Report of the
Fourth Havana
Urban Design
Charrette

Conducted
22nd to the 27th of March, 2010

Cuban and Norwegian Chapters:
CEU: Council for European Urbanism
INTBAU: International Network for Traditional Building and Urbanism
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Charrette Organizers: CEU: Council for European Urbanism
INTBAU: International Network for Traditional Building and Urbanism
Charrette Partner: The Academy of Urbanism (UK and Ireland)

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Report Date: March 20, 2011

Table of Contents
Summary 1
Introduction 2
Study Areas 4
Process 8
Content of Briefings 10
Recommendations 18
Conclusions 36
Social Events 37
Notes 39
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The Cuban and Scandinavian chapters of INTBAU and CEU, in partnership with the Academy of Urbanism (UK), conducted the fourth International Havana Urban Design Charrette from the 22nd to the 27th of March, 2010. This charrette focused on the area of East Havana lying between the Morro Castle and the fishing village of Cojimar about six kilometers to the east.

All four charrettes have built on the principles and proposals of “The Masterplan for XXI Century Havana” authored by Cuban Architect Julio César Pérez Henandez and his team of Cuban architects. The charrette process consisted of on-site studies, including interviews with residents of Ciudad Camilo Cienfuegos; briefings by Cuban and International experts; design studies; and four sets of design recommendations.

A transit workshop at the beginning of the charrette concluded with a proposal for a light rail line extending around Havana Harbour and crossing under the Harbour entrance between Habana del Este and La Habana Vieja. The transit proposal was used in the recommendations for each study area.

**Alturas de Casa**

Blanca is proposed as a set of low density residential neighborhoods with an arrangement of blocks and buildings which maintain a relationship with the surrounding points of interest - landmarks such as El Morro and La Cabaña, the national meteorological station, and the officer’s housing district.

**Recomendations for Ciudad Camilo Cienfuegos**
called for:
- Creating a ‘monumental interchange’ gateway;
- Breaking up the superblock with a logical layout grid;
- A general development parameter of four storeys for new buildings with potential for five storeys on corner plots or where buildings terminate;
- A tranquil and natural environment (Green Network)
- A new seafront generator; and A great living community.

**Cojimar**

was a beach destination in recent history before the Cojimar river became polluted. Proposed remediation and sanitation improvements would result in a cleaner river and harbour for Cojimar so it can build on its existing importance as a leisure destination and fishing village heritage associated with Ernest Hemingway. The historic center should be restored using recognized preservation guidelines.

UK urban designer Peter Baird describes the results of the 2010 Havana Urban Design Charrette:

“For the continued development of the Havana XXI Century masterplan, the charrette provides a regular injection of new perspectives and new opinions on the future of the city, which can be challenged and discussed further once the charrette is over. As Julio Cesar says, it is a work of love, but one that will hopefully one day have a positive bearing on the future of an already complex and beautiful city.”

1 PROPOSAL

Proposal for Ciudad Camilo Cienfuegos

**Summary**
Introduction

The 2010 International Havana Urban Design Charrette was the fourth, annual event devoted to proposals for the regeneration and development of Havana Harbour, its waterfront, and surrounding communities. The charrette attracted more than 35 professionals and students interested in the future of Havana’s urban design. These experts; from Argentina, Canada, Cuba, Germany, Greece, Italy, Norway, Slovakia, Spain, the United Kingdom, and the United States; built on the work from the 2007, 2008 and 2009 charrettes. The results of work from previous years are proposals for the regeneration and development of Havana Harbour, its waterfront in Old Havana, and the marine communities of Atares, Regla, and Casablanca.

Cuban Architect Julio César Pérez Hernández and Norwegian legal advisor Audun Engh came up with the idea of the Charrettes while attending several European urban design conferences together in 2005 and 2006. Originally, the events were sponsored by the Cuban and Norwegian Chapters of the Council for European Urbanism (CEU). As the process has evolved, the Cuban and Scandinavian Chapters of the International Network for Traditional Building and Urbanism (INTBAU) co-sponsored the work, and the Academy of Urbanism became a partner.

Peter Baird, one of the members of the 2010 team summarized the reasons for his participation in this event and a previous one. “Some cities in the world, through the combination of culture climate, art and architecture, evoke strong feelings of passion in all who visit. One such city is Havana, Cuba - “Key to the New World and Rampart of the West Indies”. The opportunity, therefore, to immerse yourself in such a great city through an urban design charrette is an exciting prospect and a challenge I undertook twice as part of the Masterplan for XXI Century Havana charrette.”

All four charrettes have built on the principles and proposals of the Masterplan for XXI Century Havana” authored by Cuban Architect Julio César Pérez Henandez with the help of his team of Cuban architects.

The principles of the Masterplan are summarized in “A Vision for the XXI Century” portion of the document. “The Plan is based upon some key concepts, listed here below and further developed in detail:
1. Waterfront Revitalization - A waterfront defines a city
2. Reinforcement of the Polycentric Structure. We assess the importance of centers for urban life
4. Infrastructure Upgrading. Infrastructure needs to be upgraded according to modern technology
5. New Urban Image. The city needs a new image that speaks for its regeneration and vitality
6. Increase of Public Space. Life is vibrant on streets, squares, and parks and allows for human exchange
7. Mixed Use. New neighborhoods share different uses as the model provided by the traditional city.
8. Social and Cultural integration. People should be able to freely work, relax, enjoy, and interact.
10. Increase of green areas. It is an environmental must.”

The masterplan, according to architect Perez Hernandez “proposes a respectful attitude to new interventions in historical contexts, and values the creation of places where human beings can live, work and enjoy: a contemporary city that respects and values tradition, order and urbanity, and honors the culture of cities.”

The focus of the 2007, 2008, and 2009 Charettes was Havana Harbour and the communities comprising its waterfront. The 2010 Charrette changed the study area to the portion of East Havana lying between the Morro Castle and the fishing village of Cojimar about six kilometers to the east of the Morro Castle.

