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滨水区：里斯本里贝拉船厂更新
Waterfronts: Regenerating the "Ribeira das Naus" in Lisbon

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记忆与再生
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Memory and Regeneration
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　　新栏目"记忆与再生"旨在通过一些欧洲城市更新的实施范例，与中国读者探讨在现今城市发展进程中，当代建筑以何种方式来提升城市记忆、文化认同和场所塑造三者之间的联系。

　　经历了伴随去工业化过程而持续多年的结构性危机，欧洲城市可能会通过内在新生和本质蜕变迎来新的发展。"再生"这个词来自生物学术语，用于指代受到损伤后的自我修复行为，尤指动植物组织。与"重建"相比，我们更倾向于使用"再生"这个词。"重建"在1980年代被约瑟夫·保罗·克莱修斯用于指代国际建筑展期间对柏林的"批判性重建"。尽管它对历史城市抱着怀旧式的想象，"重建"毕竟使人感觉以新建部分完全替代拆除部分似乎合情合理。我们更愿将城市看做"组织"，而非一个简单的审美对象：一个由物理和社会联系构成的复杂网络，正在等待充满活力的动态再生。"记忆"同时也具有动态的含义。在当代城市设计中，记忆不单单是信息的存储容器，更是在城市面临的种种挑战面前，唤起归属感和认同感的必要手段。

　　专栏中展示的项目有助于激发中国建筑师和城市规划师的批判性反思，这种反思对于超速城市发展后遗留的社会空白和市民认同感缺失尤为重要。这可以敦促城市设计实践更加关心场所的特殊性，强化而不是消除场所记忆。这个案例中建筑和城市设计都具有突出的对话性品质，为乐观的未来前景树立起了坚定的信念。我们从"城市滨水区"这一在欧洲探讨广泛且卓有成效的主题入手。受《世界建筑》之邀，我们以自己撰写的文章作为专栏首篇文章，而后我们将邀请更多的国际专家为接下来的期刊供稿。□

The new column "Memory and Regeneration" aims to initiate a discussion with a Chinese public about ways in which contemporary architecture can contribute to enhance the relation between memory, cultural identity, and place in today's processes of city-making. It does so by exploring exemplary operations of urban regeneration in Europe.

After many years marked by a structural crisis related to the process of deindustrialization, European cities grow again according to a process of inner regeneration and qualitative metamorphosis. This word - "regeneration" – belongs to the vocabulary of biological disciplines: it is used to indicate an action of reparation after loss or damage, especially regarding animal or plant tissue. We prefer this word to "reconstruction", which has been used for instance by Joseph Paul Kleihues in the 1980s to address the "critical reconstruction" of Berlin during the International Architecture Exhibition (IBA, 1984-87). "Reconstruction" somehow implies that it might be sufficient to replace what has been demolished and entails a rather nostalgic vision of the historical city. We prefer to consider the city as a "tissue" proper rather than an aesthetic object: a complex network of physical and social relations that is waiting for a dynamic regeneration. "Memory" also has a dynamic connotation. In contemporary urban design, we like to consider memory not only as a storage of information, but as a necessary tool for stimulating a sense of belonging and identity in the challenging urban contexts of today.

The projects presented in this column aim to stimulate architects and urban planners in China to some critical reflection urgently required due to the social vacuity and lack of civic identity often left behind by an excessively rapid urban growth. This might inspire urban design practices to be more attentive to the specificity of places, whose memory should not be erased but enhanced. What should be emphasised in this case is a dialogic quality of the architecture and urban design; a quality which can offer a concrete optimism for the future. We start with a theme widely discussed in Europe as one of the most powerful tools for regeneration: urban waterfronts. By the request of WA, we now launch the column with a paper written by ourselves, while we will invite international experts to contribute to the coming issues. □

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1 意大利热那亚的老港口更新项目（伦佐·皮亚诺，1992）/
　Porto Antico, Genova, Italy (Renzo Piano, 1992)
2 西班牙巴塞罗那的木材码头（曼努埃尔·德·索拉·莫拉莱斯，1992）/Moll de la Fusta, Barcelona, Spain (Manuel de Solà Morales, 1992)

