
CHANGES AND CONTINUITIES IN TWO URBAN PLANS FOR THE HISTORIC CENTRE OF SALVADOR: THE EPUCS (1943-50) AND THE PUBLIC TRANSPORT PLAN (1982)

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The paper will analyse the proposals for the historic centre of Salvador presented in two urban plans designed with an interval of almost 40 years. The first is the plan conceived between 1943 and 1950 by Epucs (Office of the Urban Plan for the City of Salvador), responsible for the first modern planning experience of the city. Coordinated by the sanitary engineer Mario Leal Ferreira until his death in 1947, the Epucs then becomes coordinated by Diógenes Rebouças, a young agronomist engineer (and self-taught architect) who was the coordinator of the landscape sector of the plan. The second plan is the public transport plan designed by Rebouças in 1982 for the central area of Salvador. We intend to analyse how those two plans, conceived by Rebouças and partners in a range of almost four decades, solve the challenge of meeting the (alleged) demands of the present and the future while preserving the inherited cultural values. On the other hand, we also intend to identify the continuities and changes in the approach adopted by Rebouças and partners while intervening in a historic site that, in 1959, was listed as national heritage and, in 1985, was inscribed in Unesco's World Heritage List.

Keywords

Diógenes Rebouças, historic centre of Salvador, urban planning

INTRODUCTION

This paper analyses the proposals for the historic centre of Salvador presented in two urban plans. The first was conceived between 1943 and 1950 by Epucs (Office of the Urban Plan for the City of Salvador). The second plan is the public transport plan for the central area of Salvador designed almost 40 years later, in 1982, by Diógenes Rebouças, former coordinator of the landscape sector of the Epucs plan.

We intend to analyse how those two plans, conceived by Rebouças and partners in a range of almost four decades, solve the challenge of meeting the (alleged) demands of the present and the future while preserving the inherited cultural values. On the other hand, we also intend to identify the continuities and changes in the approach adopted by Rebouças and partners while intervening in a historic site that, in 1959, was listed as national heritage and, in 1985, was inscribed in Unesco's World Heritage List.

The methodology adopted in this paper includes the analysis of plans, maps and texts of both urban plans and a bibliographical review on urban planning in Bahia in the 20th Century. It is important to highlight that only in 2014 the original maps, plans, photographs and texts of Epucs were opened to the public, after decades of neglect that resulted in the loss of dozens of documents and after ten years of a careful process of cleaning, cataloging, restoration and scanning.¹ Although some studies on the Epucs plan have been published since the 1970s², none of them focused on its proposals to the central area of Salvador, as is the purpose of this paper.

For the Plan for Integrated Mass Transport developed by Diógenes Rebouças in 1982, it was never implemented and remained unpublished until today.³ The main source used in this paper regarding this plan was Rebouças' personal copy of the documents, organized as a book and full with his notes as a final revision before the publication that never happened.⁴

THE CITY OF SALVADOR DE BAHIA

The city of Salvador de Bahia was founded in 1549 to be the capital of the Portuguese colony in America. The chosen site was divided into two parts: a hill 60 meters high and a narrow strip of land at the level of the Bay of All Saints, separated by a steep slope. At the upper part, the Portuguese settled the administrative city, with the seat of government, the Cathedral and the churches of religious orders - such as the Jesuits, the Franciscans, the Benedictines and Carmelites - as well as much of the trade, services and housing. In the lower part, they settled the harbour, which would be progressively extended and would become the most important of the South Atlantic in the 18th Century, although in 1763 Salvador lost the function of capital of the Portuguese colony for Rio de Janeiro, located 1,200 km south.

About four years after the founding of the city, around 1553, the mud walls that protected it were demolished and rebuilt, expanding the walled city to the north and to the south. Two gates were created: the Saint Catherine to the north, where today is the *Largo do Pelourinho*, and Saint Lucy to the south. In the following centuries, the city gradually expanded also to the east, on the second hill, where new neighbourhoods appeared. In 1812, near the old city gate of Saint Lucy, the *Teatro São João* was built and, in front of it, was created the *Praça do Teatro* (Theatre Square), currently *Praça Castro Alves*, since then one of the main public spaces in the centre of Salvador. Between the late 19th and the early 20th Century, the city expands further: while the more affluent families migrate to the south, the north is occupied by low-income families, as well as by an important textile industrial park with its company towns.

Between 1912 and 1916, during the first term of José Joaquim Seabra as Governor of the State of Bahia, monumental works and major transformation in the city centre take place: several streets of the Lower Town and on the city centre are widened, *Avenida Oceânica* is built, creating a new axis of urban expansion in the Atlantic Ocean waterfront, and dozens of buildings are demolished. Seabra's most important intervention, though, is the opening of the *Avenida Sete de Setembro*, result of the rectification and enlargement of several streets and alleys and of the demolition of tens of buildings to link the *Praça Castro Alves* to the *Farol da Barra*, connecting the city centre to the new bourgeois neighbourhoods on south.

From the 1940s, with the implementation of road infrastructure on the outskirts of the city and the subsequent eccentricity of the foundational city, this one begins to lose its centrality.

THE EPUCS - OFFICE OF THE URBAN PLAN FOR THE CITY OF SALVADOR (1943-50)

Aiming the elaboration of an urban plan to Salvador, it was signed, on November 3rd, 1942, a contract between the City of Salvador and the Office of the Urban Plan for the City of Salvador (Epucs), coordinated by engineer Mário Leal Ferreira, holder of a wide experience in several fields related to the urban planning – especially sanitary engineering and sociology.⁵

The research work, data collection and definition of urban planning guidelines of Epucs only started in April 1943, and continued under Ferreira leadership up to March 1947, when he suddenly died, and Diógenes Rebouças, then coordinator of the landscape design section of Epucs, takes its coordination.^{6,7} Epucs would work under Rebouças' coordination up to 1950, when it would be extinct.^{8,9}

On its first years of operation, Epucs came up with a series of depth studies in several areas. Beyond aerophotogrammetric survey of Salvador urban zone and a set of historic research aiming to constitute the “urban encyclopedia of the City of Salvador”, Epucs developed investigations about a range of topics, from geology, topography, meteorology and climatology to urban infrastructure networks, also including finances, urban economy and urban legislation. These data collection subsidized the plan proposals, among which there were the zoning plan; the definition of communication routes, of areas intended to parks and gardens and residential zones; the location of several public services, such as the Civic Centre of local and urban reach and supply centres.¹⁰

From the geomorphological understanding of Salvador and the historic occupation that had privileged the hilltops, Epucs identified and adopted a radio centric system of occupation, having the foundational city as the centre and formed by radial roads connecting the city centre to the concentric roads and neighbourhoods, creating neighbourhood-to-neighbourhood connections (Figure 01). It were also foreseen the articulation between ridges and valleys; the traffic division by circulation modals which included automobiles, trams and pedestrians; and the creation of fast traffic routes on the city valleys, vacant by then.

