

goal was also to try to uncover lessons from the first type of city that can be applied to the second type of city.

The value of the conference was that it allowed decision-makers to engage with planners and designers in a meaningful dialogue. Too often, communication between decision-makers and designers and planners only occurs after major decisions have already been made. The aim of the conference was to open a dialogue and create possibilities for more engaging and informed discussions. The conference advocated an inclusive approach that engages designers, politicians, developers, and economists. The central question for all of us is what is an appropriate urbanity as we start a new millennium. The urban waterfront is an ideal setting for these considerations. This book is an exploration of these visions.

The title of the conference and this book is worth explaining. Borrowing the definition from Savitch, post-industrialism refers to a broad phenomenon that encompasses changes in what we do for a living, how we do it, and where it occurs (Savitch, 1988). Specifically, the post-industrial city deals with processing and services rather than manufacturing, intellectual capacity rather than muscle power, and dispersed office environments rather than concentrated factories. These changes manifest themselves into the building of a new physical environment constructed specifically to meet the needs of the twenty-first century. Examining the redevelopment of the urban waterfront tells us a lot about what we as a culture believe those needs to be.

Urban waterfront developments are no different to other forms of redevelopment in the sense that they cover a broad spectrum of different scenarios. Four meditations form the structure of the book and provide a mechanism for thinking about particular aspects of waterfront redevelopment. These meditations – “Connection to the Waterfront,” “Remaking the Image of the City,” “Port and City Relations” and lastly “New Waterfronts in Historic Cities” – form the general structure of the book. A comparison of two cities frames the context of each meditation. A series of reflections follow each city comparison. The book is structured to deal both with broad issues, that might be applicable to a variety of contexts, and with specific city descriptions which outlay the current state of waterfront development in these locations.

In “Connection to the Waterfront,” Richard Marshall provides a comparison of waterfront developments in Vancouver and Sydney. The former industrial waterfront areas of many cities now exist as underutilized parcels, separated from the physical, social and economic activity of the rest of the city. In their reconsideration, these sites pose significant issues. How should that redevelopment occur? What is an appropriate form of development? What is an appropriate urban form? How are connections made between the older city and the water through these redevelopment efforts? Vancouver and Sydney provide two remarkable examples where these questions influence the production of new city space.

In Sydney, as in other cities, the connectivity of the physical fabric and the water suffered from the insertion of roads between city and harbor. This, combined with jurisdictional fragmentation, has tended to isolate major waterfront projects from the rest of the city. This is in spite of the fact that the image of the city is inextricably linked to its water. In defining