

Report of the Second Havana Harbour Charrette

Conducted in March 2008

Cuban and Norwegian Chapters
Council of European Urbanism

Report of the Second Havana Harbour Charrette 9th to 15th of March 2008

Charrette Organizers:

Julio César Perez
Audun Engh
Claus Zapffe

Cuban and Norwegian Chapters
Council of European Urbanism

Report Editor: John Pilling
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Charrette Participants

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José Baganha	Oriam Morales
Peter Baird	Enrique Pedrero
Marion Bledsoe	Julio César Pérez Hernandez
Milvia Céspedes	John Pilling
Alexis de la Cruz	Michael Porter
Santiago Delgado	Marién Rios
Audun Engh	Terry Sweeney
Joel Estévez	Juan Carlos Toledo
Guillermo Fuentes	María Uriarte
Alex Ginard	Loren Witzel
Héctor Gómez	Claus Zapffe

Special Thanks

Orestes del Castillo, Office of the Historian of Old Havana and the Heritage, Community and Environment NGO
Omar Felipe Mauri, Head, Havana Chapter of UNEAC
Jan Tore Holvik, Chargé d’Affairs, Norwegian Embassy in Havana
John Dew, British Ambassador to Cuba
Jenny White, Secretary of Science and Culture, British Council in Havana
Lolky Ferrer
Professor Architect **Orlando Inclán**
Niklas G. Kaste

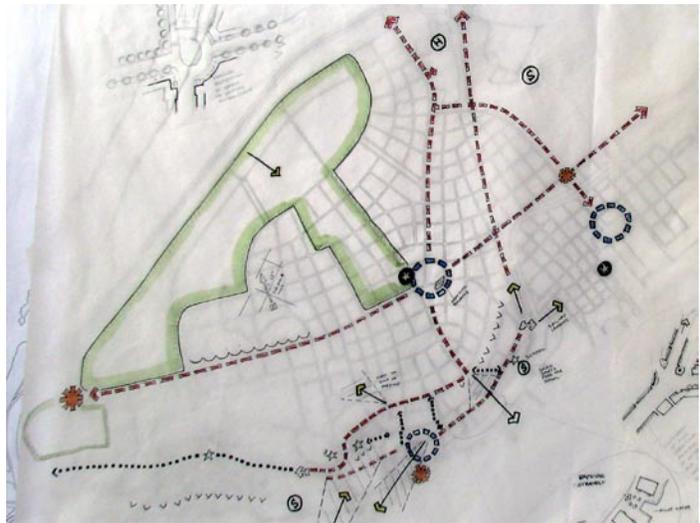
From Casablanca:

Luis Amado, Mayor
Irania Padilla, Deputy Mayor
Barbara Suarez, Head of Housing
Arturo Rague Valdez, Council of Veterans of the Revolution
Sheila Guancho Perez, Youth Club Teacher
Niurka, Youth Club Director

Summary

The iconic importance of Havana Harbour and the need for a vision for its future embodying the principles of European Urbanism are the inspirations for CEU's charrettes in Havana. Participants from Europe (England, Ireland, Norway, Portugal, Spain), the United States of America, and Cuba conducted The CEU's Second Havana Harbour Charrette from the 9th to the 15th of March, 2008. It was conducted according to the schedule submitted in advance for agreement with CEU and CEU Norway by Julio César Pérez .

Photo by Claus Zapffe



Old Havana proposals reinforced ongoing work and ideas. The power station of Tallapiedra is a potential "New Tate." The elevated link from the National Railroad Station to the Atarés fortress could be a park. A relocated Metrobus terminal could calm the Central and Fraternity Parks. A Woonerf district on Cárdenas Street can extend the Prado in tune with the same concept and specific proposal for extending the Prado along the Capitolio till reaching the Fuente de la India monument coming from the Master Plan for XXI Century Havana, and giving continuity to this..

Atarés has potential as a new residential district, combined with green and cultural issues. Improving pedestrian relationships and separating traffic by completing the main road (Primer Anillo del Puerto) can create the waterfront spine from Atarés to Regla as it was stated in the 2007 Charrette.

Regla & Refinery proposals advocated for conserving the existing, small scale and expanding similar street patterns into the refinery area as it was planned during the 2007 Charrette. An axis from the entrance to Regla Vía Blanca - one of Havana's most important roads - to the harbour that maximizes local topography and natural conditions could allow for ocean views. Also derived from this, a suggestion was made about the possibility of considering Vía Blanca in the lay out of the subway system that is another main concept of the MP.

The Casablanca team met with local representatives of the government, the Catholic Church, the youth and other institutions. They identified a sustainable development concept to apply locally given the absence of land speculation. The model should learn and be based on the experience of joint ventures that have worked in the country in the past.

Casablanca's designs weave existing with new and call for the revitalization of the rail lines, creation of sports facilities in the existing ample green areas and development of regulations that take into account the existing landmarks. It includes new parks and squares as a natural gateway and new housing respectful of the existing topographic condition in a way that the buildings fit into the landscape without producing visual disruption, a condition analyzed and thought of during the 2007 Charrette..

Social events for the Charrette were a welcome session sponsored by CEU Norway, a cocktail reception by the British Ambassador, and a dinner hosted by Norwegian Embassy Chargé d'Affairs

The Charrette's organizers and participants concluded that redevelopment of Havana Harbour can create a great asset, Havana's gateway and one of the great places in the world.

Background and Purpose

“Like you, I would like to help the people who live in Cuba maintain control over their own lives and environment.” This goal is shared among the organizers of the two C.E.U. charrettes already conducted as they make plans for the 2009 Charrette.

c.e.u. council for european urbanism
conseil pour l'urbanisme européen

Navigation

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2008 Charrette

HAVANA CHARRETTE WORKSHOP
9 - 15 MARCH 2008

International architects and planners are invited to join Cuban experts and local communities for a one week Charrette 9 - 15 March 2008 to develop ideas for the development of the waterfront sector of the Old Havana Harbor, and for Casablanca, a small marine town across from Old Havana with 5,000 inhabitants, founded in 1780.

Who is it for: Architects, planners, art historians, antiquarians, writers, students and others with an interest in the history of Cuban architecture, urbanism and culture.



Above: Old city center of Havana. Photo: Claus Zapffe

Resources

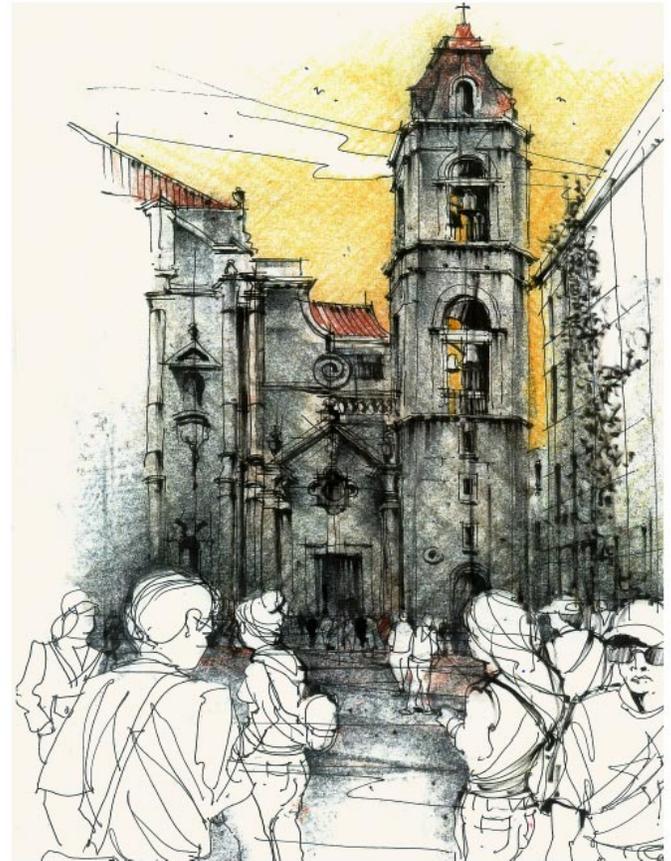
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- 2008 Charrette
- 2007 Tour
- 2007 Charrette

Project Organisers

- Julio Cesar
- Claus Zapffe
- Audun Engh
- Adrian Lee
- John H. Pilling



A MASTER PLAN FOR XXI CENTURY HAVANA

As with so many once-thriving industrial harbours throughout the world, Havana’s port confronts a host of problems which include:

- centuries old pollution exacerbated by the minimal natural turnover of its waters;
- aged and obsolete industries and energy infrastructure;
- dock facilities rendered obsolete by their incapability of servicing Panamax and post Panamax shipping;
- insensitive modernizing development common to so many cities now as a result of the pressures of the global economy.

Official plans have been conducted for Havana as a region (the first in the 16th century) and there are some studies for its harbour, but there is no visionary document for Havana Harbor comparable to those developed for many of the other historic harbours of the world.

The ground work for the charrettes started separately on two sides of the Atlantic. Cuban architect Julio César Perez began to work on a document titled ‘A Master Plan for XXI Century Havana’ during his Loeb Fellowship at Harvard University’s Graduate School of Design in 2001 and 2002. In 2003 Norwegian lawyer Audun Engh joined 60 others in Stockholm, Sweden to finalize and sign the Charter for European Urbanism (the Charter of Stockholm), which created the Council for European Urbanism. He became C.E.U.’s secretary.

Individually, both the lawyer and architect understood the challenges experienced by cities worldwide, and they saw the affinity between cities in Europe and cities inspired, founded and influenced by Europe, such as Havana. Audun’s nascent C.E.U. stated the importance of dealing with “the conversion of dis-used industrial and military sites that have resulted from the economic conversion.”¹

Havana Harbour is just such a site. Julio César expressed his belief “that the principles applied to the regeneration of Havana harbour can be applied to the rest of the city. One of the key aspects is to turn the current industrial character of the harbour into a sport and recreational one allowing at the same time for the increase of public space in its entire perimeter and the creation of new mixed use areas....”²

These individual beliefs lead Audun and Julio César to meet at international conferences and to realize their common interests.. As a result the Charrette idea was firstly conceived in 2005 at the C.E.U. Congress in Berlin and later followed up through 2006 and publicly announced at the Venice Charter Revisited International Conference held in Venice, Italy and at the Sustainable Urbanism International Conference held in Leeds, England also in 2006.



