

**Rudy Veland**  
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I would like to submit some of my thoughts as resident of Bellingham, living on South Hill overlooking good portion of Waterfront area being discussed and as an Architect. Initially it was suggested that a SCOPE OF WORK be the first order of business. Scope is defined as perception and view:

- more than simply fitting various public opinions into a soup of ideas it could be recommending something that gives this beautiful area a SENSE OF PLACE.
- An idea - an identity revitalizes what now looks in some ways to be blighted and depressed, uncared for and unkempt and gives a sense of direction.

As a resident overlooking a good portion of the waterfront, I have a personal motive in having an input. Another motive, as an architect, I see it as an opportunity to redefine and build something really unique.

To quote a comment that occurred in a paper "URBAN WATERFRONT MANIFESTO"----- published in Washington DC: "Water is a defining force that fundamentally shapes the character of each place it touches. The role of water in transport, industry, sanitation and nourishment makes it the reason for being of human settlement. It is a feature to be honored and celebrated, not to be treated merely as cosmetic or as just a commodity." Waterfronts are unique places - and this opportunity gives us the chance to express the individuality of Bellingham's waterfront.

Here are a few suggestions:

1. Start with *Concept* - what is possible to be accomplished set the philosophy that your committee will recommend. Back that up with a vocabulary of design. The processes and procedures involved in the committees actions will soon be forgotten and archived in relative obscurity, but the physical results on the land will be long lasting, permanent testament of their vision. The future value of this whole exercise is what is seen - this is why the concept must come first - the public must become excited with what is possible.
2. Picture a *Vision* - what the future of this city might be and gives a sense of 'place' Some communities have sponsored competitions, attracting world class planners, and developers. Architects provide fresh new ideas. This [Bellingham] bay is too priceless to allow for anything less than the best design talents and artisans to make these kinds of recommendations.
3. Provide for *Linkages* - Ways to connect or link Downtown area with the Bay (as I understand it originally was) which means dealing with the Railroad barrier. A bridge over this divider that separates the bay from downtown - like a broad vehicular and pedestrian way with gardens and parks - something like Seattle's proposal at Myrtle Edwards Park.
4. Many cities have relocated their cultural and recreational centers into their Waterfronts
  - Milwaukee recently achieved world-wide attention with a brilliant new *Art Museum* at the water's edge
  - Alexandria, Egypt rebuilt the Great Alexandrian *library* along their waterfront
  - Bellingham could develop *amphitheatres* for cultural festivals and public celebrations integrating art and performance spaces as well as public *educational centers* for waterfront history and ecology (on much grander scale than is presently available).
  - An *aquarium* recalls the important part the fishing industry has made here
  - A *bay walk* linking all elements of the waterfront together would provide continuous public access to the water's edge.

- A *Cornish Drive* along the bay linking Fairhaven, Downtown and Airport might be considered. Many cities in Europe have developed beautiful Cornish Drives - Broad avenues next to water with landscaped gardens and public facilities and access.
  - Use *extension of Cornwall to Boulevard Park* to Fairhaven. Might consider land fills for the roadway
5. While understanding that commercial and retail development are the engines that drive any development, these must remain subservient to the public usage of the waterfront. There is an inherent public interest in waterfronts. Another quote from white paper manifesto: "It is essential to keep in mind the inherent public interest in waterfronts, reflected in the public ownership of water itself."
  6. Through very careful conceptual planning and flexible zoning which allows site specific evaluations and 'park' compatible commercial and retail space offering bonus densities along with high density residential we would be able to develop a highly urbanized Waterfront. Allowing for maximum public use as well as generation of self-sustaining commercial development.
  7. Conclusions:
    - Many who will comment before your committee would like any future development to reflect the history of the community in scale and the 'cosy' like environment they have grown up with and been accustomed to.
    - But the dynamics of change are here, we have a very limited amount of waterfront available and by encouraging a denser, urbanized concept, we can still enjoy the bay and provide the cultural and recreational features that people demand today.
    - These are just some early sketchy thoughts, but I would like to develop graphically to illustrate what I have in mind plus an opportunity to explore some additional thinking.

Rudy Veland, Architect, resident of Bellingham