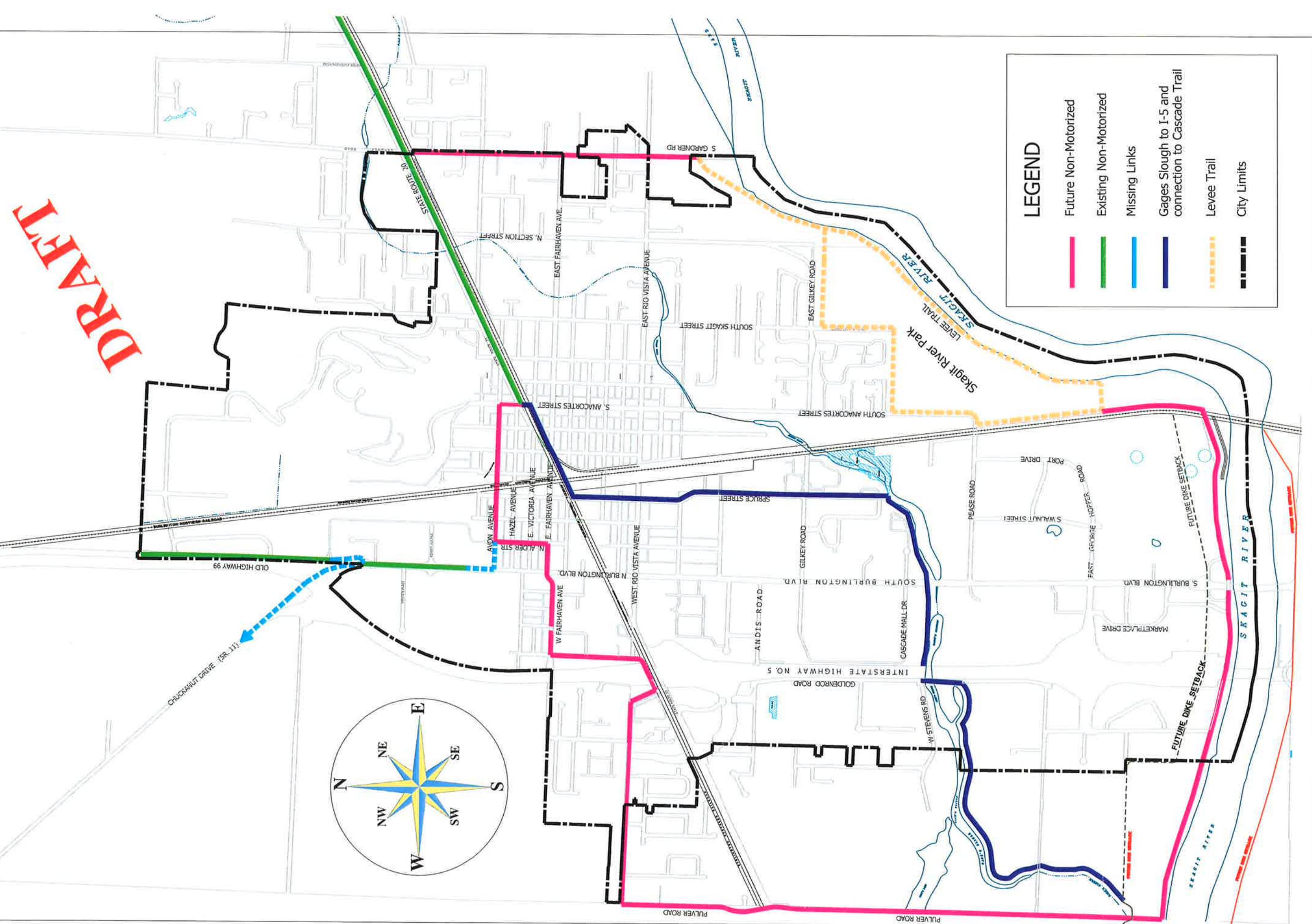
**NORTHWEST RENDERING**

**BURLINGTON - SKAGIT COUNTY REGIONAL BYWAY CENTER**

# CITY OF BURLINGTON

## Bike / Pedestrian Plan

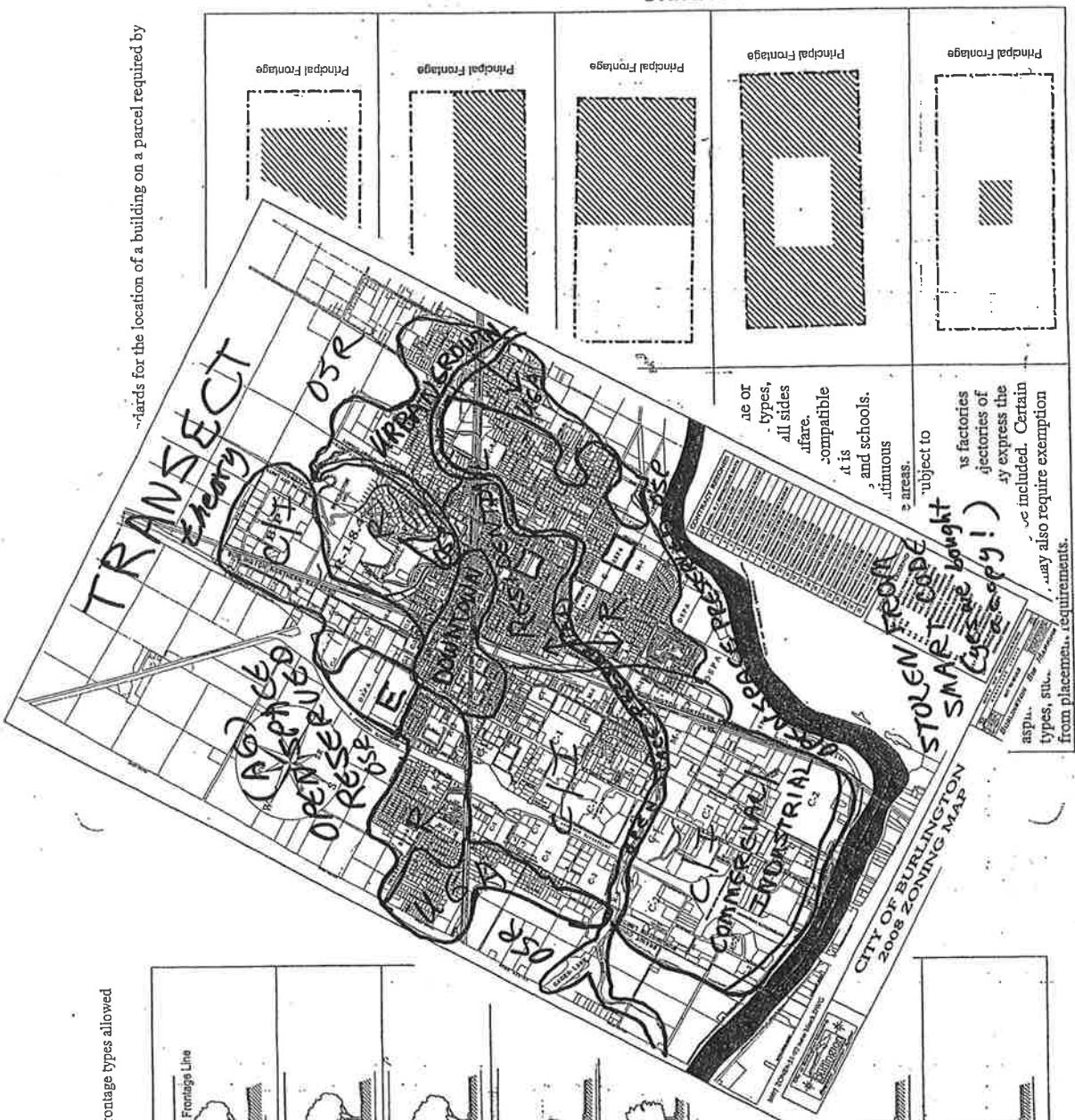
October 2010



#### 17.12.030 Frontage Types

The street facing facades of each proposed building shall be designed as one of the building frontage types allowed by Section 12.12.010, Table 22-I.

