ABSTRACT

Since the 1960s, the concept of cultural heritage has expanded its boundaries to include a growing range of artifacts, opening up the opportunity to assign meaning to various tangible and intangible manifestations that help us understand features of our cultural and social history. In this process, artifacts hitherto considered ‘minor’, such as certain urban complexes and architecture related to the industrialization process, have acquired cultural significance because of their importance both documentary and social, and also for their aesthetic aspects. This conceptual expansion has also revealed a problem: large obsolete industrial areas awaiting reintegration with the urban fabric — and contemporaneously identified as carriers of cultural value to be preserved and interpreted —, began demanding appropriate intervention projects, designed from the assumptions of the theory and principles of preservation and restoration. However, the analyses of several such intervention projects (projects of revitalization, rehabilitation, renewal, recycling, and other terms beginning with the prefix “re”) reveal serious conceptual challenges, such as the ignorance of international documents (the Venice Charter, the Amsterdam Declaration, the Washington Charter) and a general lack of integration with large scale projects. Several intervention projects in historical industrial sites are considered mere opportunities for the construction of new architecture. These often ignore or disrespect existing structures and historical strata, and neglect any dialogue with the urban surroundings, which is crucial. In addressing this situation, this paper will discuss the practical application of the principal international cultural heritage conservation documents, and those specifically concerning intervention projects in historic urban industrial sites. Based on selected case studies (in Italy, France, the United States and Brazil), this paper calls attention to the priorities of each case, applied methodology, results obtained and the extent of integration of each project with the local urban management plans. The intention is to offer an overview of the recent projects. Finally, from this brief analysis, this paper is intended to lead us to reflect on the issues involved in the treatment of industrial heritage, such as the importance of dialogue between preservation and urban planning, and the elaboration of appropriate projects to intervene in urban fabrics which have acquired cultural significance.

INTRODUCTION

The identification and evaluation of the material remnants of industrialization, based in concepts dating back to the 1960s, has raised several issues to be faced both by preservation studies and urban planning. As artifacts covered by broadening the concept of cultural heritage, many buildings and industrial sites...
Cities, nations and regions in planning history

began to be studied and valued for their historical and documentary importance, as well as for their aesthetic characteristics, and the urban dynamics and social environments which developed along with their productive activities. Thus, to analyze, select, preserve and restore industrial heritage buildings and sites, steps must be taken that will require the recognition of many aspects, such as urban scale, the nature of the former industrial activities themselves, the association of these buildings and spaces with their immediate surroundings, with local people, and with transportation systems and energy sources etc. It is worth noting that in many cases, the need to intervene and recover vacant industrial areas and to reintegrate them with local, contemporary urban dynamics is urgent. In these situations, rehabilitation guided by the mass insertion of new uses, sometimes ignoring any consideration of the concerns listed above, can neglect the need for a thorough preliminary study of the site and structures. Interventions of this nature require a great deal of interpretation and thoughtful design choices.

The unique characteristics of buildings and industrial sites, and the difficulties they face in being recognized as a cultural heritage, are the principal obstacles to being adequately rehabilitated. In considering vacant industrial areas, functional choices are usually prioritized: by either exploiting the potential of existing buildings for being adapted to new uses, or by accommodating new construction after demolition. Thus, interventions in general are intended to transform these areas by employing two main strategies. In the first, projects revolve around anchor buildings or iconic structures, which are major works often designed by renowned architects. These are intended to promote regional recovery and lead to new projects or tourism. The second strategy is to re-parcel the land to make room for new construction.

The recognition of the cultural values of the urban environment, and the theoretical principles that should govern upon them has been adequately addressed by international charters on preservation of cultural property. The Venice Charter (1964) — the main theoretical framework of UNESCO-ICOMOS on this theme so far —, addresses the issue of the concept of urban cultural heritage expansion to modest sites and buildings which have acquired cultural significance over time. The Charter also addresses the principles widely discussed and agreed upon at the international level regarding the general criteria for interventions in cultural property. The Amsterdam Declaration (1975) and the Washington Charter (1987) also provide strong and clear conceptual bases for such interventions. An aspect of great importance in the treatment of culturally significant urban areas is the discussion about the necessary integration between preservation studies and the initiatives from urban and territorial planning, the so-called integrated conservation method. As addressed in the Amsterdam Declaration, the integrated conservation proposes an interdisciplinary action in all phases of the intervention process: the study of urban preexistences to be preserved, the elaboration of urban planning proposals and the executive processes. The objective is to seek for the simultaneous development of projects which include the requirements of heritage preservation and those of urban and territorial development, matter of great importance that we act in the old urban industrial sites.
This expansion of the concept of cultural heritage represents a major theme in the contemporary debate on the preservation, restoration and interpretation of cultural property. As all transformative action undertaken on cultural property requires the recognition of a site’s unique aspects as the basis of any proposal, the ever more complex evaluation of urban heritage puts the many operational and interpretative challenges in opposition with the architectural process. When proposing new architecture for an urban heritage site, one necessarily creates a new dialogue between constructed elements. Thus, the new architecture will intervene and suggest new ways of sensing and conceiving the urban reality in which it is inserted.