2010 Charrette Subject: East Havana

Architect Perez Hernandez explains the reason for expanding the areas of urban design studies beyond Havana Harbour to East Havana.

“The East Havana Waterfront Sector is one of the most relevant in the Waterfront Redevelopment Concept of the Master Plan for 21st Century Havana. Its proximity to the harbor and vacant land makes it very appealing for potential future development. Since its very foundation Havana’s expansion was restricted to the East, so it sprawled westwards along four centuries, and even further based on the car along the XX Century. Once the distances became unfeasible, the territory beyond Old Havana to the East was very much appreciated for new development, although it could not be developed until
1958 after the Tunnel of Havana, executed by the French Société de Grands Travaux de Marseille, was finished. The tunnel and a new highway - Via Monumental - contributed to increase the value of the land, and soon several urban projects were done for the now available area, including Sert's new Presidential Palace across the bay and one by Italian architect from Milan, Franco Albini. The US firm Skidmore, Owen and Merril were also involved in the projects that were thought to create a paradise for casinos and hotels at the time when Las Vegas didn’t even exist.

After the 1959 Revolution, Albini's project turned into a new and smaller social housing complex, East Havana Neighborhood Unit Camilo Cienfuegos district according to the then current urban trends, finished in 1963. Although a high architectural quality was achieved, it lacked connectivity with the rest of the areas like Cojimar, a small fishermen's town where writer Ernest Hemingway used to have his boat. In the 1970s a massive precast construction project flooded Alamar, another district after the Cojimar River, and in 1991 a new urban development was added with the construction of several sports facilities and the Villa Panamericana for the celebration of the Pan American Sport Games, the former being examples of bad architecture, and the latter a failed attempt to recreate the traditional city with a central street and blocks filled in with kitsch post-modern style buildings.

Via Monumental physically links East Havana with the north part of Casablanca and provides access to the historical Colonial fortresses that were also included in the 1982 UNESCO World Heritage declaration of Old Havana, and with the towns of Guanabacoa and Regla, while extending beyond to reach East Havana Beaches like Santa María del Mar, Boca Ciega, Guanabo and Jibacoa.

For the Master Plan purpose - and also for the charrette's- the sector is defined by the presence of the Morro Castle fortress and the town of Cojimar. The character of this sector is quite different from the harbor in terms of urban landscape, environmental conditions, urban and architectural typologies, heritage presence, urban design and architecture.

The challenges are many and huge, but the most important one will be the integration of this territory as proposed in the Master Plan following its guidelines and design codes - urban, landscape and architectural - so that the whole waterfront is developed according to both its vocation and its potential to give Havana a new facade related to the sea, that orients new urban development to the sea and creates an urban realm according and a sustainable environment. The challenge will consist in the integration of this area to the rest of Havana in both physical and cultural terms, so that it gives continuity to the tradition of excellence of Havana's urbanism and architecture.
Alturas de Casablanca

Casablanca, the maritime and military village across entrance channel to Havana Harbour from La Habana Vieja has been studied in each of the four urban design charrettes. The study area for the 2010 charrette is called by the report editor ‘Alturas de Casablanca.’ It consists of the open land at the ridge extending from El Morro de La Habana at the west to the Naval Hospital on the east. Its northern limit is the Via Monumental. Casablanca’s existing urban development is its southern limit.
Unidad No. 1, Habana del Este
(Ciudad Camilo Cienfuegos)

In the introduction to an essay entitled “Mirar a los 60. Antología cultural de una década” Eduardo Luis Rodríguez says “All triumphant revolutions have an ‘heroic’ period. In that period the new government needs to demonstrate its superiority over the preceding one, and make it in forms of grandeloquent and epic gestures, accompanied by an optimism many times made outside the scale of the realities of the country and of an inexperience that is tried to be replaced with the vehemence of the expositions.” Ciudad Camilo Cienfuegos is the result of the plans of this heroic period. With the direction of Pastorita Núñez and under the auspices of the National Institute of Savings and Housing, a team of designers including architects Mario González, Hugo Dacosta, Mercedes Álvarez, Reynaldo Estévez, Ana Vega and engineer Lenin Castro designed and oversaw construction of housing for 8,000 people from 1959 to 1961. As stated in “Two Faces of the Antillean Metropolis,” “Unit 1’s residential component reflects the leading design principles of the United State and Europe regarding site planning that departed from the existing city grid.”
Habanamar

Habanamar, as it is described in the Masterplan for XXI Century Havana, is the area of open land bounded by Habitation Camilo Cienfuegos the Villa Panamericana, the seacoast, and the Via Monumental. The major feature of this area is the Estadio Panamericano and its related facilities.

Photo by Carmen Perez de los Rios
Cojimar

Cuban architects Alix Gonzalez Astencia and Alexis De La Cruz Alvarez were members of a team who prepared a study and presentation entitled “Cojimar … pueblo del mar.” This description of the study area is drawn from the work of that team as well as an article by Jesús Risquet Bueno entitled ‘El Sitio Urbano de Cojimar’ at http://www.trabajadores.cu/secciones/cuba/cuba_por_dentro/el-sitio-urbano-de-cojimar/

The word ‘Cojimar’ means ‘entrance of water in a fertile land’ in the Arauco language. Its urban form and setting is tied to the fisherman’s way of life. It has a population of about 20,400. The town consists of an historic district, the waterfront, some surrounding urbanization, and the Villa Panamericana.

Cojimar’s beginnings are as part of the extension of the defences of La Habana. El Torreón de Cojimar remains today as part of these military works recognized by UNESCO as a world heritage site.

