

PILOT PLAN FOR HAVANA

INTRODUCTION

THE NATIONAL PLANNING BOARD OF CUBA WAS CREATED BY THE DECREE-LAW 2018 OF JANUARY 27, 1955.

THE FUNCTIONS AND PREROGATIVES OF THE BOARD ARE DESCRIBED IN THE DECREE. ON JULY 1 OF THAT SAME YEAR THE BOARD ENGAGED TOWN PLANNING ASSOCIATES, OF NEW YORK, AS CONSULTANTS. THEIR CONTRACT WAS EXTENDED TO JULY 1958.

IN THEIR REPORTS I AND II, ON "ANALYSIS OF CONSULTATIONS AND DETERMINATION OF FUTURE PROGRAMS," THE CONSULTANTS SUBMITTED A DETAILED SUMMARY OF THEIR WORK TO THE NATIONAL PLANNING BOARD. THIS WORK CAN BE SUMMARIZED AS FOLLOWS:

- RESEARCH OF THE PLANNING BOARDS AND PLANNING COMMISSIONS OF DIFFERENT COUNTRIES AND DESCRIPTION OF THEIR ORGANIZATION.

- PROVIDING DIAGRAMS AND PROGRAMS SERVING AS A BASIS FOR THE ORGANIZATION OF THE NATIONAL PLANNING BOARD OF CUBA.

- PROGRAMMING OF WORK FOR THE NATIONAL PLANNING BOARD.

- WORK PROGRAMS FOR THE DEPARTMENTS OF THE DIFFERENT MASTER PLANS UNDERTAKEN BY THE NATIONAL PLANNING BOARD, NATIONAL PLAN, AND THOSE OF THE METROPOLITAN AREAS OF HAVANA, VARADERO, TRINIDAD AND THE ISLE OF PINES.

- RECOMMENDATIONS AND GUIDANCE OF THE ANALYTICAL WORK AND SELECTION OF DATA THAT WILL SERVE AS A BASIS FOR THOSE MASTER PLANS.

- REPORT ON "THE NEW ROAD SYSTEM" (SUBMITTED BY THE CONSULTANTS AND THE ENGINEERS, SEELYE, STEVENSON, VALUE & KNECHT. ON MARCH 26, 1956).

- FURTHER DEVELOPMENT OF THE PILOT PLAN FOR VARADERO (PREVIOUSLY SUBMITTED BY THE CONSULTANTS) IN PREPARATION FOR A

MASTER PLAN OF THAT RESORT AREA.

- PRELIMINARY STUDIES OF THE RESORTS OF TRINIDAD AND THE ISLE OF PINES.

- PRELIMINARY OUTLINE FOR LEGISLATION ON "CONTROL OF NEW DEVELOPMENTS" AND ANALYSIS OF EXISTING LEGISLATION. THIS WORK WAS DONE IN COLLABORATION WITH PROFESSOR CHARLES HAAR OF HARVARD UNIVERSITY, WHO SUBMITTED A REPORT ON THIS SUBJECT TO THE NATIONAL PLANNING BOARD ON MAY 2, 1958.

- PROVIDING TECHNICAL ASSISTANCE TO THE OFFICES IN CHARGE OF THE DIFFERENT MASTER PLANS, AS STIPULATED BY CONTRACT.

- FORMULATING GENERAL DIRECTIVES AND FURNISHING DIAGRAMATIC PLANS THAT WILL GUIDE THE LOCAL OFFICES IN THE DEVELOPMENT OF THE DIFFERENT PILOT PLANS, AS DEMANDED IN THE CONTRACT.

THESE DIAGRAMATIC SKETCH PLANS ARE PRESENTED HEREWITH. THEY SUPPLEMENT AND CLARIFY THE WRITTEN DESCRIPTIONS AND COMMENTS FURNISHED IN THE ABOVE-MENTIONED REPORTS.

THESE DIAGRAMATIC PLANS BASED ON THE CITY OF HAVANA AND ITS METROPOLITAN AREA AND REGION ARE GIVEN HERE AS AN EXAMPLE OF THE APPLICATION OF GENERAL PRINCIPLES; SIMILAR DIAGRAMS CAN BE ESTABLISHED FOR OTHER CITIES NOW UNDER STUDY BY THE NATIONAL PLANNING BOARD. THE DIRECTIVES OUTLINED IN THESE PLANS HAVE BEEN ESTABLISHED AFTER CAREFUL STUDY OF THE ANALYSIS OF CONDITIONS IN THE HAVANA METROPOLITAN REGION. THIS ANALYSIS WAS CARRIED OUT BY THE CORRESPONDING TECHNICAL DEPARTMENT, DIRECTED BY THE ARCHITECT MARIO ROMANACH.

THE LIST OF PLANS INCLUDED IN THE SPANISH TEXT (SEE APPENDIX) WILL GIVE AN IDEA OF THE WORK CARRIED OUT BY THAT DEPARTMENT IN THE LAST THREE YEARS.

THOSE DIRECTIVES ARE ALSO BASED ON THE WORK CARRIED OUT BY

TOWN PLANNING ASSOCIATES IN DIFFERENT LATIN AMERICAN CITIES DURING THE LAST TEN YEARS.

THOSE CITIES IN THEIR ORIGINAL PLANS AND THEIR CULTURAL AND ECONOMIC DEVELOPMENT HAVE MANY THINGS IN COMMON WITH HAVANA; THIS IS ESPECIALLY TRUE OF LIMA AND BOGOTÁ (AMONG THOSE STUDIED BY TOWN PLANNING ASSOCIATES) BECAUSE THEY ARE CAPITAL CITIES AND CONSEQUENTLY GOVERNMENT CENTERS.

IN THESE PLANS TOWN PLANNING ASSOCIATES HAVE ALSO FOLLOWED THE DIRECTIVES OUTLINED BY THE INTERNATIONAL CONGRESSES FOR MODERN ARCHITECTURE (C.I.A.M.) IN THE ATHENS CHART (1933) AND THE POST-WAR CONGRESSES. SOME OF THE STANDARDS OF PRESENTATION STUDIED BY THE C.I.A.M. HAVE BEEN ALSO FOLLOWED IN THESE DIAGRAMMATIC PLANS.

TOWN PLANNING ASSOCIATES HAVE ESTABLISHED AN APPROACH TO THE PROBLEMS OF URBAN DESIGN THAT BENEFITS FROM THIS GUIDANCE AND ATTEMPTS THE PRACTICAL APPLICATION OF THESE GENERAL PRINCIPLES. THEIR VALIDITY IS CONFIRMED, AS IS THEIR POSSIBLE APPLICATION IN MANY PARTICULAR INSTANCES, IN THE PLANNING OF LATIN AMERICAN CITIES. NONETHELESS, THESE EXPERIENCES HAVE SHOWN THAT CERTAIN PARTICULAR CHARACTERISTICS OF THESE LATIN AMERICAN CITIES THAT ORIGINATE IN THEIR COLONIAL URBAN PATTERNS, LATIN CUSTOMS, PARTICULAR CLIMATES, RAPID GROWTH OF POPULATION AND INDUSTRIALIZATION REQUIRE A SPECIAL STUDY.

THE INFLUENCES OF THE NEW MEANS OF TRANSPORTATION, ESPECIALLY THE AIRPLANE, IS PRODUCING CHANGES IN LATIN AMERICAN CITIES, THE IMPORTANCE AND MAGNITUDE OF WHICH HAVE NOT BEEN MEASURED TO DATE.

PILOT PLAN FOR HAVANA - PRELIMINARY COMMENTS (PAGE 4)

THE PLANS SHOWN HERE ARE PRELIMINARY PLANS TO HELP GUIDE THE DEVELOPMENT OF THE MASTER PLAN. THERE IS NO ATTEMPT AT THIS STAGE TO DETERMINE THE PRECISE LIMITS OF THE REGION OF HAVANA OR OF THE METROPOLITAN AREA OF THAT CITY; ONLY SUGGESTIONS ARE MADE.

THE TASK OF A MORE PRECISE DEFINITION IS LEFT TO THE NATIONAL PLANNING OFFICE AFTER A COMPLETE ANALYTICAL STUDY BASED ON ALL NECESSARY DATA, IS AVAILABLE. IT IS LIKELY THAT DURING THE TIME THAT WILL ELAPSE IN PREPARING THESE STUDIES REQUIRED BY THE MASTER PLAN MANY CHANGES WILL TAKE PLACE, ESPECIALLY IN SUCH A FAST-GROWING CITY AS HAVANA.

WE SHOULD KEEP IN MIND THAT A CITY IS A LIVING ORGANISM, SUBJECT TO CONTINUOUS CHANGES AND THAT A MASTER PLAN CAN AT BEST ONLY GUIDE THOSE IMPENDING CHANGES.

THE MODERN APPROACH TO PLANNING DOES NOT ATTEMPT TO ENFORCE RIGID PRINCIPLES BUT RATHER TRIES TO GUIDE THE CHANGES THAT THE NATURE OF THE URBAN STRUCTURES AND THE PROGRESS OF OUR TIMES RECOMMEND. THE MASTER PLAN SHOULD BE FLEXIBLE, GUIDING THE NATURAL URBAN GROWTH THROUGH THE RIGHT CHANNELS INSTEAD OF ESTABLISHING A RIGID FRAMEWORK OPPOSING THOSE CHANGES.

IN AVOIDING THE MANY ERRORS AND OBSTACLES THAT RESULT FROM LACK OF FORESIGHT, THE USEFULNESS OF REGIONAL AND METROPOLITAN PLANNING IS WIDELY RECOGNIZED.

A PILOT PLAN, AND THE RESULTING MASTER PLAN WILL HAVE TO CONSIDER AND PRESERVE CERTAIN GENERAL FACTORS OF THE URBAN REGIONAL STRUCTURE THAT WILL DEFINE THE DESIGN-SKELETON OF THE CITY.

ONCE THIS BASIC DESIGN-SKELETON IS ESTABLISHED, IT SHOULD NOT

BE ALTERED ALTHOUGH THE FLEXIBLE NATURE OF MODERN PLANNING AND THE CONSTANT URBAN GROWTH MAY ADVISE OTHER CHANGES IN THE PLANS THAT SHOULD BE ACCEPTED AS THEY CAN BE PROVED NECESSARY. THIS STUDY FOR THE PILOT PLAN OF HAVANA OUTLINES CERTAIN DESIGN IDEAS AND ATTEMPTS TO DEVELOP THEM AND EXPRESS THEM BY GRAPHIC MEANS. A CONTINUITY IN THE DESIGN APPROACH IS EMPHASIZED IN THESE SERIES OF DIAGRAMATIC PLANS, FROM THE OUTLINE SKELETON OF THE REGION SHOWING THE MAIN LINES OF COMMUNICATIONS AND LAND USE PATTERNS TO THE URBAN DESIGN, PLANS OF THE CENTRAL AREAS AND TYPICAL SECTORS.

THE FOLLOWING DIAGRAMATIC PLANS SHOW HAVANA AS A CENTER OF INTERNATIONAL AIRLINES; THE REGION OF HAVANA IN ITS RELATION TO THE COUNTRY AS A WHOLE (PREVAILING LAND USE PATTERNS, PRODUCTION CENTERS AND MAIN LINES OF COMMUNICATION, ETC.); THE REGION OF HAVANA, ITS PROPOSED LAND USES AND PROPOSED ROAD SYSTEMS.

OTHER PLANS SHOW THE APPLICATION OF THE SAME PRINCIPLES TO THE METROPOLITAN AREA: THESE ARE FOLLOWED BY LARGE-SCALE PLANS OF DIFFERENT TYPICAL SECTORS, REHABILITATION OF OLD HAVANA, AND THE INTERRELATION OF THE EXISTING AND PROPOSED CIVIC, CULTURAL, COMMERCIAL BUSINESS AND GOVERNMENT CORES. DETAILS OF TYPICAL SECTIONS AND INTERSECTIONS OF THE PROPOSED CLASSIFIED ROAD (EXPRESSWAY) SYSTEM COMPLETE THESE SERIES OF PLANS.

SIMILAR PLANS ESTABLISHING GRAPHIC CRITERIA OR STANDARDS FOR COMMERCIAL, INDUSTRIAL OR OTHER TYPES OF SECTORS, AS WELL AS THOSE GOVERNING HEIGHTS AND LAND RATIOS, SETBACKS, OPEN AREAS AND THEIR TREATMENT, COMMUNITY SERVICES, ETC., COULD BE ADDED TO THIS SET. ALL OF THEM SHOULD HELP ORIENT THE WORK OF THE MASTER PLAN OF THE REGION AND THE CITY.

THESE SERIES OF PRELIMINARY PLANS HAVE BEEN RENDERED IN A WAY THAT THEY MAY BE EASILY UNDERSTOOD BY THE LAYMAN. THIS

THIS REQUIRED CERTAIN SIMPLIFICATIONS TENDING TO EMPHASIZE THE MAIN POINTS OR BASIC CONCEPTS GUIDING THE PILOT PLAN. WE BELIEVE THAT CLARITY IN RENDERING IS IMPORTANT IF SUCH PLANS HAVE TO BE UNDERSTOOD BY THE PUBLIC IN GENERAL. THESE PLANS ONLY PRETEND TO HELP IN GUIDING THE WORK THAT WILL HAVE TO BE UNDERTAKEN BY THE NATIONAL PLANNING AGENCY. THEY ARE BASED ON THE CAREFUL ANALYTICAL STUDY REALIZED TO DATE BY THE HAVANA PLANNING DEPARTMENT OF THE J.N.P. THIS WORK, THOUGH ADVANCED, IS NOT YET COMPLETED, AND ALL FUTURE PLANS AND RECOMMENDATIONS WILL HAVE TO BE BROUGHT UP TO DATE AS THESE STUDIES FOR THE MASTER PLAN ADVANCE.