In this text, in order to highlight and discuss the issues introduced above, we comment briefly on five projects intended to revitalize obsolete industrial areas: in Rome and Naples (Italy), the Rühr Valley (Germany), New York City (United States) and the city of São Paulo (Brazil). In this brief overview, we will attempt to highlight the operational strategies, legal procedures and design solutions adopted in each case. The aim is stimulate reflection on the complex issues involved in the treatment of industrial areas that have acquired cultural significance.

PROJECTS IN FOCUS

The Ostiense-Marconi Urban Project in Rome, Italy, consists of a broad program of interventions aimed at rehabilitating an area that spans two districts separated by the Tiber River (1). The Ostiense District has several significant defunct industrial sites and public facilities for the production, collection and distribution services, such as the Gas Works, the General Markets Complex (Mercati Generali), the Slaughterhouse, the Montemartini Power Station, among other major installations (2).

The regulations for dealing with old industrial buildings and vacant sites in this region are integrated with the urban renewal policies laid down by the last Master Plan for Rome. Under the Project Ostiense-Marconi, the master plan proposes to carry out improvements in the urban scale (road works, the construction of new bridges to link the two districts etc.), and also several recovery projects for old industrial buildings, as well as the demolition of certain buildings intended to promote local redevelopment. Some projects have already been implemented, such as the installation of the Third University of Rome Law School in the former Bordoni glassworks, the Architecture School in part of the former slaughterhouse (3) and the installation of a museum in the Montemartini Power Station (4).

1 For further information on the Ostiense-Marconi Urban Project, see RUFINONI, 2009: 214-231.
2 A historical overview on the development of the Ostiense District and information on its main industrial buildings can be found in NERI, 2000: 83-141; CANCIANI, 2004: 16-37.
3 The book Fabbriche della conoscenza: Roma Tre nel territorio e nella riqualificazione dell’area Ostiense, presents general information on the adaptation of some of the district’s industrial buildings for new uses in the Third University of Rome.
These projects have been proposed and implemented in stages. Given the extent of the urban project, the revitalization of the region has been targeted through isolated interventions, often focusing on the rehabilitation of specific buildings or industrial sites, in order to promote a gradual recovery. The transformation of these obsolete industrial sites is part of the master plan, but there are no clear guidelines for maintaining consistency between conservation and urban growth.

In the Master Plan for Rome, a procedure called “planning by doing” has been adopted, which is a method strongly criticized by some scholars of urbanism. This methodology assumes that the master plan is “a plan that is made while we doing”, that works itself out during the implementation process of specific proposals. This is considered by Archibugi (2005) as a “non-method”, since it serves only immediate practical ends but undermines the purpose and function of urban planning. In this way, individual projects may obtain positive results, but will not necessarily be integrated with the context in which they operate (5). Thus, as noted by scholars (6), these individual solutions, determined by the availability of resources but disconnected from each other, represent a potentially dangerous way to deal with heritage while generating a “puzzle” in the urban fabric.

Among the works proposed by the Ostiense-Marconi Urban Project, the analysis of the project for repurposing the former General Markets Complex in Rome (Mercati Generali) highlights some of the main methodological and interpretive problems associated with the practice of intervening in old industrial areas. The General Markets Complex in Rome was built by the municipal administration between 1910 and 1926, and occupies an area of about 82,000m² in a rough square about 280m to a side (7). Deactivated in 2002, it is composed of large buildings with considerable importance within the industrial architectural typology. On the basis of studies regarding local demand, the municipality opted for the transformation of the old markets into a youth activities center, incorporating sports, education, culture and entertainment. To realize this, an international architectural design competition was proposed in 2004, and the proposal of Dutch architects Rem Koolhaas and Ellen van Loon, from the Office for Metropolitan Architecture, was selected. The architectural design competition highlights the interest of the municipal administration in “internationalizing” the city, and placing it in comparison with other European cities in terms of outstanding architectural projects (8).

