

a world of unprecedented technological change and the development of a truly integrated global economy, the competition to attract wealth, in physical and human terms, is even more crucial. A city's success today depends less on location and more on the availability of an appropriate infrastructure (Marshall, 1998). A crucial aspect of these repositioning efforts is environmental and urban regeneration. Waterfront sites provide remarkable opportunities for redevelopment on large, highly centralized and therefore visible locations. It is this fact that makes waterfront development so important to many environmental and urban regeneration efforts.

The success of cities will not be achieved if the physical realm of the city is ignored. As cities shift from industrial to service economies, a major aspect of their success will be in the quality of their city spaces. Here the waterfront plays a critical role. In the first instance, waterfronts are often the most degraded places in the city, being the sites of the former industrial operations. Second, the waterfront is a highly visible location in most cities. Because of this waterfront development is crucial to the development of a city and also to the quality of its urban expression. The waterfront is that place in a city where designers and planners can forge contemporary visions of the city and in doing so articulate values that contribute toward urban culture.

Bilbao and Shanghai are two examples of how the waterfront has become the stage for a new expression of city aspirations. The new Bilbao and the new Shanghai are finding form along their respective waterfronts. Both cities have a long history of waterfront neglect, and yet today both cities are finding new forms of expression in these neglected zones. Bilbao is a case study in how a waterfront can provide opportunities for the creation of a new identity, a new expression of what the city is and wants to be. Shanghai, likewise, is a city in transition from an industrial character to one where issues of city quality are becoming critical.

In response to issues of competitive advantage, Shanghai has invested three times more in its urban infrastructure in the last five years than the total invested in the previous forty (Zhang Hui Min, 1999). These infrastructure projects include the construction of the Nanpu, Yangpu and Xupu bridges, Metro Line One, the elevated Inner Ring Road and North–South Elevated Road, as well as the Shanghai–Nanjing Expressway. Projects already approved or in planning include four new bridges, four new tunnels and a new walking bridge over and under the Huangpu.

In a matter of a decade, Shanghai has mushroomed as one of the world's biggest metropolises. This growth has come at an inevitable cost and the Shanghai Municipal Government has begun to address these negative conditions. As part of these considerations, two major redevelopments have been initiated along the Shanghai waterfront. The Suzhou Creek restoration is a major project to rehabilitate the industrial facilities that line the creek and to restore green areas along its banks. The Huangpu waterfront plan is an extensive redevelopment of port properties along the river. The waterfront in Shanghai is providing a once-in-a-lifetime opportunity to reposition the image of the city. It is providing Shanghai with an opportunity to present a new face to the world.

At the end of the 1980s, Bilbao faced many of the same issues as