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**Development of problems in contemporary cities in South America**

**\*City of La Paz**

**Vývoj a problémy současných měst v Jižní Americe**

**\* Město La Paz**

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## **1 ABSTRACT**

Předkládaná dizertační práce je rozdělena do dvou samostatných celků, z nichž první představuje komparativní analýzu měst Latinské Ameriky a druhý se koncentruje na úspěšný případ plánování rozvoje města Curitiba. S ohledem na lepší pochopení problémů, se kterými se města Latinské Ameriky potýkají, a zejména porozumění specifikům města La Paz, které je hlavním předmětem této analýzy, je nutné na problematiku nahlížet v historickém kontextu současného urbanismu. Nalezneme tak některé odpovědi na otázky původu problémů městského plánování. Nahlížení v rámci historického kontextu také poskytne informace o směrech vývoje měst Latinské Ameriky. Z výše uvedených důvodů je pro potřeby dizertační práce klíčové zkoumat tyto aspekty historie urbanismu, neboť zde nalezneme původ současné podoby latinskoamerických měst a jejich městského plánování.

V další části práce je kladen důraz na analýzu případu brazilského města Curitiba, na kterém lze úspěšně zkoumat případné uplatnění principů strategického plánování zaměřeného na udržitelnost města. Curitiba se, stejně jako další latinskoamerická města, potýkala od poloviny do konce 20. století s překotným růstem, dopravními zácpami a snižováním kvality života. Městu se nicméně podařilo tyto výzvy překonat kreativními řešeními v kontextu udržitelného rozvoje. Cílem předkládané práce je definovat principy řešení na základě úspěšné urbanistické zkušenosti města Curitiba a aplikovat je na další města Latinské Ameriky, konkrétně na La Paz.

Abychom mohli v rámci práce prezentovat návrhy řešení reálných problémů, se kterými se v současnosti La Paz potýká, je potřeba nejprve důkladně porozumět urbanistickým procesům, které z historického hlediska toto město utvářely a transformovaly, a následně předložit analýzu, zda myšlenky a zkušenosti případu města Curitiba lze úspěšně aplikovat na město La Paz.

## **ABSTRACT**

This thesis is divided in two literary bodies, the first one a comparative analysis among cities in Latina America and the second one about successful case of Curitiba city. So then, for better understanding the problems of cities in Latin America and especially of La Paz city, which is main analysis of this lecture, within the context of the historical process of contemporary urbanism, where we may find some answers to the origin of urban

problems and even some others that will provide guidelines as developed cities in America, which is why we address a synthesis of aspects on historical urbanism where we find references to how cities are hatched.

Moreover, the reading also focuses on analyzing the case of the city of Curitiba, where we investigate the possible application of the principles of strategic planning focused on urban sustainability, this reading aims to extract the urban experience which has been subject Curitiba, like other cities in Latin America in the mid to late twentieth century, Curitiba suffered the same problems as other cities, rapid growth, traffic congestion and decreased quality of life, these are some of the challenges Curitiba faced with creative solutions within a context of sustainable development.

To propose a set of solutions or proposals to the reality that faces La Paz city, we must first achieve a better understanding of the historical urban processes that have shaped and transformed and later, make an analysis, if the Curitiba ideas and experience could be applied towards the reality of the city.

## **CIL PRACE**

Hlavním cílem této dizertační práce je ukázat klíčové prvky urbanistických procesů ve městech Latinské Ameriky, neboť tyto klíčové prvky po staletí utvářely osídlené oblasti daných měst až vytvořily jejich současné prostorové a funkční charakteristiky.

Předkládaný výzkum navíc vymezuje silné a slabé stránky urbanistického utváření v latinskoamerických městech. Z toho důvodu aspiruje práce na komparativní analýzu mezi jednotlivými městy s cílem definovat sadu ukazatelů, které nám ukáží, proč jsou některá města úspěšnější a uspořádanější nebo naopak chaotičtější, než jiná. Díky analýze historických procesů městského plánování budeme též schopni prozkoumat případný vztah mezi urbanistickou politikou a jejími důsledky. Jedním z dílčích cílů práce je zkoumat důsledky, které městské plánování ve městech zapříčiňuje, a urbanistické transformace, které byly ve městech realizovány.