5 In the Ostiense District and its surroundings, some recovery projects presented interesting results despite the aforementioned isolation. This includes the installation of the new exhibition center in the Capitol Museum of the Montemartini Power Station, and the project executed in the old slaughterhouse—interventions that followed careful procedures. Cf.: ROMEO, 2001; STORELLI, 2001; CUPELLONI, 2001.
6 According to Racheli (2004: 255), this type of master plan can generate, “a mosaic of casual tesserae located on the ‘chessboard’ of the city... An uncertain, disproportionate and discontinuous puzzle generated by different requirements at different times.”
8 According to Rossi (2005), this trend of the “internationalization of the city” has been observed in the several works designed by the great names of world architecture: Renzo Piano (Auditorium); Odile Decq (expansion of the MACRO Museum area, Rome’s Museum of Contemporary Art), Zaha Hadid (MAXXI, Museum of XXI Century Arts), Richard Meier (Ara
The specific history of the complex, however, is not valued in the new design. Large-scale demolitions have been carried out, and the 3D models presented so far prioritize the new architecture to the extent that it is even difficult to identify, “where are the old remains”, amid the magnificent new structures. In general, the proposal envisages the construction of new volumes in contemporary architectural language alongside a collection of old buildings that will be adapted to new functions (9). Interestingly, the new architecture and the adaptation of old buildings were designed separately. Thus, the recovery of the “historical part” of the markets was designed by architects who did not participate in the design of the new buildings — the Romans Bruno Moauro and Roberto Capocaccia. Design methodology that demonstrates a fragile understanding of the particular configuration of the industrial complex and the restoration process itself. In this situation, the new buildings will be designed and inserted into a historic urban context without regard to pre-existing buildings or the “historical part”, while the questions of the existing urban fabric will be resolved by other professionals.

The legal procedure adopted to enable these interventions is another controversial point. Shortly after the preliminary study, it was decided that the implementation and management of the whole project would be entrusted to private enterprise. A procedure called “project financing” was adopted, allowing private companies that are granted concessions for up to sixty years to use lands to take responsibility for their management in exchange for deriving economic benefits. The role of the municipal administration is limited to interventions in public spaces and the determination of certain initial project parameter. This includes the expectation that some services for the local population and the conservation of cultural properties protected by law. This procedure has been deemed unsuitable for urban heritage projects. The integration of preservation and urban renewal is inevitably compromised when the very instrument which enables the project requires the generation of profit as a priority.

One of the main criticisms leveled by scholars against the project to repurpose the former Roman markets takes issue with the search for “star architects” that prioritizes a “new image” at the expense of historical precedent. In this arrangement, the intervention in an obsolete industrial area is seen as an opportunity for big business and the construction industry, indicating that the new architectural designs will take priority.

Another example of intervention in Italy is the Bagnoli Urban Park, which will reclaim obsolete industrial sites on the outskirts of Naples (10). The project, as has been observed in Rome, is also seen as an opportunity to raise Naples’ international profile, putting it, “in competition with the great metropolises on

Pacis Museum), as well as in the anticipated projects of Massimiliano Fuksas, Santiago Calatrava, Juan Navarro Baldeweg and Vittorio Gregotti, among others. 
9 For images of the project, go to the official website of OMA, Office for Metropolitan Architecture: http://www.oma.eu
10 For further information on the Bagnoli Urban Park Project, see RUFINONI, 2010.
the world tourism circuit and [in terms of] international trade” (Giannì, 1995) (11).

The intervention area is located on the Coroglio Plain, in the Bagnoli District, which is almost completely occupied by an old Ilva-Italsider steel plant and the former Eternit asbestos cement factory. The area covers about 4.7 km\(^2\) between the Gulf of Pozzuoli and Posillipo Hill in a beautiful coastal region. Steel is one of the most characteristic industries in Bagnoli, and the Ilva Plant, later named Ilva-Italsider, was installed in the district in 1910 with facilities encompassing the entire cycle of steel production (12). The plant was finally closed between 1989 and 1991. Between 1991 and 1994, the disassembling of the manufacturing facilities began. Other industrial activities in the region also began to decline at the same time (STANGHERLIN, 2000: 22-29).