HAVANA AND THE ISLAND OF CUBA (PAGE 6)

THE CENTRAL LOCATION OF HAVANA IN THE CARIBBEAN AREA HAS ENCOURAGED ITS DEVELOPMENT AS AN IMPORTANT CENTER OF COMMUNICATION BY AIR, ESPECIALLY FOR LINES GOING FROM THE NORTH TOWARD CENTRAL AND SOUTH AMERICA, BOTH ON THE EAST AND WEST COASTS OF THE CONTINENT. THE AIRLINES HAVE REVOLUTIONIZED LIVING CONDITIONS EVERYWHERE, BUT ESPECIALLY IN ISLANDS SUCH AS CUBA, WHICH UNTIL RECENT TIMES WAS LINKED ONLY BY BOAT TO THE REST OF THE CONTINENT AND THE WORLD.

THE IMPACT OF AIR TRAVEL IS MUCH GREATER IN CENTRAL AND SOUTH AMERICAN CITIES, AND IN GENERAL IN DEVELOPING COUNTRIES, THAN IN THE OLDER EUROPEAN CITIES CLUSTERED CLOSER TOGETHER AND ALREADY LINKED BY RAIL AND ROADS. AIR TRAVEL BETWEEN HAVANA AND MIAMI IS SO FREQUENT THAT IT IS PRACTICALLY THE EQUIVALENT OF COMMUTER MOVEMENT. THE LOCATION OF NEW AIRPORTS AND THEIR DEVELOPMENT IN THE HAVANA REGION HAVE NOT BEEN PROPERLY

DETERMINED AND SHOULD BE CAREFULLY STUDIED AS PART OF THE NEW MASTER PLAN.

MAIN PATTERNS OF LAND USE

THE STUDY OF THE CITY OF HAVANA AND THAT OF ITS REGION SHOULD BE CONSIDERED IN ITS RELATIONSHIP TO THE ISLAND AS A WHOLE. THE CONVENIENT SIZE OF THE CITY IN THE FUTURE, ITS CHARACTER, DEVELOPMENT OF INDUSTRIES, LIVING CONDITIONS OF THE POPULATION, GOVERNMENT SERVICES, ETC., AND THE DESIRED DEGREE OF CENTRALIZATION OF ACTIVITY IN THE NATIONAL CAPITAL IS A MATTER OF NATIONAL POLICY. AN OVERDEVELOPED CAPITAL CITY MAY PROVE AS INCONVENIENT AS AN UNDERDEVELOPED ONE. THE GEOGRAPHICAL CHARACTERISTICS OF THE DIFFERENT REGIONS OF THE ISLAND OF CUBA, THEIR DIVERSIFIED PRODUCTION, CENTERS OF POPULATION, ETC. SHOULD BE CAREFULLY ANALYZED AND STUDIED BEFORE ACCEPTING CERTAIN GROWTH PATTERNS FOR THE HAVANA REGION. THE ISLAND OF CUBA AS A WHOLE IS REALLY ONE LARGE REGION WHERE CLIMATE, TOPOGRAPHY, AGRICULTURE AND POPULATION CHARACTERISTICS PRESENT MORE SIMILARITIES THAN DIFFERENCES.

THE PREDOMINANT CHARACTERISTICS AND DEVELOPMENT OF THE HAVANA REGION SHOULD BE DETERMINED IN RELATION TO THOSE OF OTHER REGIONS ACCORDING TO A PRINCIPLE OF BALANCE SO THAT THE PLAN CAN PROVE MORE BENEFICIAL TO THE NATIONAL WELFARE AND ECONOMY OF THE COUNTRY AS A WHOLE.

THE GROWTH OF THE CITY IN THE LAST DECADES IS GREATER PROPORTIONATELY THAN THE DEVELOPMENT OF OTHER CITIES AND REGIONS. ALTHOUGH IT MAY SEEM DESIRABLE NOT TO LIMIT THE GROWTH OF THE CITY IN ANY WAY, THE CONVENIENCE OF SUCH A GREAT CONCENTRATION

OF BUSINESS AND INDUSTRY IN ONE SPOT CALLS FOR A CAREFUL ANALYSIS.

DISTRIBUTION OF URBAN CENTERS - INDUSTRY AND TOURIST CENTERS

IN THE COUNTRY AS A WHOLE THE DISTRIBUTION OF THE MAIN URBAN CENTERS, THEIR RELATIONSHIPS, POPULATION GROWTH, PRODUCTIVITY, TYPES OF INDUSTRIES, ETC., SHOULD BE CONSIDERED AS THEY AFFECT THE HAVANA REGION. THE SITES AND CITIES ATTRACTING TOURISTS SHOULD ALSO BE STUDIED AS THEY RELATE TO HAVANA, THE MAIN TOURIST ATTRACTION IN THE COUNTRY. CONSEQUENTLY, IT IS IMPORTANT THAT THE CAPITAL CITY IS PROPERLY LINKED TO OTHER TOURIST ATTRACTIONS SUCH AS VARADERO, TRINIDAD, THE ISLE OF PINES, THE VINALES VALLEY, ETC.

THE ROAD NETWORK, DEVELOPED DURING THE LAST YEARS, SHOULD BE IMPROVED AND COMPLETED AS THE REGIONAL AND URBAN STUDIES WILL DETERMINE. IT IS NOT POSSIBLE TO DETERMINE THE PROPOSED ROAD NETWORK OF THE HAVANA REGION WITHOUT A KNOWLEDGE OF THE GENERAL ROAD SYSTEM LINKING ALL THE DIFFERENT REGIONS IN THE COUNTRY.

IT IS ALSO NECESSARY TO MAKE A CAREFUL STUDY OF THE COMMUNITIES AROUND THE REGION OF HAVANA, AS THEIR DEVELOPMENT WILL INFLUENCE THE TOWNS WITHIN THE REGION AND THE MOVEMENTS OF COMMUTING POPULATIONS WHICH IN TURN AFFECT THE ROAD DESIGN.

THIS MEANS, THAT BEFORE PROCEEDING WITH A CAREFUL STUDY OF THE HAVANA REGION, ALL NATIONAL FACTORS THAT HAVE A BEARING ON THAT REGION SHOULD BE CAREFULLY STUDIED.

THE HAVANA REGION - ROAD SYSTEM (PAGE 10)

WE MAY CONSIDER ITS LIMITS EXTENDING FROM THE TOWNS OF ARTEMISA AND MARIEL ON THE WEST SIDE TO THAT OF SEIBA MOCHA ON THE EAST. THE NORTHERN AND SOUTHERN LIMITS ARE PRECISELY DETERMINED BY THE COASTLINES OF THE STRAIGHTS OF FLORIDA AND THE CARIBBEAN SEA. THESE ARE THE APPROXIMATE LIMITS OF THE PROVINCE OF HAVANA AND SEEM TO BE LARGE ENOUGH FOR A REGIONAL STUDY THAT COPE WITH ANY FORESEEABLE GROWTH OF THE METROPOLITAN AND COMMUTING AREAS IN THE NEXT FIFTY YEARS.

IT IS OF COURSE DIFFICULT TO FORESEE THIS GROWTH, NOT ONLY IN THE CASE OF HAVANA BUT IN THAT OF ANY CITY OF THIS SIZE AND IMPORTANCE, IN THE CONDITIONS OF OUR CHANGING TIMES. SUCH GROWTH WILL GREATLY DEPEND ON THE IMPENDING CHANGES, POLITICAL, SOCIAL AND ECONOMIC, THOSE IN THE MEANS OF TRANSPORTATION AND COMMUNICATIONS AND, ALSO IN THE FLUCTUATION OF THE INTERNATIONAL MARKETS.

HOW MUCH WILL THE WAY OF LIFE OF THE PEOPLE IN HAVANA CHANGE? WILL THEY ACCEPT THE HARDSHIPS OF LONG-DISTANCE COMMUTING LIKE THEIR U.S. NEIGHBORS, OR WILL THEY PREFER TO LIVE CLOSER TO THEIR PLACES OF WORK NEAR THE CENTER OF THE CITY AND TRAVEL TO RESORTS ALONG THE COAST ON WEEKENDS? IT IS DIFFICULT, IF NOT IMPOSSIBLE, TO FORESEE THE IMPACT OF SOCIAL, ECONOMIC AND TECHNICAL CHANGES ON THE CUSTOMS AND WAY OF LIFE OF THE PEOPLE OF CUBA. THE BEST WAY TO COPE WITH THESE CHANGES IS TO PROVIDE FOR AS MUCH FLEXIBILITY AS POSSIBLE IN THE PLAN, SO THAT IT CAN BE ADJUSTED AS THE CHANGES CALL FOR SUCH ADJUSTMENTS.

THE PLAN FOR THE REGION OF HAVANA SHOULD OF COURSE DETERMINE A GENERAL STRUCTURE FOR THAT REGION. THIS STRUCTURE WILL IN TURN BE DETERMINED BY CERTAIN GEOGRAPHIC OR NATURAL FACTORS

THAT ARE CONSTANT OR UNCHANGEABLE, SUCH AS THE TOPOGRAPHY, MOUNTAINS, WATER SHEDS AND RIVERS, THE SHAPE AND STRUCTURE OF THE COASTLINES, BAYS AND HARBORS, ETC. WE MAY ALSO CONSIDER AS UNCHANGEABLE THE POSITION OF THE MAIN LINES OF COMMUNICATIONS AND THE MOST IMPORTANT CENTERS OF POPULATION AND PRODUCTION. YET OTHER ELEMENTS IN THE VICINITY OF LARGE CITIES, SEEM TO BE IN OUR DAYS, SUBJECT TO CONSTANT CHANGES SUCH AS ARE FREQUENT EVEN WITH THE BEST AGRICULTURAL LAND TOO OFTEN ABANDONED IN VIEW OF MORE PROFITABLE USE BY DEVELOPERS. A REGIONAL PLAN SHOULD HELP SAFEGUARD THE VALUABLE ELEMENTS PROVIDED BY NATURE IN TERMS OF FACILITIES OR NATURAL BEAUTY AND ALSO THOSE THAT MAN HAS ESTABLISHED THROUGH TIME AND PATIENT WORK. THE HAVANA REGION IS A RICH AGRICULTURAL REGION OF GREAT NATURAL BEAUTY; IT WOULD BE UNPARDONABLE FOR THE PLAN NOT TO PROVIDE THE NECESSARY SAFEGUARDS FOR SUCH WEALTH THAT BELONGS TO THE PEOPLE AS A WHOLE.

THE ROAD SYSTEM WILL OF COURSE HAVE GREAT BEARING ON THE DEVELOPMENT OF THE REGION AND METROPOLITAN AREA, AND GREAT CARE SHOULD BE GIVEN TO THE ANALYSIS OF THE EXISTING FACILITIES, THEIR IMPROVEMENT AND LINKS WITH THE PROPOSED NEW ROADS AND RAILROADS.

TWO DIAGRAMS OF THE HAVANA REGION ARE SHOWN ON PAGES 11 AND 13. THE FIRST ONE SHOWS THE PROPOSED MAIN ROAD SYSTEM (THE EXISTING SYSTEM IS SHOWN ON PAGE 13.) WHICH IS DETERMINED BY THE ELONGATED SHAPE OF THE ISLAND AS A WHOLE. THIS SHAPE EMPHASIZES THE IMPORTANCE OF THE EAST-WEST ROADS AS AGAINST THE NORTH-SOUTH ONES. THIS EAST-WEST SYSTEM HAS ITS BACKBONE IN THE CARRETERA CENTRAL (OR CENTRAL HIGHWAY). IN ADDITION WE SHOULD ALSO CONSIDER ANOTHER EAST-WEST HIGHWAY ALONG THE NORTHERN COAST LINKING ALL COMMUNITIES AND RESORTS ON THAT COAST OF

WHICH THE VIA BLANCA (OF RECENT CONSTRUCTION) IS ONE SECTION. THERE SHOULD ALSO BE A NORTH-SOUTH HIGHWAY LINKING THE CENTRAL CITY WITH THE SOUTH COAST (BATABANÓ) AND THE FERRY OR FUTURE BRIDGE TO THE ISLE OF PINES.