<b>Common Yard:</b> A frontage wherein the facade is set back from the frontage line. The front yard created remains unfenced and is visually continuous in landscaping with adjacent yards, supporting a common rural landscape. Common Yards are suitable along higher speed thoroughfares, as the deep setback provides a buffer.	
<b>Porch and Fence:</b> A frontage wherein the facade is set back from the frontage line with an attached porch encroaching. The porch should be within a conversational distance of the sidewalk. A fence at the frontage line maintains the demarcation of the yard. Porches shall be no less than 8 feet wide.	
<b>Terrace or Light Court:</b> A frontage wherein the facade is set back from the frontage line by an elevated garden or terrace, or a fenced, sunken light court. This type buffers residential use from urban sidewalks, removing the private yard from public encroachment. The terrace is suitable for outdoor dining.	
<b>Forecourt:</b> A frontage wherein a portion of the facade is close to the frontage line while a substantial portion of it is set back. The forecourt creates a suitable for gardens and drop-offs. This type should be allocated sparingly in conjunction with other frontage types. Trees within the forecourts may overhang the sidewalks.	
<b>Shopfront and Awning:</b> A frontage wherein the facade is aligned close to the frontage line with the lower story elevated from the sidewalk sufficient to secure privacy for the windows. The access is usually an exterior stair and landing. This type is recommended for ground-floor residential uses.	
<b>Gallery:</b> A frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is appropriate for retail use. The Gallery shall be no less than 10 feet wide and overlap the whole width of the sidewalk to within 2 feet of the curb. The Gallery shall be no less than 12 feet clear in height.	
<b>Arcade:</b> A frontage wherein the facade is above a colonnade that overlaps the sidewalk, while the sidewalk level remains at the frontage line. This type is appropriate for retail use. The arcade shall be no less than 12 feet wide and overlap the whole width of the sidewalk to within 2 feet of the curb. The Arcade shall be no less than 12 feet clear in height.	



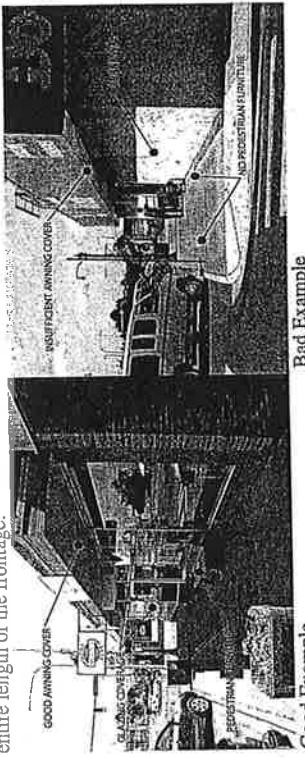
A Little Differently  
Looking at Zoning

Ideas that may work  
if carefully implemented

DRAFT

## Chapter 17.33 DTB DOWNTOWN BUSINESS DISTRICT

- Buildings along the street front shall provide a shopfront at sidewalk level along the entire length of the frontage.