In 1994, a plan was made for the environmental recovery of the old industrial areas of Bagnoli, initiated by the CIPE (Comitato Interministeriale Programmazione Economica). The plan led to the disassembling of the Ilva-Italsider and Eternit plants, and decontamination of the land. This was also made part of the Master Plan of Naples in a review undertaken in 1994. In summary, the recovery plan aimed at, “forming a vast territory of low building density where productive activities related to research integrates with activities for tourism, leisure and culture” (STANGHERLIN, 2000). The area will be gradually transformed with the construction of a large urban park between the hill and the beach, and, with the anticipated recovery of sandy areas to be used for resort activities, the creation of a tourist port, as well as the construction of new buildings for residents and tertiary activities. The guidelines for conducting these improvements have been combined in the Coroglio Bagnoli Executive Urban Plan, approved in 2005 (COMUNE DI NAPOLI, 2000-2003).

The evacuation of the area to make room for new uses began in 1999 when steel production equipment began to be removed and soil decontamination started. Not all industrial facilities were demolished. Sixteen structures were selected, classified as being of particular archaeological and / or architectural interest, preserved and repurposed. In this selection, the preliminary design noted that, “besides the unique value and the technological and architectural character of the buildings and artifacts in the area, the main goal in this Master Plan is, above all: the formation of a large urban park in part of the former industrial area... the tangible sign of regeneration [and means to preserve] the historical record of the region’s industrial past”. (STANGHERLIN, 2000: 26-27). Thus, the artifacts were considered to be witnesses to the former steel industry, and with preservation would provide for an educational path inside the park. The design also attempted to define in advance which artifacts would be preserved as the park’s public facilities, and which would be entrusted to private enterprise.

One of the main problems with the revitalization project, reported by Iaccarino (2005), is how the new functions have been inserted into the district without

11 For other revitalization projects of the obsolete Neapolitan industrial areas, see RUSSO, 2007.
12 On the history of industrialization and deindustrialization of Naples and an analysis of master plans at different times, see CARDILLO, 2006.
seeking to integrate them with the existing activities. With the arrival of large investments and rising property prices, the resulting damage has caused the local population to gradually move away from the area.

The project is still being implemented and observers would have to follow its progress to develop a more insightful analysis. The Society for Urban Transformation (SUT) (13), known as Bagnoli Futura, was created in 2002 with the participation of several elements of local government (city, region and province), which together will lead the implementation of the Coroglio Bagnoli Executive Urban Plan. This will be a management model different from the one proposed for the recovery of the General Markets Complex in Rome, where the private sector is responsible for implementing the project.

The Bagnoli Urban Park design, selected in an architectural competition, was developed by the Italian office Insula Architecture and Engineering, and coordinated with a team led by the architect Francesco Cellini (14). According to the project description, the team sought to engage the industrial structures and reveal traces of the old paths. Grandiose and spectacular new works were not proposed. Thus, the great edifices of the steel plants and other large structures act as “strong points”, and the focus of the design rests on the remaining structures as principal elements in the configuration of the landscape.

Proposals for Bagnoli are related to the projects carried out between 1980 and 1990 in Nordrhein-Westfalen, Germany, in an extensive area comprising a number of industrial sites related to coal production and metallurgy. This is where Emscher Park in the Rühr River Valley is located. Industrial activities in the valley declined in the 1980s, generating many economic, social and environmental problems in the region and surroundings. Since then, the search for alternatives for revitalizing the site began. The IBA Group (Internationale Bauausstellung Emscher Park) was created in 1989, initiating programs for the installation of a park that covers an area of approximately 800km².