Cojimar is also well known as both the port of call of the Pilar, Ernest Hemingway’s sport fisherman, and the inspiration for his novel, ‘The Old Man and the Sea.’ A plaza with a pavilion and bust of Hemingway is close by the remains of the dock at which he moored his yacht. Las Terrazas restaurant, where Heminway dined, remains an important tourist destination.

The current condition of Cojimar’s buildings and infrastructure is described by authorities as normal to bad. The distance between the transit stops on the Vía Monumental and the historic center leaves its population isolated from many of Havana’s employment opportunities.

Cojimar has a history of being a leisure destination as well as a fishing village. That history may represent opportunities for the community in the future.
2010 Havana Urban Design Charrette

**Process**
On Monday, March 22, 2010, International members of charrette gathered in La Habana Vieja at Hostal Conde de Villanueva for a design orientation that included a visit to the Maqueta to La Habana Vieja and a talk by Cuban architect Orestes del Castillo as well as a morning tour of Habana del Este lead by Cuban architect Julio César Pérez Hernández. After the visit to the Maqueta, the group traveled by van through the tunnel under the Harbor to visit the Cristo De La Habana above Casablanca. From the Cristo the group went past the Naval Hospital into Ciudad Camilo Cienfuegos (1959-1961) and the Playa del Chivo. The continued down the Via Monumental to stop at the Estadio Panamericano (1991) and then go on the Villa Panamercana (1991). From there they went to the historic center of Cojimar. After lunch at the La Terazza de Cojimar, the restaurant at which Hemingway dined often. After lunch, the internation group returned to the Hostal Conde de Villanueva for background briefings and organizing into teams with their Cuban colleagues.

The entire group decided on four study areas, amid the Cuban and International participants chose their place of interest. The breakdown of study areas and participants were as follows:

**Ciudad Camilo Cienfuegos**
- Peter Baird
- Joel Estevez
- Carolyn Dwyer
- Petra Havelska
- Yanei García Polo
- Juan Carlos Toledo

**Alturas de Casablanca**
- Gisèle Bone
- Nigel Bowen-Morris
- Esteban Martínez Hernández
- Carmen Pérez de los Rios
- Marien Rios

**Habanamar**
- Oriam Morales Avilés
- Tiziana Destino
- Silvina Donnola
- Ethan Lacy
- Naomi Lane
- Monica Santos

**Cojimar**
- Alexis de la Cruz
- Héctor Gómez Adán
- Alix Gonzales Astencio
- Mónica Sofi Díaz
- Stephen Waite

Audun Engh, Julio César Pérez Hernández, John Pilling, and Jana Milovokova acted as coordinators for the teams. Jeffrey Heller and Michael Covarrubias acted as guest critics.
On Tuesday, March 23, 2010, U.S. architect Jeffrey Heller conducted a transit alignment workshop with all of the teams. The agreed alignment resulting from that workshop was used in the investigations of each study area. Following the workshop, each of the teams met and began their preliminary investigations. The work continued for all of Wednesday, March 24, 2010 as well.

On Thursday, March 25, 2010, each of the teams presented their preliminary presentations to Jeffrey Heller and Michael Covarrubias. The teams incorporated Messrs Heller and Covarrubias’s remarks into their final investigations, which continued for the rest of Thursday and the entire day of Friday, March 26, 2010.

On Saturday, March 27, 2010, each of the teams made their final presentation to Cuban and International guests.
Julio César Pérez Hernández - A Masterplan for the Future of Havana

Julio César Pérez Hernández’s presentation of excerpts from the Masterplan document recounted the history of urban design and development of Havana. Many of the topics of his remarks are included in the introduction to this report.

John H. Pilling AIA - Recap of the Havana Urban Design Charrettes

The material presented by John Pilling may be found in the reports from each of the charrettes at their websites:

http://johnpilling.net/Havana_Harbour_Charrette
http://johnpilling.net/2008_havana_harbour_charrette
http://johnpilling.net/2009-havana-harbour-charrette

Alexey Martin - “A Brief Outline of Urban Planning Principles in Cuba.”

Historical antecedents to present day Havana date back to prehistory and history in the West, East, and the Americas. In Mesopotamia, the cradle of western civilization, the cities of Ur and Uruk are examples of regulated urban form. The Code of Hamurabi, 1750 BCE, includes the first written ordinance on urban building and form. The city of Solon, 594 BCE, established limits of private property. The Ordinances of Hippodamo are significant, because they proposed the concept of the grid. Rhodes and Alexandria follow Hippodamo. In 450 BCE, Rome’s law of 12 tables addressed urban issues, and both Julius Caesar and Caesar Agustus enacted laws regulating building.

In India the Manas-Ara Treatise, which established 8 models for urban structure for creating cities, transforming topography into defensive systems, as well as building palaces and temples dates back to the 19th and 20 centuries BCE. In China, Kao Kung Chi’s philosophical principles, based on Confucius, guided agrarian and urban territories which are based on precise quadrilateras known as ‘mow,’ taking as a point of reference public land. Imperial China also records the first enforcement of the building regulations it established.

In Precolumbian America we find many cities of great sophistication. On the Yucatan, Tulum and Chichen Itza, 433 and 453 BCE respectively. Teotihuacan, dating from the sixth century BCE, in the Basin of Mexico presents the definitive urban structure, with all buildings perpendicular and parallel to each other and the principal avenue of the metropolis. Tenochtitlan, the city of the Aztecs had a ceremonial center and distinct ‘calpuli’ or neighborhoods. We cannot know the exact structure of Inca Cuzco, because it was destroyed by the Spaniards, but Machu Pichu, discovered in 1911, was not molested.