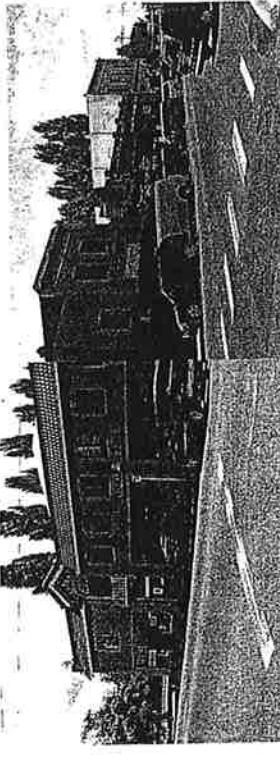


Bad Example

Good Example

- 17.33.010 Intent.**  
The Downtown Business District consists of the traditional main street of Burlington, Fairhaven Avenue between Burlington Boulevard and Anacortes Street, along with the half blocks to the north and south of Fairhaven Avenue between Burlington Boulevard and Anacortes. This is the area located along the south side of Victoria Avenue one half block deep and along the north side of Washington Avenue one-half block deep adjacent to Fairhaven Avenue. These sites shall provide a transition from the business district to the neighborhood district.

The primary focus of the district is to provide the focus of activity in the traditional heart of the city and provide for its revitalization and expansion, to attract new businesses and mixed uses, and to upgrade existing businesses and uses that enhance the district as a whole, without changing the character of the area. The process for improving the district is an on-going process that will continue over many years.



Downtown Character

- Sections:**
- |           |  |
|-----------|--|
| 17.33.010 | Intent.  |
| 17.33.020 | Permitted primary uses and additional regulations. |
| 17.33.020 | Accessory uses.                                    |
| 17.33.035 | Uses requiring administrative permit.              |
| 17.33.040 | Uses requiring permit.                             |
| 17.33.050 | Development standards.                             |
| 17.33.060 | Supplemental development standards.                |

**17.33.020 Permitted primary uses and additional regulations.**

All buildings, structures, or parcels of land shall only be used as identified in Table 10-1 Allowable Uses by Zoning District, and this chapter provides additional regulation of those uses where applicable.

- A. The Downtown Business District is designated as a major pedestrian activity area.

- The shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in 17.12.030, Frontage Types, Shopfront and Awning. Awning shall be generally 8 feet wide.(see Fig A-1)

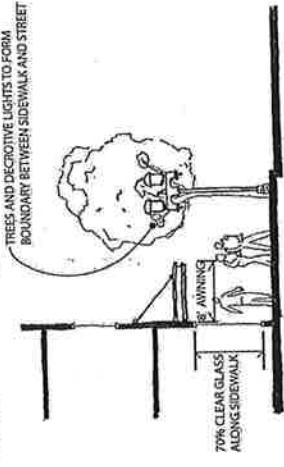


Fig A-1

- The first floor shall be limited to retail or restaurant use through the depth of the First Layer.
- Office use shall be limited to the second floor, with a minor presence allowed on the first floor for customer service office. The preferred location is at the Second or Third Layer, except that the First Layer shall be allowed for customer service office in storefronts thirty feet or less in width.
- Residential use shall be permitted on the second, third and fourth floors or the Third Layer of the first floor.
- Openings above the first story shall not exceed 50% of the total building wall area, with each facade being calculated independently.
- The public and private frontages shall be coordinated as a single, coherent design.(see Fig A-2)

DRAFT

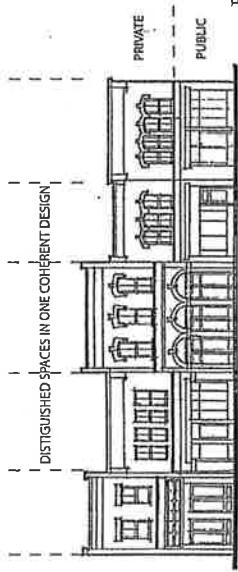


Fig A-2

8. Buildings of value may be designated and architectural harmony (similar materials, window proportions, color range, mass/void ratio, roof type and pitch) of any addition or modification to the original structure shall be a condition of approval.(see Fig A-3)

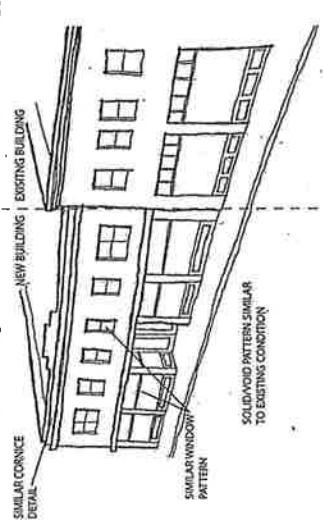


Fig A-3

9. The restoration or rehabilitation of an existing building shall not require the provision of parking in addition to that existing.