C.E.U.'s Cuban Chapter launch document declares that it

- acknowledges and supports the urban traditions of the country and their good practices along centuries with mostly a European influence, thus it is committed to preserve them and apply them to new developments to foster historical continuity.
- believes that everything is connected with everything else so it advocates the reconciliation of both human needs and ecological imperatives. It is against the waste of natural and cultural resources derived from sprawl and the erosion of society's built heritage. It is also against any racial, social or cultural segregation and the loss of cultural identity.
- honors all principles stated in both the Charter for European Urbanism and The Charter of the New Urbanism but incorporates those suitable for our country.
- perceives itself as part of a long tradition in Urbanism spanning through five centuries with mostly a European influence.
- is aware that Cuban cities have not undergone the traumatic processes of urban renewal and destruction that most cities in the world have for still intact inner city cores are a distinct Cuban feature to be protected as well as their environs and countryside.
- stands for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments and the preservation of our built legacy.
- advocates the restructuring of public policy and development practices in order to achieve diverse communities designed for the pedestrian and transit as well as the car.

- believes that cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions and that urban places should be framed by architecture and landscape design that celebrate local history and local culture, geography and building practice.
- is composed of multidisciplinary professionals committed to reestablishing the relationship between the art of building and the making of community within a coherent and supportive physical framework and welcomes institutional and professional relationships with similar organizations throughout the world.

The 2003 Havana Declaration³ states that its citizens have a right to:

1. socially integrated housing.
2. public and semi-public transportation. This includes buses supplemented by a fleet of taxis.
3. the fulfillment of ordinary needs within five minutes' walking from home. These needs include the food store, child care, primary school and a park.
4. drinking water and a functioning sewer system.
5. access to the sea.
6. social use (public access) of the best buildings.
7. the predictable evolution of the city.
8. the preservation of cultural assets.
9. buildings with natural ventilation.
10. pedestrian-friendly streets.
11. a city both clean and safe.
12. a city shaded by trees and illuminated by night.
13. night life.
14. streets as an aesthetic experience.
15. regulations that are intelligible, and the right to having them explained.
16. participate in the municipal decision-making process at the neighborhood level.
17. private projects yielding public benefit."

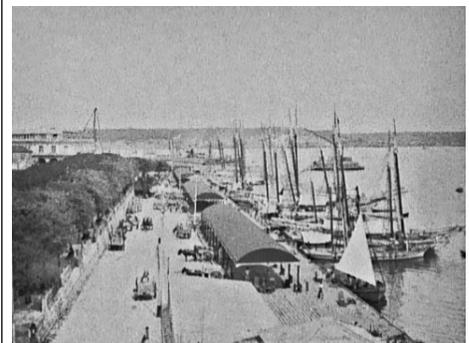
The iconic importance of Havana harbor and the lack of a vision for its future Inspires C.E.U.'s charrettes.

Through the good work of Audun, Julio César, and the Charrette's other organizer, architect Claus Zapffe, C.E.U.'s First Havana Harbor Charrette took place successfully in 2007. Major accomplishments in addition to the design proposals included the creation of the C.E.U. Cuban Chapter and its launch document.

The Charrette's participants agreed to do their work in concordance with a declaration created in Havana in 2003 that Julio César presented. Also important was a solid argument from Adrian Lee entitled "Sunken Treasure" concluding that the principles applied to the regeneration of Havana harbour could be applied to the rest of the city.

The Charrette projects are documented on the C.E.U. website, created and maintained by Claus Zapffe.

This report records the results C.E.U.'s second Charrette. C.E.U.'s third charrette is in March 2009. It is taking active steps to make its goals of Havana Harbour being redeveloped in accordance with the principles of European Urbanism and the "Masterplan for XXI Century Havana," more widely known.



General Principles - Planning Goals



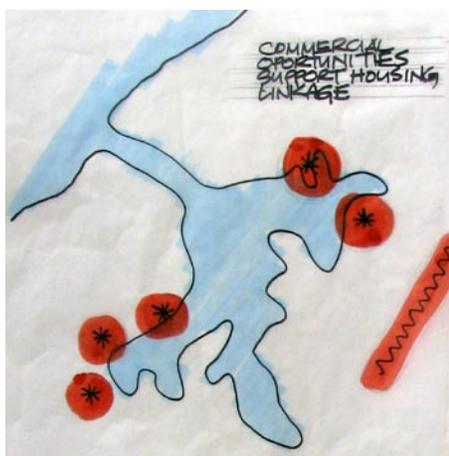
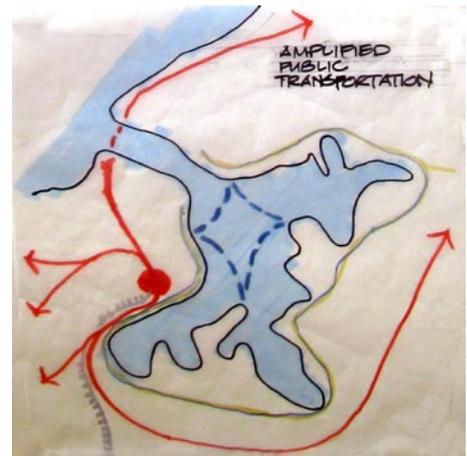
In addition to the principles embodied in C.E.U.'s Stockholm and Havana declarations, the Charrette's participants embraced the following planning goals for the harbour masterplan:

1. **A Spine boulevard.** The creation of a public access promenade accessible to all along the waterfront to back up this general concept stated in the Master Plan for Havana. Plazas, squares, parks and a variety of promenades should be allowed to be part of this by framing views to the water and connecting adjacent streets.
2. **Mixed use.** The design of mixed - use buildings to guarantee the vitality of the area at different times. Residential, cultural, commercial, office, hotel, entertainment and sports, and leisure facilities are key uses to provide amenities able to redefine and give character to the site.



3. **Change of character.** The transformation of the current industrial character of the derelict harbour and its turning into a recreational, commercial and sport harbour to provide not only a new image but a vibrant life in the whole area.
4. **New buildings respond to waterfront.** The design of buildings that respond to the waterfront with a sensitivity to the place in terms of context, history, geography and building culture in a way that they become urban architecture and help place making instead of isolated iconic objects.
5. **Open space must add value** to both the waterfront and the city and must be defined by buildings that form a continuous urban edge with active ground floors uses related to them.
6. **Gate to the city.** The harbour site must become a gate to the city reinforcing this historic condition and giving Havana a new image in terms of both economy and urban values.
7. **Green.** The green must help weave visually and physically the whole territory so it helps create a coherent landscape where architecture fits harmoniously and helps clean the environment by filtering noise and gases.
8. **Public transportation.** A public transportation system must be envisioned to connect the whole site and to provide access to all areas allowing the presence of citizens from all parts of the city.
9. **Safe environment.** Pollution must be eliminated as part of the sanitation of the bay and the rivers.
10. **Social and cultural integration.** The city, the towns, the neighbourhoods must guarantee that there's no social exclusion for any reasons and should provide permanent access to cultural life and all its manifestations.
11. **A long term vision.** As everything is connected with everything else, then the approach should be a comprehensive one, which allows conceiving all the issues as a whole with a systemic approach coming from the general to the particular, zooming in processes, places, etc. Fragmentation and functional segregation from old zoning concepts should be avoided.

see note 4



General Principles - Study Areas

The Harbour was divided into three sectors for investigation, design, and proposals. Each of them have some common uses and landscape features, and they have fairly natural wetlands boundaries dividing one from the other.

La Habana Vieja - Atarés



This sector includes the historic center of the City. Old Havana and its fortifications were named a UNESCO World Heritage Site in 1982, and, since 1993, the Office of the Historian of Old Havana has used its organization to halt a century of deterioration and begin a self-financed, physical redevelopment. Areas of interest just outside Old Havana are the neighborhood around Calle Cárdenas with its beautiful 19th century residential buildings. Nearer the Harbour, a large sweep of land that includes the National Railroad station ("Central,") the Tallapiedra power plant, and the Atarés fortress is being considered by national planning officials for alternate uses. At the harbour front itself, deteriorated areas from the Alameda de Paula to the El Cobre monument are being stabilized or demolished. The existing fish pier and container port which comprise the bulk of Atarés have been considered both for their current as well as alternate uses. Among a number of brownfield sites near the Harbour is a now abandoned landfill near the main road connecting Atarés to Regla.

Photo by Loren Witzel



Photo by Loren Witzel

General Principles - Study Areas

Regla - Refinery



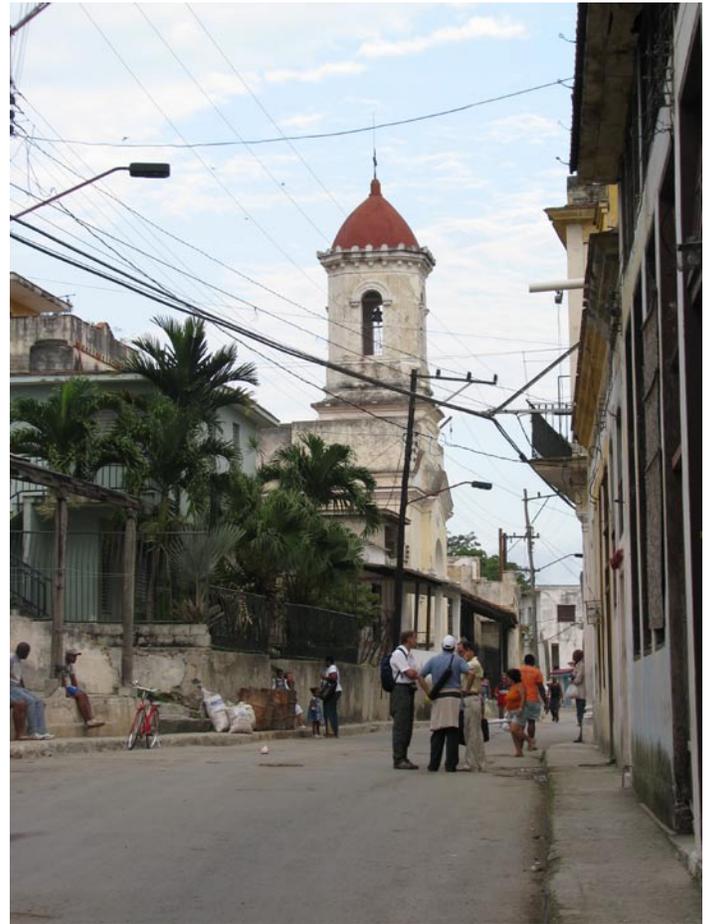
The 18th century village of Regla lies on a peninsula which reaches into the very center of Havana Harbor. Its unique identity stems not only from its proximity to the water but by its separation from the rest of the city by massive industrial areas. The short ferry ride from Old Havana leads to the church of Nuestra Senora de La Regla and its associated waterfront square. Regla is a center of Afro Cuban culture and the Church is of importance to Santería. Just next to the ferry terminal is another redundant power plant. The tip of the peninsula is closed to the public, being used by the national government. Heavy industrial uses dominate the traditional residential fabric in incongruous ways. For example, two active, freight railroad lines share 4 meter wide streets to cross the peninsula. They separate the lower, waterfront portion from the area around the main plaza a few minutes' walk up the ridge line from the shore. Existing green spaces are largely the result of being unable to build on the cliff faces of the ridge in the upper part of the town. What had been the largest of Cuba's two oil refineries until the completion of the one in Cienfuegos spreads to the east of Regla. National planning studies have proposed closing the refinery and replacing it with a new one west of Havana. Just to the south of the Refinery is the Via Blanca, the major traffic artery of the eastern side of the harbour.