From the sixth to fifteenth centuries urban laws were presented in the creation of feudal castles and cities. The Statutory Law authorized greater powers to the cities. Cities grew up on and took form from their Roman predecessors with their central plaza with the Church as well as subsidiary one. Numerous cities were founded in the twelfth and thirteen centuries, such as Leon and Najera.
The Renaissance brought the concept of the “Ideal City” inspired by Roman grids. This concept of the Ideal City found itself explored in the development of Colonial Hispanoamerica. The “Leyes de Indias” originated in 1523, revised in 1573, and edited again in 1647 established the requirements for hundreds of cities in colonial Latin America. These ordinances contain details on minimum requirements for creating a city, required grids and plazas, and the alignment and sections of streets. Santo Domingo, for example, was created based on the geometric concepts in 1496.

Of similar importance were the Municipal Ordinances of each of the colonial cities. These ordinances complimented the basic law. The ordinances went into more details about administration, sanitation, and urban order. One of the first was dictated by Cortes in 1527. The Municipal Ordinances of Alonzo de Caceres were presented to the mayor of Havana on the 15th of January 1574. These were the first created in Cuba for Cuba. They are considered a true technical monument of the epoch, being one of the most complete for any settlement in the Americas.

Afterward there were successive regulations such as those from 1855 and 1859. Special attention is paid to the Ordinances of 1861, which constituted Havana as an urban district within the country. From its administration came the creation of El Vedado, the most complete and beautiful urban district in Cuba.

The Republican period created the roots of good technical implementation of already agreed ideas. In 1925 the Law of Public Works codified the thoughts of the Plan for improving, Embellishing, and Expanding the City of Havana. Subsequent laws in 1930 built on the 1925 work, but little was done during the economic crisis of the 1930’s.

In 1940 Article 215 created the Municipal Commission of Urbanization and Article 230 created the Metropolitan District of Havana. These two ordinances retained their impact until 1976 and the promulgation of the Law of the Political - Administrative Division.

Without a doubt the decade of the 50’s was a time of high-rise and disorganized urban development resulting from several pieces of legislation, notably legislation about renting urban villas and the Law of Horizontal Property.

After 1959 the most significant actions were:
- The Laws of Blighted Solares and of Urban Reform;
- The 1960 Physical Plan;
- The 1977 law of National Monuments and Places;
- The 1978 Decreee Regulating Physical Planning;
- The General Law of Dwellings of 1984;
- The Civil Code of 1987 that regulated the forms of property, the rights of lands, and the relations of neighbors; and

In actuality, right now, our country now has great variety of laws with many contradictions. As a result, there are many aspects of urban development that are not addressed in our urban ordinances.

It’s for that reason that we need to revise our laws to resolve the contradictions and to normalize our urban development in a more coherent way that is more in keeping with the needs of our times.
The **Emeryville Marketplace** is a LEED Platinum Certified Master Plan. According to LEED’s sponsor, the U.S. Green Building Council, “LEED is a third-party certification program and the nationally accepted benchmark in the United States for the design, construction and operation of high-performance green buildings. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings’ performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.”

**Emeryville Marketplace** is a 15 acre site in Emeryville, California, a city in the Bay Area located between Oakland and Berkeley. TMG partners, a full-service real estate development company in San Francisco was appointed by the City of Emeryville as project manager for the Emeryville Marketplace project. TMB retained Heller Manus to develop a master plan for a site in the City of Emeryville in the Bay Area.

The Emeryville Marketplace is about ten minutes from downtown San Francisco by way of BART or the Bay Bridge. The Sacramento San Francisco highway and a major rail line bisect the area. The region’s Amtrak terminal, the 10th busiest station in the United States, lies at the center of the site. The project area is a “brownfield” site, that is, a contaminated site capped in accordance with environmental regulations. It was built out originally in the 1980’s as an auto-dominated superblock, whose suburban patterns and site conditions inhibit additional development. The existing conditions, including existing buildings offering free surface parking provide no incentive to abandon cars. Most users drive to the site even with AMTRAK and a free BART shuttle. The resulting heavy traffic adds to freeway and surface congestion.

Heller Manus proposed a masterplan that replaces cars with places for people, transforming the superblock into a neighborhood. From the beginning the plan promoted sustainability and LEED certification. The plan calls for a transit oriented, high density, mixed used neighborhood. It proposes a transportation management plan that slowly rebalances car and transit incentives. The number of parking spaces are reduced, switched from free to paid, and moved into structures. Discounts are offered for using transit.

The USGBC’s LEED certification program has a checklist for Neighborhood Development. The Emeryville project rated highly with this program.

The masterplan proposal, a dense, mixed-use development with walkable streets and affordable housing complements the base qualities of the site area itself. Besides physical planning, the plan calls for sustainable operations such as car sharing, bike use, composting, recycling, on-site fuel generation, and low-water landscaping.

Heller Manus developed a Master Plan for the City of Guangzhou, China’s third largest city. The plan for accessible, livable, and sustainable urban planning and urban design is based on four principles:
- Reconnect to Nature;
- People over Cars;
- Heat Island with Trees and Landscape;
- Sustainability via Transit - Energy - Water.

The plan is divided into a North and South Axis, using the river and the TV tower as the dividing point.

The North Axis begins with the Yanling Park, proposed as a natural reserve system. The plan proposes a footbridge over a major transit spine to link the park with the city. Alongside that spine is the existing plaza and boulevard in front of the train station. The plan proposes a sizeable green roof and set of pedestrian bridges to mitigate current heat island effects and unfriendly pedestrian environment. The pedestrian and green orientation continues through the existing sports center. Since the streets are really car oriented, the plan calls for separating pedestrians at the main plaza, putting bus and rapid transit directly under the street to act as a convenient magnet. The Liu Yun neighborhood is a unique existing environment with a distinctive flavor. The plan proposes revitalizing it to become a pedestrian connector from the Plaza and the river.