30 余年来，众多欧洲城市中大量的工业用地被废弃，这些工业产品往往和水体直接相关，留下了大片沿海或沿河的弃置地。因此"重新发现海洋（河流）"成为欧洲兴起一时且深受市长们喜爱的口号之一，也成为建筑师面临的最具挑战性的问题之一。人们尝试了不同的策略：巴塞罗那的木材码头（曼努埃尔·德·索拉·莫拉莱斯，1992）将一个挑战性的问题（新环路的通道与旧城距离很近）转换为创造面向港口的全新公共空间的机会；热那亚的老港口更新项目（伦佐·皮亚诺，1992）为解决高架高速公路将城市与海洋隔离的问题提供了机会；西班牙的贝尼多姆海滨项目（卡洛斯·法雷塔，2008）通过剖面策略将城市与海岸的连接最大化；在汉堡或阿姆斯特丹，由于城市公共生活与水体的紧密联系，许多废弃船坞都成为整合社区构建的契机。

里斯本的里贝拉船厂项目，由 PROAP 事务所（若昂·费雷拉·努涅斯）和 GLOBAL 事务所（若昂·戈麦斯·达席尔瓦）共同设计。与上文提到的项目相比，该项目在一些方面具有独到的创新理念。同样希望在曾有繁忙交通和港口活动的地点，重构城市与水体之间的联系，这一项目不再针对过去的工业记忆来进行（参见前文的木材码头和老港口项目），而是针对记忆的不同层级：这些记忆层也成为项目的初始概念。"里贝拉船厂所在地是民族与本土文化中的神话空间，这一部分来源于集体想像，一部分来源于官方文化。"景观建筑师如是说，似乎暗示着在如此重要的象征性场所，城市再生无疑与记忆密不可分。船只在塔霍河上被建造，其中一些船只的远航，代表着葡萄牙在全球化早期的先锋者身份。新的黑色玄武岩步道一方面调整了滨水空间，另一方面也凸显了曾作为造船厂基地的古老海岸线破碎的形态。城市随时间演化形成的地质层高差，留下了许多下凹的考古挖掘场地，这使得公共空间更加复杂，同时却也显示出不同的时间层次。设计结果如何呢？建筑师为我们描述了一种全新的体验："现在我们可以沿缓坡走到河边，甚至在周期性涨潮区的沙滩上漫步，接着从柱间的楼梯走上去，就会发现'贸易广场'的纪念广场与城堡忽然从天幕背景中浮现。"不进行任何拆除，而是通过对现状的研究和巧妙的设计策略，一个崭新的城市区域已经再生。□
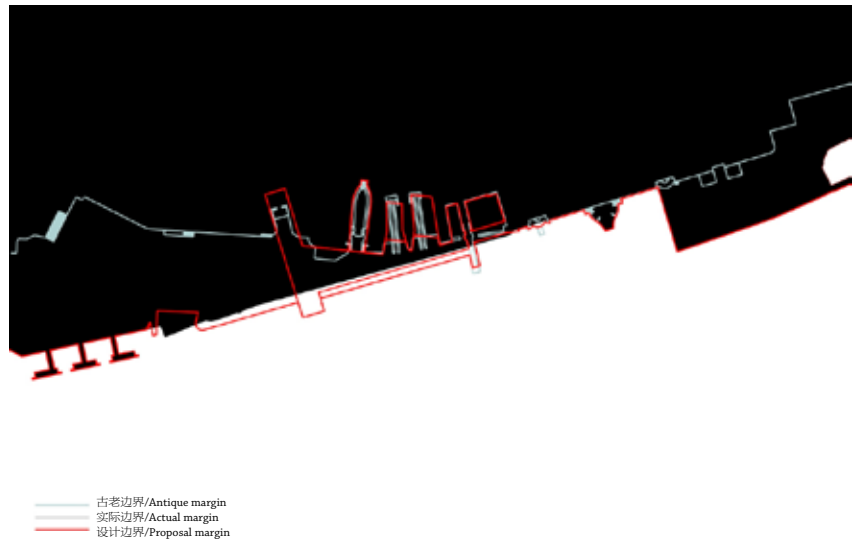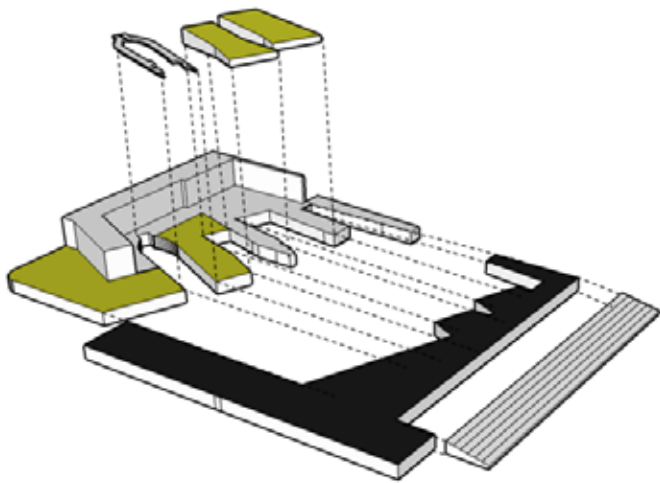

