

is the relationship of waterfront sites to contemporary city making? How can these isolated parcels be reconfigured to make connections between older city centers and the water's edge?

Today we wonder how the planners and architects of yesterday could allow highways to be built along the waterfront and destroy these valuable city assets. Today we think of the waterfront as a urban amenity, a special place in the city. However, the waterfront as a site of amenity is a relatively recent phenomenon. Attitudes toward the waterfront have changed significantly over the last fifty years. The reasons should be obvious; waterfronts were the working areas of the city. As places of industry, they were dirty and messy and held little value in our collective conscience. They were places that were to be avoided at all costs.

Vancouver and Sydney are two waterfront cities that exemplify the changing nature of waterfront development. These cities continue to struggle with the problem of creating contemporary environments that are free from nuisance, overcrowding, noise, danger and pollution. They seek to answer the question of what is an appropriate level of amenity in areas that have suffered almost a century of neglect? Of critical concern in both redevelopment efforts is how to re-establish pedestrian networks through the city to the water's edge.

Over the last three decades, Vancouver has been steadily transforming its waterfront. For most of the previous one hundred years, the city's waterfront has been dominated by seaborne shipping facilities, railway yards, shipbuilding yards and lumber-based industry. Although there still exists some evidence of this industrial history, the city today is looked at as a model of post-industrial city-making. Vancouver's success is unique in a number of respects. It is a city that has been able to implement innovative high-quality, high-density developments along its inner city waterfront when most of the North American continent has been fleeing to the less dense suburban fringe. At a time when other inner cities have suffered from a lack of development, Vancouver has redeveloped its entire waterfront over the last twenty years.

In Sydney, the myth of the waterfront is somewhat different to its reality. Sydney is widely considered as a waterfront success story. In many publications, Sydney is presented as the "picture postcard waterfront city." However, although Sydney is situated in one of the world's most scenic harbors it provides relatively few opportunities to access the edge of the water. Connections between the city and the water are few. In many respects, Sydney operates as two distinct realms: the realm of the harbor and the realm of the city. These two realms only make contact with each other at a few select points. The harbor is a powerful realm that projects the image of the city, defines its identity and compensates for the "accidental" nature of the other, urban realm.

In comparison, Vancouver and Sydney provide two cases of cities struggling with difficult redevelopment contexts. Both cities provide lessons that others can learn from. Vancouver's efforts have a great deal to do with its progressive planning model. Also, that its waterfront, through either extreme far-sightedness or extreme good luck, avoided much of the urban infrastructure that other cities have been forced to deal with. Sydney is rather more the rule than the exception; its redevelopment efforts have