10. See Thoroughfare Standards for public street design elements.

11. Accessory buildings or multiple building developments are required to be compatible with the design of the dominant use. In such coordinated developments the site area requirement shall apply to the group of buildings and the yard requirements to the site perimeter; provided, that construction of warehouse space accessory to another use shall be required to provide landscaping, comply with design review standards and shall not be permitted to be an all-metal building.

B. Outdoor uses include the following activities:

1. Display or sales of goods that do not extend eight feet past the front of the building, do not block entrances or interfere with pedestrian travel, do not interfere with the parking areas and do not encroach upon public property;(see Fig B-1)
2. Outdoor seating for restaurants, theaters, or other entertainment;(see Fig B-1)

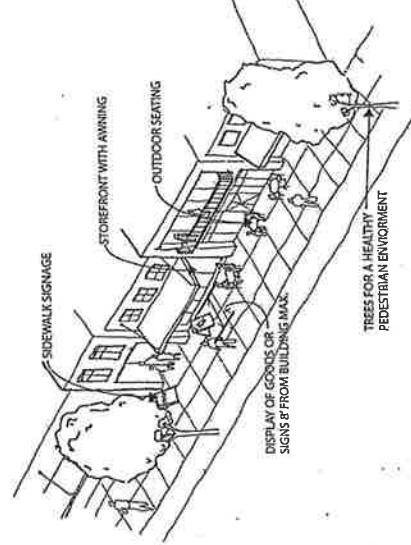


Fig B-1

- C. Any repairing done on the premises shall be incidental only, and limited to custom repairing of the types of merchandise sold on the premises at retail. The floor area devoted to such repairing shall not exceed 30 percent of the total floor area occupied by the particular enterprise, except that the limitations of this subsection shall not apply to shoe, radio, television, or other small appliance repair services.
- D. Storage shall be limited to accessory storage of commodities sold at retail on the premises or materials used in the limited fabrication of commodities sold at retail on the premises. No outside storage is permitted.
- E. Residential density in excess of ~~12~~ dwelling units per acre shall comply with the Burlington Agricultural Heritage Credit program requirements identified in BMC 17.68.155.
- F. Every project shall be reviewed for consistency with the Design Review Guidelines.

- 17.33.030 Additional Criteria for Uses requiring a conditional use permit.**  
Uses identified as requiring a conditional use permit in Table 10-1 may be permitted when a conditional use permit has been issued pursuant to the provisions of this code. The standards for conditional use permits are found in BMC 17.68.150.

**17.33.035 Downtown Business District**

- A. Downtown Business District—half blocks to the north and south of Fairhaven Avenue between Burlington Boulevard and Anacortes. This is the area located along the south side of Victoria Avenue one half block deep and along the north side of Washington Avenue one-half block deep adjacent to Fairhaven Avenue.

- 1. These sites shall provide a transition from the business district to the neighborhood district.
- B. Downtown Office District -
- C. Downtown Neighborhood District

1. Alley access required

#### 17.33.060 Area and dimensional regulations.

All buildings and sites shall be developed as specified in Table 12-1 Urban Standards and meet the additional detailed regulations of this section.

