

physical construction of the city and how the zone of overlap and conflict is managed.

The waterfront and port of Las Palmas de Gran Canaria, in Spain, epitomizes the transformation that is occurring with older port facilities. With changes in the nature of the port, there exist opportunities to create an alternative environment that allows for reconciliation with existing urban areas and a radical reshaping of the waterfront. Part of this reshaping is a matter of programmatic invention and economic incentives, while part is a matter of poetic imagination and the creation of a new urban architectural context. Las Palmas itself is neither a tourist haven nor a residential resort for the well-to-do, further adding to the relative vagueness of future waterfront development potentials.

Throughout history, Genoa has gone through alternative periods of great prosperity and profound crisis. After each crisis, the city has radically changed in terms of its economic structure and social organization. The world-wide restructuring of industry, the conversion of maritime transport modes, and the crisis in the system of state shareholdings in the industry represent a challenge for the city. The 1990s have produced the first results of this conversion with an increase in port traffic after years of decline, the realization of initiatives to reutilize industrial areas, and the positioning of Genoa as a tourist destination. The interface between port and city in Genoa is dynamic.

In "Port and City Relations: San Francisco and Boston" Anne Cook, Richard Marshall and Alden Raine reflect on the changing nature of the port and city relationship in the American context. Both Boston and San Francisco have always been port cities. The importance of the port in these cities in the eighteenth and nineteenth centuries led to the growth of Boston and San Francisco as major cities. Competition, obsolete infrastructure and the development of alternatives to sea transport eroded the place of the waterfront after the First World War in Boston and a little later in San Francisco. Since the early 1970s, significant efforts helped to secure the waterfront as an urban amenity in both of these locations. Boston is still coping with how to deal with its waterfront. San Francisco's relationship with its water edge dates to the California Gold Rush, a time of tremendous expansion for the San Francisco Bay. During the twentieth century, the waterfront became an industrial area of finger piers, railroad terminals, warehouses and a logistics center for the Pacific theater during the Second World War. Today, shipping and ship repair are located primarily south of China Basin and cruise ships, ferries, recreational boating and commercial maritime operations remain on the northern waterfront.

"Port and City Relations" deals with the relationship between Massport and the Boston Redevelopment Authority and reflects on the dynamics of port, city and community in the South Boston Waterfront. It reflects on the challenge of balancing primary port operations with community concerns by looking at the San Francisco Port Commission and the wider community. Of particular interest is the relationship that ports and cities have with their respective community interests. In San Francisco, relations between the Port and the residents were strained to the point where Proposition H was enacted and effectively blocked development proposals of the Port.

In the final meditation, "Waterfronts, Development and World Heritage