General Principles - Study Areas

Casablanca



Technically, Casablanca is one of the districts of the municipality of Regla. However, It is physically distinct from Regla, and Its residents identify themselves quite separately. The settlement of Casablanca existed at the time the British invaded and conquered Cuba in the 18th Century. It is a hillside fishing village whose boundaries are La Cabaña fortress to the north and a wetlands wildlife reserve to the east. This hill town has some of the Harbour's most distinctive landmarks. Besides La Cabaña there is the Cristo de La Habana, the Casa Blanca itself, and the national meteorological station with its white radar dome. The ferry from Old Havana disembarks at a plaza which marks the terminus of the electric railroad "the Hershey Train," to and from Matanzas. Many Cubans say that stepping off the ferry from Old Havana is the same as arriving in the 'campo' of rural Cuba. The Harbour's active ship yards are in Casablanca, and there is a large hospital over the top of the hill. Unlike other parts of Havana, the pattern of streets and plazas is not on a reticulated grid. Streets follow contour lines to rise up the hill, and sets of steps cascade down the hill to cross them.



Events:

CEU's Opening Reception

Julio César Pérez Hernández, President of the Cuban Chapter of CEU and Audun Engh, President of CEU Norway welcome the participants and introduced The second Havana Harbour Charrette in the evening of March 9th at the Hotel Conde de Villanueva in Old Havana. Sr. Omar Felipe Mauri, Head of the Havana Chapter of UN-EAC, Mr. Jan Tore Holvik, Chargé d'Affairs of the Norwegian Embassy in Havana and Jenny White, Secretary of Science and Culture from The British Council in Havana, and attended the reception together with other Cuban and foreign participants.



Photo by Claus Zapffe



Photo by Loren Witzel

The British Ambassador's Residence

British Ambassador Mr. John Dew was kind to offer a reception at his own residence in the evening. Mr. Jan Tore Holvik, Chargé d'Affairs of the Norwegian Embassy in Havana and Jenny White, Secretary of Science and Culture from The British Council in Havana, attended the reception together with Cuban and foreign participants.

Dinner with the Norwegian Chargé d'Affairs.

In the evening before the final presentation the participants were offered a reception at the residence of Mr. Jan Tore Holvik, Charge d'Affairs of the Norwegian Embassy in Havana who supported for the second year in a row the initiative of the Charrette for the urban future of Havana and celebrated Cuban Architect's Day with a feast.

see note 4



Photo by Loren Witzel

Process

Orientation

Prof. Arch. Orestes del Castillo - from the Office of the Historian of Old Havana and the Heritage, Community and Environment NGO - offered a detailed explanation of Old Havana and its historic background and current social programs by a scale model of Old Havana and the Harbour.



A walking tour and a boat tour of the site was led by Prof. Arch. Julio César Pérez Hernández, who also gave the lecture: A Collection of Thoughts and Shared Reflections: Humankind and The Sea, followed by a presentation about A Master Plan for XXI Century Havana by Cuban architects J. C. Toledo, Guillermo Fuentes, Alexis de la Cruz and Joel Estévez, members of his team.



A presentation of the three days charrette held in December 2007 was presented by Professor Architect Orlando Inclán. This Charrette focused on theoretical aspects already included in the previous lecture and offered a different approach based on functional segregation and zoning.

The 2007 CEU Charrette presentation was done jointly by Prof. Arch. John Pilling, Norwegian Architect Claus Zapffe, and Julio César Pérez.

Working teams were encouraged to be formed based on both affinity and expertise to start working in the different sectors of the harbour site related to the plan mentioned above.



see note 4

Photo by Loren Witzel

Process

Studio Work

The different teams started to work intensely at the Hotel Conde de Villanueva, in Old Havana in order to present the first ideas the next day. Several people chose to come back to the site for extra appreciation and for taking pictures. A complete set of scale plans and aerial pictures was provided.

Team members

Old Havana Sector.

Team: John Pilling, Marion Bledsoe, Terri Sweeney, Loren Witzel, Marién Ríos, Alexis de la Cruz, María Uriarte, and Guillermo Fuentes.

Regla Sector.

Team: Alex Ginard, Oriam Morales, Nick Archer, Michael Porter, and Milvia Céspedes

Casablanca Sector.

Team: Adrian Lee, José Baganha, Enrique Pedrero, Peter Baird, Juan Carlos Toledo, Joel Estévez, Audun Engh, Santiago Delgado, Héctor Gómez.

After the initial presentation, all parties agreed to refine what was done after some recommendations and critiques from the audience.

Julio César Pérez had specific advice for each team. He encouraged the Casablanca team to devise compact rebuilding and the creation of a pedestrian friendly neighbourhood centre in Casablanca that may be incorporated into a larger complex building that serve individual neighbourhoods or a group of districts. He asked for a more detailed Master Plan that seeks a Mediterranean low density approach with buildings interspersed within the vegetation, deals organically with topography. He also insisted in the need for clearing the lower platform to allow views to the sea and to Old Havana. He requested the creation of a set of guidelines and regulations. He also insisted on the need of identifying self funding for a Pilot plan to prototype and develop a program for development in which a street of model units would be initially built.

Photo by Claus Zapffe



Photo by Claus Zapffe

Photo by Claus Zapffe



In this regard Audun Engh said that a good plan helps make things easier and he called for a Casablanca model for local development while Enrique Pedrero and Adrian Lee said that an outside funding source should be identified for the Pilot Plan center, develop information resources and set a program based on sustainable principles, international collaboration and community development.

Julio César Pérez asked the Old Havana and Atarés team to provide street sections according to the Transect theory and study density very carefully and also called for refining some of the drawings for the Saturday presentation.

For the Regla - Refinery team, Julio César Pérez asked for clarifications in the presentation, including establishing a more defined color coded scheme between the existing and the new. He encouraged the team to think about the implications of keeping the streets in the Brownfields of the refinery area. He also asked them to consider the edge of the cliff and the need to provide a green buffer to reduce noise and gases coming from the high speed artery of Vía Blanca.

Julio César Pérez asked all the teams to consider the relationship among the territories they dealt with, the transition to be established and the visual and physical boundaries.

see note 4



Photo by Claus Zapffe

Process - Presentations

In Casablanca

While two of the teams worked intensely for the interim presentation, the Casablanca team met with the Mayor, the Head of Planning and other representatives of the community of Casablanca in the morning and also held a public meeting in the afternoon. Spanish entrepreneur and Social Housing Manager Enrique Pedrero reported back to the whole Charrette the following day on some of the discussion of those meetings. He emphasized the importance of evaluating current methods and local strategies. He started by acknowledging the high level of Cuban and foreign participants and by making a strong critique of the current Spanish model for social housing and his hope for seeking a new model based on the virgin land of Casablanca that is yet to be developed. He identified a sustainable development concept to apply locally given the absence of land speculation currently. The new model should include economic activities and social services combined with residential and tourist development so that finances come out from the investments in hotels. In this regard he emphasized the need for outside funding. The model should learn and be based on the experience of joint ventures that have worked in the country in the past. He insisted on the elaboration of a partial plan done locally that can be submitted to the right authorities for approval. This plan could be approximately for 300 units, sport facilities, a school, a kindergarten and further infrastructure facilities for later urban development.



Interim Presentation

Prof. Arch. Julio César Pérez Hernandez introduced the morning presentation of the preliminary ideas and results by the teams at the venue of the Charrette.

The work was discussed by the audience and enriched by the critics, comments and suggestions, so the first public presentation took place in an orderly manner and several criteria about the work were exchanged along the morning. The presentations were conducted in both languages English and Spanish.



Final Presentation



The final presentation took place after hanging on the walls all drawings and documents that were produced showing a big increase not only in the amount of work but above all in the refinement and quality of it compared to the previous presentation and even to last year's Charrette.

The presentation started with an introduction of the participants to the attendees from Casablanca and a summary of the whole process and then each team's presentations followed.

see note 4



The content of the presentations for each of the three Sectors is described in the concluding sections of this report.

Design Studies and Recommendations

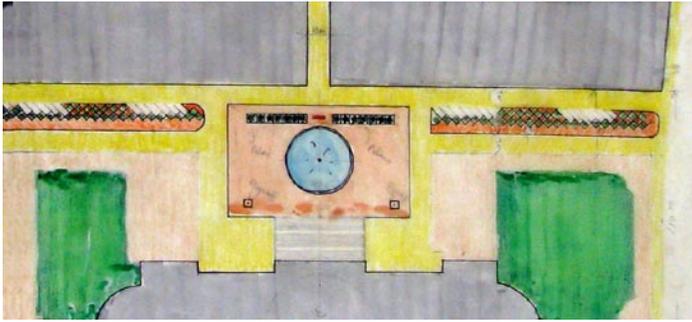
Old Havana and Atarés Sector



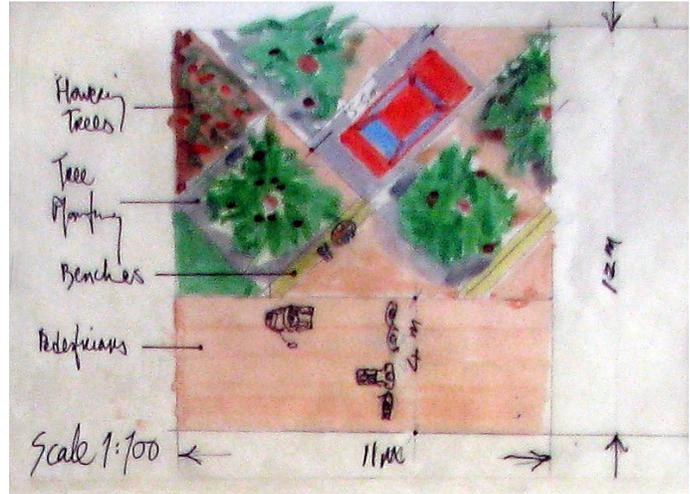
The proposals of this sector build on the recommendations of The Master Plan for XXI Century Havana. Specific comments are ordered by location.