ACTUALLY THE CENTRAL HIGHWAY PASSES THROUGH THE HEART OF THE CITY BRINGING IN CONGESTION AND NOISES THAT COULD BE REDUCED, IF NOT AVOIDED, BY A BY-PASS LINKING THE EASTERLY AND WESTERLY SECTIONS OF THAT HIGHWAY FROM THE VICINITY OF THE TOWNS OF CUATRO CAMINOS TO THAT OF CAIMITO DEL GUAYABAL. THIS AND OTHER ROADS SHOWN IN THIS DIAGRAMATIC STUDY ARE MERE SUGGESTIONS; THEIR PRECISE LOCATION HAS TO BE DETERMINED AFTER CAREFUL STUDY OF LOCAL CONDITIONS. NONETHELESS THE NEED FOR A BYPASS IN THE APPROXIMATE LOCATION IS EVIDENT. THE NEW BYPASS WOULD HAVE TO COMPLY WITH SIMILAR STANDARDS TO THOSE ACCEPTED FOR THE CENTRAL HIGHWAY ONCE ENLARGED AND IMPROVED IN DESIGN. AS IT IS TODAY THIS BACKBONE OF COMMUNICATIONS IS NARROW AND OUTMODED. THE LOCATION OF OTHER ROADS ON THIS DIAGRAMATIC PLAN HAS BEEN DETERMINED BY THE MAIN CENTERS OF POPULATION AND THE CONVENIENCE OF BYPASSING THE MORE DEVELOPED AND CONGESTED SECTORS. SOME FOLLOW PARALLEL DIRECTIONS TO EXISTING ROADS, BUT IN CONTRAST TO THESE, NEW ROADS SHOULD BE DESIGNED FOR LIMITED ACCESS, AS IT WOULD BE COSTLY AND DIFFICULT TO TRANSFORM THE EXISTING CONGESTED HIGHWAYS INTO THE TYPE OF ROAD DESIRABLE FOR RAPID TRAFFIC. NEARLY ALL OF THE EXISTING ROADSIDES HAVE BEEN TRANSFORMED BY MORE OR LESS UNPLANNED DEVELOPMENTS. THE RESULT IS OVERBUILDING, MULTIPLE ACCESSES AND FREQUENT STREET INTERSECTIONS. IN PLACES WHERE THE NEW ROADS PASS THROUGH DENSELY POPULATED AREAS SERVICE ROADS SHOULD BE PROVIDED, ALLOWING ONLY INFREQUENT CONNECTIONS WITH THE RAPID TRANSIT LANES.

THE MORE IMPORTANT AND BEST PLACED EXISTING ROADS IN THE

URBAN AREAS HAVE BEEN KEPT AND SHOULD BE IMPROVED; THESE, THE BAY OF HAVANA AND THE SHAPE OF THE COASTLINE HAVE GREATLY DETERMINED THE PROPOSED ROAD SYSTEM.

HAVANA REGION - PROPOSED LAND USES (PAGE 13)

THIS DIAGRAMATIC PLAN SHOWS THE RELATIONSHIPS IN POSITION AND SIZE OF THE SMALLER NUCLEI OF POPULATION IN THE REGION AND THE CENTRAL CITY WITH THE PROPOSED ROAD SYSTEM. THE METROPOLITAN AREA IS DEFINED IN ITS LIMITS BY THE LINKING AND CONSOLIDATION OF THE EXISTING SCATTERED SUBURBS UP TO A PROPOSED SATURATION POINT. OTHER FACTORS DETERMINING THIS AREA ARE THE ACCEPTANCE OF A LIMIT OF A POPULATION OF 3,000,000 PROPOSED FOR A FORESEEABLE FUTURE; AS FAR AS WE CAN PLAN FOR TODAY.

WE PROPOSE THAT SUCH AN AREA OF CONTINUOUS DEVELOPMENT SHOULD BE PROVIDED FOR BY THE MUNICIPAL GOVERNMENTS OR METROPOLITAN AUTHORITY WITH ALL THE NECESSARY COMMUNITY SERVICES AND UTILITIES.

GIVEN THE HIGH COST OF PROVIDING AND MAINTAINING SUCH COMPLETE SERVICES IT IS COMMON SENSE THAT TIGHT CONTINUOUS AND CAREFULLY PLANNED DEVELOPMENTS ARE NECESSARY TO MAKE THEM ECONOMICALLY SOUND.

THE UNCONTROLLED AND UNPLANNED URBAN SPRAWL THAT HAS PREVAILED IN THE LAST YEARS HAS ONLY BENEFITED A FEW TO THE DETRIMENT OF THE MANY AND OF THE COMMUNITY AS A WHOLE. THE DISPERSION OF SERVICES, THE OVEREXTENSION OF UTILITIES, THE LACK OF COORDINATION IN STREET SYSTEMS, ETC., BRINGS CONGESTION, DIFFICULT PUBLIC TRANSPORTATION, COSTLY MAINTENANCE AND CONSTANT CHANGES.

THE CITY, THE NATION AND THE TAXPAYER HAVE TO SUFFER FOR THIS COSTLY EXTRAVAGANCE BY MAKING NEW ROADS, EXTENDING UTILITIES, PROVIDING BUSLINES, ETC., TO TAKE CARE OF THE WORK THAT THE DEVELOPER LEFT UNFINISHED AFTER MAKING HIS PROFITS AND MOVING OUT FURTHER IN SEARCH OF NEW LAND.

BEYOND THE LIMITS OF THE METROPOLITAN AREA, OR AREA OF CONTINUOUS DEVELOPMENT, A DIFFERENT AND LOOSER PATTERN IS PROPOSED. THE NEW TOWNS OR CLUSTERS OF POPULATION OF VARYING BUT PREDETERMINED SIZES COULD DEVELOP IF THEY WOULD COMPLY WITH NEW LEGISLATION GOVERNING AND CONTROLLING SUCH DEVELOPMENTS. SUCH LAWS WOULD PROVIDE THAT THE NEW TOWNS HAVE ALL THE NECESSARY COMMUNITY FACILITIES, FINANCED AND MAINTAINED BY THE LOCAL POPULATIONS INSTEAD OF BECOMING A CHARGE TO THE CENTRAL CITY. THE EXISTING COMMUNITIES IN THE REGION SHOULD ALSO EXPAND WITHIN LIMITS AND BE IMPROVED ACCORDING TO PLAN; ROADS BY-PASSING THESE TOWNS WOULD REDUCE EXISTING CONGESTION. THEY COULD BE WELL LINKED WITH THE NEW HIGHWAY SYSTEM THAT WOULD BRING THEM CLOSER TO THE MAIN CITY. A GOOD DISTRIBUTION OF SUCH URBAN SECTORS OR CLUSTERS AROUND THE MAIN METROPOLITAN AREA WOULD RESULT IN WHAT HAS COME TO BE KNOWN AS AN URBAN CONSTELLATION PATTERN WHICH CAN BE ORDERLY AND BALANCED, IN CONTRAST TO THE PREVAILING DISORDER OF THE URBAN SPRAWL AS WE KNOW IT TODAY. IF WE CONSIDER SUCH A SYSTEM OF ORDERLY GROWTH, THERE IS NO APPARENT NEED TO ESTABLISH RIGID LIMITS TO THE POPULATION OF NEW COMMUNITIES THAT SHOULD DEVELOP IN THE REGION. THE SYSTEM CAN FUNCTION WELL EVEN IF THE NUMBER OF SUCH COMMUNITIES INCREASES.

THE BEST AGRICULTURAL LAND CAN BE KEPT IN A DISCONTINUOUS PATTERN SUCH AS THAT OF THE URBAN CONSTELLATION. IMPROVED ROAD SYSTEMS CUT DISTANCES WITHOUT REQUIRING THE URBAN DEVELOPMENT

OF VALUABLE AGRICULTURAL LAND OR THAT KEPT FOR PARKS AND NATURAL RESERVES.

THE HAVANA METROPOLITAN AREA - PROPOSED ROAD SYSTEM (PAGE 15)

THIS DIAGRAM SHOWS THE PROPOSED ROAD SYSTEM FOR THE METROPOLITAN AREA. THIS ROAD SYSTEM MAKES USE OF SOME OF THE EXISTING ROADS AND STREETS (NEWLY IMPROVED) BUT AS A WHOLE IT IS PREDICATED ON THE USE OF THE LESS DEVELOPED AREAS BETWEEN MAIN STREETS. THESE MAIN STREETS, TODAY CONGESTED AND DENSELY BUILT UP ALONG BOTH SIDES, WOULD BE TOO COSTLY TO TRANSFORM INTO RAPID TRANSIT WAYS. THEY FOLLOW THE WINDING LINES OF THE OLD ROADS OPENED BETWEEN THE PROPERTY LINES OF THE SUGAR PLANTATIONS AND LARGE FARMS; THEY WERE NEVER MEANT FOR THE TRANSPORTATION MEANS OF TODAY OR THOSE OF TOMORROW.

IT SEEMS WISER TO BUILD AN ENTIRELY NEW ROAD SYSTEM THAN TO TRY TO WIDEN AND IMPROVE THE EXISTING ONE, ESPECIALLY GIVEN THE CONDITIONS OF SUBURBAN DEVELOPMENTS AROUND THE CITY WHERE LARGE AREAS BETWEEN ROADS ARE SPARSELY POPULATED.

THE PROPOSED SYSTEM SUGGESTS A RAPID TRANSIT NETWORK THAT IS INDEPENDENT OF THE EXISTING MAIN STREETS, SO THAT THEY CAN STAY MORE OR LESS AS THEY ARE TO PROVIDE FOR SLOW COMMERCIAL TRAFFIC.

THE PROPOSED ROAD SYSTEM IS A CLASSIFIED ONE, SEPARATING THE RAPID-THROUGH TRAFFIC FROM THE SLOW-LOCAL TRAFFIC. THE RAPID LANE ACCESSES ARE FEW AND FAR APART. THIS PERMITS A MORE DIRECT ACCESS TO CENTRAL SECTORS WHERE THE HIGHER DENSITIES ARE CONCENTRATED.

THE DIFFERENT ROADS IN THIS PROPOSED SYSTEM ARE MARKED IN THE FOLLOWING WAY*; VI FOR THE EXPRESSWAYS LINKING THE CITY TO THE REGION AND THE COUNTRY AS A WHOLE, - THESE ARE, THE PROLONGATION OF THE HIGHWAY ALONG THE NORTHERN COAST THAT IS DEVIATED SO AS TO BYPASS THE MOST DENSELY BUILT CENTRAL SECTORS AND THOSE INDUSTRIAL AREAS NEAR THE HARBOR. THIS ROAD IS MARKED VI-C, AND IT PROVIDES FOR RAPID TRAFFIC MOVEMENT IN AN EAST-WEST DIRECTION, PROVIDING CONNECTIONS WITH THE NORTH COAST ROAD AND THE LINK TO THE WESTERN SIDE OF THE CENTRAL HIGHWAY VI-C WITH VI-S THAT CONNECTS THE CITY WITH THE SOUTHERN COAST OF THE ISLAND.

THE V2 EXPRESSWAYS ARE SIMILAR IN SECTION TO THE VI TYPES. THEY LINK THESE WITH THE MORE DENSELY POPULATED CENTRAL CORES OF THE CITY, SUCH AS THE PASEO DE CARLOS III, OLD HAVANA AND THE HARBOR AREAS.

A NEW V2 WILL BE THE MAIN ARTERY OF THE NEW DEVELOPMENTS OF EAST HAVANA. THIS ROAD DIAGRAM TAKES ACCOUNT OF THE COASTLINE, THE HARBOR, THE BAY AND THE RIVERS ALMENDARES, QUIBÚ, JAIMANITAS AND COJIMAR, BECAUSE THEY ARE ALL IMPORTANT ELEMENTS IN DETERMINING THE LOCATION OF THOSE EXPRESSWAYS. THE EXPRESSWAYS WILL ESTABLISH A CONTINUOUS DEVELOPMENT PATTERN. THE AREAS LEFT UNDEVELOPED ARE MAINLY THOSE THAT ARE HILLY OR SWAMPY AND SUBJECT TO FLOODS, CONSEQUENTLY BADLY LINKED BY ROADS AND CUT OFF FROM THE CENTER.

THE AREAS BETWEEN THE MAIN EXPRESSWAYS WILL BE DIVIDED INTO SECTORS BY THE V3 ROADS LINKING VI'S AND V2'S. THEY ARE ALSO DESIGNED FOR RAPID TRAFFIC BUT THEIR CROSS-SECTIONS ARE SMALLER AND INTERSECTIONS MORE FREQUENT.

*AS PROPOSED BY LE CORBUSIER IN HIS STUDY FOR THE PILOT PLAN OF THE CITY OF BOGOTÁ.

THE SUBDIVISION OF THE METROPOLITAN AREA OF THE CITY INTO SECTORS OF DIFFERENT TYPES (RESIDENTIAL, COMMERCIAL, BUSINESS, INDUSTRIAL, ETC.) ALLOWS FOR GREATER FREEDOM OF DEVELOPMENT WITHIN EACH SECTOR, AS THEY ARE TO A CERTAIN EXTENT SELF-SUFFICIENT.

ALL ROADS WITHIN THE SECTOR LIMITS ARE FOR SLOW-MOVING TRAFFIC; THEY ARE NOT SHOWN IN THIS GENERAL ROAD DIAGRAM. THEY CAN BE SEEN IN THE MORE DETAILED PLANS OF THE CENTRAL AREA, THAT OF OLD HAVANA AND THOSE OF SOME TYPICAL SECTORS. (SEE PAGES 31, 41, 47.)

HAVANA METROPOLITAN AREA - PROPOSED ROAD SYSTEM IN RELATION TO DEVELOPED AREAS (PAGE 17)

THIS PLAN SHOWS THAT THERE IS A GREAT AMOUNT OF LAND FOR DEVELOPMENT WITHIN THE PROPOSED METROPOLITAN LIMITS. IF WE ADD TO THIS FACT, THAT THE LAND NOW DEVELOPED COULD BE PUT TO MORE INTENSE USE BY GOOD PLANNING, WE CAN REACH THE PROPOSED POPULATION FIGURE OF 3,000,000 INHABITANTS WITHOUT HAVING TO PROVIDE FOR HIGH DENSITIES IN THE CENTRAL SECTORS AND KEEP LOW DENSITIES IN PERIPHERAL AREAS. IF WE CONSIDER THE HIGH COST OF UTILITIES AND PUBLIC SERVICES IT DOES NOT SEEM ADVISABLE TO EXTEND THE LIMITS OF THE METROPOLITAN AREA ANY FURTHER THAN WE HERE PROPOSE.