The proposal of creating a network of valley avenues (*park-ways*) is certainly the most known aspect of the Epucs plan, as it was, in a certain way, incorporated as a priority to Salvador urban planning during the following decades, and as the first valley avenue – the *Avenida do Centenário* –, designed by Rebouças, began to be constructed in 1949, as part of the celebrations for the 4th centenary of Salvador foundation.

By that time, the new avenues proposed by Epucs were also criticized. The editorial of the last edition of 1949 *Técnica – Revista de Engenharia e Arquitetura* accuses the Mayor Wanderley Pinho of grabbing a sizable loan “under high interests” to “spend millions each year supporting Epucs on its cocaine daydreams”, among which the construction of “avenues to ‘leave in the shade’ the 5th Avenue in New York or the Champs-Élysées in Paris.”¹¹

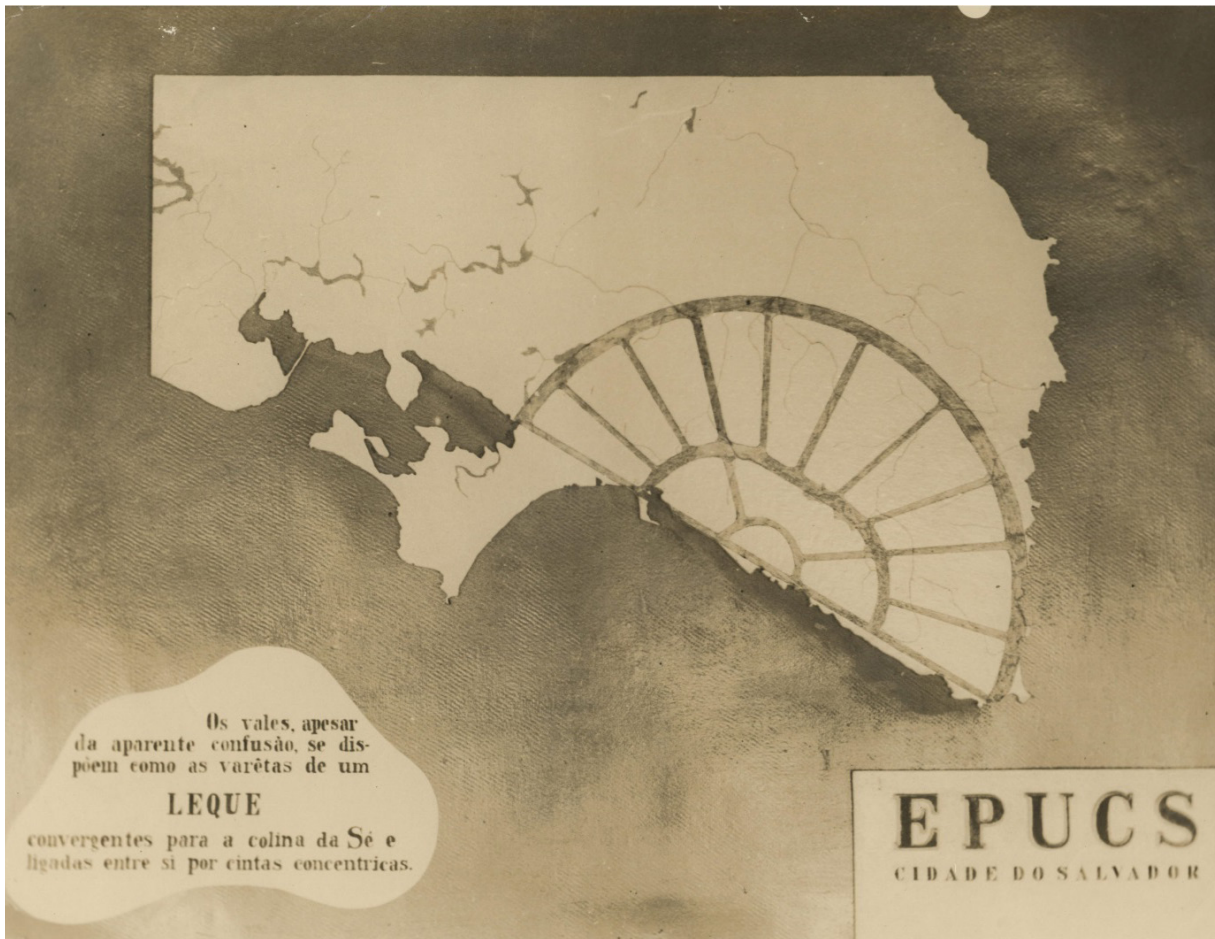


FIGURE 1 Radio centric scheme developed by Epucs, featuring as the centre the foundational city, currently the Historic Centre of Salvador. On the lower left corner, the text informs that “the valleys, despite the seeming mess, are arranged as the rods of a FAN converging to the Cathedral Hill and connected to each other by concentric belts”.

Despite these critics, Epucs rapidly became a reference, all over Brazil, in modern analysis and urban planning. In 1946, the Paulista engineer-architect Eduardo Kneese de Mello, after paying a visit to Salvador, published on the *Acrópole* magazine the transcription of a lecture held in São Paulo about his “Impressions about a voyage to Bahia”, which highlights Epucs as an example that deserves to be followed. After comparing São Paulo – “the city that mostly builds in the whole world” and “the biggest industrial centre of South America” – with Salvador – which population is “smaller than a fifth of São Paulo’s” – he highlights the qualities of the plan that has been elaborated in “Bahia”, as he refers to Salvador.