see note 5

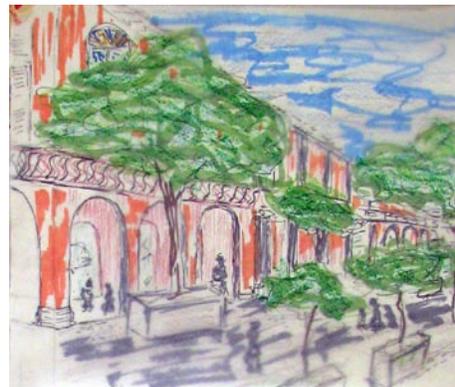
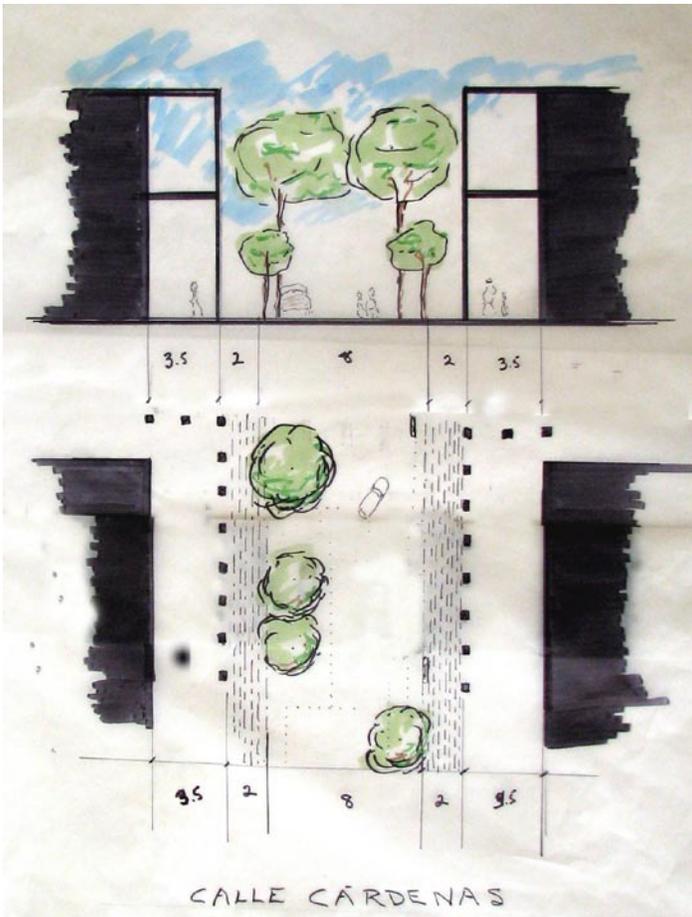
Capitolio



- Create dynamic features in front of the Capitolio along with limited parking restricted to vintage taxis.
- The Capitolio could also be given a laser beam for lighting it as a landmark in a manner similar to light shows shortly after it was built.



Calle Cárdenas / Central

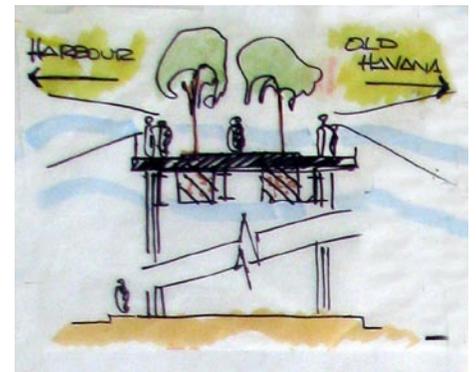


- Move the MetroBus terminal locations to an area south of the train station to calm traffic in the Central Park and Fraternity Park areas
- To continue the 'essence' of the Paseo del Prado connection to the harbor, Calles Cienfuegos and Cardenas would be converted to planted woonerfs – streets where cars are forced to subordinate to pedestrians and bicycles.

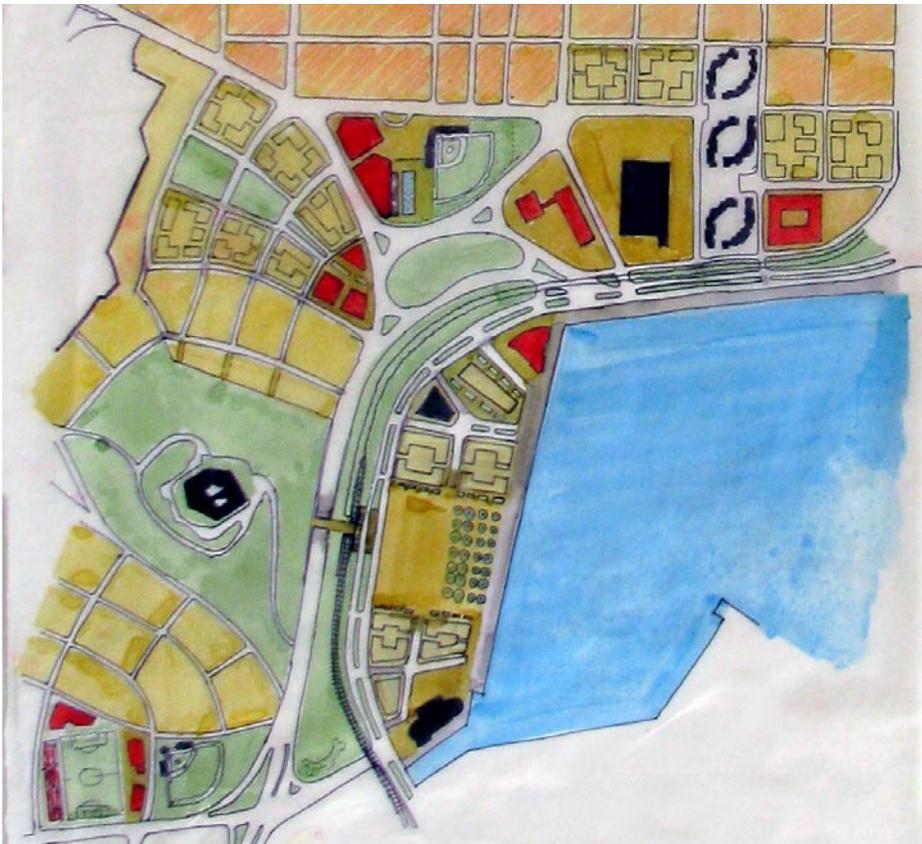
Design Studies and Recommendations - Calle Cárdenas / Central Continues



- In keeping with official planning recommendations, move the National railroad passenger terminal to an area near the airport.
- Redevelop the Central train station as a local passenger and transit terminal with freight operations moved to other less valuable locations. All trains would be repositioned to subterranean terminal points.
- Antique locomotives currently located on an adjacent block to the train station would be moved into museum space created within the train station grounds
- Upgrade an existing plaza into a new park by the Railroad Station. The new green concept would turn the axis of the Railroad Station 90 degrees making the space more dynamic and reestablishing the green coming down to the water for providing direct access to the sea and for incorporating the remaining of the walls lit up from below.



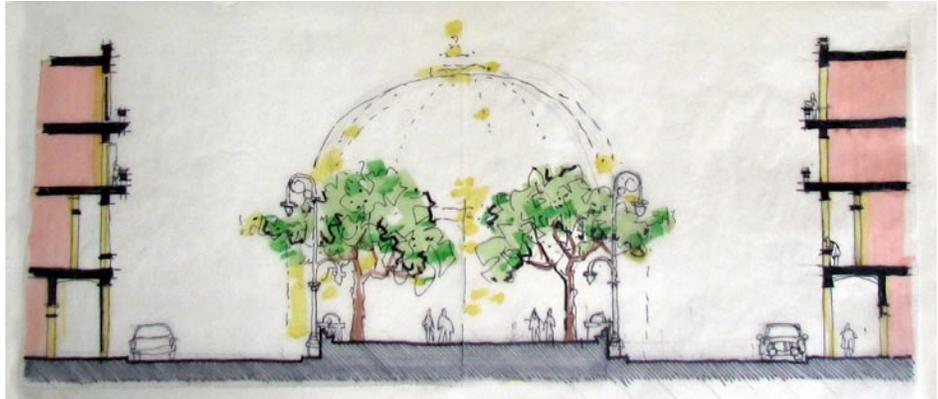
Tallepiedras Power Station / Fortaleza de Atarés



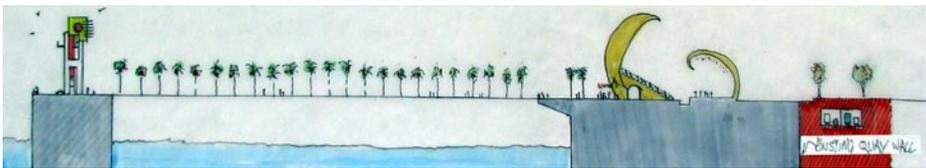
- Transform use of the Atarés fortress territory to become a park linked to a new hotel together with mixed-use buildings.
- Rather than removing the elevated track, create a promenade park on the track bed, complete with trees and a 'roadway' for horse-drawn carriages, which would provide an elevated connection to the harbor as well as an historic connection.
- Redevelop the now redundant power station as a new home for part of the nearby school as well as a cultural center and library with a strong potential for becoming sort of The New Tate of Havana.
- Rehabilitate the current school location near the Fortaleza into a sports facility with expanded services.
- Reposition small neighborhood schools throughout the neighborhoods.
- Lower the main arterial street, between the elevated track and the Fortaleza, below grade in one section to allow connection between the Fortaleza and the harbor edge.

La Habana Vieja Waterfront

- Alter the existing Maestre Terminal for a wider range of cruise-ships with the middle pier removed to accommodate larger ships.
- Move the Habana Vieja harbor ferry terminal to a redeveloped building located further from the existing Maestre Terminal.
- Strengthen the Alameda de Paula, an existing promenade anchored by two important churches.
- The piers being dismantled now allow for a good opportunity for becoming public spaces by the water from which new fingers can emerge once the pavement is redone.



- Create a new commercial center with a Plaza at the current location of the monument to La Coubre, along with an amphitheater with a sculpture to terminate the view of the street with the sea in the background. Both the street and the lines should go underground to make a bridge- like walkway.