IF THE CITY REQUIRES PROVISION FOR FURTHER GROWTH, IT CAN ATTAIN THIS BY DISCONTINUOUS DEVELOPMENT PREVIOUSLY REFERRED TO AS AN URBAN CONSTELLATION, AS SHOWN IN THE PROPOSED REGIONAL LAND USE DIAGRAM. (SEE PAGE 13.)

THE DIAGRAM OF THE PROPOSED ROAD SYSTEM SHOWS THE MAIN EXISTING COMMERCIAL STREETS THAT WOULD KEEP THEIR ACTUAL

CHARACTER REMAINING MORE OR LESS INDEPENDENT OF THE PROPOSED EXPRESSWAYS.

HAVANA METROPOLITAN AREA - PROPOSED ROAD SYSTEM IN RELATION TO EXISTING LAND USES (PAGE 19)

THIS DIAGRAM SHOWS THE RELATIONSHIP OF THE PROPOSED ROAD SYSTEM AND THE MAIN EXISTING USES OF THE LAND WITHIN THE CITY. THE SCATTERING OF INDUSTRIES SUGGESTS THE NEED FOR BETTER GROUPINGS OF THESE IN SPECIAL INDUSTRIAL SECTORS. THESE COULD BENEFIT BY BEING NEAR THE HARBOR AND ITS ROAD AND RAIL FACILITIES. TODAY INDUSTRIES IN HAVANA HAVE DEVELOPED LIKE THOSE IN ALL CITIES, IN DISORDER ALONG CONGESTED ROADS. THE RELOCATION OF INDUSTRIES IS A MUST IN THE REORGANIZATION OF THE CITY. THIS RELOCATION PROCESS CAN TAKE A CONSIDERABLE AMOUNT OF TIME. THE MORE OUTMODED INDUSTRIES NEEDING NEW MACHINERY AND LARGER AND BETTER BUILDINGS, ROAD AND RAILROAD ACCESSES AND MORE PARKING FACILITIES SHOULD BE THE FIRST TO MOVE TO THE INDUSTRIAL SECTORS.

THE NEW ROAD SYSTEM WILL ENCOURAGE A MORE CLASSIFIED PATTERN OF LAND USES. IN CUTTING OFF LARGE AREAS THE EXPRESSWAYS WILL HELP IN THIS CLASSIFICATION OF DENSITIES AND LAND USES.

HAVANA METROPOLITAN AREA - PROPOSED LAND USES (PAGE 21)

THIS DIAGRAM SHOWS THE PROPOSED LAND USES WITHIN THE SECTOR SUBDIVISIONS DETERMINED BY THE NEW EXPRESSWAY SYSTEM. LIKE ANY ORDINARY CITY THE LAND USE FOR RESIDENTIAL PURPOSES COVERS BY FAR THE LARGEST AREA. THESE RESIDENTIAL SECTORS WILL VARY IN

DENSITY OF POPULATION. THE DIFFERENT DENSITIES ARE SHOWN ON PAGE 25.

INDUSTRIAL AREAS ARE ALSO SHOWN IN THIS LAND USE PLAN; IT WILL BE NOTICED THAT MAIN SECTORS ALLOCATED TO INDUSTRY ARE THOSE NEAR THE BAY AND HARBOR WHICH ARE AN EXTENSION OF THE EXISTING ONES. LARGE INDUSTRIES IN OTHER SECTORS HAVE NOT BEEN RELOCATED BECAUSE OF THE HIGH COST. THE ESTABLISHMENT OF GREEN BELTS AROUND THE INDUSTRIES IS PROPOSED TO SCREEN THE NEIGHBORING RESIDENTIAL AREAS FROM FUMES AND NOISES. THE FACTORIES NOW SCATTERED ALONG THE CENTRAL HIGHWAYS SHOULD BE ENCOURAGED TO CONCENTRATE IN INDUSTRIAL SECTORS PROVIDED FOR EACH COMMUNITY, EXISTING OR NEWLY PLANNED. IN THE NEW TOWNS LIGHT INDUSTRIES COULD WELL DEVELOP THAT WILL BE PROPERLY LINKED WITH THE PROPOSED NEW ROAD AND RAILWAY SYSTEMS. OTHER AREAS FOR LIGHT INDUSTRIES ARE PROVIDED ALONG THE AVENIDA DE RANCHO BOYEROS (PLANNED FOR SUCH PURPOSE) AND NEAR THE HARBOR.

THE OLD RAILROAD LINES, MANY OF THEM OUTMODED AND PRACTICALLY UNUSABLE, WILL BE REPLACED BY A NEW SIMPLIFIED SYSTEM RUNNING OUTSIDE THE LIMITS OF THE METROPOLITAN AREA. THIS REDUCES THE NUMBER OF COSTLY BRIDGES TO A MINIMUM. SMALL LOCAL RAILROAD STATIONS CAN BE CONSTRUCTED ALONG THE PERIMETER OF THE METROPOLITAN AREA. THE FREIGHT TERMINAL IS LOCATED NEAR THE INDUSTRIAL AREA OF THE HARBOR SECTORS.

THE EXISTING TERMINAL SHOULD BE REMOVED. ITS LOCATION, UNDERSTANDABLE FOR THE CITY IN THE 19th CENTURY, MAKES NO SENSE TODAY. IT ADDS TO THE CONGESTION OF THE COMMERCIAL AREAS NEAR THE OLD CITY. SUCH RAILROAD TERMINALS ARE BEING REMOVED FROM THE CENTER EVEN IN CITIES WHERE THE RAILROADS HAVE A MUCH GREATER IMPORTANCE THAN THEY WILL EVER HAVE IN HAVANA. THE GREAT CENTRAL STATIONS ARE BEING REPLACED BY THE GREAT NEW

AIRPORTS IN MANY CITIES, AND THE LOCAL PASSENGER TRAFFIC, HANDLED BY THE SMALLER STATIONS, IS OFTEN TAKEN OVER BY THE BUS TERMINALS.

THE USE OF THE RAILROADS IN THE HAVANA AREA, AND IN CUBA IN GENERAL, HAS TO BE RESTUDIED. IT IS DEPENDENT ON THE INDUSTRIAL AND AGRICULTURAL DEVELOPMENT OF THE WHOLE COUNTRY. THE IMPORTANCE OF THE RAILROADS FOR PASSENGER USE IS NOW VERY LIMITED AND WILL CONTINUE TO DECLINE AS RAILROADS CANNOT COMPETE WITH THE FACILITIES OFFERED BY BUSES AND PLANES.

THE LAND USE PLAN ALSO SHOWS THE SELECTED AREAS FOR THE MAIN CIVIC CENTERS, COMMERCIAL STREETS (MAINSTREETS) AND SECTOR CORES. STRATEGIC SITES, DIRECTLY LINKED WITH THE MAIN EXPRESSWAYS ARE SUGGESTED FOR THE DEVELOPMENT OF MODERN SHOPPING CENTERS. THIS PLAN ALSO OUTLINES THE NEW PARK SYSTEM THAT IS SHOWN IN GREATER DETAIL ON PAGE 23. RECREATION AND BATHING FACILITIES (PUBLIC BEACHES) ARE INDICATED ALONG THE WATERFRONT. THE INHABITANTS OF NEARBY RESIDENTIAL SECTORS SHOULD HAVE A FREE AND EASY ACCESS TO THESE FACILITIES. TODAY THE MAJORITY OF THE POPULATION OF HAVANA IS DEPRIVED OF AN ACCESS TO THE SEA BECAUSE THE BEACHES ARE IN THE HANDS OF PRIVATE SPECULATORS AND CONTROLLED BY EXPENSIVE EXCLUSIVE CLUBS.

HAVANA METROPOLITAN AREA - PUBLIC PARKS AND SECTOR CORES (PAGES 22, 23)

THESE DIAGRAMS SHOW THE PROPOSED PARK SYSTEM AND ITS RELATION TO THE CORES OF THE DIFFERENT SECTORS. THE EXISTING PARKS AND OPEN AREAS ARE TAKEN AS THE BASIS FOR THIS PROPOSED SYSTEM. NEW PARKS ARE DEVELOPED ALONG THE MARGINS OF RIVERS AND STREAMS, LOW AREAS ARE DRAINED AND PLANTED. MAXIMUM USE WILL

BE MADE OF THE NATURAL CONDITIONS OF THE LAND AND THE TROPICAL RAINS, WHICH TODAY ONLY INCREASE EROSIONS AND PRODUCE FLOODS. LINEAL SHAPED PARKS ARE PROVIDED IN EVERY SECTOR; THEY WILL MAKE GOOD PATHS FOR PEDESTRIANS, FREE FROM TRAFFIC HAZARDS AND PROTECTED FROM THE HOT TROPICAL SUN. THE LINEAL SHAPE GIVES EASIER ACCESS AND ENCOURAGED WALKING FROM SECTOR TO SECTOR AS THE DESIGN LINKS THE DIFFERENT PARKS MAKING A CONTINUOUS GREEN NETWORK OF THE WHOLE.

A SPECIAL STUDY CARRIED OUT BY LANDSCAPE ARCHITECTS, WITH A GOOD KNOWLEDGE OF THE TROPICAL GARDENS, COULD RESULT IN A UNIQUE PARK SYSTEM. THE GREAT BEAUTY OF THE FLORA OF THE ISLAND IS OUTSTANDING AND, IF INTELLIGENTLY HANDLED, COULD PROVIDE ANOTHER TOURIST ATTRACTION IN THE CITY.

THE SECTOR CORES, PROVIDING FOR CIVIC, COMMERCIAL AND RECREATIONAL ACTIVITIES SHOULD BE LINKED TO THE PARK SYSTEM, TO GIVE THEM EASIER PEDESTRIAN ACCESS. THE SELECTED SITES FOR THESE CORES ARE IMMEDIATE TO THE POINTS WHERE THE LINEAL PARKS CROSS THE COMMERCIAL STREETS OR MAIN STREETS (V4). THE SECTOR CORES ARE MEETING PLACES FOR THE POPULATION AND WILL BE THE MOST LIVELY PARTS OF SUCH SECTORS. THE PEOPLE OF HANAVA LIKE TO MEET AND GET TOGETHER AND THE CLIMATE FAVORS SUCH OPEN-AIR GATHERINGS. THE SECTOR CORES COULD COMPETE IN DECORATION IN THE CELEBRATIONS THAT TAKE PLACE FOR THE LOCAL FIESTAS. THE PEOPLE WOULD FIND THEM AN APPROPRIATE SETTING FOR SUCH CELEBRATIONS.

BESIDES, THE ESTABLISHMENT OF SUCH LOCAL CENTERS WOULD ATTRACT COMMERCE AND BUSINESS AND HELP DEVELOP A RECENTRALIZED SYSTEM CONTRARY TO THE MEANINGLESS DISPERSION THAT WE SEE EVERYWHERE TODAY. RECENTRALIZATION RESULTING IN CLUSTERS OF SMALL COMMUNITIES LIKE THE OLD VILLAGES OF CUBA, WITH THEIR

PUBLIC SQUARES AS CENTERS, OFFERS A MORE HUMAN PATTERN OF DEVELOPMENT THAN THE MEANINGLESS SPRAWLING SUBURBS OF LATER DAYS.

HAVANA METROPOLITAN AREA - PROPOSED DENSITIES OF POPULATION (PAGE 25)

HIGHER DENSITIES WOULD DEVELOP IN THE CENTRAL SECTORS, SUCH AS OLD HAVANA, PART OF BEDADO AND THE AREA LIMITED BY THE INDUSTRIAL SECTORS OF THE HARBOR, THE CENTRAL PERIPHERAL EXPRESSWAY (V1-C) AND THE AVENIDA DE RANCHO BOYEROS EXTENDED TO THE SOUTH. THE POPULATION DENSITIES FOR THIS CENTRAL AREA WOULD AVERAGE 295 INHABITANTS TO THE HECTARE (2.471 HECTARES EQUAL 1 ACRE).

MEDIUM DENSITIES CAN DEVELOP AROUND THIS CENTRAL AREA; THEY WOULD CORRESPOND TO PARTS OF VEDADO, MIRAMAR AND THE NEW SECTORS SOUTH OF THE COUNTRY CLUB; ALSO THOSE SOUTH OF THE CENTRAL PERIPHERAL EXPRESSWAY AND TO THE SOUTHWEST OF THE INDUSTRIAL AREAS OF THE HARBOR, INCLUDING REGLA AND GUANABACOA EXTENDING TO THE SOUTH OF THE VIA BLANCA. THESE SECTORS WOULD HAVE A MEDIUM DENSITY OF 160 INHABITANTS TO THE HECTARE.

THE LOWER DENSITIES SECTORS ARE THOSE WEST OF THE ROAD LINKING THE NORTHERN COAST EXPRESSWAY AND THE CENTRAL PERIPHERAL ONE, SECTORS AROUND THE COUNTRY CLUB; SIMILAR DENSITIES ARE PLANNED FOR THE CENTRAL SOUTH SECTORS (2 SECTORS TO THE SOUTH OF THE CENTRAL PERIPHERAL EXPRESSWAY) UP TO THE ALMENDARES RIVER. EAST HAVANA AND THE OLIMPO DEVELOPMENT WOULD ALSO BE LOW DENSITY AREAS.

THESE LOW DENSITY SECTORS WOULD AVERAGE 44 TO THE HECTARE. THE COMMUNITIES DEVELOPED ALONG THE MAIN HIGHWAY SYSTEM WOULD

BE OF MEDIUM OR LOW DENSITY.