A. Maximum front yard setback on Fairhaven Avenue is 0 feet. Exceptions:

1. When a wider sidewalk or additional landscaping is approved at the building entrance.
2. When a setback is necessary to maintain the continuity of the street front because of the setback line of the buildings on either side. (see Fig. A-1)

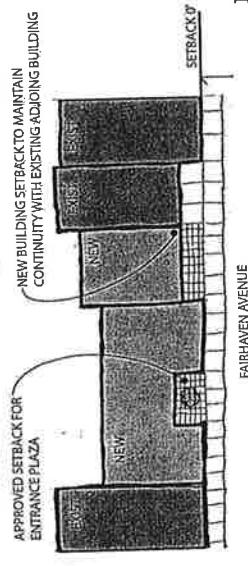
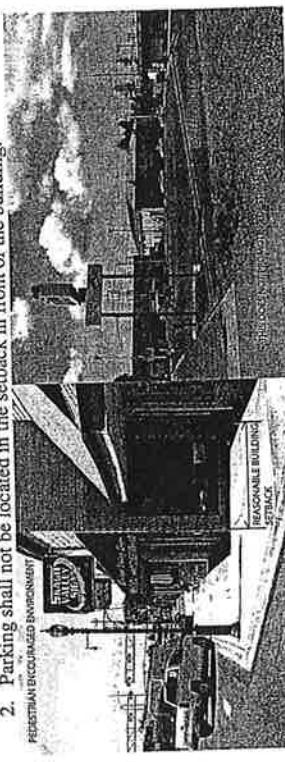


Fig. A-1

B. Maximum Se setback Requirement in All Other Locations.

1. Se setbacks. Street-level street-facing facades must be located within ten (10) feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
2. Parking shall not be located in the setback in front of the building.



Good Example

Bad Example

C. Building height on Fairhaven is restricted to 4 stories.

1. The building design should reflect local historic character
2. The third and fourth floors should be set back a minimum of 10 feet from the first two stories with balconies that may project. (see Fig. C-1)

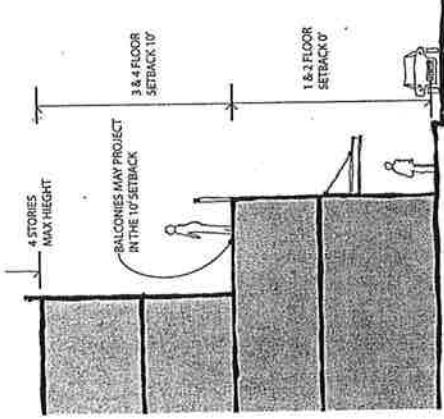


Fig. C-1

3. Or, with a design that is modulated and/or contains other architectural qualities that make the four story height a good fit with the existing street.

- D. Nonhabitable structures such as a church spire, fleche, campanile or high nave, a dome and lantern, or a clock tower may be permitted to exceed the height limit provided such structures are not intended as advertising devices.