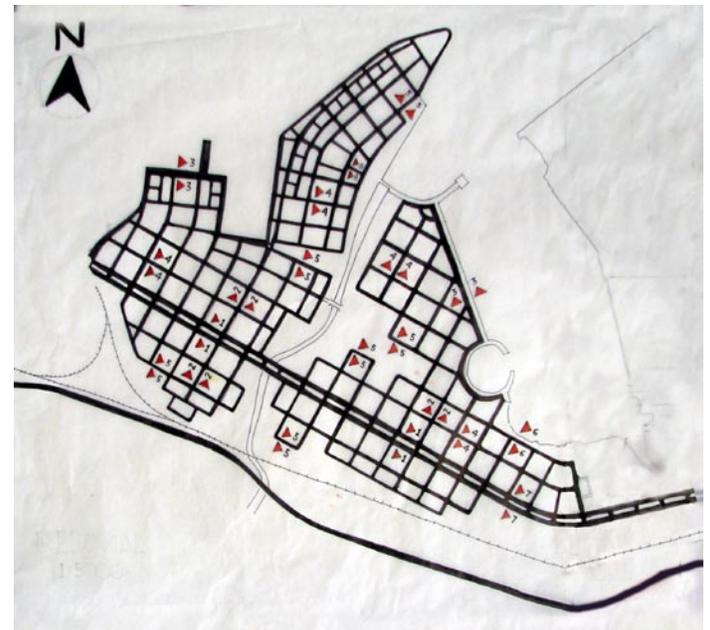
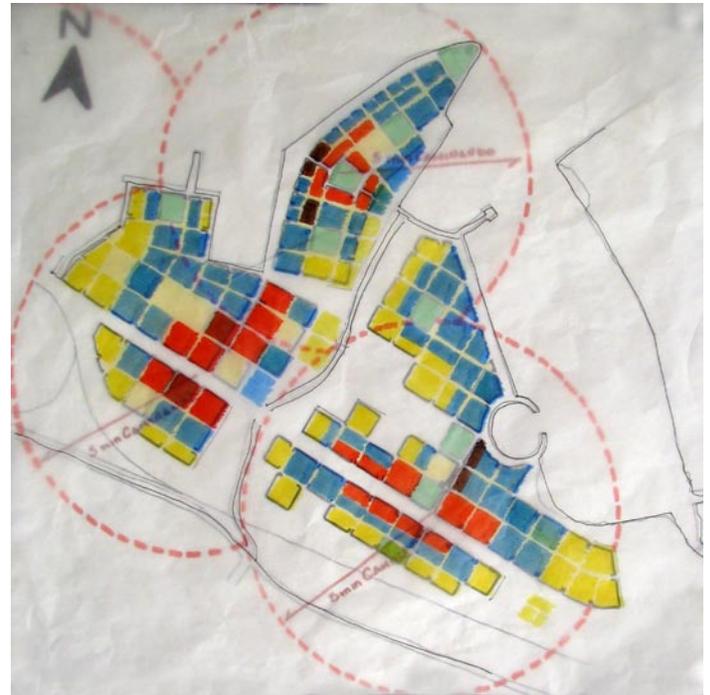


Fortaleza Waterfront

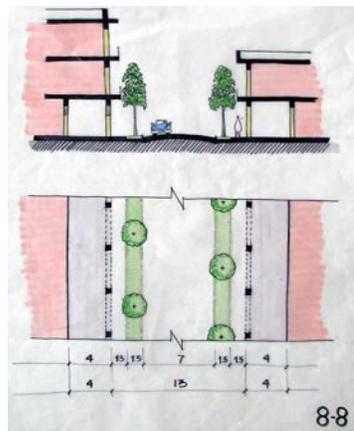
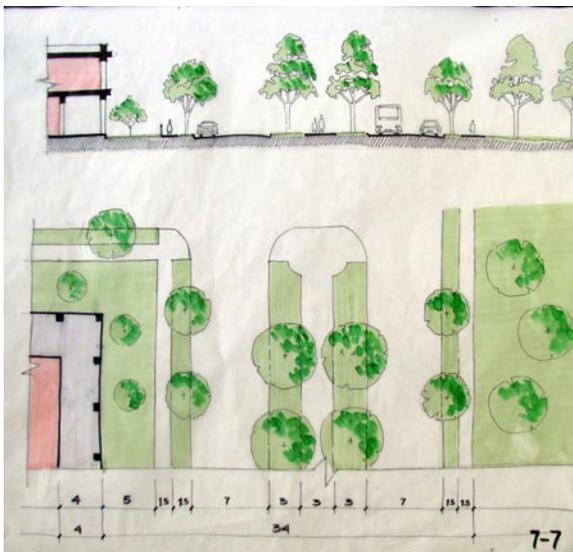
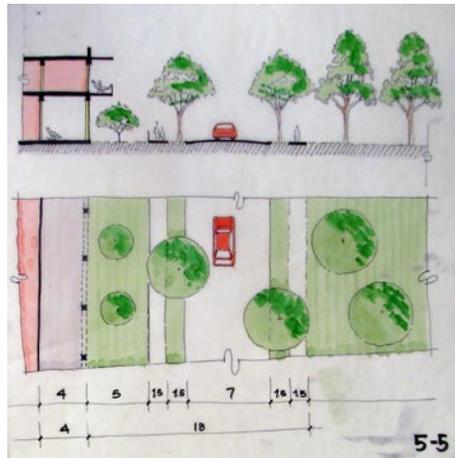
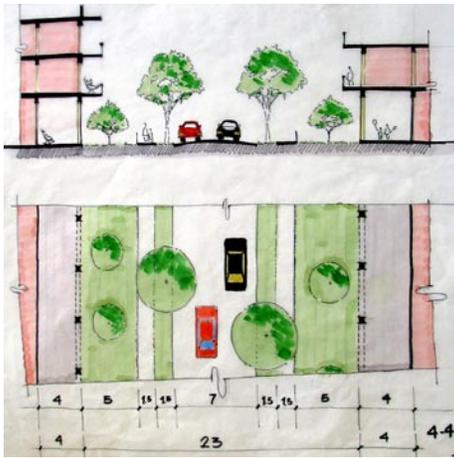
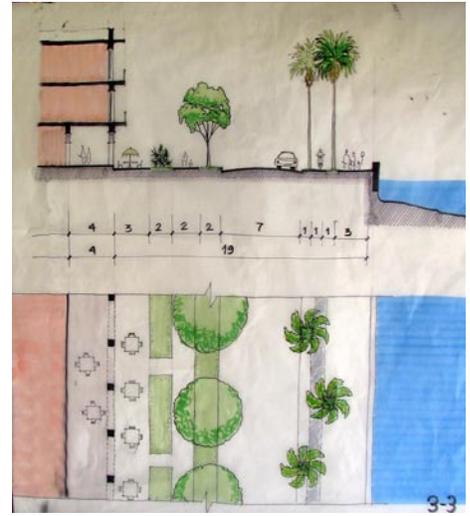
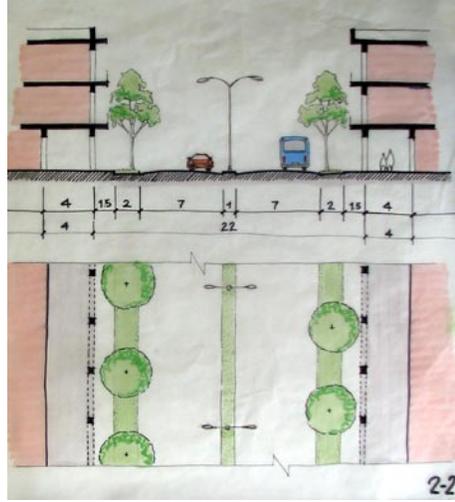
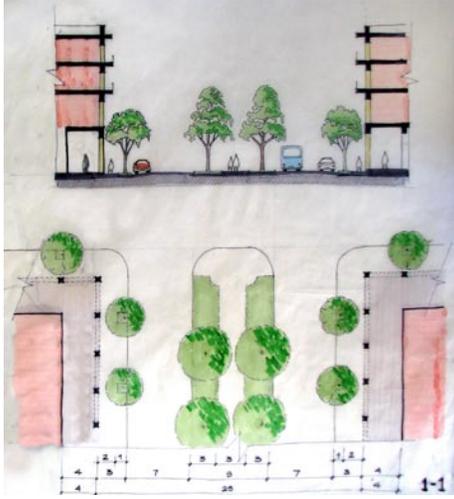
- Refine existing hard industrial edges and redevelop them as mixed use and public spaces.
- Create a more pedestrian friendly street between the rail lines and the harbor - the spine boulevard, with planted islands and lane reduction (one each way).
- Remove industrial buildings that currently block all connection to the harbor and redevelop the sites into mixed use communities.
- Create a waterfront park directly between the harbor and the Fortaleza featuring randomly activated fountains for children to 'cool-off' and play in.
- Convert the existing silica silos into a boutique hotel and restaurant anchor.
- Atarés edge zones would facilitate recreational marinas, a new ferry terminal with adjacent park, and a feature pier that could prominently host tall ships and other significant floating attractions.



Design Studies and Recommendations - Atarés Docklands



- Atarés is perceived as a pedestrian fracture because of it is mostly a place for warehouses with heavy vehicular traffic. However its territory has a great potential for the great views to the bay that are currently blocked by containers, big bill boards and other poor buildings.
- Complete improvements to the pedestrian relationships on the main road (Primer Anillo del Puerto) so that traffic can be separated and the waterfront boulevard idea can be extended and continued from Atarés to Regla.
- Create green edges and boundaries for both visual and physical links and new neighborhoods with their own centers where walkability is encouraged so that walking distances are within 5 minutes.
- Using pedestrian planning principles, create 3 new nodes and 12 neighborhoods and parks.
- Use a hierarchy of streets to determine the character of the different districts.
- Compose a Regulating Plan for a green promenade with 4 storey high buildings maximum but decreasing the height towards the sea.
- Remove and cap the landfill site, while cleaning up and filling the quarry site for redevelopment.