The general project was designed in detail and the implementation of various complementary projects were projected for the next ten years (15). It was a large, integrated project, conceived to develop over a long period of time, and involved the participation of various spheres of government and EU resources. In addition to planning the broad objectives, over one hundred specific projects have been developed that not only interventions in industrial buildings, but also urban design and landscape projects that rely on alternative energy, and include walking trails and bike paths, involve the cleanup of the Emscher River and the restoration of forests, and also new areas for residential

13 The creation of the Society of Urban Transformation (Società di Trasformazione Urbana) was decreed by law in 1997 and implemented in 2000. It is an instrument available to local governments in order to facilitate interventions in consolidated urban areas, and provides for in existing urban plans. After acquiring the area, the STU organized the design, construction, management and marketing of the built environment. In developing and implementing project activities, the STU can operate in two ways: using their own internal staff or seeking outside help.
14 For images of the project, go to the official website of Insula Architettura e Ingegneria: http://www.insulainrete.it
15 For further information and images of the project, go to the official website of IBA, Internationale Bauausstellung Emscher Park: http://www.iba.nrw.de/
buildings and research centers. In summary, this has been a series of integrated interventions that have sought to restore the natural and built landscape. The industrial buildings have been adapted for new and often cultural uses, and certain industrial structures and equipment were incorporated into the park in creative ways. A gas works was converted into exhibition spaces, a gas tank into a diving tank, and old furnaces have been transformed into a climbing area. The interventions undertaken in the park’s creation were conceived as a whole. The general project sought to determine the specific steps taken based on prior coordination, and a long-term schedule was provided for. Thus, the analysis of industrial artifacts, considered individually and together, enabled the understanding of the relationships among them, covering the surrounding spaces and districts. This understanding of the relationship between the economic, political, social and urban realities converging on this space has provided the basis for a consistent overall plan (16). In this project we are interested in highlighting that in this area the degradation to be addressed encompassed not only obsolete industrial buildings, but an entire urban reality. This situation reminds us to approach such problems with a broad perspective, coordinated and integrated with urban and regional planning, that can lead to complex and long-term solutions.

On a smaller scale, the High Line in New York City, United States, also sought to explore the landscape and environment in the rehabilitation of an old industrial structure. The elevated railway, built in the 1930s and abandoned since the 1980s, has been recovered through the initiative of a group of local residents. In 1999, the group founded the Friends of the Highline association with the aim of revitalizing the abandoned structures and turning them into public spaces (Tagliaferri, 2006). With the support of the municipality, in 2002 an architectural design competition was held. The winners were Field Operations and Diller Scofidio + Renfro. The project was based on the assimilation of urbanism and ecology. An elevated park was proposed that explores the vegetation that overtook the structures during their years of abandonment, and reshapes the landscape over two kilometers. An interesting feature of this project was the active participation of local residents in the process, who found solutions for revitalization that valued the symbolic meaning of the remaining structures while integrating them appropriately into everyday life (17).

Finally, we come to the discussion of the Brazilian context. For this analysis, the difficulties involved in the remediation of urban industrial heritage were examined in the proposals made for districts along a railroad in the city of São Paulo (Rufinoni, 2009: 253-292).

In these currently underutilized urban spaces, the municipality intends to promote remediation in order to revitalize the affected neighborhoods and create means for recovery. This is the central objective of the “Urban

16 The bibliography on interventions in the Rühr Valley is extensive. For this reference, we drew information from KÜHL, 2009: 136-138; KANIA, 1999-2000: 25-30. We also recommend the following authors for further study: Corlay, Lambrecht, Ganser, Grohé, Minucci and Scognamiglio. Complete bibliographical references are at the end of this text.
17 For images of the project, go to the official websites of the High Line and Friends of the High Line: http://www.thehighline.org/
Operations Consortium” (18). This instrument is provided for by federal law, and the areas to be effected in São Paulo were demarcated by the city’s last Strategic Master Plan (SMP), written in 2002 and passed in 2004. Among the strategic areas outlined by the SMP for future urban projects are the South Diagonal Urban Project (SDUP) and the North Diagonal Urban Project (NDUP). These are located along the old Santos-Jundiaí Railway between the city of São Caetano do Sul and the western section of the beltway in a long journey that traverses several districts historically characterized by industrial activity. Recently, the municipality redefined the limits initially proposed along these axes and created two new areas: Mooca-Vila Carioca and Lapa-Brás (19).

It is noteworthy that zoning specific to certain areas was conducted with preservation specifically in mind. Local residents attended the area selection process. Another instrument of urban planning being employed is the “right of preemption”, which gives priority to the public when land is put up for sale, and is often used to set aside strategic parcels for future regeneration projects. Despite these measures, in a vast majority of these areas the interests of the real estate market in promoting new construction greatly hinders the realization of long-term intervention programs based on detailed studies that integrate conservation and urban planning.