Bahia is not only widening streets, as many other Brazilian cities have done, under the title of urbanism. Bahia is studying its plan for real. [...].

The future plan for Bahia will be based on the rigorous topographic survey of the region, on the study provided and the waters flow, the traffic study, the use of parks and natural groves, on the conservation of historical and artistic monuments, on the zoning, the proportional distribution of schools, hospitals, and playgrounds. The master plan for Bahia will be based, ultimately, on the complete knowledge of its current conditions and of its future opportunities. Holding these data, the urban planner can safely draw the guidelines of the urban development and Bahia will then be one of the most beautiful cities of America.¹²

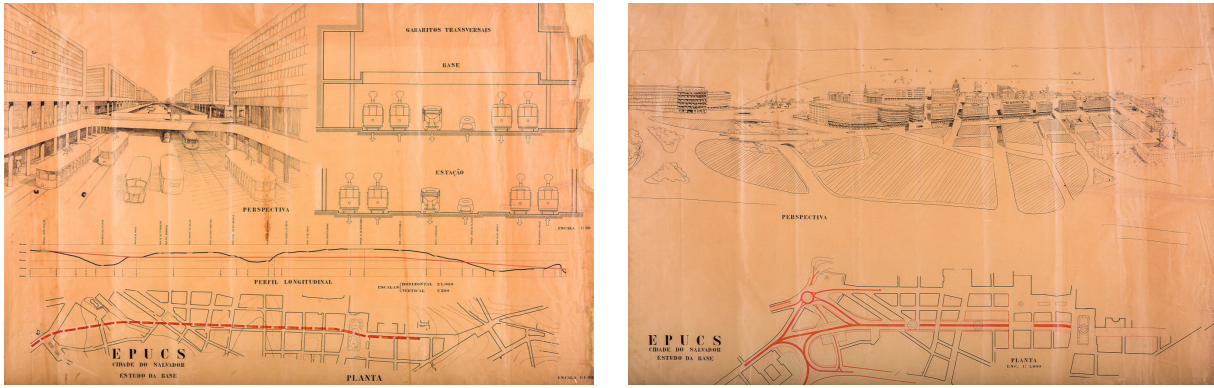


FIGURE 2 Proposal developed in Epucs for the creation of a new multimodal avenue (trams, automobiles and pedestrians), half-buried, connecting Terreiro de Jesus to Avenida Sete de Setembro.

Epucs represented a fundamental contribution to the City of Salvador planning process and, in a certain way, a pioneer experience on the Brazilian urban planning scenery. On his doctoral thesis about modern Brazilian architecture, defended in the *Université de Paris IV* in 1969, Yves Bruand affirms that “Diógenes Rebouças and his team came up with a huge and first-rate work” with the Epucs plan, “notable both by the width of its view and by the concern about the details.” He also declares that “the Salvador plan is a model on its genre and the state of mind that it inspired is worthy to be mentioned as an example.”¹³

Its proposals, however, were practically on paper: only in March 1948, the first urban planning law aimed at formalizing Epucs guidelines inured – the Decree-law no. 701, of March 24, which divided the city in twelve sectors: a Central one, a Port and Commercial one, an Industrial one, seven residential and two transition ones. This Decree-law, however, did not establish the urban parameters to each one of the sectors, establishment that would only be done six years later, after the inuring of the Decret no. 1.335, of January 1st, 1954.¹⁴

Despite the survival on what it concerns to the creation of the valley avenues and of one or another timely appearance, the Epucs plan was, during the following decades, progressively phased out. About it, Antônio Heliodório Sampaio notes that

[...] the emphyteutic lease of the ownership and use of land, on one hand, and the growing weakness of the municipal government while facing the issue, as well as its incapacity to obtain the necessary investments to the infrastructuring recommended by Mário Leal and his team [...] end up ‘freezing’ the main guidelines of the Plan on its social dimension, being reduced, on the following years, to the road issues, giving support to the post- 64 highways development.¹⁵

THE EPUCS PROPOSALS TO SALVADOR CITY CENTRE

Within Epucs, several proposals were elaborated to the foundational area of Salvador, which ranged from the opening of new roads and connections to the construction of new urban equipment. Among the few proposals effectively implemented, though partially, it deserves to be highlighted the legal requirement, from the aforementioned Decree no. 1.335/1954, of the creation of covered loggias of 4,00m wide on the new edifications to be built on the neighbourhood.

The first edification built in the central area of Salvador to follow this rule was the *Edifício Octacílio Gualberto*, headquarters of the *Instituto de Previdência e Assistência dos Servidores do Estado (IPASE)*, designed by Diógenes Rebouças and inaugurated in 1953 between *Ladeira da Praça* and *Praça da Sé*. It is a six-storey building with a

rectangular plan. Even being prior to the Decree no. 1.335/1954, the building is supported by double-height piloti, creating a covered loggia of 4,00m wide. The main prismatic volume alternates on its façades between brise-soleil and *cobogós*, and it is surmounted by a terrace on which indented curved volumes stand. Raised on a consolidated and centenary urban fabric, the building corresponds to a manifest of the modern architecture: pilotis, free plan, façades independent to the indented structure, roof garden and, instead of the ribbon windows, brise-soleil and *cobogós*, praxis in the Brazilian modern architecture of Corbusian origin. A project that radically contrasts with its 18th and 19th century houses neighbours, including listed buildings such as the *Mirante do Saldanha*.