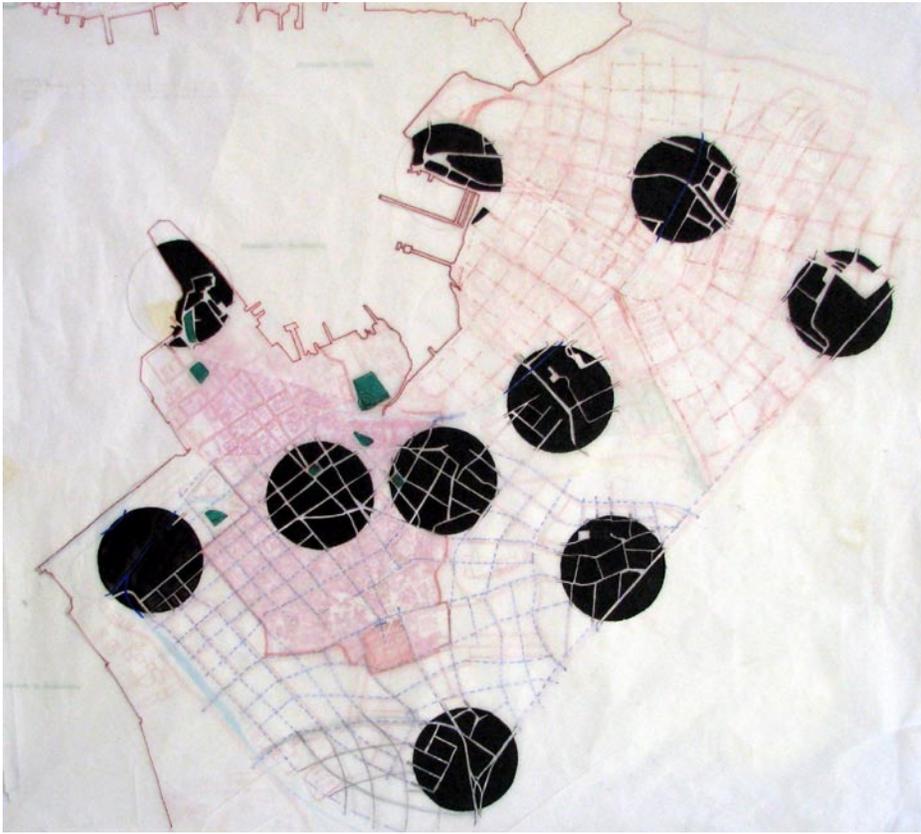


Design Studies and Recommendations - Regla / Refinery Sector



The Regla / Refinery team submitted a proposal that presumed brownfields, especially in the Refinery portion of the sector, had been remediated. The team studied carefully last year's proposal and affirmed that the city is a living organism and Regla has a strong identity based upon religious beliefs, and the presence of the oil refinery.

see note 6



Building on the idea of a living organism, the team did a pattern analysis of Regla's streets and plazas to devise strategies for expanding the district's organic street and block forms. They highlighted four sets of patterns:

- two where Regla's fabric interacts with the Via Blanca;
- two at the district nearest the major plaza;
- two where the ridge line forms a cliff edge with the flatter areas below; and
- one where the Regla peninsula meets the Harbour.



From these patterns, they proposed new streets and blocks which mirror, rather than contrast with, Regla for the dock areas facing Atarés as well as the Refinery. The proposal tries to take advantage of the views and the potential of the whole site. The new layout for the rest of the territory was also developed to discourage high speed traffic, including the creation of a parkland buffer between existing and proposed residential areas and the sector's high-capacity artery - the Via Blanca

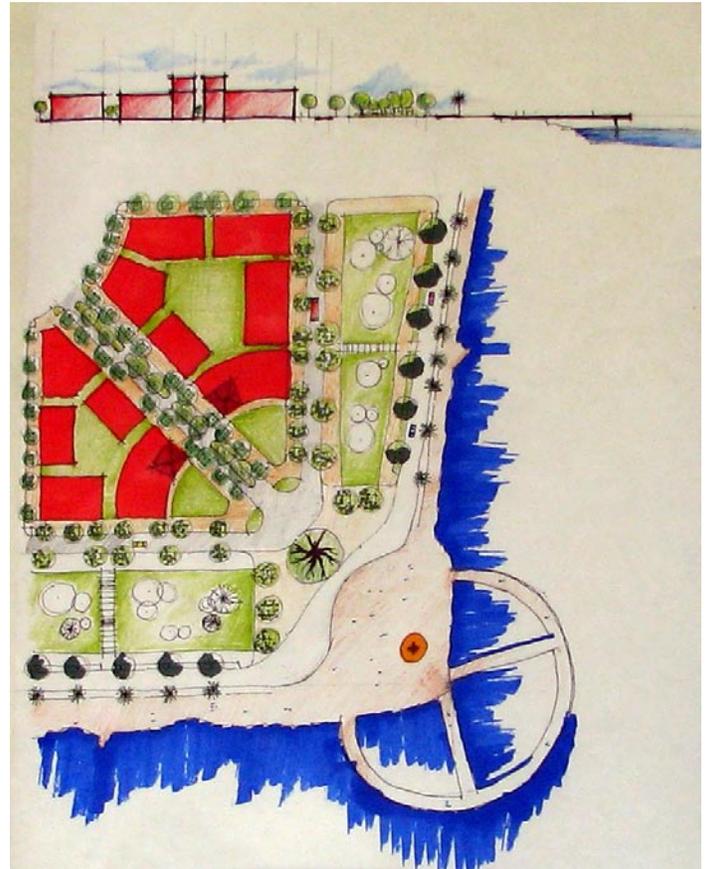
Design Studies and Recommendations - Regla / Refinery Sector

The team selected four areas from the overall plan to propose architectural possibilities.

Dock areas facing Atarés



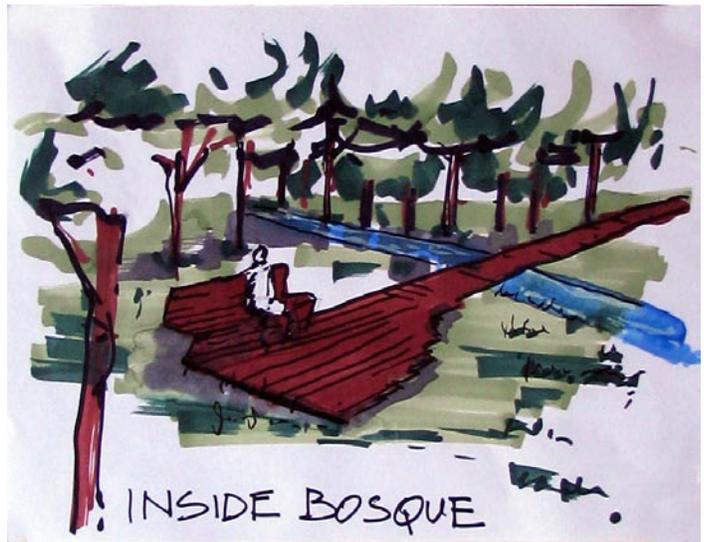
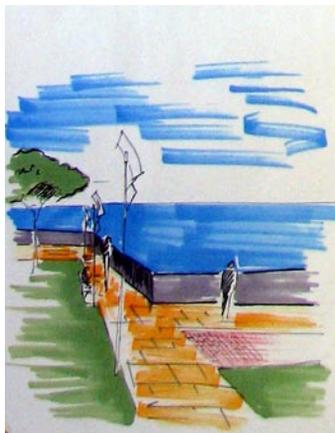
Two features of this area are the cliff face separating the existing town and the corner of the existing dockland. There is the potential to create new cliff dwellings. Nearer the water there is potential for a formal buildings and a figural water-front promenade.





Tip of Regla Peninsula

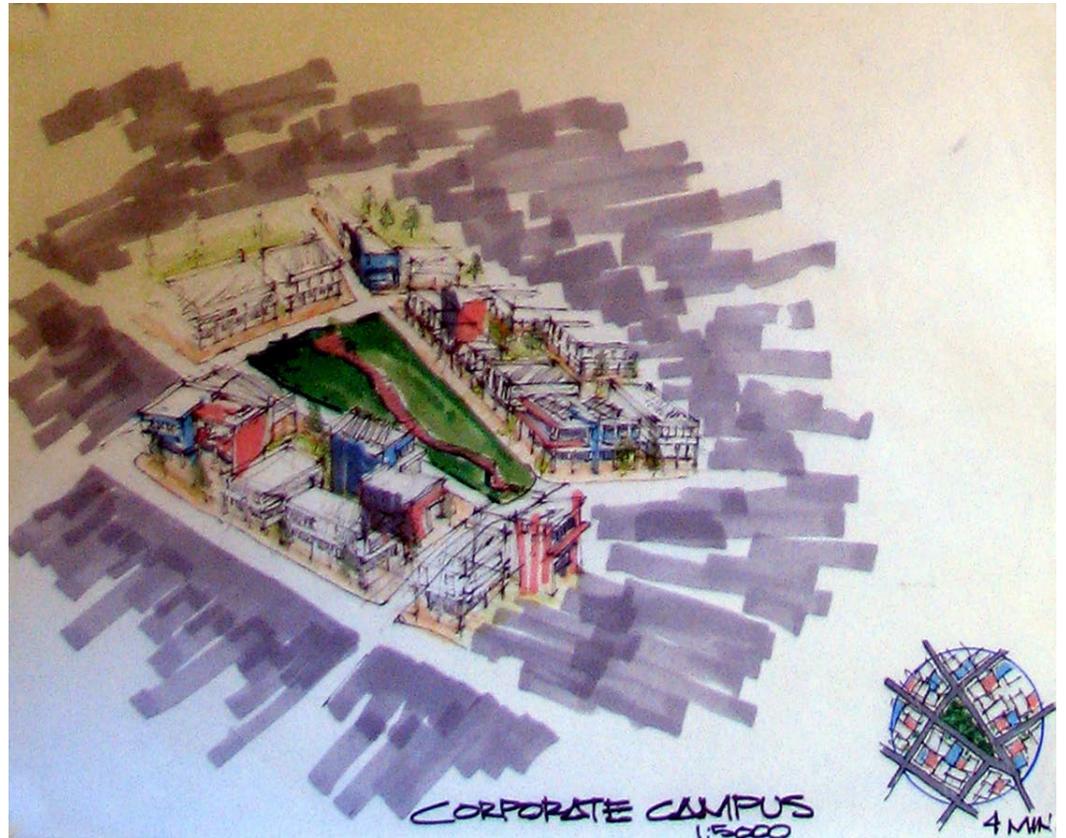
The team proposed an axis that embraces the entrance to Regla and gets down to the sea in a scheme that maximizes the use of local topography and natural conditions for allowing ocean views as from the Regla peninsula that faces the entrance to the harbor and visually dominates the territory of the whole bay.



Design Studies and Recommendations - Regla / Refinery Sector

Refinery Commercial Center

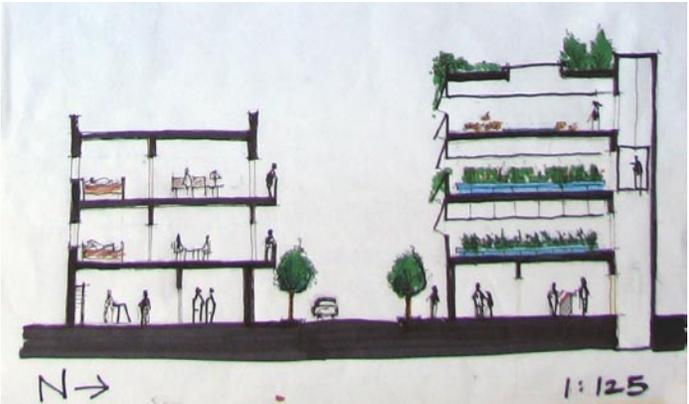
Some portions of existing Regla are badly deteriorated. They may present an opportunity for a commercial linkage project to support expanding the number of dwellings in the sector.



Refinery Waterfront



The vision is an 'ecological neighborhood.' Urban gardening has become a very important part of the new culture of Havana. The buildings take advantage of the open space and gentle slopes to orient a matrix for vertical farming.