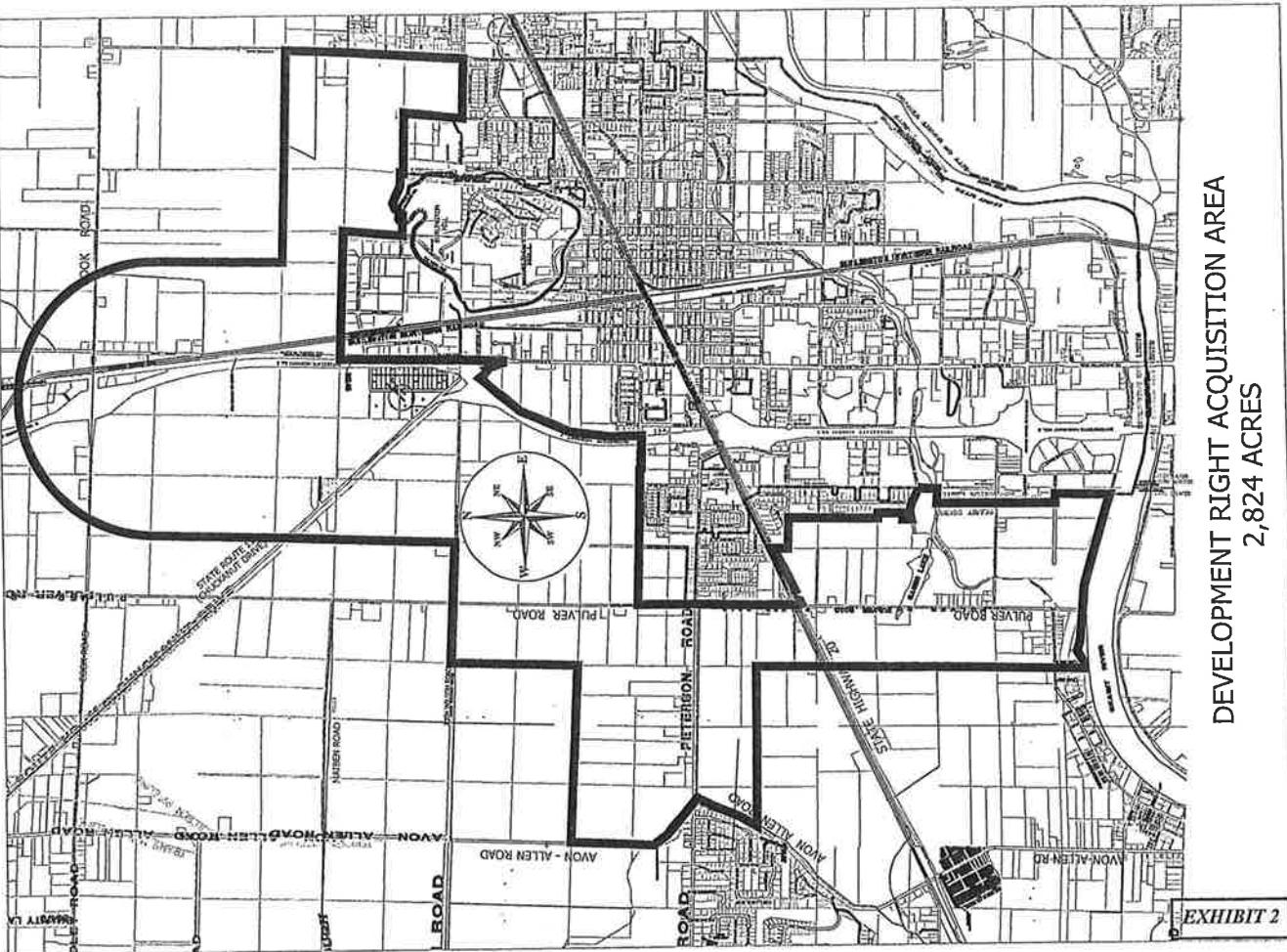
## BURLINGTON AGRICULTURAL HERITAGE CREDIT PROGRAM

The project was to amend the Zoning Code to establish density bonus credits through the Burlington Agricultural Heritage Credit program to help fund purchase of farmland development rights around the city.

A public hearing was conducted by the Planning Commission on May 19, 2010, and a recommendation was made to send the proposal to the City Council for action. The idea for a zoning density bonus program that would both increase the property value of the development site, and raise money to support the Skagit Farmland Legacy Program by targeting the purchase of farmland development rights in a specific area adjacent to the City of Burlington, was first presented in 2004. A detailed economic study funded by the Conservation District, the City, the County and a major donation by the Economists themselves, was completed in June of 2009. The proposal was recommended as a pilot project by the task force and the planning commission. After one year, the success of the program and the fees will be reevaluated and recommendations will come back to the City Council.