The South axis, across the river, begins with the TV tower and adjacent area of tourism. It’s a very large district, being more than 14 Km long and 22 square km in area, comparable to lower Manhattan or Central DC. It’s surrounded by the branches of the Pearl River. Overall, the plan calls for a dense urban development surrounding the ecological park, which creates a visual connection through the new city. It proposes 6 transit lines and 10 stations that would be within five minutes’ walking distance to 72% of the land area. Also, existing villages that have become urban centers, were done in a very free-wheeling way. The results are ‘crazy,’ and they need to be changed. The plan calls for a policy to demolish buildings and districts to allow for better quality residential environments.
Petra Havelska - “In between” Havana

Examples of the kinds of spaces in Havana that have potential to be transformed through projects that take ownership of ‘in between’ urban spaces include the courtyard of the power station worker’s housing, plazas in Casablanca, and derelict harborfront structures. An example of a space that has already been transformed is the Callejon de Hamel. Another is the Malecon, which transforms itself by its cycle of use from day to night and week to month.

The 2009 Havana Urban Design Charrette studied the railroad viaduct along the harborfront of Ensenada Atares. Ms Havelska proposed its transformation into a public space as part of the work of her charrette team.

A concrete example of this kind of proposal is ‘auditorium S2, in Zlinia Slovakia, by Marek Adamov. The building is made of surplus materials, primarily beer crates and straw bales with scrap wood flooring. It occupies a space under a highway flyover, and it continues to be used as a performance space.

The Jugaad Pavilion in India, by Sanijeev Shankar is made from surplus vegetable oil tins that have been washed and then tied together with rope to form a canopy providing day time shade and a lighted outdoor space at night.

The Southwark Lido, in London, by Exyzt & Solidspace transformed a brownfield lot alongside a railroad viaduct into a positive open space for a tight urban area. It has a children’s play space with wading pool, small shelters for squatters, and a decked meeting area.

The Nomadic Museum in New York City, by Shigeru Ban transformed a derelict pier into a major exhibition space by using cargo containers, sonotubes, canvas and pipe framing.

In another proposal for interventions Ms. Havelska as part of FoRM associates with Igor Marko proposed applying ideas currently explored in the High Line in Manhattan to an iron bridge in Bratislava.
Ten top problems today for the built environment:

1. The absence of plain spoken sustainability.
2. The dangers of ‘wishes.’ Carbon targets are only wishes - for someone else. We need to make our own targets.
3. The dilemma of global warming. The environment has become a political issue now. We need total participation.
4. The fate of ‘Ought-to.’ Do you mainly do what your ought to do, or what you want to do. ‘Sustainability’ is framed as ought to. Better to go with want to do.
5. Growth. There are different kinds of growth, physical and metaphysical (spiritual). Cities need to grow ‘better,’ as opposed to just ‘more.’
6. Consumption. Many describe our culture as ‘consumer.’ The end result of consumption is no resources and a lot of garbage. We need a conservative economy instead of a consuming one.
7. The achilles heel of architecture. Starchitecture leads to more and more strange buildings. We need to design more ‘lovably.’
8. The fuzzy carbon focus. Our urban infrastructure makes LEED Platinum just crazy. We can’t just focus on the carbon footprint of individual buildings.
9. The supply side focus. Driving keeps on growing, to a difficult end.
10. The 2.6 billion people problem. The current impact by the US population could multiply times nine in the future.

So what do we do? We can think about the six realms of green; the transect. The concept of the transect is from 100 years ago. It classifies the human environment into different landscapes: natural, rural, suburban, general urban, urban centers, urban cores, and special districts. Each of these environments needs to be sustainable.

The wisdom of sustainability needs to be shared with everyone. It should be done with public education. Nature invents beauty, and architecture can capture it. Embed the wisdom of sustainability into architectural beauty and involve everyone to make the results happen.

What is ‘Original Green?’ Workman, tool, and product are the means of sustainability. The tool is the living tradition. The product, the artifacts, are that which is built. First we must build sustainable places. Then we can build sustainable buildings. Sustainable places are nourishable, accessible, serviceable, and securable. Sustainable buildings are lovable, durable, flexible, and frugal.

Much more information about Original Green can be found at http://www.originalgreen.org
The Via Monumental (Monumental motorway) is Havana’s eastern land access. National and local authorities asked the Grupo para el Desarrollo Integral de la Capital (GDIC), to collaborate with University of Havana Faculty of Geography and the CUJAE Faculty of Architecture to make recommendations for improving its functional and visual qualities. The study area extends from the mouth of the tunnel up to the intersection with Via Blanca highway, covering a total length of 6.7 km. The motorway has two roadways 11.10 m. wide, with a 7.00 m. central divider, rigid pavement and concrete edges both sides. Cross-section has three lanes 3.70 m each one.

At present there are problems concerning:
- Pedestrian movement;
- Roadside structures used for light meals and other public services; and
- Untended plant material overwhelming original landscape design, for the road, its frontage, and important nodes.

**Study Goals**
- To increase functional, environmental and visual qualities;
- To identify and analyse present problems;
- To set up general and specific landscape and urban design guidelines;
- To work out short and long term landscape, urban design and roadside structure design projects.

These goals are set with the understanding that landscape projects for contemporary urban and sub-urban motorways must, in the first place, fulfill driver's safety, a good integration between the road and its environment, and passengers’ visual pleasure.

**Past History**
Studies for crossing the bay entrance channel to get access to the land and beaches east of Havana started at the beginning of the XXth century. There was a bridge proposal dating from 1910, but nothing was done because of financial and technical problems.

In 1949 the subject was again considered resulting in the construction of a tunnel under the bay entrance channel. Work was assigned to French enterprise Societé des Grands Travaux de Marseille; the tunnel was opened in march 1958; official opening took place on may 31est 1958.

The Monumental motorway was conceived as part of a peripheral ring around the city, so to obtain a fast connection with towns and villages in the eastern side such as as Cojimar and Guanabacoa.

The intersection with Via Blanca highway, 6.7 km southeast, made possible a quick and direct access toward eastern beaches. This speculative program was fully integrated with the Master Plan for Havana’s growth worked out by José Luis Sert, Wiener and Schultz (1958).