THESE PROPOSED DENSITIES WOULD HELP ESTABLISH A MORE BALANCED DISTRIBUTION OF POPULATION THAN THAT EXISTING TODAY. CONGESTION WOULD BE REDUCED BY DECREASING EXISTING DENSITIES IN CERTAIN AREAS (SUCH AS PARTS OF OLD HAVANA) WHILE DENSITIES WOULD INCREASE IN NOW SPARSELY POPULATED SECTORS.

THE ABOVE DENSITIES TAKE INTO CONSIDERATION THE DAYTIME CONCENTRATION OF POPULATION IN BUSINESS AND COMMERCIAL SECTORS NEAR THE CENTER. THESE DENSITIES SHOULD BE CAREFULLY STUDIED ESPECIALLY IN VIEW OF THE TRAFFIC CONDITIONS IN PEAK HOURS IN SUCH AREAS. DENSITY CONTROLS ARE AS NECESSARY THERE AS IN THE RESIDENTIAL SECTORS.

HAVANA METROPOLITAN AREA - DIVISION INTO DIFFERENT ZONES AND NOMENCLATURES OF SECTORS (PAGE 27)

THE METROPOLITAN HAVANA CAN BE DIVIDED INTO FOUR MAIN ZONES FOR PURPOSES OF BETTER CLASSIFICATION. THE CENTRAL ZONE WOULD CORRESPOND TO THE HIGH DENSITY AREAS. THE WESTERN ZONE EXTENDS FROM THE ALMENDARES RIVER AND THE EXPRESSWAY TO THE SOUTH COAST TO THE PERIMETER OF THE METROPOLITAN AREA ALONG THE JAIMANITAS RIVER. THE SOUTHERN ZONE STARTS SOUTH OF THE CENTRAL PERIPHERAL EXPRESSWAY, LIMITED ON THE WEST BY THE EXPRESSWAY TO THE SOUTH COAST, ON THE EAST BY THE RAILROAD LINES LEADING TO THE HARBOR SECTOR, AND IS EXTENDED TO THE SOUTHERN PERIMETER OF THE METROPOLITAN AREA. THE EASTERN ZONE INCLUDES WITHIN ITS LIMITS THE NEW DEVELOPMENTS OF EAST HAVANA AND OLIMPO, AND THOSE ALONG THE VIA BLANCA, AS WELL AS THE TOWNS OF REGLA AND GUANABACOA.

TO DISTINGUISH THE DIFFERENT SECTORS A LETTER DESIGNATING

THE ZONE IS ACCOMPANIED BY A NUMBER. LOWER NUMBERS CORRESPOND TO THE SECTOR NEARER THE COASTLINE. THIS CLASSIFICATION WILL HELP IN THE MASTER PLAN STUDY AND IN LOCALIZING ANY POINT IN THE CITY AS NUMBERS AND STREETS CAN BE FOLLOWED BY THE CORRESPONDING SECTOR AND ZONE DESIGNATIONS.

HAVANA METROPOLITAN AREA - POPULATION DISTRIBUTION BY SECTORS (PAGE 29)

THIS PLAN SHOWS THE POPULATION ASSIGNED TO EACH PARTICULAR SECTOR, ACCORDING TO THE DENSITY LIMITS PROPOSED IN THE PREVIOUS DIAGRAM. THE DIFFERENT AREAS OUTLINED IN THAT DIAGRAM HAVE BEEN FURTHER SUBDIVIDED INTO DIFFERENT ZONES TO PERMIT A GREATER VARIETY OF DENSITIES. HIGH DENSITY SECTORS VARY FROM 400 TO 250 INHABITANTS PER HECTARE SO THAT IN THE FIRST ZONE THERE COULD BE 492,000 INHABITANTS AND IN THE SECOND ZONE A POPULATION OF 710,000. THE TOTAL POPULATION IN THE HIGH DENSITY ZONES WOULD BE OF 1,202,000 INHABITANTS IN AN AREA OF 4,150 HECTARES.

IN THE MEDIUM DENSITY SECTORS THE FIGURES COULD VARY TO 200 , 150 OR 100 INHABITANTS TO THE HECTARE. THE AREA WHERE THE DENSITIES ARE 200 TO THE HECTARE ADD UP TO 419,000 PEOPLE, THOSE AT 150 ADD TO 891,000, AND THOSE AT 100 TO THE HECTARE ADD TO 40,800.

LOW DENSITY SECTORS VARY FROM 50 TO 30 TO THE HECTARE. THE AREAS AT 50 ADD TO 25,550 PEOPLE, THOSE AT 30 TO 61, 140.

IF WE COMPARE THIS PROPOSED DISTRIBUTION OF POPULATION WITH THE EXISTING FIGURES, WE WILL SEE THAT SOME EXCESSIVE DENSITIES IN CENTRAL AREAS ARE REDUCED. THE AREA OF EACH SECTOR IS INDICATED IN THIS PLAN.

WHEN THE METROPOLITAN AREA OF HAVANA REACHES THESE MAXIMUM DENSITIES ITS TOTAL POPULATION WILL BE 2,864,000 (OR THE

3,000,000 PROPOSED AS A BASIS FOR THIS STUDY, IF WE ADD THE POPULATIONS OF THE NEARBY TOWNS). THIS ALLOWS FOR A CONSIDERABLE GROWTH IF COMPARED WITH THE EXISTING 1,200,000 INHABITANTS LIVING THERE TODAY.

THE TOTAL METROPOLITAN AREA OF 19,642 HECTARES WOULD AVERAGE 146 INHABITANTS TO THE HECTARE. WE DO NOT BELIEVE THAT THIS FIGURE IS TOO HIGH IF WE CONSIDER THE EXISTING DENSITIES AND THE INCREASING COST OF THE LAND, SERVICES AND UTILITIES. THIS TREND WILL SURELY CONTINUE IN THE NEXT 50 YEARS.

THESE DENSITY LIMITS CAN POSSIBLY BE ENFORCED BY AN APPROPRIATE LEGISLATION GOVERNING THE DESIGN OF NEW DEVELOPMENTS AND THE REPLANNING OF THE EXISTING ONES. SINCE EACH SECTOR IN THE CITY HAS A WELL DEFINED AREA, IT SEEMS POSSIBLE TO ESTABLISH PRECISE DENSITY FIGURES. ONLY TIME AND CAREFUL PLANNING WILL TELL WHICH DENSITIES ARE MOST CONVENIENT, AND THE SUGGESTED ONES MAY WELL HAVE TO BE CHANGED AS CIRCUMSTANCES SO ADVISE. BUT THE STUDY OF SUCH LIMITS IS USEFUL TO AVOID EXCESSIVE CONCENTRATIONS AND ALSO WASTEFUL DISPERSION RESULTING IN DENSITIES THAT ARE TOO LOW TO CARRY THE COSTS OF PROPER PUBLIC SERVICES AND UTILITIES.

THE CENTRAL AREA OF THE CITY (PAGE 31)

THE CENTRAL AREA IS THE PART OF THE CITY THAT REQUIRES A MOST CAREFUL STUDY. IT IS HERE THAT WE FIND HIGHER DENSITIES, SLUMS AND GREAT TRAFFIC CONGESTION. OLD HAVANA, THE COMMERCIAL AND BUSINESS STREETS IN VEDADO, THE HARBOR AND PUBLIC BUILDINGS, THE UNIVERSITY, ETC., ALL REQUIRE BETTER ROAD ACCESSSES AND PARKING FACILITIES BESIDES MANY OTHER THINGS. THE NEW ROAD SYSTEM WILL ESTABLISH BETTER LINKS BETWEEN THESE ESSENTIAL ELE-

MENTS OF THE CAPITAL CITY. THE PARKS, TODAY UNRELATED, CAN ALSO BECOME PART OF THE GREATER PLAN AND HELP TO ESTABLISH BETTER PEDESTRIAN TIES.

WITH THE EXPRESSWAY EXTENSIONS TO THIS CENTRAL AREA PRESENT A SERIOUS PROBLEM AS THEY DO IN ALL DENSELY-BUILT CITIES; YET HERE LIKE EVERYWHERE THIS PROBLEM HAS TO BE FACED TO IMPROVE CONDITIONS AND PREVENT A CONTINUED DECREASE OF VALUES AND DECAY OF THE CENTER OF THE CITY.

THIS CENTRAL AREA OF HAVANA IS LIMITED TO THE WEST BY THE ALMENDARES RIVER, TO THE NORTH BY THE COASTLINE AND TO THE EAST BY THE HARBOR. THE LIMIT ON THE SOUTH SIDE IS THE LEAST DEFINED. CERTAIN PARTS OF THIS CENTRAL AREA HAVE THEIR PARTICULAR CHARACTER AND SHOULD BE FURTHER DEVELOPED AND IMPROVED -- SUCH IS THE CASE WITH THE GOVERNMENT AND CIVIC CENTER OF THE PLAZA DE LA REPUBLICA, THE UNIVERSITY OF HAVANA, THE BOTANICAL GARDENS, THE PUBLIC BUILDING AND SQUARE NEAR THE CAPITOL, THE PASEO DEL PRADO AND THE ARCHEOLOGICAL ZONE OF OLD HAVANA. THE NEW GOVERNMENT BUILDINGS TO BE BUILT IN EAST HAVANA CAN BE LINKED TO THIS CENTRAL AREA BY THE NEW TUNNEL PASSING UNDER THE HARBOR ENTRANCE.

THE MAIN COMMERCIAL STREETS WILL HAVE TO BE CAREFULLY STUDIED; THIS APPLIES NOT ONLY TO THE NEW ONES, SUCH AS LARAMPA, BUT ALSO TO THE OLDER AND MORE TRADITIONAL ONES ON SUCH STREETS AS OBISPO, SAN RAFAEL, GALIANO AND OTHERS. LIKE MANY OTHER CITIES, THE OLDER COMMERCIAL AREAS TEND TO DECAY AS THEY CANNOT PROVIDE THE EASY ACCESS AND PARKING FACILITIES OF THE MORE MODERN SUBURBAN SHOPPING CENTERS.

TO AVOID THIS HAPPENING, THE ACCESSES TO THESE COMMERCIAL AREAS WILL HAVE TO BE IMPROVED BY LINKING THEM MORE DIRECTLY WITH THE NEW STREET SYSTEM AND PROVIDING FOR PARKING WITHIN EASY

PEDESTRIAN REACH. THIS MAY BE COSTLY BUT IT WILL PAY FOR ITSELF BY PREVENTING THE DECAY OF THE STRATEGICALLY LOCATED CENTRAL COMMERCE.

LEGISLATION ENCOURAGING THE REHABILITATION OF BLIGHTED AREAS, SUCH AS THAT EXISTING IN THE U. S. AND OTHER COUNTRIES, SHOULD BE CREATED. THE CITY SHOULD BE ENPOWERED TO TAKE OVER SUCH AREAS BY EMINENT DOMAIN AND FIND THE NECESSARY FINANCING TO IMPROVE CONDITIONS AND STOP THE DECLINE OF THE MORE VITAL CENTRAL SECTORS.

THE SAME APPLIES TO THE SLUMS OF OLD HAVANA AND OTHER PARTS OF THIS CENTRAL ZONE WHERE THE EXISTING LAND VALUES ARE INFLATED AND POPULATION HAS STARTED AN EXODUS TOWARD THE NEWER DEVELOPMENTS WHERE LIVING CONDITIONS ARE IN MANY WAYS BETTER.

THIS PLAN OF THE CENTRAL AREA SHOWS NEW AND BETTER ACCESSES PROVIDED BY THE PROPOSED EXPRESSWAY SYSTEM. THE NEW PARKS LINKING THE IMPROVED EXISTING ONES ARE ALSO SHOWN. THESE PARKS EXTENDED TO THE PROPOSED SITES FOR THE RECREATION AND BATHING FACILITIES ALONG THE WATERFRONT. THE MORE IMPORTANT PUBLIC BUILDINGS AND MAIN COMMERCIAL STREETS ALSO APPEAR ON THIS PLAN. THE DIAGRAMS AND PLANS ON THE FOLLOWING PAGES SHOW SOME OF THE SECTORS WITHIN THIS CENTRAL AREA IN GREATER DETAIL.

CIVIC NUCLEI (PAGE 33)

HAVANA IS A CAPITAL CITY AND AN IMPORTANT TOURIST CENTER. BECAUSE OF THIS, IT IS ESSENTIAL TO MAKE A CAREFUL PLAN FOR THE DEVELOPMENT OF GOVERNMENT BUILDING AREAS, THOSE OF THE UNIVERSITY CITY, MAIN HOTELS AND BUSINESS. FIVE MAIN NUCLEI APPEAR IN THESE SECTORS; THEY ARE: 1-THE PLAZA DE LA REPUBLICA AND

PRINCIPE CASTLE, 2- THE UNIVERSITY CITY AND OLD BOTANICAL GARDENS, 3- THE WATERFRONT PROMENADE, 4- A NEW COMMERCIAL AND BUSINESS AREA IN OLD HAVANA, 5- THE NEW GOVERNMENT BUILDINGS IN EAST HAVANA.

IF THE CITY CAN DEVELOP A GOOD PLAN FOR SUCH CIVIC NUCLEI AND THEIR INTER-RELATION, ITS CHARACTER AS A CAPITAL CITY AND CENTER OF TOURIST ATTRACTION WOULD IMPROVE CONSIDERABLY. IT SHOULD NOT BE FORGOTTEN THAT THE EXAMPLE SET BY PARIS AND OTHER CAPITAL CITIES IN CARRYING OUT SUCH PLANS HAS RESULTED NOT ONLY IN A MORE BEAUTIFUL AND BETTER CITY, BUT HAS PROVIDED A CONSTANT AND STEADY SOURCE OF INCOME THROUGH THE CENTURIES.