However, the most interesting aspect in analyzing the Epucs plan in what it concerns to the proposals to the central area of Salvador are the plans, sections and perspectives of studies and projects that had not been executed. Among another interventions in the centre of the city, Epucs proposed the creation of a new multimodal avenue, containing tram and car lanes, and covered loggias to pedestrians under the buildings, connecting the *Terreiro de Jesus* (Northeast) to the *Avenida Sete de Setembro* (Southwest), going through the *Praça Castro Alves*. Half-buried, the avenue would include the widening of the centenary streets of *Saldanha* and *Alfredo de Brito* and would tear longitudinally a great part of the urban fabric of the foundational city. Following its trace, tens of preexisting buildings would be demolished and replaced by modern buildings supported by piloti, with similar appearance to the *Edifício Octacílio Gualberto*. Though the design of the new road preserved some of the eighteenth century monuments – many of them listed buildings, such as *Paço do Saldanha* and *São Pedro dos Clérigos's Church* –, he predicted the demolition of important buildings. In *Terreiro de Jesus*, one of the most important public spaces of the foundational city, a great rip would be created to allow the lighting and ventilation of the new half-buried avenue (Figure 02).

The listed *Nossa Senhora da Barroquinha's Church* (1722) and some blocks would be demolished and a connection underneath the *Praça Castro Alves* between *Ladeira da Montanha* and *Barroquinha* would be created. Curiously, the new link would preserve some buildings erected on the previous decades, such as the deco headquarters of the *Secretaria da Agricultura da Bahia* and the eclectic *Palace Hotel*, beyond the recently-inaugurated *Edifício Sulacap* (Figure 03).

Another proposal developed within Epucs and that is worthy to be analyzed because of what it would represent in terms of destruction of the architectural, urban and landscape heritage of the Historic Centre of Salvador is the creation of a new Civic Centre on the southeast side of *Praça da Sé*.

Three whole courts, mainly composed by eighteenth and nineteenth century buildings, would be entirely demolished to make room to a gigantic building, divided in two asymmetric blocks with different dimensions. As a local version of the *Ministério da Educação e Saúde* building, in Rio de Janeiro (1936-43), the new Civic Centre would adopt the repertoire of the Carioca School of Corbusian origin: prismatic volumes erected on circular section pilotis surmounted by roof-gardens; slender concrete marquees supported by “V” shape pillars; brise-soleils. Preserving due proportions, the Civic Centre project seems to prognosticate the *Edifício Octacílio Gualberto*, which would be built a few meters from there, less than ten years after (Figure 04).

Despite the contrast created with the old and listed buildings located on the other sides of the square, it is necessary to highlight Diógenes Rebouças concern on the definition of the quota of the new Civic Centre. The new architectonic set reaches a limit height of 29 meters, corresponding to nine pavements, showing Rebouças concern to limit the height of the new edifications to 6,50 meters underneath the 100,00m quota, relative to the top of the crosses of the main catholic temples in Salvador City Centre.



FIGURE 3 Proposal developed in Epucs for the creation of an underground connection between Ladeira da Montanha and Barroquinha, underneath Praça Castro Alves.



FIGURE 4 New Civic Centre in Praça da Sé, developed in Epucs.

However, this height limit, so carefully studied by Rebouças, is deliberately discontinued by some vertical elements proposed, on the same study, to the *Praça da Sé*: a set of palm trees and a bell tower, coated on tiles and installed on a podium, that would be erected on the site where the *Igreja da Sé* – demolished in 1933 – was located.

The proposals of the Epucs plan for the centre of Salvador, developed in the 1940s, have many points in common with others proposals of the European modern urbanism from the 1920s. On one side there are striking similarities between the new avenue proposed to connect *Terreiro de Jesus* and *Avenida Sete de Setembro* – especially the view shown in Figure 02 – and the *Hochhausstadt* conceived by German architect Ludwig Hilberseimer in 1924. On the other, it is indisputable the approximation of Epucs proposal and the *Plan Voisin* developed for Paris by Le Corbusier in 1922, especially in the decision to demolish whole blocks of centuries-old houses – preserving only some monumental buildings – and to build new modern buildings – even though the buildings proposed by Epucs in Salvador are much more modest in scale than the skyscrapes designed by Le Corbusier for Paris.

THE PLAN FOR INTEGRATED MASS TRANSPORT (1982)

Most of the proposals elaborated on the 1940s within Epucs to Salvador City Centre were not executed. Beyond that, the migration of higher income families in direction to the new neighbourhoods located to the south of the centre speeded up, from the 1940s, the process of degradation and slumming of the old houses of the area.¹⁶ On the following decades, this process accelerates further. The construction of a new Administrative Centre by the State of Bahia Government begins to be imagined in 1966 and is finally executed on the 1970s. On the same period, a new Bus Station (1974) and the first mall of the city (*Shopping Centre Iguatemi*, 1975) are built on a still unoccupied region located halfway between the foundational city and the new Administrative Centre of Bahia, creating a new centrality.

If, by one side, the central area had lost, mostly, its centrality, on the other it had earned the status of national heritage in 1959 and in 1985 the Historic Centre of Salvador is inscribed on the World Heritage list by Unesco.¹⁷

While it became a world heritage, the Historic Centre of Salvador housed several areas in an advanced state of ruination occupied by low income afro descendant families – by then, important cultural groups came up, highlighting *Olodum*, founded in 1979 and which, with its musical, theatre and dance activities, fosters the self-esteem and pride of the local population.

When, in 1982, the 68 years-old Diógenes Rebouças develops to the State of Bahia Government the preliminary study to an Integrated System of Mass Transportation to the central area of Salvador, neither the Historic Centre nor Rebouças are the same as they were in the 1940s.¹⁸

The Integrated Mass Transportation System had as one of its primary goals “to reach Salvador City Centre in strictly strategic spots, the ones of origin and destination of the routes, an operation that will be carried by the integration of the network elements to the road structures of the Centre.”¹⁹ According to Rebouças, “when they reach the Centre, the lines provided to the mass transportation should serve as a motivation to the dissolution of multiple problems that affect the quality of life in this urban space”:

