

Mantí founded the Cuban Revolutionary Party to start the first of three wars of independence. In 1898, in the midst of the war between Spain and Cuba, the USS *Maine* mysteriously sank in Havana Harbor. This event led to the establishment of a US military administration in Havana, which initiated several city-making constructions, including the famous Malecón along Havana's waterfront.

Cuba became an independent republic in 1902; however, the US continued to exert influence and the Cuban Revolutionary Party continued with its struggle against a series of corrupt puppet governments. By late 1958, Cuban forces led by Fidel Castro held most of the countryside and the US government withdrew its support for the Batista government. On January 1, 1959, the Revolution claimed victory.

Immediately before the Revolution, Havana was a highly developed city. The skyline displayed a series of skyscrapers, including the FOCSA building and the Havana Hilton. This was in contrast to the housing slums and tenements tightly set into the fabric of the city. One of the first initiatives of the Castro government was to initiate education and health care programs, and the construction of mass housing. With the top priority directed to the massive problems in the countryside, resources were not sufficient to stop the deterioration of the physical fabric of Havana. In a positive sense, the commercialization that occurred in many other South American cities did not occur in Havana.

Havana shares a common association with Amsterdam in relation to CIAM. In 1959, just before the victory of the Revolution, José Luis Sert completed work on a Master Plan for Havana. This plan imagined a major restructuring to the Malecón and to the heart of the old city. With the shift in priorities from the city to problems in the countryside this plan was never realized. In hindsight, it would have been a disaster for Havana: the Sert plan would have demolished major sections of the city that today are integral to the attraction of the city.

New waterfronts in Amsterdam

Discussions about the redevelopment of the land along the IJ began in the early 1980s. Before this period many cities experienced a decline in harbor-related industry. In Amsterdam this decline started with the completion of the North Sea Canal in 1875 and continued through the twentieth century. The emptying out of port-related uses provided an ideal opportunity for the city. The redevelopment of the banks of the River IJ is of primary importance in re-establishing the connection between the historic city and the harbor. The shift in harbor activities away from the inner city has provided opportunities to remake these connections.

Interestingly, waterfront redevelopment in Amsterdam occurs without a comprehensive plan. Rather, waterfront development is opportunistic and strategic. Areas that become vacant and free for development and do not require the construction of an entirely new urban infrastructure are used to advantage. This type of strategic intervention has had some positive results. For example, the city has been able to adjust decisions on developments in response to shifting market expectations. These developments have occurred in several parts of the waterfront.