A DIAGRAM OF THE HAVANA CENTRAL AREA DRAWN AT THE SAME SCALE AS THOSE OF PARIS, WASHINGTON AND BOGOTÁ WILL ALLOW US TO COMPARE OUR PROPOSALS WITH THOSE CARRIED OUT IN OTHER CITIES.

THE PROPOSED SERIES OF CENTERS FOR HAVANA WOULD COVER AN AREA APPROXIMATELY EQUAL TO THAT IN PARIS EXTENDING FROM THE ISLE DE SAINT LOUIS TO THE ARC DE L'ETOILE. PARIS HAS BEEN ABLE TO DEVELOP AND LINK A SERIES OF CIVIC NUCLEI FROM THE ISLE DE SAINT LOUIS (CORE OF THE EARLY CITY) CONNECTING THE LOUVRE, TUILLERIES, PLACE DE LA CONCORDE, CHAMPS ELYSEES TO THE ARC DE L'ETOILE; FROM THE INVALIDES TO THE PONT D'ALEXANDRE, FROM THE EIFFEL TOWER TO THE CHAMP DE MARS, AND FROM THE CHAMBER OF DEPUTIES TO THE MADELEINE, BESIDES SUCH EXTENSIONS AS THE RUE DE RIVOLI, PLACE VENDÔME AND THAT OF THE PALAIS ROYAL. THESE EARLIER PLANS WERE COMPLETED BY THOSE OF THE BOULEVARDS AT A RELATIVELY RECENT DATE.

THE MORE IMPORTANT CAPITAL CITIES IN THE WORLD BOAST OF SUCH CIVIC NUCLEI THAT GIVE EACH OF THEM A DISTINCT CHARACTER AND PERSONALITY. ONE CANNOT IMAGINE ANY OF THEM WITHOUT THESE GROUPS OF BUILDINGS AND PARKS SYMBOLIC OF THE CITIES AND COUN-

TRIES THEMSELVES. PARIS LIKE OTHER CITIES IS STILL BENEFITING FROM THE FORESIGHT OF THE PEOPLE WHO DESIGNED AND CARRIED OUT THOSE PLANS.

HAVANA HAS A GOOD INITIAL START FOR SUCH A PLAN AS THERE IS A GREAT DEAL OF MUNICIPAL AND GOVERNMENT OWNED LAND AND MANY PUBLIC BUILDINGS IN THE CENTER OF THE CITY. IT WOULD NOT BE TOO DIFFICULT TO EXTEND THESE EXISTING AREAS AND TO IMPROVE AND COMPLETE THE GROUPINGS OF BUILDINGS. ALSO, THERE IS STILL VACANT LAND THAT COULD BE USED AND MANY OLD BUILDINGS THAT COULD BE DEMOLISHED. THE PROPOSED PLAN DOES NOT SUGGEST MANY RADICAL CHANGES OR DISPLACEMENTS OF GOVERNMENT OR OTHER CENTERS. IT RATHER EMPHASIZES FURTHER DEVELOPMENT OF WHAT IS THERE AND THE ESTABLISHMENT OF CONNECTING LINKS BETWEEN THE DIFFERENT NUCLEI.

THE POSSIBILITY OF RECUPERATING LAND FROM THE SEA BY FILLING IN PARTS NOW UNDER SHALLOW WATER HAD BEEN CONSIDERED. IT IS HERE SUGGESTED THAT THIS BE DONE WITHOUT CHANGING THE EXISTING CURVE OF THE COASTLINE. SUCH A SCHEME COULD CREATE A NEW ATTRACTIVE DEVELOPMENT ON THE WATERFRONT, ADDING TO THE BEAUTY OF THIS PART OF THE CITY. FEW CITIES CAN BOAST OF SUCH A BEAUTIFUL COASTLINE, FEWER STILL HAVE A CLEAN ACCESS TO THE SEA WITHOUT INDUSTRY OR RAILROADS. IT WOULD BE A SHAME TO RUIN THIS BY GIVING IN TO SHORTSIGHTED SPECULATIVE INTERESTS.

THE NEW DEVELOPMENTS IN EAST HAVANA MAY SPEED THE REDEVELOPMENT OF THIS BLIGHTED WATERFRONT SECTOR. THIS CALLS FOR A SPECIAL STUDY AS IT IS URGENT TO IMPROVE CONDITIONS IN THIS PART OF THE CITY.

DEVELOPMENT IN EAST HAVANA WILL ALSO PLACE OLD HAVANA IN A MORE CENTRAL LOCATION. WITH THE NEW TUNNEL IT HAS CEASED TO BE IN A CUL-DE-SAC, AND GROWTH TOWARD THE EAST WILL BALANCE THE

EXCESSIVE EXTENSION IN A WESTERLY DIRECTION. THE REDEVELOPMENT OF OLD HAVANA IS PART OF THE IMPROVEMENT OF THE CIVIC NUCLEI, BUT THIS AREA REQUIRES A SPECIAL STUDY.

PROPOSED CIVIC AND GOVERNMENT CENTER IN EAST HAVANA (PAGE 37)

THE CONSTRUCTION OF THE TUNNEL UNDER THE ENTRANCE TO THE HARBOR PROVIDES DIRECT ACCESS TO A VAST AREA OF UNBUILT LAND CLOSE TO THE CENTER OF THE CITY. THIS HAPPENS VERY RARELY; AS A RULE, ALL CENTRAL AREAS IN LARGE CITIES, SUCH AS HAVANA, ARE INTENSELY DEVELOPED AND NO AVAILABLE OPEN LAND IS TO BE FOUND, MAKING THE IMPROVEMENT OF CONDITIONS IN CENTRAL SECTORS MORE DIFFICULT AND COSTLY.

IT IS ALSO VERY UNUSUAL THAT A GREAT PART OF SUCH OPEN LAND IS GOVERNMENT OWNED AS SUCH. MILITARY ZONES WERE GENERALLY ACQUIRED BY PRIVATE INTERESTS WHEN THEIR STRATEGIC VALUE WAS LOST WITH THE DEMOLITION OF FORTIFIED BELTS. THIS ORIGINATED SUCH DEVELOPMENTS AS THAT OF THE BOULEVARDS IN PARIS.

THE EASTERN SIDE OF THE HARBOR ENTRANCE PRESENTS FAVORABLE TOPOGRAPHIC CONDITIONS, IT HAS BEAUTIFUL VIEWS OVER THE OLD CITY, THE BAY AND THE FLORIDA STRAIGHTS. THIS GOVERNMENT-OWNED LAND OFFERS THE BEST CONDITIONS FOR THE DEVELOPMENT OF A CIVIC CORE, BECAUSE OF ITS CLOSENESS TO THE CENTER OF THE OLD CITY IN WHICH MANY OF THE GOVERNMENT SERVICES ARE NOW CROWDED AND INACCESSIBLE DUE TO LACK OF PARKING AND NARROW STREETS.

IT IS PROPOSED TO ESTABLISH A NEW GOVERNMENT CENTER ON THIS SITE. SEVERAL MINISTRIES AND AGENCIES COULD BE MOVED THERE ALONG WITH THE PRESIDENTIAL PALACE, NOW INADEQUATELY LODGED IN A BUILDING ORIGINALLY CONSTRUCTED FOR THE MINISTRY OF FOREIGN

AFFAIRS. THIS CENTER COULD BE COMPLETE WITH THE HISTORICAL FORTRESSES OF THE MORRO AND CABAÑA CASTLES REMODELED INTO MUSEUMS, A LARGE AQUARIUM, AN OCEANOGRAPHIC MUSEUM BUILT ON THE WATERFRONT, AND THE WHOLE COULD BE TIED TOGETHER BY A SYSTEM OF PARKS AND PUBLIC SQUARES.

THE USE OR MIS-USE OF THIS GOVERNMENT LAND WILL GREATLY INFLUENCE THE FUTURE DEVELOPMENT OF EAST HAVANA AND THE CHARACTER AND PROSPERITY OF THE WHOLE CENTRAL AREA. UP TO NOW THIS LAND OVERLOOKING THE CITY ACROSS THE HARBOR HAS REMAINED AS IT WAS IN THE 18th CENTURY. THE CITY HAS A GREAT OPPORTUNITY TO EMBELLISH THIS PROMINENT SITE; IT ALSO RUNS THE GREAT RISK OF LOOSING THIS OPPORTUNITY.

THE PROPOSED PRESIDENTIAL PALACE, SEE PLAN ON PAGE 37, IS SITED BETWEEN THE MORRO AND THE CABAÑA FORTRESSES. IT COULD BECOME AN IMPORTANT ARCHITECTURAL FEATURE IN THIS NEW COMPLEX AS IT WOULD BE VISIBLE FROM THE WATERFRONT AT GREAT DISTANCES AND FROM OLD HAVANA.

ITS ARCHITECTURE IS VISUALLY TIED TO THE IMPOSING STRUCTURES OF THE CASTLES THAT HAVE LOST ALL MILITARY VALUE BUT CAN BE KEPT FOR THEIR HISTORIC INTEREST AND PUT TO NEW AND BETTER USES.

THE NEW PALACE OF PALMS (SO CALLED BECAUSE IT WOULD BE SURROUNDED BY ROYAL PALMS THAT ARE IN MANY WAYS A SYMBOL OF CUBA) WOULD OPEN TO FOUR GARDENS, EACH VERY DIFFERENT IN CHARACTER. THE GARDEN ON THE WEST SIDE, TERRACED IN SHAPE, WOULD DESCEND TO THE WATERFRONT ALONG THE CANAL. THE PUBLIC RECEPTION GARDEN OCCUPIES THE SITE BETWEEN THE PALACE AND THE SEA. THE PRIVATE GARDEN OF THE RESIDENCE LIES BETWEEN THE SOUTH SIDE AND THE CABAÑA CASTLE. THE GREAT CIVIC SQUARE OPENS TO THE EAST TOWARD THE NEW MINISTRIES AND THE FUTURE DEVELOPMENTS.

THE PLANS FOR THESE GARDENS HAVE BEEN DEVELOPED WITH SAS-

AKI AND WALKER, ASSOCIATES, AS CONSULTANT LANDSCAPE ARCHITECTS. THESE GARDENS, MONUMENTAL IN SCALE, WOULD BE LOCAL AND TROPICAL IN CHARACTER. THE LINES OF ROYAL PALMS ACT AS ARCHITECTURAL ELEMENTS AND VISUALLY EXTEND THE STRUCTURE OF THE CONCRETE PARASOL TOWERING OVER THE BUILDING. (SEE DETAILS AND PICTURES OF SCALE MODEL ON PAGE 38.) THIS PARASOL TIES TOGETHER THE DIFFERENT BUILDINGS IN THE PRESIDENTIAL PALACE COMPLEX. THESE ARE, THE MINISTRY OF PRESIDENCY, THE RESIDENCE, THE RECEPTION AND ENTERTAINMENT SECTION AND THE SERVICES.

THE PATIO HAS A GREAT PATIO OPENING TO THE SEA ON THE NORTH SIDE. IN ITS SCALE AND GENERAL PROPORTIONS THE PALACE RECALLS THOSE OF THE LARGER COLONIAL BUILDINGS IN THE OLD CITY, IT MAKES USE OF ARCHITECTURAL ELEMENTS THAT ARE TROPICAL AND CUBAN, BESIDES CONTEMPORARY IN CHARACTER.

THE ACCESS RAMPS TO THE NEW TUNNEL LEAD TO A ROTARY THAT WOULD DISTRIBUTE TRAFFIC TO THE PALACE, THE NEW MINISTRIES AND THE MORRO CASTLE.

THE NEW MINISTRIES COULD BE BUILT TO THE SOUTHEAST OF THE CABAÑA FORTRESS. THEY ARE GROUPED AROUND A LARGE CIVIC SQUARE. A SYSTEM OF PERIPHERAL ROADS AND PARKING AREAS PROVIDES ACCESS AND PERMITS THE CLOSING OF THE CIVIC SQUARE AND GARDENS TO MOTORIZED TRAFFIC, LIMITING ITS USE TO PEDESTRIANS.

OLD HAVANA - PROPOSED STREET SYSTEM (PAGE 41)

OLD HAVANA, BECAUSE OF ITS PROXIMITY TO THE HARBOR, ITS HISTORICAL INTEREST, AND THE WAY IT HAS BEEN AFFECTED BY THE RECENT SPRAWL OF THE CITY IN A WESTERLY DIRECTION, PRESENTS PARTICULAR CONDITIONS THAT DISTINGUISH IT FROM OTHER CENTRAL SECTORS.

IT HAS A WELL DEFINED PERIMETER; THE CANAL TO THE HARBOR, THE HARBOR PIERS, AND THE AVENUES AND PARKS THAT HAVE REPLACED THE OLD CITY WALLS PROVIDE ITS LIMITS TODAY. WITHIN THOSE LIMITS THE OLD STREET PATTERN OF COLONIAL DAYS IS STILL UNCHANGED. THE NARROW STREETS, SUFFICIENT IN WIDTH FOR HORSEDRIVEN CARRIAGES AND OXEN CARTS, ARE TODAY CONGESTED BY AUTOMOBILES, BUSES AND TROLLEYCARS. THE MOST SERIOUS PROBLEMS IN OLD HAVANA ARE THOSE OF SLUM CLEARANCE AND REHABILITATION AND THE LINKING OF THE OLD STREET SYSTEM WITH THE NEW EXPRESSWAYS AND RAPID TRANSIT LINES. IT IS ESPECIALLY DIFFICULT TO DO THIS AND STILL PRESERVE THE SCALE AND CHARM OF THE OLD STREETS.