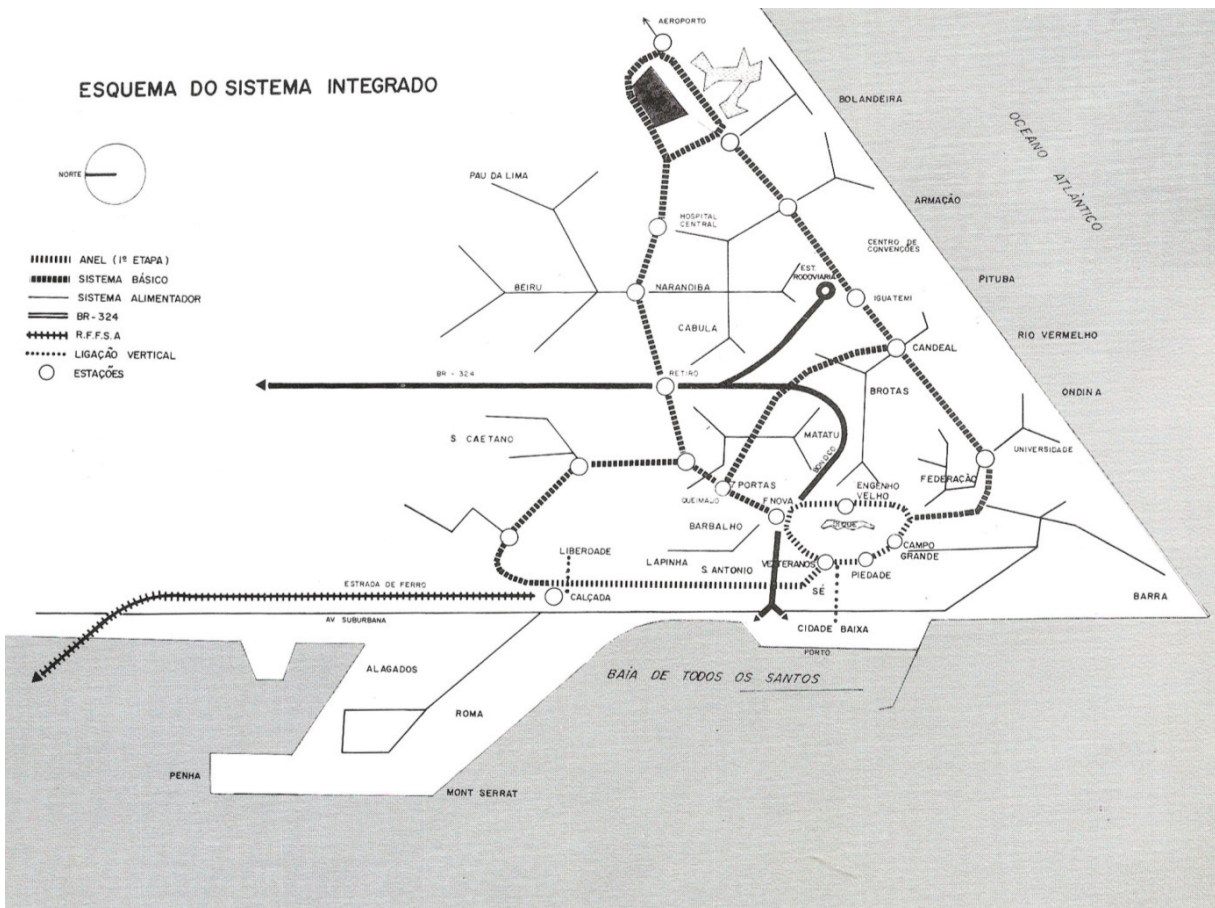


FIGURE 5 Mass Transportation Integrated System Scheme, developed by Diógenes Rebouças in 1982.

It is necessary, at the beginning of the work, to take a position on what it concerns to the philosophy to be defended and followed in one of the prime aspects in which the Mass Transportation problem unveils itself, of the ENVIRONMENTAL IMPACT; for seeming to be of utmost importance and for being about the City of Salvador

[...] on what it concerns to achieve visual integration of these elements on the landscape, from aesthetic, emotional and psychological points of view, it is necessary to require from the responsible for the approach an elevated degree of sensibility.

[...] It is intended then to admit that, in certain areas, when the restrictions are the landscape or environmental preservation, finding the best solution, to then intervene, and if economical healthy and technically valid reasons justify it, it must not be hindered a correct intervention, especially when there are lumps or when the irreversibility of architectural values is found. This will occur if these values are already lost or soiled by the interference of surreptitious buildings and ruins that are real proliferation focus of harmful and offensive agents to the health of the population [...]

It is declared then a courageous action, since solutions that represent contemporary values and that are harmoniously added to the preserved ancient ambient, will, in a certain way, inspire respect and be applauded by the current and the future generations.²⁰

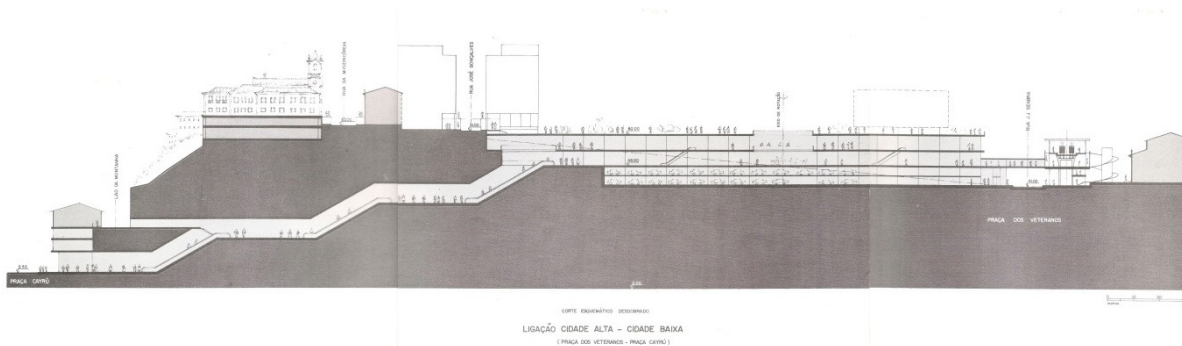


FIGURE 6 Plan for the Mass Transportation Integrated System (1982): schematic section of the Estação Praça dos Veteranos, the attached mall and the tunnel connection to Praça Cayrú.