Design Studies and Recommendations - Casablanca Sector

The Casablanca team was unique among the three groups, because, in preparation for the charrette, its leader, Adrian Lee, made informal contact with the community and the authorities of Casablanca. CEU believes Casablanca has potential to become an example for the regeneration of Havana. In addition to their design work, the team met with the people (17 in total) from the town and proposed a potential process for change to them, a participative, visualization exercise for setting community strategies and investment. The meeting included people from the government, the Catholic Church, the youth and other institutions. *see note 7*

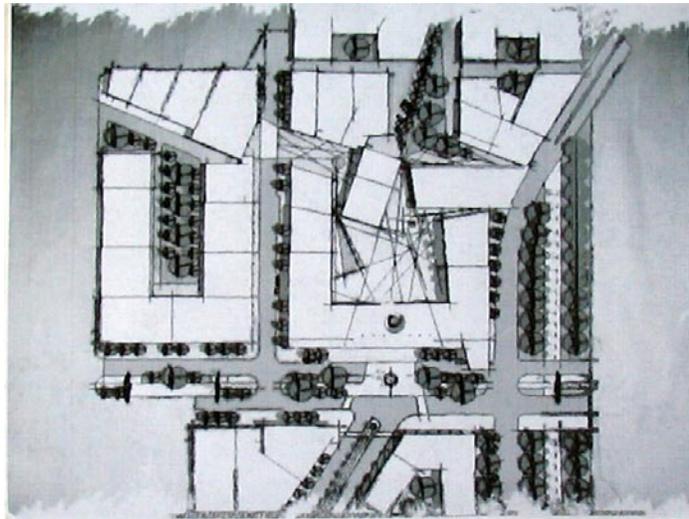
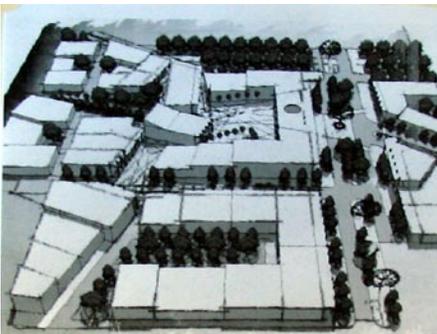
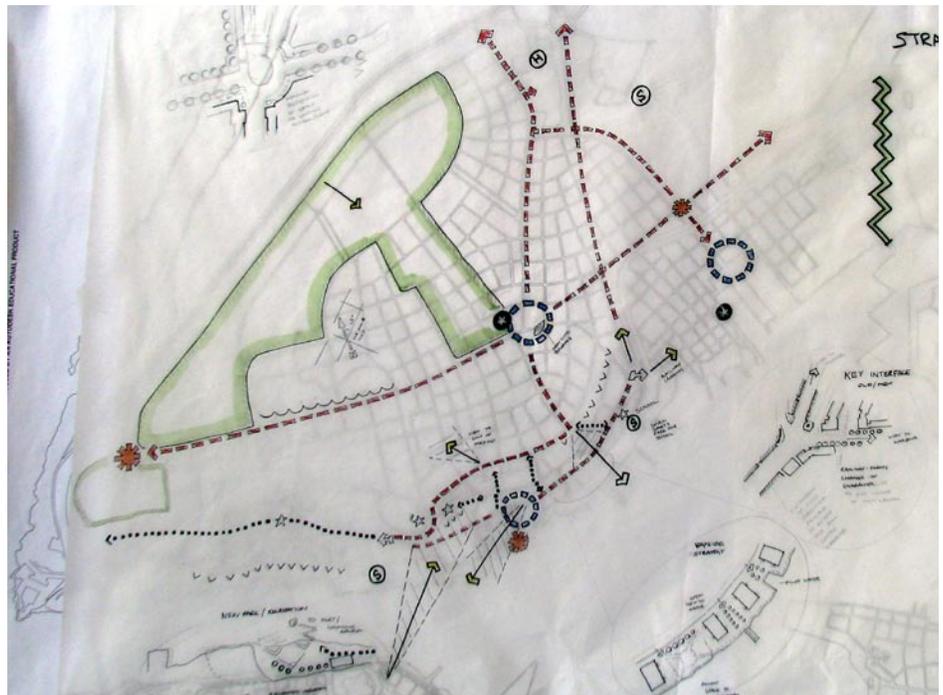


The design proposals evolved from last year's Charrette after the team concluded that the earlier work was too dense and lacking an appropriate center.

Using experiences from the previous year and the public consultation the team's ideas were distilled into the following concept areas:

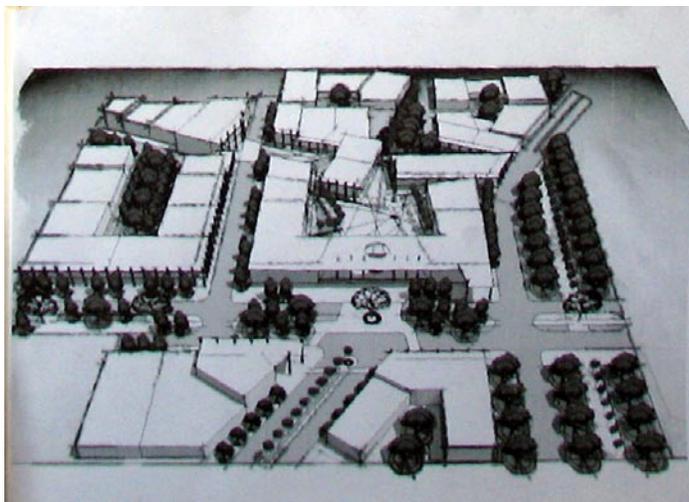
1 **Four new centres with one proposed as a new civic centre to allow separation of functions from Regla.** Development densities to increase towards these centres.

- Each of these centres could be developed independently of each other as sustainable compact neighbourhoods, which in the long term interlink through co-ordinated features like open space and axial routes



- Over time, the four new neighbourhood centres extend to form inter-linked grid layout to create a cohesive whole

- **Natural topography separates the old from the new except for the strong link between the statue and the new neighbourhood centres on the hill.** This is considered appropriate to the existing neighbourhood characteristics and the polycentric nature of the rest of Havana.

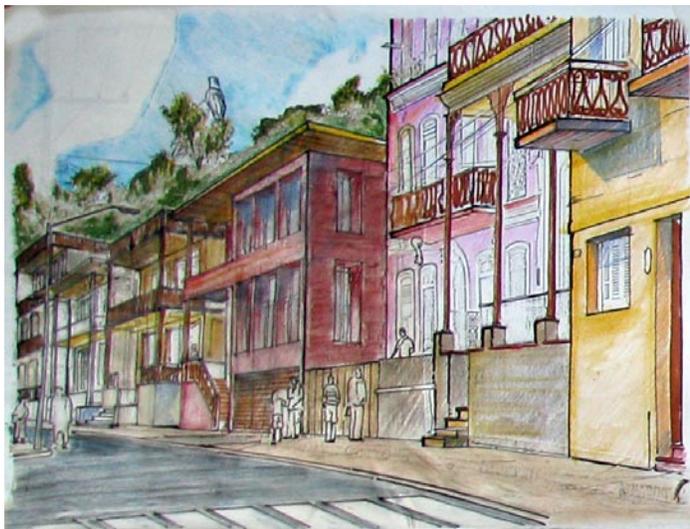


Design Studies and Recommendations - Casablanca Sector

2 **Development linked to existing streets. Improved connections between terraces. Better connections for the tourist wanting to visit the monuments in Casablanca.**

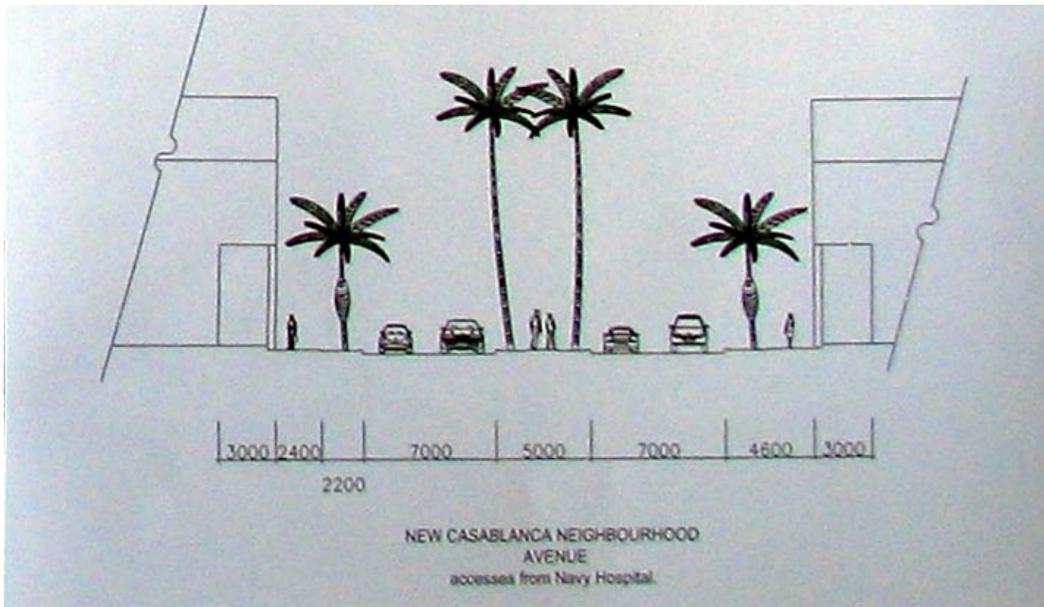
- Key features which are important to the character of the area - reminiscent of the Prado in Old Havana - **a tree lined axis running through the local centres and aligning with important landmarks** like the statue of Christ and the observatory.
- Enhance the terminal and central spaces existing within Casablanca already.

3 **New facilities for sports.** A boulevard along waterfront connects the length of new development with parks.