3 描绘里斯本码头的旧画（左侧为项目地段）/Historical drawing of Lisbon from the sea (the part on the left is where the project is)
4 始于1911年的滨水区平面/Plan of the waterfront from 1911
5 平面/Plan (PROAP与GLOBAL事务所绘制/Drawing by PROAP and GLOBAL)

古老边界/Antique margin
实际边界/Actual margin
设计边界/Proposal margin

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In many European cities over the past three decades, the disposal of industrial sites, whose production has been directly linked to water, has left large abandoned areas along maritime coasts and river banks. This has happened to the extent that "rediscovering the sea" (or the river) has become one of the most beloved slogans among mayors all over Europe. It has also become one of the most challenging exercises for architects. Several strategies have alternated: in Barcelona, the Moll de la Fusta (Manuel de Solà Morales, 1992) converted a problem of viability (the passage of the new ring road close to the old town) into a possibility of

creating a new public space overlooking the harbour; in Genoa, the regeneration of the Porto Antico (Renzo Piano, 1992) provided an opportunity to solve the problem of the elevated motorway that divided the city from the sea; in Spain, the seafront of Benidorm (Carlos Ferrater, 2008) was articulated in section to maximize the relationship between the level of the city and the coast; in Hamburg and Amsterdam, the disposal of large dock areas became an opportunity to build entire neighborhoods, basing the quality of public life on the relationship with the water.

The project of the "Ribeira das Naus" in Lisbon,

developed by PROAP (João Ferreira Nunes) and GLOBAL (João Gomes da Silva), brings some innovations in comparison to these scenarios. Also intended to reinvent the connection between the city and the water – in place of a busy road and port activities – the project no longer relates to the memory of its industrial past (see the reference to the crane both in the Moll de la Fusta and in the Porto Antico) but on a stratification of memories. This stratification becomes literally the founding concept of the project. "Ribeira das Naus is a mythical space in the national and local identity, partly produced by the collective imaginary, partly

6 轴测图示/Axonometric diagram
7 分析图/Analysis drawing
(6、7 PROAP与GLOBAL事务所绘制/Drawing by PROAP and GLOBAL)
8-10 滨水区/Waterfront (摄影/Photos: Stefano Serventi/GLOBAL)

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by official culture", the landscape architects explain, as if to say that in a place so symbolically important, it was inevitable that urban regeneration would become inextricably tied up with memory. Here, on the Tagus River was the place where the ships were built to explore distant regions as an example of early globalization of which Portugal has been a protagonist. A new pavement of black basalt regularizes the waterfront on one side, while on the other, one detects the broken line of the ancient shoreline which housed the shipyards. The height difference created over the time between the current city and the previous one creates some negative

excavations that make the public space more complex by revealing the different temporal layers. What is the result? The architects tell us about a wholly new experience: "We could now descend in the river, or even walk on the beach, cyclically revealed by the tides, until going up the staircase between the columns to suddenly encounter the monumental square of Praça do Comercio with its Castle raised up against the sky." Working with the existing without demolitions and through delicate design actions, a completely new piece of the city was born.□

11 滨水区/Waterfront (摄影/Photos: Stefano Serventi/GLOBAL)