A possible way to promote new preservation and intervention models could come, accordingly, from the urban planning instruments proposed by the Urban Operation Consortium (20). Whatever measures and legal instruments are adopted, however, it should be noted that a judicious urban project in such areas should be supported first by detailed studies and rigorous planning at the intervention stages and in succeeding complementary designs. It is important keep in mind an integrated vision of long-term goals, and to avoid “patchwork” or “puzzle” planning and unrestrained speculation. With judicious development guidelines that promote urban operations intended to enhance urban cultural heritage, we might redirect the current trajectory of real estate speculation at the perimeter of SDUP, and instead provide for less destructive interventions.

In 2010, the municipality of São Paulo revisited its urban planning programs, redefined the areas previously outlined and drafted guidelines for conducting the necessary urban studies. These studies are intended to support the Municipal Urban Development Secretary’s creation of specific laws for each project. In the Mooca-Vila Carioca guidelines, a new boundary encompassing the greater part of the old SDUP, local heritage is dealt with in certain passages. Proposed models of urban transformation are attentive to the region’s unique characteristics, including the urban fabric, industrial heritage.

18 BRASIL, 2001. Section X, art. 32, §1º.
19 In 2010, the municipal administration created the Urban Operations Consortium Mooca-Vila Carioca (which encompasses part of the old South Diagonal) and Lapa-Brás (which includes parts of the following urban projects: North Diagonal, South Diagonal and Central, and the entire area of the Água Branca Urban Operation). See the maps attached to these volumes: SÃO PAULO, 2010a; SÃO PAULO, 2010b.
20 For each urban operation consortium a specific law is written. For the South Diagonal Urban Operation, broken down into Lapa-Bras and Mooca-Vila Carioca Urban Operations, the official guidelines for conducting urban studies necessary for the preparation of the bill were released in late 2010, when the previous boundaries were redefined. The specific law, therefore, has not yet been drafted.
and local memory. Buildings and historic sites are cited as potential targets for preservation to be coordinated with adaptive reuse. However, the text demonstrates a limited understanding of the specifics of this extensive field of endeavor. In several passages, references to historical heritage recommend the preservation and enhancement of only those buildings already cited for conservation by the government, leaving a vast architectural heritage not yet inventoried in the background. The objectives and guidelines of this recent draft of urban planning (SAO PAULO, 2010b: 19-23) lacks a comprehensive mandate for a detailed preliminary study of the broader urban heritage of this area. There is no provision for the identification and inventory of buildings, complexes and potential sites to be preserved, or to serve as prerequisites for new proposals. In general, the document considers the areas covered by SDUP to be large reserves of idle urban land that simply encroach on areas under consideration for physical and functional redesign.

The first step of any operation undertaken here, as in every such case, should include detailed preliminary studies of the area in question, and extensive research into the existing local urban systems, buildings, including their construction and formal characteristics, together with multidisciplinary studies that enable the understanding of complex material and functional relationships that define this landscape. Detailed studies allow us to clearly understand the elements that define each landscape, which buildings and landmarks should be preserved, and how. This knowledge is essential prior to the proposal and implementation of any revitalization project.

FINAL THOUGHTS

Considering all of this, it is clear that the gap between preservation guidelines—achieved through decades of debate and upheld in international documents such as the Venice Charter and the Declaration of Amsterdam—and current practices dealing with urban heritage is even broader when the sites in question are industrial. The difficulties related to the recovery of these artifacts, the lack of comprehension of their specific requirements, and the various and concerted efforts to expand land speculation, are among the many obstacles to conducting judicious projects.

From these analyses, we found that interventions in urban industrial heritage require an accurate understanding of the specifics of the artifacts at various scales: the compositional peculiarities of each building or apparatus, its relationship with the site where it is located, and the relationship between each site, their surroundings and the rest of the city. The understanding of this complex system of relationships should be the first step in the design of any intervention as an articulated whole, an understanding that will lead as a matter of course to a fruitful integration. It should be noted also that steps taken to preserve old industrial areas necessarily need to be considered at a broader scale, seeking dialogue between urban planning guidelines and the prerogatives of preservation and restoration. In this situation, therefore, we refer to the discussions concerning site preservation and urban centers in general which address the need to include new elements in harmony with what exists, to propose new uses consistent with the local scale and urban dynamic,
and to integrate specific projects with projects of greater scope, carefully inserting the restored areas into a new reality.

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