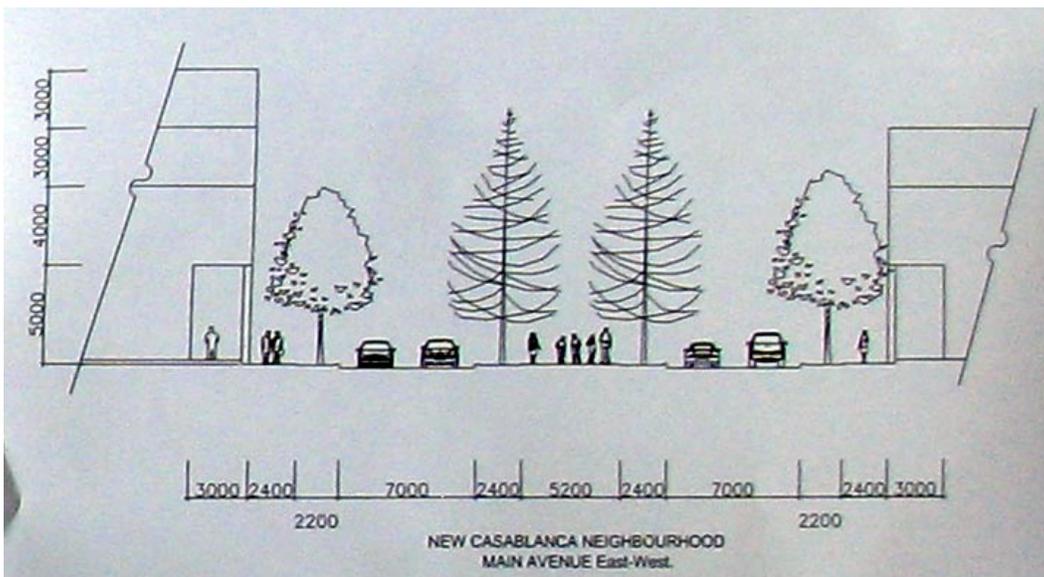
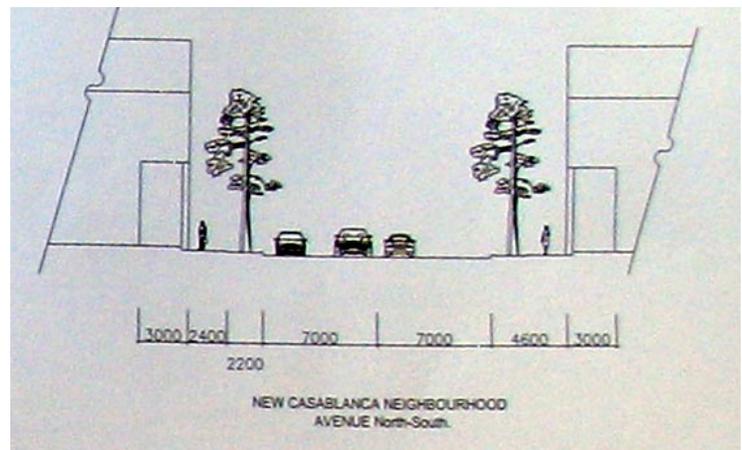
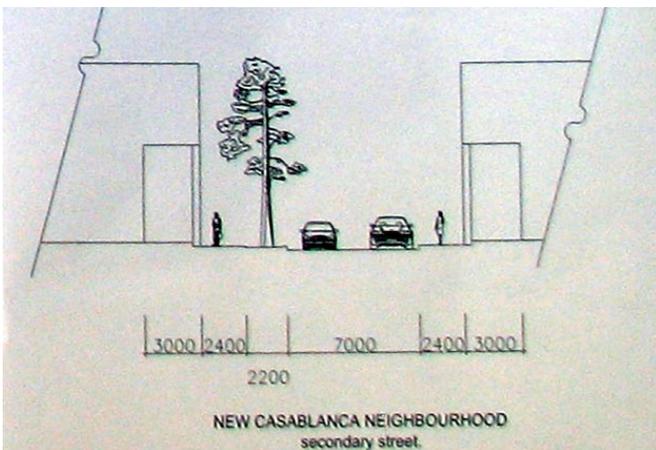


4 **Identify and reinforce key views and axes linking existing landmarks, protected by height restriction and by leaving some plots vacant allowing sight lines to Havana Vieja.**

- **Retain green setting for the observatory and the statue of Christ.**
- Density and formality of coding of development blocks to increase along formal routes and neighbourhood centres



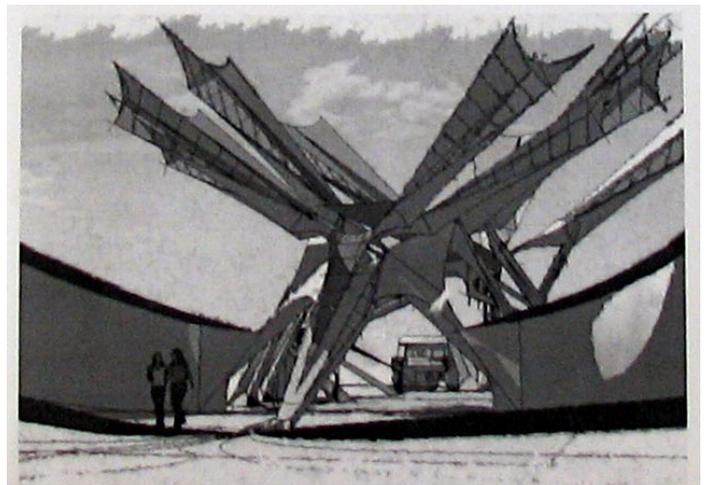
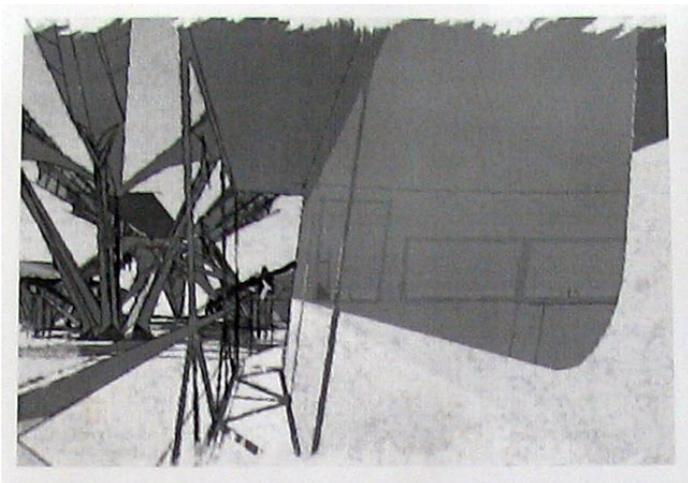
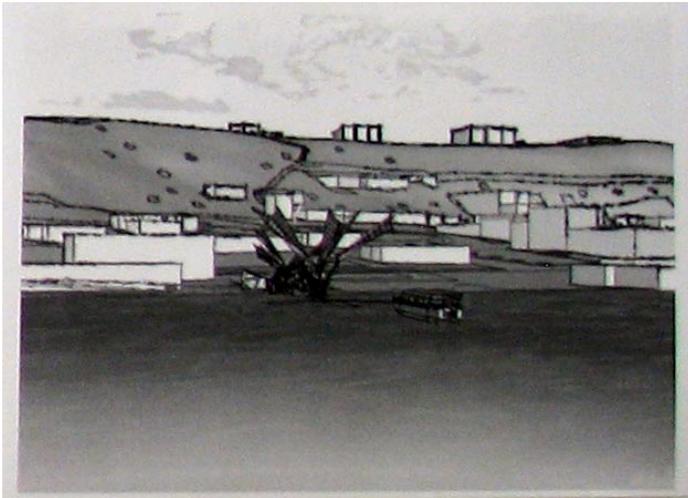
- 5 **Contemporary architecture with apartment blocks of between 2 and 5 storeys** with breaks to allow views to old Havana and the Malecón.



- Enhance historic facades and value of old buildings
- **Create new streetscapes** that will help weave organically the different layers of the urban fabric for achieving a low density development that relates in scale, form and shape of buildings to the existing town.

Design Studies and Recommendations - Casablanca Sector

- **A feature building to add form to the ferry terminal as a symbol of the new Casablanca** were proposed and discussed. This proposal was questioned for having too iconic an image that competes given the importance of the existing landmarks and the scale of the local landscape.





6 Green Spaces.

- Gardens were not considered a necessity to the local people but **private spaces within houses' and balconies** were.
- **Providing public open space was most important.** Green roof potential on some terraces.
- **Separation from Regla to be enhanced using the natural wetlands to the south as a bio-buffer**

Conclusions

1. The second Havana Harbour Charrette was successful in achieving a high quality work and incorporating all the many ideas from the 2007 Charrette and the ones discussed along the first days and later refined along the Charrette.
2. The people of Havana and particularly the Casablanca authorities and representatives were extremely pleased with the proposals.
3. A great sense of fulfillment was prevalent among the participants as well as pride for the job that was developed by the different teams.
4. A feeling of solidarity and comradely shared work prevailed above any individual manifestation showing that team work is far superior to any individual endeavor.
5. The participants were extremely happy about the results and its contribution to the regeneration of the Havana harbor.
6. The participants believe that the principles applied to the regeneration of the Havana harbor can be applied to the rest of the city.
7. The Cuban and Norway CEU chapters were able to work together reaching common ground about the importance of preserving the values of the city of Havana and at the same time creating both economic and urban values for its future and for its citizens.
8. The concept of the compact city with a waterfront boulevard and an increased green buffer allows for dealing with natural disasters like hurricanes and flooding due to climate change in the near future.
9. The concern about the sanitation of the bay and the rivers is to be considered of the highest priority to eliminate the heavy pollution of the area and give way to the redevelopment project of the area.
10. The willingness to learn, adapt, exchange statements, a proposed ethic and attitude for all people involved in the partnership to deliver the vision for Havana turns the city into a strong client.
11. The Charrette concluded with the strong belief that this area can become a great asset in Havana's redevelopment, its gateway and one of the great places in the world.

see note 4



Photo courtesy of Peter Baird

Source Materials for this Report

1. "A Master Plan for XXI century Havana," a comprehensive urban project conceived and developed by Prof. Architect Julio César Pérez Hernández and his team.
© Julio César Pérez Hernández
Ave.. 37 No. 6611 S. A. Baños
32500, La Habana, Cuba
2. CEU Havana Charrette Website
- <http://www.moderno.no/cuba/>
3. CEU website - <http://www.ceunet.org/>
4. "Sunken Treasure: Presentation of Group S3 Casablanca team for the Havana Harbour Charrette March 2007,"
© Adrian Lee January 12, 2008
5. "Il Havana Harbour Charrette - Summary report," Julio César Pérez Hernández, March 29, 2008
6. "Getting there from here: Perspectives for Cuba's future," Loren Witzel, May 16, 2008
7. "Casablanca Masterplan Report."
Peter Baird, May 29, 2008
9. Photographs by Peter Baird, Loren Witzel, Claus Zapffe.
9. All Designs and illustrations by the Second Havana Harbour Charrette participants
10. Unless noted otherwise, other photos and materials by report editor.

Notes

1. "Introduction" CEU website.
2. Waterfront Development - "A Masterplan for XXI Century Havana"
3. "Declaration of Havana - CEU Havana Harbour Charrette website
4. Text taken directly from "Il Havana Harbour Charrette - summary report."
5. Text edited from "Il Havana Harbour Charrette - summary report" and "Getting there from here, Perspectives for Cuba's Future."
6. Text edited from "Il Havana Harbour Charrette - summary report."
7. Text edited from "Il Havana Harbour Charrette - summary report" and "Casablanca Masterplan Report."



