

and visitors. The City of Sydney is currently promoting the development of a nine-mile waterfront promenade from Glebe to Garden Island. The promenade would take in Blackwattle Bay, Darling Harbour, Cockle Bay, Walsh Bay, Circular Quay, Sydney Cove, Farm Cove and Woolloomooloo Bay. Given the tremendous potential of Sydney Harbour, the promenade would be one of the most extraordinary waterfront promenades in the world.

Conclusion

We live in a cynical world and so it is not surprising that Vancouver's success attracts some level of skepticism. What are we not being told? Where are the hidden issues? However, Vancouver is a very strange place. Strange in the sense that where one's experience in other cities is of partial or fragmentary achievements, Vancouver appears to be a comprehensive success. A significant degree of that success can be attributed to some far-reaching decisions made in the 1960s. Most incredible, from a North American perspective, are the adoption of the Agricultural Land Reserve, an early growth control initiative, and the decision not to develop a freeway system. Instead, an arterial system of major roads allows for an array of movement in the city. In Vancouver, traffic congestion is looked upon in a positive light, and is intended to promote both alternative modes of transport and the demand for inner city living. Experience in other parts of the world, and especially in the United States, would suggest that Vancouver was doomed to failure. This same experience would suggest that free-flowing traffic is an essential aspect of a city's competitive advantage. Vancouver's success, on the contrary, proves this experience wrong. For cities such as Shanghai, who are just now constructing their expressway system, Vancouver proves that conventional wisdom is not always right and the possibility for success of another approach.

These two decisions have had a tremendous influence on Vancouver's subsequent waterfront redevelopment efforts. Together they promote an extremely high density, of which there are few contemporary North American models. The decision not to build freeways has meant that Vancouver, in an incredibly rare situation, has not had to deal with the implications of infrastructure along the water's edge. There are no expressways in Vancouver to take down because none were built in the first place. This means that Vancouver has been able to extend its existing road system, open space network, building typologies, materials and general urban morphology from the city, seamlessly into the new urban realm along the waterfront.

In these terms, Sydney is more typical and, taking nothing away from Vancouver, its successes are more hard gained. Sydney is a mythical city; its identity and consciousness are wholly determined by its harbor. The logo for the city is even an anchor! However, Sydney made all of the usual decisions, all the usual "mistakes," which resulted in expressways separating the city from the water's edge.

Sydney operates as two realms. One realm is the harbor and the other realm is the city. The harbor exists with a kind of protective wrapping