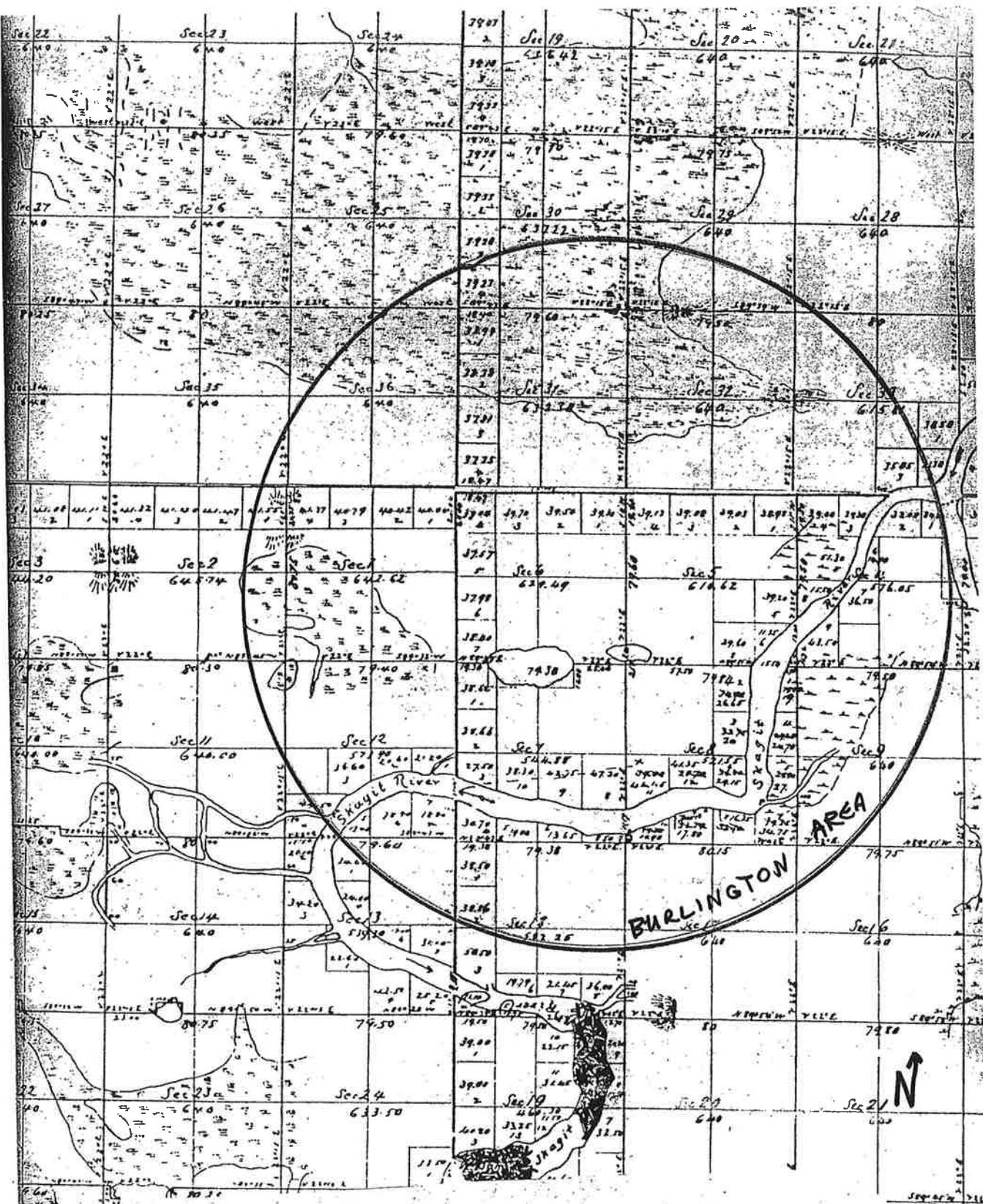
Fees were set as follows:

Burlington Agricultural Heritage Credits from 1-5 dwelling units is \$2,500/unit; 6-10 dwelling units is \$1,500/unit and 11 or more dwelling units is \$1,000/unit.



DEVELOPMENT RIGHT ACQUISITION AREA  
2,824 ACRES

A LOT HAPPENS IN 125 YEARS!



Section maps originally prepared by:

Dept. of the Interior, General Land Office, Surveyor  
Generals Office, Olympia, Washington Territory

Surveyors began on Fir Island in 1866 and finished up with the  
Sauk River Valley in 1885.