IT SEEMS ADVISABLE TO FIND AN ANSWER TO THIS TRAFFIC PROBLEM WHICH WILL ESTABLISH BETTER AND WIDER STREETS AND PROVIDE FOR PARKING SPACES WITHOUT DEMOLISHING THE AREAS THAT ARE MOST REPRESENTATIVE OF THE OLD COLONIAL CITY.

WE BELIEVE THAT THE TRAFFIC PROBLEMS IN THIS PART OF HAVANA CAN BE SOLVED BY A NEW APPROACH TO THE "CUADRA" OR GRID PATTERN. THIS APPROACH IS BASED ON THE SEPARATION OF PEDESTRIANS AND MOTORIZED VEHICLES.

IF WE WIDEN ALTERNATE STREETS AND USE THE CENTERS OR CORES OF THE SQUARE BLOCKS FOR PARKING AND ACCESS TO BUILDINGS, THEN LEAVE THE REMAINING STREETS AS THEY ARE TODAY AND LIMIT THEIR USE TO PEDESTRIANS, WE WILL HAVE PROVIDED A DOUBLE ACCESS TO EACH LOT OR BUILDING. ONE OF THESE ACCESSES WILL OPEN TO THE PARKING LOT AND TO THE WIDENED STREET WHILE THE OTHER WILL SERVE EXCLUSIVELY AS A PEDESTRIAN ACCESS OPENING TO THE TRADITIONAL SMALL SCALE STREET OF HAVANA. THESE OLD STREETS ARE WELL PROTECTED FROM THE TROPICAL SUN AND CAN BE COVERED WITH AWNINGS AND LINED WITH ARCADES. THE WHOLE STREET WILL BE ONE GENEROUS SIDEWALK WHERE CAFES CAN PUT CHAIRS AND TABLES AND

STORES CAN DISPLAY THEIR GOODS. THEY CAN BECOME EVEN LIVELIER THAN THEY ONCE WERE BEFORE THE AUTOMOBILE TOOK OVER.

THE DIAGRAMS ON PAGES 41, 43 AND 45 SHOW SECTIONS AND PLANS OF THE PROPOSED BLOCKS SYSTEM.

THE NEW EXPRESSWAYS WILL HAVE TO BE LINKED WITH THE WIDENED STREETS. THE MAIN CENTRAL FEEDER WILL BE THE AVENIDA BOLIVAR PROLONGED TO THE WIDENED CALLE MURALLA, TRANSFORMED INTO AN AVENUE THAT WILL BE CONNECTED WITH THE AVENIDA DEL PUERTO. THIS NEW MURALLA WILL BISECT THE OLD CITY INTO A NORTHERN AND SOUTHERN ZONE. THE CALLE HAVANA WILL ALSO BE WIDENED. IT WOULD LINK THE WATERFRONT AVENUE ON THE NORTH NEAR THE ENTRANCE OF THE NEW TUNNEL TO THE AVENIDA DEL PUERTO ON THE SOUTHERN SIDE OF THE OLD CITY. TOGETHER WITH THE PROLONGED AVENIDA BOLIVAR IT WOULD DIVIDE THE OLD CITY INTO FOUR SECTORS.

THE TWO NORTHERN SECTORS ARE DIFFERENT IN CHARACTER, THE NORTHWESTERN ONE COMPRISES THE MOST IMPORTANT COMMERCIAL STREETS WHICH WOULD BE IMPROVED AND MADE MORE ACCESSIBLE. A STRIP PARK WOULD DIVIDE IT; IT IS A PART OF THE PARK SYSTEM LINKING THE HEART OF THE OLD CITY TO THE NATIONAL CAPITOL.

THE NORTHEASTERN SECTOR WOULD INCLUDE THE REDEVELOPED BANKING AREA THAT HAS AS ITS CENTER THE CALLE AGUIAR. THE BANKING AREA WOULD FRINGE ON THE NEW CALLE HAVANA. IT WOULD EXTEND TO THE SOUTH UP TO THE CALLE CUBA ALSO WIDENED TO PERMIT THE NECESSARY EXTRA PARKING AND INTERCOMMUNICATION OF THE BANKING AREA. THE REMAINING AREAS IN THE NORTHEASTERN SECTOR ARE THOSE WHERE THE HISTORICAL BUILDINGS OF GREATER INTEREST ARE STILL TO BE FOUND AND IT IS CLASSIFIED AS AN ARCHEOLOGICAL ZONE.

THE MAIN CLUSTERS OF OLD BUILDINGS ARE AROUND THE MUNICIPIO (TOWN HALL), THE CATHEDRAL, AND THE CONVENT OF SAN FRANCISCO, NOW A POST OFFICE. BUT THERE ARE SEVERAL CLUSTERS OF COLONIAL

HOUSES WHICH SHOULD BE PRESERVED AS GROUPS. THEY ARE NOT INTERESTING ENOUGH AS ISOLATED BUILDINGS BUT FORM CHARMING STREETS, BEAUTIFUL IN SCALE, RECALLING THE ORIGINS OF THE CITY WHEN IT WAS PEACEFUL AND DEVOID OF THE CONGESTION AND NOISES THAT PROGRESS AND MECHANIZATION HAVE BROUGHT TO THE MODERN METROPOLIS.

THE CRITERIA OFTEN APPLIED TO SUCH AREAS, CONSISTING OF SALVAGING THE MOST ORNATE HOUSES (OFTEN TAKEN AS THE MOST IMPORTANT BUILDINGS), SEEMS MEANINGLESS HERE. IF THESE BUILDINGS ARE SET IN A NEW ENVIRONMENT THEY WILL LOOSE ALL THEIR CHARM: THEY ARE NOT WORTH KEEPING UNDER THESE NEW CONDITIONS.

THE TWO OTHER SECTORS OF OLD HAVANA WILL REMAIN PREDOMINANTLY RESIDENTIAL IN CHARACTER. BUILDINGS OF ARCHEOLOGICAL INTEREST SUCH AS THE OLD CONVENTS WILL BE KEPT. THE OLD PASEO DEL PUERTO SHOULD BE MOVED ACROSS THE AVENUE SO THAT IT IS NOT CUT OFF FROM THE RESIDENTIAL AREAS. THE PLAN ON PAGE 41 SHOWS THE PROPOSED PARKING AREAS IN THE CENTERS OF THE BLOCKS AND THE NUMBERS INDICATE THE CAR CAPACITY OF THESE AREAS.

OLD HAVANA - PROPOSED LAND USES (PAGE 43)

THE PROPOSED LAND USES ARE SUBSTANTIALLY THOSE EXISTING TODAY, BUT A GREATER DIFFERENTIATION IN THESE USES SEEMS DESIRABLE, WHICH THE NEW STREETS CLASSIFICATION MAY HELP TO ACCOMPLISH.

THE N. W. SECTOR THAT COMPRISES THE IMPORTANT COMMERCIAL STREETS OF OBISPO AND OBRAPIA WILL ATTRACT MANY OF THE SMALLER COMMERCIAL ESTABLISHMENTS NOW DISPERSED. THE N. E. SECTOR WILL INCLUDE THE MAIN BANKS, TODAY LOCATED BETWEEN THE CALLES HAVANA AND CUBA. THE CALLE AGUIAR WILL BE CONVERTED TO PEDES-

TRIANS USE LINKING A SERIES OF SQUARES CLOSED TO MOTORIZED TRAF-
 FIC. EXISTING BANKS ARE MARKED ON THE PLAN ON PAGE 43. NEW BANKS
 AND OFFICE BUILDINGS SHOULD BE CONCENTRATED ALONG THESE STREETS
 AND SQUARES THAT HAVE ACCESS TO THE NEW AVENUE CREATED BY THE
 WIDENING OF THE CALLE HAVANA. THIS NEW AVENUE, AS PREVIOUSLY
 STATED, WILL LINK THESE SECTORS WITH THE WATERFRONT AVENUE OR
 MALECON AND THE NEW TUNNEL TO EAST HAVANA AND THE HARBOR.

ALTHOUGH THIS BANKING AND OFFICE REHABILITATION PROJECT
 SHOULD BE LIMITED IN SIZE, IT IS NONETHELESS NECESSARY TO DEVELOP
 SUCH A PROJECT IN OLD HAVANA BECAUSE OFFICE FACILITIES ARE NEC-
 ESSARY IN THE PROXIMITY OF THE HARBOR. HIGHER BUILDINGS MAY BE
 ALLOWED IN THIS AREA WHILE THEY SHOULD BE STRICTLY LIMITED IN
 THE REMAINING SECTORS OF OLD HAVANA.

THE MOST INTERESTING OLD BUILDINGS ARE ON THE STREETS EX-
 TENDING EASTWARD TOWARD THE HARBOR. THIS WILL BE THE "ZONA
 ARQUEOLOGICA", AND IT IS HERE THAT THE CHARACTER OF OLD HAVANA
 SHOULD BE MOST CAREFULLY PRESERVED. THIS PART OF THE CITY HAS
 MANY GOVERNMENT OFFICES NOW INSTALLED IN OLD CONVENTS AND
 HOUSES. SUCH BUILDINGS CAN BE KEPT UNDER GOVERNMENT AND CITY
 CONTROL AND USED AS MUSEUMS, LIBRARIES, ETC., REMAINING OPEN TO
 THE PUBLIC.

THE EXTENSION OF THE CITY TO EAST HAVANA, MADE POSSIBLE BY
 THE NEW TUNNEL UNDER THE ENTRANCE TO THE HARBOR, WILL PUT OLD
 HAVANA IN A MUCH MORE CENTRAL POSITION THAN IT HAS HAD UP TO NOW,
 AS THE CITY COULD ONLY GROW IN A WESTERLY OR SOUTHERLY DIREC-
 TION LEAVING THE OLD COLONIAL CORE IN A CUL-DE-SAC. THE SECTORS
 TO THE S.E. OR S.W. WOULD CONTINUE TO BE RESIDENTIAL IN CHARACTER,
 BUT CHANGES ARE NECESSARY IN AREAS FRINGING ON THE HARBOR. POP-
 ULATION IN THESE SECTORS HAS BEEN STEADILY DECREASING. THE PLAN
 PROVIDES FOR A STABILIZED MEDIUM DENSITY; TO ATTAIN THIS, LIVING

CONDITIONS HAVE TO BE IMPROVED. THIS PART OF THE CITY NEEDS RENEWAL AND REHABILITATION PROJECTS AS SOME OF THE WORST SLUMS IN HAVANA ARE TO BE FOUND THERE. BESIDES NEW HOMES AND REMODELED OLD ONES, PROVISION HAS TO BE MADE FOR SCHOOLS, KINDERGARTENS, HEALTHCENTERS AND OTHER COMMUNITY SERVICES. THE CENTERS OF BLOCKS SHOULD BECOME PUBLIC SQUARES WITH GARDENS FORMING A PARK SYSTEM THAT IN A WAY WOULD RE-ESTABLISH THE OLD CENTRAL PATIO OR CLOISTER PATTERN THAT WOULD PROVIDE FOR PLAY SPACES AND RECREATION AREAS BESIDES ADDING CHARM TO THESE FORGOTTEN PARTS OF THE CITY.

A GREEN BUFFER SHOULD SEPARATE THESE RESIDENTIAL SECTORS FROM THE TRAFFIC NOISES OF THE HARBOR WATERFRONT AND WAREHOUSES. THE TERMINAL RAILROAD STATION, NOW IN THE S.W. SIDE OF OLD HAVANA, WAS PLACED THERE WHEN THE TOWN LIMITS WERE CLOSE TO THE OLD WALLS. THIS SITE WILL BE VACATED WHEN THE PROPOSED REORGANIZATION OF RAILROADS TAKES PLACE. IT WILL THEN BECOME AN IDEAL SITE FOR A LARGE URBAN RENEWAL PROJECT WHERE HIGH RESIDENTIAL BLOCKS OVERLOOKING THE NATIONAL CAPITOL COULD BE BUILT. THESE BLOCKS AND THEIR SERVICES COULD HAVE A PARK AROUND THEM, LINKING WITH THE EXISTING PUBLIC GARDENS OF THE CAPITOL, THE PARQUE CENTRAL AND THE PASEO DEL PRADO TO PROVIDE A CONTINUOUS GREEN STRIP EXTENDING SOUTH-NORTH FROM THE HARBOR TO THE WATERFRONT AVENUE.

THESE PARKS, WITH THE PROPOSED ONES IN THE CENTER OF THE REMODELED BLOCKS, AND THE GREEN STRIP LINKING THE CAPITOL AND THE BANKING DISTRICT WOULD PROVIDE A COMPLETE PARK SYSTEM FOR OLD HAVANA. PARKS HERE ARE ESPECIALLY NEEDED TO PROVIDE OUTSIDE LIVING SPACES SO USEFUL IN THE CLIMATE OF HAVANA AND THE WAY OF LIFE OF PEOPLE WITH MODEST INCOMES. THE EXISTING PARKS ARE MEETING PLACES USED DAY AND NIGHT BY LARGE CROWDS. THE PLANTING OF

THE MARGINS OF THE EASTERN SIDE OF THE BAY AND ENTRANCE TO THE HARBOR WOULD ALSO IMPROVE THE VIEW OF THAT PART OF THE CITY AS SEEN FROM OLD HAVANA. THE COAL DEPOSITS AND INDUSTRIAL STRUCTURES ALONG THAT SIDE OF THE BAY COULD BE REMOVED FURTHER FROM THE ENTRANCE AS THE HARBOR IS EXTENDED AND THE NEW INDUSTRIAL ZONE DEVELOPS.