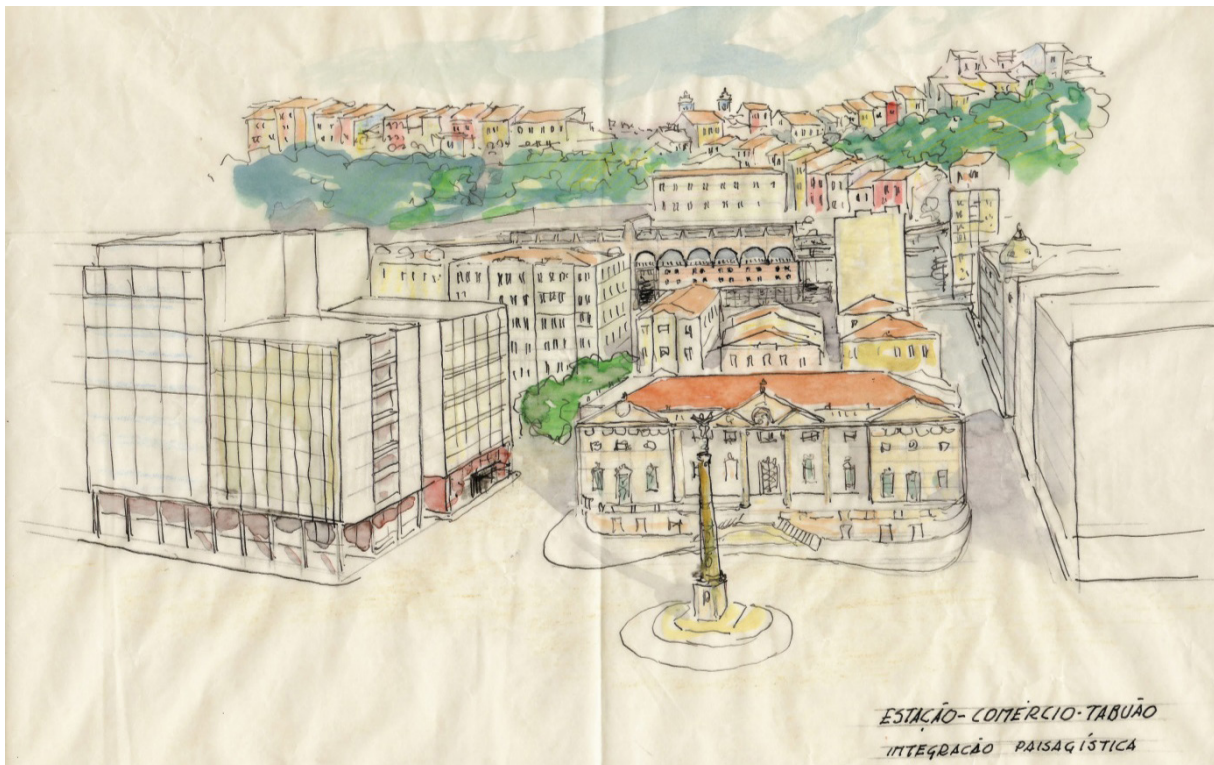


FIGURE 7 Plan for the Mass Transportation Integrated System (1982): “Estação Comércio-Taboão: landscape integration”, original design by Diógenes Rebouças featuring the station to be built between Caminho Novo do Taboão and Rua do Julião.

Rebouças then forecasts the implementation of a ring shaped line that would be articulated to the great converging lines of the neighbourhoods’ traffic corridors, recapturing, in general terms, the radio concentric scheme conceived by Epcus. (Figure 05)

The ring, with a route of approximately 5.5km long, would be implanted on the east bank of the valley of Dique do Tororó and on the ancient channel “Rio da Vala” (Rua Dr. J.J. Seabra, a.k.a. Baixa dos Sapateiros). The connection would happen through the transposition of the watershed of the valleys, in two points: north, connecting the Baixa dos Sapateiros to the Fonte Nova Sports Complex; and south, nearby the just-inaugurated Lapa Bus Station. The ring would be supported by stations on the Campo Grande, Piedade, and Praça dos Veteranos.

However, the main ring would only hem the Historic Centre. *Praça Thomé de Souza* and *Praça Cairú* – main public spaces of the central area of the Up and Lower Towns, respectively –, would be reached through connections starting on the *Estação Praça dos Veteranos*, in *Baixa dos Sapateiros*, in which the circuit would be installed on an elevated structure, connected through a footbridge to a gigantic mall that would replace the three blocks located between *Ladeira da Praça* and *Rua 28 de Setembro*. Many 18th, 19th and 20th century buildings would be demolished. (Figure 06)

Rebouças justifies his decision for the demolition of those three quarters for them being “real centres of proliferation of all kinds of harmful to health agents, creating a bad use of the space and highly damaging conditions to the City’s economy.”²¹

To Rebouças,

Undoubtedly, the position in which the alluded blocks are found, in the heart of the City, is what justifies, without a contraindication, the implementation of an optimistic and brave project of renovation, in which the goals to be reached, beyond the attendance to the needs of a city centre, should also be scheduled to the expansion of the Commercial City in attractive, comfortable and modern terms, with the installation of several arrangements to provide important services and energize the community life.²²

The proposed mall would count on a “terrace coverage”, with “garden areas”, that would assure “environments that would enable moments of leisure and refreshment to the people” and allow the connection leveled with the *Rua José Gonçalves* and, consequently, with important public spaces of the Upper City, such as *Praça da Sé*, *Rua da Misericórdia*, *Praça Thomé de Souza* and *Rua Chile*. At the same time, tunnels containing escalators starting from the mall would guarantee the fast and practical access to *Praça Cairú*, in the Lower City.

Another extension provided for in the ring would be related to a tunnel that, underneath the foundational city, would connect the *Baixa dos Sapateiros* to the lower part of the hill that divides the Up and the Lower Towns, on the quota of *Rua do Julião* and *Caminho Novo do Taboão*. There would be built the *Estação Taboão-Comércio*, to support the Lower City. Rebouças highlights that

The project and execution of this Station will be a challenge for the professionals that are delegated to these functions, not only for the issues concerning the visual integration on the landscape, but also because of its location interfering in a stretch that demands a brave action, for technical reasons and for the opportunity to reintegrate, in the urban context, an area strongly degraded and owner of a damnable ambience to the human life, where there are really poor quality constructions.²³

Rebouças himself features studies of “landscape integration” to the station that demonstrate his capacity to carefully implement a contemporary equipment of reasonable size in a delicate and consolidated urban landscape (Figure 07). On the other hand, the implementation of this station in this place would represent the demolition of dozens of 18th and 19th century houses, beyond the *Elevador do Taboão* (1891), one of the most interesting elements of the network of urban lifts implemented in the centre of the city in the second half of the 20th century and which structure and machinery were brought from England.