With the tunnel and highway, new territories towards east were opened to speculative market. These proposals underwent a radical change in January 1959, with the change in government resulting from the Triumph of the Revolution.

**Monumental Motorway Development After 1959**

The speculative market projects were replaced with new types of dwelling complex in the empty lands of La Habana del Este. The cornerstone for them was dedicated by Fidel Castro on the early days of March 1959. This complex (now called Ciudad Camilo Cienfuegos) and others that followed were finished by the middle of the 60’s.

Thirty years later, the Pan-American Games were held in Havana were held in 1991. For the occasion, a large sport complex was built near to Ciudad Camilo Cienfuegos on both sides of the Monumental motorway. The associated Pan-American Village (sportsmen housing) became a westward extension of Cojimar. The Pan-American Village was built according to traditional urban patterns. , A city park has been developed around the sport complex, the so called Pan-American Park. Properly speaking, the park exists, but really few people visit it.

This way, by leaps and bounds, eastern territories alongside Monumental motorway, had been lengthy occupied.

**Detailed Analysis and Proposals**
Main Problems Along the Length of the Motorway

1. Vehicular circulation: Mostly ok..
2. Pedestrian movements: Mostly Not OK, there are no sidewalks.
3. Public transportation: The bus stops are poorly located and infrequent.
4. Street furniture: Mostly ok.
5. Green areas.
   Coccoloba uvifera (tree), and Nerium oleander (shrub) have been planted on central divider. The Southern strip next to military installation is partially masked with C. uvifera groves. Northern strip is against seaside panorama; there are scattered C. uvifera groves and other trees and shrubs that hide the seascape.
6. Other problems.
   Devices on southern strip have structural problems and poor landscape solutions. Also graphic design lacks could be improved.

Specific Analysis and Proposal - Camilo Cienfuegos City / Naval Hospital Axis

General: This is one of most problematic nodes; pedestrian movement in all directions, roadside food kiosks, vehicular movements, public transportation and bus stopping places.

1. Vehicular circulation
   There are auxiliary streets coming in and out on the hospital side of the motorway, but none on the Camilo Cienfuegos side. The auxiliary streets are mostly used for public transportation. Vehicular movements are very strong and continuous.
2. Pedestrian circulation
   This is major problem, especially crossing point over Monumental motorway. The pedestrian bridge is too high (5,00 m). As a result people jump over protection fence, accidents are frequent.
3. Transportation.
   The bus stops are poorly located.
   Other:
   - minimal or non-existent local bus transportation
   - Bus stops for service heading to Havana are directly on the motorway
4. Street Furniture.
   - Most food kiosks aren’t well designed and lack sanitary facilities.
   - The median fence is in bad repair.
   - Waste baskets and similar devices are not enough nor properly located.
   - No Public lighting on the northern side of the motorway.
5. Green areas.
   - The environment is generally perceived as highly degraded.
   - Lawns are highly damaged, because of intense pedestrian movements in all directions, soils become eroded and compacted.
   - Tree density is also very high, both sides, particularly northern side; there are security and social problems.

Proposed Guidelines for Landscape and Urban Design

Landscape goals:
- Raise and strengthen transportation safety.
- Mitigate and temper environmental impact, looking for best fit between road and landscape.
- Provide motorist and passengers a pleasant visual recreation while traveling.

Landscape Guidelines:
Screen undesirable sights, complete masking of outdoor enclosure, reorganize groves, improve graphic design and supporting structures, improve planting solution on central divider, apply appropriate pruning wherever needed.

Node 2: Urban design project.
- Build an underground pedestrian broad passage, with appropriate environmental and climatic conditions, in order to solve definitively all problems concerning pedestrian circulation.
-- Provide a new direct way out between the northern strip and the motorway to improve vehicular circulation and bus stops.

Conclusions
Habana del Este is of great importance for urban, recreational, landscape and touristic development of the city and the whole region. The opportunity presented by it cannot be neglected nor lost.

Tiziana Destino - Morphology and Typology

Tiziana Destino presented examples of using graphic recording, analysis, and tabulation of urban forms and architecture in plan, section, and elevation as a means for proposing urban design guidelines. The range of analysis goes from the urban in the landscape to the individual building.

Jana Milosvicova - Trams Havana

Jana Milosvicova described the positive impact of trams on urbanism by showing examples of how Tram service has encouraged density & vice versa. She included historic photographs of the demolition of Havana’s street railways in the 1950’s, and she concluded her presentation with an illustration of the charrette’s recommendations for new light rail service in Habana del Este and around Havana Harbour.
After doing alternate design studies and conferring with the charrette coordinators, the team concluded that this set of neighborhoods needs to be low density residential. The arrangement of blocks and buildings needs to maintain a relationship with the surrounding points of interest - landmarks such as El Morro and La Cabaña, the national meteorological station, and the officer’s housing district.

In general terms, connect Casablance to Centro Habana and La Habana Vieja with improved public transportation. Make La Playa del Chivo and the coastline a natural reserve for pedestrians. Create convenient crossing points along the Via Monumental to give residents of Casablanca convenient access to the reserve.

The urban design should create a polycentric “city within the city” that has vistas to the sea create panoramic vistas to the sea, the forts, and Havana itself. Take care of the vistas and panoramas. It’s fine scale should be driven by the needs of the pedestrian. These activity centers will be spaced for a convenience of five minute’s walk.
The proposed design is based on 2 principal streets which act as both green corridors and calzadas with portales. There are four neighborhood centers. Low density is achieved by leaving large green areas and linear block patterns tied closely to the major streets.

The existing area around the Naval hospital, a major transportation node along the Via Monumental is built out to be one of the four centers. Another center faces the roadway entrance to El Morro and La Cabaña. Two, more subsidiary centers are in the middle of the proposed urban development. In all cases, the proposed centers have an edge orientation in keeping with the linearity of the scheme.