THE IMPROVEMENT AND EXTENSION OF THE HARBOR FACILITIES ARE OF THE GREATEST IMPORTANCE FOR THE REHABILITATION OF OLD HAVANA THAT IS SO CLOSELY TIED TO IT. THIS HARBOR IMPROVEMENT SCHEME IS NOT INCLUDED HERE BECAUSE OF LACK OF INFORMATION. IT SHOULD BE THE SUBJECT OF A SPECIAL AND VERY CAREFUL STUDY BECAUSE OF THE RELATIONSHIP OF THE HARBOR TO THE INDUSTRIAL DEVELOPMENT AND LIFE OF THE CITY AS A WHOLE. THE MARGINS OF THE BAY OF HAVANA ARE STILL MAINLY SWAMPS, SUBJECT TO FLOODS. DREDGING HAS TO BE DONE AND NEW PIERS BUILT. THE SIZE AND FUTURE IMPORTANCE OF THIS HARBOR CAN ONLY BE DETERMINED AFTER THE DIFFERENT HARBOR CONDITIONS AND NEEDS OF THE COUNTRY AS A WHOLE ARE STUDIED. WHATEVER IS DETERMINED WILL GUIDE THE GROWTH, CONTROL THE SIZE AND DEFINE THE TYPE OF INDUSTRY OF THE HAVANA REGION. THE DECISION TO BUILD A CANAL LINKING THE NAVIGABLE COJIMAR RIVER TO THE HARBOR AND INDUSTRIAL SECTORS, AND THE NEW SITE FOR THE OLD TANKS AND MANY OTHER QUESTIONS CAN THEN BE DETERMINED.

PROPOSED DESIGN CONTROLS FOR OLD HAVANA (PAGES 44 AND 45)

THESE DIAGRAMS ARE ONLY AN INDICATION OF SOME EXISTING HEIGHT AND BULK CONTROLS. THEY ALSO SHOW HOW THE EXISTING LOTTING IN THE BLOCKS OR "CUADRAS" COULD BE RETAINED IN THE NEW LAYOUT.

THE GREATER NUMBER OF BUILDINGS IN OLD HAVANA ARE WALK-UPS AND THEIR HEIGHTS ARE CONSEQUENTLY LIMITED TO 3 OR 4 STORIES. IN THE PROPOSED SYSTEM WE CONSIDER THAT MANY REMODELED AND NEW BUILDINGS COULD CONTINUE TO BE WALK-UPS. WHEREVER NEW HIGH ELEVATOR STRUCTURES ARE PERMITTED THEIR HEIGHTS WOULD CALL FOR A STRICT CONTROL OF LIGHT ANGLES, PARKING AND ACCESS FACILITIES. THIS WOULD MEAN THAT EACH OF THESE BUILDINGS WOULD REQUIRE A LARGE PIECE OF LAND AS A HORIZONTAL COUNTERPART OF THE HEIGHT TO GUARANTEE PROPER LIGHTING, VENTILATION, VIEW AND SERVICING. VENTILATION COURTS WOULD BE ALLOWED IN THE WALK-UPS, BUT THEIR RATIOS OF AREA TO HEIGHTS AND WIDTHS WOULD BE SUBJECT TO SIMILAR CONTROLS. THE PROPOSED HEIGHTS OF BUILDINGS ALONG PEDESTRIAN STREETS ARE SHOWN ON DIAGRAMS; ARCADES ARE ALSO INDICATED. NARROW ARCADED STREETS ARE DESIRABLE FOR SUN PROTECTION WHEN A PROPER CROSS-VENTILATION OF BUILDINGS CAN BE WORKED OUT. THE MIXED COMMERCIAL AND RESIDENTIAL USE NOW EXISTING IN THE OLD CITY SHOULD BE PERMITTED TO CONTINUE -- THE STORIES ABOVE THE SHOPS CAN BE USED AS OFFICES OR APARTMENTS. THEY WOULD ALL HAVE ACCESS TO GARDENS AND PARKING IN CENTERS OF BLOCKS. PARKING LOTS SHOULD BE SCREENED FROM VIEW OF HIGHER FLOORS BY TREES, WHICH ARE ALSO NECESSARY FOR PROTECTION AGAINST HEAT RADIATION.

TYPICAL SECTOR IN CENTRAL AREA (PAGE 47)

THE QUINTA PALATINO SECTOR CAN BE CONSIDERED AS TYPICAL OF THE CENTRAL AREA. THIS SECTOR IS LIMITED TO THE NORTH BY SANTA CATALINA AVENUE (V3), TO THE WEST BY THE CALZADA DE VENTO (V2), TO THE SOUTH BY A PROPOSED NEW AVENUE (V3) AND TO THE WEST BY

THE NEW EXPRESSWAY TO THE SOUTH COAST, (V1). TWO COMMERCIAL STREETS, THE AVENIDA DE RANCHO BOYEROS AND THE PROLONGATION OF THE CALLE PRIMELLES, CROSS THIS SECTOR. THE RANCHO BOYEROS AVENUE IS A SPECIAL TYPE STREET LINED BY LIGHT INDUSTRY, WAREHOUSES AND SHOW-ROOMS THAT DISPLAY MACHINERY AND EQUIPMENT OF VARIED TYPES. THE LAND ALLOCATED TO THESE USES IS SHOWN IN THE PLAN ON PAGE 47. THE CALLE PRIMELLES IS A TYPICAL COMMERCIAL STREET THAT LEADS INTO THE SECTOR CORE ALSO SHOWN ON THE PLAN. A CONSIDERABLE AREA IS OCCUPIED BY THE QUINTA PALATINO DEVELOPMENT.

QUINTA PALATINO IS AN OLD HACIENDA, ONCE IN THE OUTSKIRTS OF THE CITY. LIKE MANY OF ITS KIND, IT IS NOW BEING LOTTED FOR DEVELOPMENT. THE EXTENSION OF THE SPORTS CENTER (CIUDAD DEPORTIVA) AND SOME MUNICIPAL OWNED LAND ARE ALSO PART OF THIS SECTOR. THE DEVELOPMENTS KNOWN AS THE "REPARTOS DE HORNEDO AND MARTI" WILL ALSO FORM PART OF THE SECTOR. THEIR STREET SYSTEMS ARE SHOWN LINKED TO THE NEW STREET PATTERN.

THE MOST DIFFICULT PROBLEM IN ALL PARTLY DEVELOPED SECTORS WILL BE THAT OF TYING TOGETHER THE ARBITRARY AND UNRELATED DESIGNS OF THE LOCAL DEVELOPERS WITH ONE ANOTHER AND WITH THE MAIN ROAD NETWORK. IT WILL BE USEFUL TO ALLOW FOR GREEN STRIPS BETWEEN THESE DIFFERENT STREET PATTERNS, CONVERT MANY OF THESE STREETS INTO DEAD ENDS, AND ONLY ALLOW THE MAIN STREETS (V5) TO CROSS THE GREEN BUFFERS AND LINK WITH THOSE OF SIMILAR CHARACTER IN NEIGHBORING DEVELOPMENTS; CONTINUOUS GRIDS AND FREQUENT CROSSINGS WILL THEN BE AVOIDED.

THE QUINTA PALATINO DEVELOPMENT PLAN SHOWS THE SITES FOR THE LOCAL CIVIC CORE, THE SCHOOL, APARTMENT BUILDINGS AND PARK SYSTEM.

IN THE OTHER DEVELOPMENTS EAST OF THE RANCHO BOYEROS AVENUE, BUILDING HEIGHTS SHOULD BE LIMITED CONTINUING EXISTING PAT-

TERNS. TO THE WEST OF THAT AVENUE UP TO THE EXPRESSWAY TO THE SOUTH COAST THERE IS AN UNDEVELOPED AREA OF CONSIDERABLE SIZE. IT IS NOW SWAMPLAND, BUT ONCE DREDGED IT COULD BE A SITE FOR HIGH-RISE APARTMENTS AND PARKS, AS IT LIES WITHIN THE HIGH DENSITY ZONE LIMITS AND IS CLOSE TO THE CENTER OF THE CITY. IF THE PLAN CAN ENFORCE THE LINKING OF ROADS IN EACH DIFFERENT SECTOR, THE FUTURE MOVEMENT OF TRAFFIC WILL BE GREATLY IMPROVED. THIS SYSTEM OF CLASSIFIED ROADS ALLOWS FOR GREATER LIBERTY IN STREET DESIGN AS IT IS NOT REQUIRED TO LINK THESE DEVELOPMENTS STREET BY STREET, AS IS CUSTOMARY TO DATE, BUT ONLY THE MORE IMPORTANT STREETS.

THE PROPOSED SYSTEM ALSO ENCOURAGES THE DEVELOPMENT OF LINEAL PARKS AS THESE FORM BUFFERS OR SEPARATIONS BETWEEN DIFFERENT DEVELOPMENTS.

THE HAVANA MASTER PLAN COULD ALLOW GREAT FREEDOM TO DEVELOPERS IN THE SELECTION OF STREET PATTERNS AND INTERIOR ARRANGEMENT IF THESE RESPECT THE PROPOSED GENERAL ROAD SYSTEM AND CLASSIFICATION AND COMPLY WITH THE NEW LEGISLATION GOVERNING DEVELOPMENTS IN GENERAL (LEY DE URBANIZACIONES).

THE CLASSIFIED ROAD SYSTEM (PAGE 49)

THIS SYSTEM WAS DESCRIBED IN GENERAL LINES ON PAGE 15 WHEN DEALING WITH THE METROPOLITAN AREA. IT IS HERE FURTHER DETAILED ON PAGES 48-52. THE VI, V2, AND V3 ROADS WERE SHOWN IN THE GENERAL DIAGRAMS. RAPID TRANSIT LANES ARE DIVIDED BY STRIPS FROM SERVICE LANES IN ALL THESE EXPRESSWAYS. THE ROADS ONLY DIFFER IN THE NUMBER OF LANES AND THE WIDTHS OF THE PLANTED TRAFFIC DIVIDERS. PROPOSED SECTIONS FOR THESE EXPRESSWAYS ARE SHOWN ON PAGES 49

AND 50. INTERIOR ROADS IN THE SECTORS ARE THE V4, V5, AND V6, ALL OF THEM ARE SLOW TRAFFIC ROADS. THE V4'S HAVE A DIRECT ACCESS TO THE RAPID TRAFFIC LANES OF THE EXPRESSWAYS. THE V5 STREETS ARE ONLY ACCESSIBLE FROM THE SERVICE LANES AND V4 STREETS. V6 STREETS ARE SERVICE STREETS LINKING OTHER ROADS TO PARKING AREAS AND ACCESSES OF DIFFERENT GROUPS OF BUILDINGS; THEY ARE OFTEN DESIGNED AS LOOPS OR CUL-DE-SACS. ALL V4, V5, AND V6 STREETS LEAD INTO PARKING LOTS. CURB PARKING IS AVOIDED WHENEVER POSSIBLE. IT IS SUGGESTED THAT EVERY IMPORTANT BUILDING OR GROUP OF BUILDINGS PROVIDE FOR ITS OWN PARKING NEEDS.

THE PROPOSED ROAD INTERSECTIONS (SEE PAGES 50-52) DIFFER ACCORDING TO ROAD TYPES AND NUMBERS OF LANES. THEY ARE ALSO DESIGNED SO THAT THEY CAN DEVELOP FROM A SINGLE SIMPLE TYPE TO THE MORE COMPLEX TYPE AS TRAFFIC INCREASES IN INTENSITY. IN THEIR INITIAL PHASES MANY OF THESE CROSSINGS CAN BE CONTROLLED BY LIGHT SYSTEMS. IN LATER PHASES THE COMPLETE CROSSING WITH OVERPASSES AND RAMPS CAN BE DEVELOPED WITHOUT FURTHER LAND ACQUISITION OR EXPROPRIATION. BRIDGE ROTARIES ARE SUGGESTED AS THEY OCCUPY LESS LAND. THESE CAN BE ORDINARY ROTARIES IN THE FIRST PHASE AND LATER DEVELOP INTO BRIDGE ROTARIES. THE SIMPLEST TYPE INTERSECTIONS ARE THOSE USING BRIDGES FOR RAPID LANES ONLY AND CONTROLLING SLOW MOVING LANES WITH LIGHT SYSTEMS.

THE CLOVER LEAF TYPES ARE MORE EFFICIENT FOR FAST MOVING LANES IN BOTH DIRECTIONS AS THEY ALLOW FOR A CONSTANT FLOW IN ALL ROADS. THE USE OF THESE TYPES IS RECOMMENDED WHEN BOTH ROADS ARE OF THE EXPRESSWAY TYPE AND EQUALLY IMPORTANT. OF COURSE, THIS TYPE IS COSTLIER TO BUILD AND REQUIRES MORE LAND.

FOR FURTHER DETAILS ON THIS ROAD SYSTEM REFER TO THE REPORT ON THE "PROPOSED ROAD SYSTEM FOR THE HAVANA METROPOLITAN AREA" PRESENTED BY US TO THE PLANNING OFFICE ON MARCH 26th, 1956.

THESE SERIES OF DIAGRAMS AND PLANS ARE MEANT TO GUIDE THE PHYSICAL DEVELOPMENT OF THE FUTURE MASTER PLAN. THEY SUPPLEMENT THE REPORTS PREVIOUSLY SUBMITTED TO THE NATIONAL PLANNING OFFICE BY THE CONSULTANTS.

A LIST OF PLANS, DIAGRAMS, AND REPORTS COMPLETED TO DATE BY THE HAVANA SECTION OF THE PLANNING OFFICE IS GIVEN ON PAGE 53.