If, despite the demolition of historical preexisting buildings, Rebouças is capable of reaching a proper landscape integration in the *Estação Taboão-Comércio*, in the *Estação Praça dos Veteranos* the visual impact that the mall would cause in the immediate surroundings of some of the most representative examples of the civic Baiano architecture, such as *Casa dos Sete Candeeiros* (built in the 17th century and listed by Iphan in 1938) and the *Solar do Gravatá* (built in the first half of the 18th century and listed by Iphan in 1974) is incontestable.

CONCLUSION

Despite the almost 40 years that divide both of the experiences, we can find some similarities on the proposals to the Historic Centre of Salvador developed within Epucs and on the Mass Transportation Integrated System. The first of them is the permanence of the radio concentric traffic scheme, conceived in Epucs and that, in a certain way, structured the creation of the first valley avenues, and that is reinterpreted in the 1982 studies, through a net of mass transportation.

Either on the 1940s proposals or on the 1982 ones, the creation of a traffic infrastructure predicates the demolition of entire blocks on the urban fabric of the Historic Centre, and even of monuments of undeniable historical value, bringing back echoes of the Baron Haussmann and Pereira Passos “demolisher urbanism”, which Seabra had already incorporated on the 1910s. This reference to the “demolisher urbanism”, really current on the urban renovation undertaken in Brazil on the beginning of the 20th century gets even clearer in the hygienist rhetoric featured by Rebouças on the proposal for the Mass Transportation Integrated System, which links the physical degradation of the buildings to the (supposed) social degradation of its dwellers. If in the 1940s this approach was not only acceptable but even current in Brazil, it was not anymore in the 1980s.

Fortunately or unfortunately, the proposals for both of the plans to the Historic Centre of Salvador that we have presented here have in common the fact that they have, mostly, remained on the paper.

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Image Sources

- Figure 1: Epucs Archives / Arquivo Histórico Municipal / Fundação Gregório de Mattos / Prefeitura Municipal do Salvador [01.01.10 000.690].
- Figure 2: Epucs Archives / Arquivo Histórico Municipal / Fundação Gregório de Mattos / Prefeitura Municipal do Salvador [04.03.23 001.765; 04.03.23 001.763]
- Figure 3: Epucs Archives / Arquivo Histórico Municipal / Fundação Gregório de Mattos / Prefeitura Municipal do Salvador [01.02.10 000.745_1]
- Figure 4: Epucs Archives / Arquivo Histórico Municipal / Fundação Gregório de Mattos / Prefeitura Municipal do Salvador [04.03.23 001.909]
- Figure 5: Bahia. Governo do Estado da Bahia. Salvador – Sistema Integrado de Transporte de Massa – Estudo Preliminar. Vol. 4. Renovação Urbana. Salvador: Governo do Estado da Bahia, 1982.
- Figure 6: Bahia. Governo do Estado da Bahia. Salvador – Sistema Integrado de Transporte de Massa – Estudo Preliminar. Vol. 4. Renovação Urbana. Salvador: Governo do Estado da Bahia, 1982.
- Figure 7: Diógenes Rebouças Archives – Faculty of Architecture – Universidade Federal da Bahia.

Endnotes

- 1 The careful process of cleaning, cataloging, restoration and scanning was held by a team coordinated by Professor Ana Fernandes, from the Faculty of Architecture of the Universidade Federal da Bahia (FAUFBA), with funding from Fundação de Amparo à Pesquisa do Estado da Bahia (FAPESB) and Petrobras. The Epucs Archives are currently deposited in Fundação Gregório de Mattos, in Salvador. In 2014, at the same time that the access of the images scanned from this archives were opened to the public, the team responsible for this recovery published a book about the collection. (Ana Fernandes (Org.). *Acervo do EPUCS: contextos, percursos, acesso*. Salvador: Universidade Federal da Bahia, 2014)
- 2 Such as: a) Salvador. Órgão Central de Planejamento. *EPUCS: uma experiência de planejamento urbano*. Salvador: Prefeitura Municipal de Salvador, 1976; b) Ana Fernandes; Marco Aurélio A. de Filgueiras Gomes; Antonio Heliodório Lima Sampaio. Plano de Urbanismo do EPUCS – Escritório do Plano de Urbanismo da Cidade do Salvador, 1943-1947. In: Maria Cristina da Silva Leme (Coord.). *Urbanismo no Brasil 1895-1965*. São Paulo: Studio Nobel; FAUUSP; FUPAM, 1999; c) Antônio Heliodório Lima Sampaio. *Formas Urbanas – Cidade Real & Cidade Ideal. Contribuição ao estudo urbanístico de Salvador*. Salvador: Quarteto: PPG/AU-FAUFBA, 1999; d) Fernandes. Op. cit.)
- 3 Except for a brief reference to this plan made by the author in an article published nine years ago with another approach (Nivaldo Vieira de Andrade Junior & João Legal Leal. *Arquitetura moderna e reciclagem do patrimônio edificado: a contribuição baiana de Diógenes Rebouças*. In: *Anais do 7º Seminário DOCOMOMO Brasil*. Porto Alegre: PROPAR-UFRGS, 2007).
- 4 . Bahia. Governo do Estado da Bahia. Salvador – Sistema Integrado de Transporte de Massa – Estudo Preliminar. Vol. 4. Renovação Urbana. Salvador: Governo do Estado da Bahia, 1982. [unpublished]. The author thanks to architect João Legal Leal for preserving Diógenes Rebouças' original copy of this plan.
- 5 Mario Leal Ferreira, born in Santo Amaro, in the State of Bahia, graduated from the Polytechnic School of Bahia as a geographer engineer and from the National School of Engineering in Rio de Janeiro as a civil engineering. He specialized in sanitary engineering at Harvard University, in the United States, and was a fellow of the Rockefeller Foundation from 1930 to 1932. He was Full Professor of the chair “Hygiene, sanitation and urban planning” of the National School of Engineering and taught “Hygiene housing” at the National School of Fine Arts. He has held various public offices in the states of Rio de Janeiro, Rio Grande do Sul and São Paulo, always in areas related to sanitary engineering. (Fernandes, Gomes & Sampaio. Op. cit. 507).
- 6 Diógenes de Almeida Rebouças was born in 1914 in a farm in Amargosa, in the State of Bahia, and, at 4, moved with his family to Itabuna, in the cocoa cultivation region of the State, where his parents had farms. At 16 he enrolled in the course of Agronomic Engineering in Agricultural School of Bahia in São Bento das Lajes, close to Salvador. Completed the course in 1933 and returned to Itabuna, where he began to work as a surveyor for the City at the same time as he helped to manage the family cocoa farms. Through social contacts of family and engineers who he met as surveyor in Itabuna, started to design houses and other buildings, becoming one of the most productive architects in the city in the 1930s In 1936, Rebouças moved to Salvador, where he had started five years before architecture and painting courses at the School of Fine Arts of Bahia, which, however, he frequented little. In 1937, receives a diploma of Professor of Drawing and Painting. Rebouças only received the title of architect in 1952, when he already was the most important architect in Bahia. (Nivaldo Vieira de Andrade Junior. *Arquitetura moderna na Bahia, 1947-1951: uma história a contrapelo*. 2012. Thesis [Doctorate in Architecture and Urban Planning] – Post-Graduation Program in Architecture e Urban Planning – Universidade Federal da Bahia, Salvador, 2012).
- 7 Salvador. Op. cit. 23-25.