The proposed buildings average about four stories. Density is concentrated on the major streets.
Ciudad Camilo Cienfuegos

British Urban Designer Peter Baird describes the conclusions of his team in these excerpts from his paper “Participating in the Key to the New World’s Future.”

“The majority of the buildings were built in the early 1960s to design ideals established by Team Ten and CIAM. Clear principles of landscape and open space were used in combination with provision for future personal motor vehicle use. The development comprises a mixture of block types and sizes ranging from four storeys to 11 storeys, incomprehensibly arranged and orientated, amongst amorphous parking courtyards and areas of open space. A commercial centre is provided, and several communal shelters on the streets for informal gathering. The area is identified as currently having a natural character to it, but the lack of relationship of the built form to the open space and lack of acknowledgement of pedestrian desire lines substantially limits the quality and value of this space.

Through site visits, use of maps, and interviews with local residents we identified the following issues:
1 Accessibility issues between the estate, central Havana and local facilities
2 Scale of infrastructure / road beyond what is required
3 Poor quality landscaping
4 Paths and routes do not follow desire lines
5 Poor quality public realm
6 Poor supply and range of facilities
The positive aspects of the area we identified were:
1. The seaside location
2. The cooling ocean breeze
3. The natural surroundings of the neighbourhood
4. Strong sense of community felt by residents
5. The tranquil atmosphere, separate from central Havana
6. The availability of local gardening plots to grow food for residents
**My apartment is the best!**

ROBERTO, 45, driver

I have to commute to work every day.

MARCEL, 44, waiter

**Our hospital is one of the best in Havana.**

Maria Eugenia, 48, shop assistant

TRES AMIGOS, live in this block

We like the sea breeze and tranquility here.

CARLOS, 32, vet

I'm always outside and I know all my neighbors.

**My apartment is the best!**

ROBERTO, 45, driver

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I'm always outside and I know all my neighbors.
Design Solutions to Achieve Principles

Creating a ‘monumental interchange’ gateway - To enable the creation of an active centre and gateway in this location we proposed sinking the Via Monumental for a short stretch. This would allow the reprioritising of vehicle and pedestrian movement, slowing traffic which is on the same level as pedestrians whilst allowing for relocated bus stops in a new public plaza at ground level. This space would provide the opportunity for new buildings to capitalize on the activity generated by the node and transport interchange function. These new buildings would be designed to be capable of accommodating a range of uses with particular focus on encouraging retail, food and drinks and other commercial activities at ground floor level, replacing the informal vendors who have already identified this location as profitable. The design and orientation of these buildings would also need to create enclosure to the public space and across the local road bridge as seen in examples such as Edinburgh’s North Bridge, creating a crossing which seamlessly links the hospital, north Casablanca and Camilo Cienfuegos without change in level and with continuous street and public space treatment.

A logical layout grid - In order to establish logical blocks with a clear front public aspect and private rear new blocks, new roads and clear pedestrian routes linking these blocks, were proposed within existing building arrangement.

These new blocks need to be arranged to create appropriate street widths in a clear hierarchy, using 32m front to front as a maximum width for main boulevards, 28m for single boulevards, 22m for standard streets. Smaller pedestrian routes and mews type routes would be in a range between 16m and 20m.
Where wider streets potentially result in an excess of solar gain on the southern facing facades of the block, a single or double avenue of street trees is proposed. Details design including balcony rooms and louvers could also be introduced to these buildings at the detailed design stage. In the area of extension to the existing estate blocks are arranged at 45 degrees to north in order to minimize negative effects of passive solar gain and maximize breezes from the sea to cool the air and the estate.

A general development parameter of four storeys would apply to all new buildings with potential for five storeys on corner plots or where buildings terminate vistas to assist with legibility. Mews streets would be fronted in most cases by the two storey buildings. Increasing consistency of building height will reduce the potential for significant downdrafts currently experienced around the taller 11 storey buildings on the site. However, using a presumption of four storeys will also retain views from these 11 storey buildings to the sea which is valued by the residents.

Buildings in corner locations should be designed to accommodate flexible uses on the ground floor and as natural meeting points within the development. Buildings fronting the mews style streets are intended to be flexible to accommodate workshops and small-scale light industrial activities and garages to the rear. This meets a direct need for covered places to park cars to protect them from the wind and salty air whilst also reducing their impact on the street scene.

A tranquil and natural environment (Green Network) - In order to create a tranquil residential environment similar to popular neighbourhoods (such as El Vedado) block sizes for the extension to the estate have been chosen which are between 60 and 90m square. This ensures there is space within the blocks for open green space, and that buildings can be set back from the road to allow for variety and increase the prominence of trees and greenery in front gardens which aids natural cooling. This block size also allows for the centre of the block to be used either for further mews units above parking/workshops or for the areas to be turned over to community gardens for growing local vegetable supplies. We indicatively demonstrated a number of these solutions however they should be considered at the detailed design stage when the intended mix and demographic of residents is clearer. These internal green spaces are linked to the street and to each other to allow the movement of wildlife as part of a green network. Each block had three designated breaks in the building line, which allow access to the rear of the block in such a way which may restrict human access if necessary but that allows for movement by animals and birds.
New seafront generator - New buildings face the Malecon with lightweight pavilion buildings possible along the seafront as small scale retain opportunities. These are intended to be largely open at ground floor level to allow continuous views through to the sea. From an economic perspective, as properties looking out to sea are likely to generate the highest land values, the street arrangement has been designed to open up the width of streets as they approach the coast to maximize the number of properties which have direct views of the sea. This was considered important as a solution which maximised the value of the location while also allowing buildings to be kept at four storeys in height so as to not obscure views from existing higher rise buildings within the estate.

A great living community - The proposals allow for the introduction at detailed design stage of small places and parks within the masterplan framework, for small community nodes and community facilities matched with local school provision. These spaces are intended to be locally discovered and claimed by the local residents, they should therefore allow for a certain amount of adaptation which lets them evolve over time as the character and identity of the rejuvenated Camilo Cienfuegos estate establishes."
Habanamar

The Habanamar study area is the largest one of the charrette. Habanamar has the potential for a considerable amount of urban development.

In keeping with the advice of guest critic and transportation expert, Jeffrey Heller, the team proposed that Cojimar, Habanamar, and Ciudad Camilo Cienfuegos should be linked by a major boulevard which parallels the Via Monumental. Building on existing street patterns of Ciudad Camilo Cienfuegos and the Villa Panamericana, the boulevard will begin at the Naval Hospital and continue on the Cojimar waterfront.
The team explored different ideas about whether the boulevard would be an axis for both cars and light rail, or whether the two modes of transportation would be separated. The grid of blocks in Habanamar will align with the axis of the spine boulevard, resulting in a more free form pattern than that of Cojimar and the Villa Panamericana.

The proposal includes the creation of a 20 meter green buffer zone along the coastline with water-oriented plazas and piers extending out from the shoreline at intervals. The team also suggested a passenger ferry linking La Habana Vieja with Cojimar with intermediate stops at the piers.
The waterfront plazas become anchors for green avenues, similar to Presidente and Paseo in El Vedado, which cross the spine boulevard and extend up the slope to the frontage on the Via Monumental.
The plan also calls for creating a major marketplace and large plaza between the Estadio Panamericano and the spine boulevard. Both the marketplace and plaza would extend for two entire blocks of the district, thereby becoming Habanamar’s major center. As part of that center, the team proposed to make the Estadio Panamericano and its other facilities a better community resource.
The remainder of the district’s activity centers would be on plazettas off the spine boulevard, the cross avenues leading to the coastline, and the coastline reserve. As is the case for all the proposals of the study area teams, the recommended building height is four storeys or less. Street profiles vary from those of the spine boulevard to quiet blocks.
Cojimar

Cuban members of the Cojimar team recall its recent history before the Cojimar river became badly polluted by development upstream. The town was a beach destination. Since this pollution is relatively recent history, they suggest that the beach and general environment of Cojimar could be restored more easily than other bodies of water such as Havana Harbour.

They proposed multiple means of water treatment - from technologically complex facilities to street designs incorporating bioswales.

Photos from design presentation: “Cojimar … pueblo de mar”
authors:
D.I. Elena Garcia Royo
D. I. Dailyn Cruz
A.P. Teresa Sánchez Bravo
A. P. Javier Martinez Herrera
Arq. Javier Martinez Herrera
Arq. Alix Gonzalez Astenciao.
Arq. Alexis de la Cruz Alvarez
Arq. Ernesto J. Llanes Segui
With a cleaner river and harbour, Cojímar can build on its existing importance as a leisure destination and heritage as a fishing village that was Hemingway’s home port in Cuba.

Future transit will be a boon to Cojímar, with the potential for light rail connections by way of both a Via Blanca and Via Monumental alignment. All the communities of La Habana del Este can be linked by a bus loop which intersects with the light rail. Leisure travel can be accomplished with a passenger ferry linking the Malecón of La Habana Vieja with the dock in Cojímar.

The town’s topography provides views across the city down to the sea. This same topography promotes natural drainage and cooling.

The team proposed developing the natural amphitheater between the town and the Via Monumental as a park space and entertainment center.
The block pattern of Cojímar is already established and recorded. It is just a matter of refining the categories and uses of streets.

The street classification will be guided by reinforcing two centers of activity - the historic center and the Villa Panamericana and creating two new, neighborhood centers in the southeast and northwests quadrants.
It's important to maintain the historic center as an historic center - restore the existing context instead of changing it. Visitors come from all over the world to walk the streets that the famous author and his fishermen friends walked. It is possible to turn the principal street linking the historic center to the Via Monumental into a shopping street.

Cojímar’s oceanfront malecon is not historically significant. It provides the same opportunity for a leisure time space as has been proposed for Habanamar’s plazas.
The team also explored the opportunity for a major, figural building at the center of Cojímar’s four, proposed neighborhoods that acts as a magnet of activity for all of Habana del Este.
Conclusions

Peter Baird’s paper fairly describes the results of the 2010 Havana Urban Design Charrette:

“The charrette process is an invigorating experience. For an overseas participant it offers the opportunity to adapt and apply knowledge in a creative highly enthusiastic environment. It is a perfect place to make new friends and to learn new ideas and ways of working.

For the continued development of the Havana XXI Century, masterplan the charrette provides a regular injection of new perspectives and new opinions on the future of the city, which can be challenged and discussed further once the charrette is over. As Julio Cesar says, it is a work of love, but one that will hopefully one day have a positive bearing on the future of an already complex and beautiful city."
Social Events

Opening Reception
The charrette organizers under the direction of Norwegian legal advisor, Audun Engh, welcomed the Cuban and International members of the 2010 Charrette on Sunday night, March 21 in the patio of the Hostal Conde de Villanueva. The reception was an opportunity for the organizers to recognize old friends and welcome new participants.

Norwegian Ambassador
On the evening of March 25, 2010 Norwegian Ambassador Jan Torre Hovik and his wife hosted a dinner reception with live music at their residence in Siboney. The Havana Urban Design Charrette organizers are very greatful to the Ambassador and the Country of Norway for their continued support of the goals and work surrounding the Masterplan for XXI Century Havana.
Notes
4: Transcribed by editor during Sr. Martin’s briefing
5: Text edited from content of Jeffrey Heller’s briefing
6: Transcribed by editor during Ms. Haveliska’s briefing
7: Transcribed by editor during Mr. Mouzon’s briefing
8: Edited from text of Yunior Carmona Pino’s briefing

Other photos and text by report editor