- 8 Officially, the Epucs ended its activities after the death of Mário Leal Ferreira and, from the decree signed by Mayor Wanderley Pinho on January 29, 1948, was created the Commission of the Urban Plan of the City of Salvador (Cpucs) to continue the actions initiated by Epucs. However, local media and even the Mayor reports continued to refer to Epucs - and never to Cpucs - in articles published in the following five years (Continuidade na execução do plano de urbanismo. *A Tarde*, Salvador, p. 02, 28 maio 1949; O E.P.U.C.S. também ameaçado de despejo. *A Tarde*, Salvador, p. 02, 01 jun 1949; Começou o asfaltamento da Liberdade. *A Tarde*, Salvador, p. 02, 06 fev 1950; A Bahia terá uma Penitenciária-Modelo. *A Tarde*, Salvador, p. 02, 10 fev 1950; O hotel servirá a toda a cidade. *A Tarde*, Salvador, p. 02, 13 dez 1950; Casas populares na Bahia. *A Tarde*, Salvador, p. 02, 04 abr 1952). For these reasons, throughout this article, we always refer to Epucs even when we are describing the actions taken after the death of Ferreira and the official – but not real – extinction of that structure.
- 9 The team that composed Epucs was extensive and formed by engineers, architects, lawyer, historians, doctors, archivists, draftsmen, topographers and model makers, in addition to an administrative section and contributors to several specialties, such as botanic, geography, health, construction materials and museums. On the period when Epucs was under Mario Leal Ferreira coordination (1943-47), it was up to Diógenes Rebouças “to match the space conception of the chosen model to the ‘general principles’, submitting the physical proposal to the general coordination of Mário Leal.” (Sampaio. Op. cit. 198)
- 10 Salvador. Op. cit. 39.
- 11 Um prefeito pr’as Arabias. *Técnica – Revista de Engenharia e Arquitetura*, Salvador, nº 31, p. 4, nov-dec 1949. 4.
- 12 Eduardo Kneese de Mello. Impressões de uma viagem á Baía: Palestra realizada na Sociedade Brasileira de Cultura Inglesa. *Acrópole*, São Paulo, nº 96, p. 317-320, abr 1946. 320.
- 13 Yves Bruand. *Arquitetura Contemporânea no Brasil*. São Paulo: Perspectiva, 1981. 340-344.
- 14 Heloisa Oliveira de Araújo. *Inventário da Legislação Urbanística de Salvador: 1920-1966. As novas regras do jogo para o uso e o abuso do solo urbano*. 1992. Thesis (Master in Architecture and Urban Planning) – Faculdade de Arquitetura – Universidade Federal da Bahia, Salvador, 1992. 284-342.
- 15 Sampaio. Op. cit. 105.
- 16 The most important Brazilian geographer, Milton Santos, had already noted the process of degradation and slumming of the old buildings of the centre of Salvador on his doctorate thesis, defended on the Université de Strasbourg in 1958. (Milton Santos. *O centro da Cidade do Salvador: Estudo de Geografia Urbana*. São Paulo: Edusp; Salvador: Eufba, 2008. 163)
- 17 Although the foundational city of Salvador had been listed by the National Institute of Historic and Artistic Heritage (IPHAN) in 1959, in 1984, the listed area is expanded, and embraced the surroundings of the foundational city, from the Mosteiro de São Bento, on the south, to the Carmo, on the north.
- 18 As we saw, since the 1940s the centre of Salvador had lost great part of its centrality, beyond having become a national heritage and being about to become world heritage. On the other hand, Diógenes Rebouças, who in 1943 was a young self-taught architect of 29 years-old, had become, in the 1950s, the most influent architect of Salvador, mostly due to the buildings projects elaborated in Epucs, such as the Hotel da Bahia, the Escola-Parque and the Avenida Centenário. Author of more than a hundred of projects distributed in dozens of cities of Bahia and neighbour States, Rebouças started, from the mid-1960s, to mainly devote himself to consulting and teaching activities, becoming one of the most respected professors of the Architecture School of the Federal University of Bahia.
- 19 Bahia. Op. cit. 06.
- 20 Ibid. 07.
- 21 Ibid. 17.
- 22 Ibid. 18.
- 23 Ibid. 26.