První část práce přitom slouží jako úvodní platforma, jejímž hlavním cílem je představit město La Paz, které je klíčovým prvkem analýzy v rámci druhé části této dizertační práce. Další část práce se tedy soustřeďuje výhradně na analýzu města La Paz, od koloniálních

dob přes rozvoj ve 20. století až po začátek nového milénia. To vše s důrazem na nejdůležitější a relevantní fakta v jeho vlastních urbanistických procesech. Na historický kontext plynule navazuje analýza důvodů, proč je město La Paz obrazem městského chaosu, dopravních zácep, oplývá nedostatkem zelených oblastí, stejně jako evidentní absencí hlavního urbanistického plánu a v konečném důsledku nemá jasně definovanou cestu směrem k městskému rozvoji.

Dalším z dílčích cílů práce je důkladné prozkoumání základních principů městského plánování brazilského města Curitiba, které představuje úspěšný příklad zvládnutého městského rozvoje v Latinské Americe. Práce si klade za cíl načrtnout základní principy úspěchu města Curitiba a tyto následně aplikovat na město La Paz za předpokladu, že tyto alternativy jsou vhodné a posilují představy města a realitu jeho městského plánování.

## **2 AIMS**

The general objective of this thesis pretend to show the key of the urban processes in the cities of Latin America, key that backs for spatial and functional characteristics that through the centuries have developed the urban area of cities.

Plus, this investigation will determine the strengths and weaknesses of the cities in America in the urban field, so we intend to establish a comparative path among themselves to set points that help to show why some cities are more successful or chaotic than others. By analyzing historical urban processes of the city we will face the need to deepen also the possible relationship between urban policy and its impacts produced in the city, urban transformations that have got to materialize in the city.

The general reading helps us as introductory platform, which main aims is to introduce La Paz city that is the central point of this thesis, which will be analyzed from colonial city since its formation, contemporary period until the beginning of new millennium, highlighting the most important and relevant facts in its own urban process, the reason why the city of La Paz is immersed in an urban chaos, traffic congestion, lack of green space and the evident absence of a master plan urban and undefined path aims to provide growth to the city.

This thesis also investigates the possible application of the principles of planning in Curitiba, Brazil, an example of successful urban development in America, the goal is to draw lessons from Curitiba and implement them in the city, provided that these alternatives are right and reinforce imagery of the city and the urban reality of the city.

### **3 THE COLONIZATION OF SPAIN AND PORTUGUESE IN AMERICA AND SUBSEQUENT EUROPEAN TRENDS IN AMERICA IN THE NINETEENTH CENTURY.**

Since the discovery of new world to dependence from Spain in the early nineteenth century, the Spanish foundations constitute an important phenomenon in the history of cities, especially from the point of view of the city's role in the process of conquest and occupation of territory, with intent. The occupation of the Americas by the Spanish can be understood as a geopolitical phenomenon, since its based on a desire for expansion and incorporation of new territory to the Spanish empire. Hence, the Crown has had strategic considerations, both politically and economically, and religiously and culturally.

Spain came to dominate American territories within a few years, through the deployment of extraordinarily low. Weak at first and certainly vulnerable if they had to endure a prolonged uprising Indians will, strong consolidation of Spanish control achieved through the transmutation of former military towns in administrative centers, economic and political factors that dominated large parts. "This strategy focused on colonial towns had two immediate consequences. Firstly, limited from the outset the possible emergence of a frontier in the American sense and secondly, consolidated supremacy of the city over the countryside"

### **4 SPANISH COLONIZATION- COLONIAL PLANNING-MODEL ELEMENTS**

The 1573 Law of the Indies provided an early attempt at general plans, providing design guidelines for the construction of newly colonized settlements. The 148 ordinances stipulated that towns should be built with a central plaza, or commons, surrounded by civic and important buildings and arcades. The grid pattern begins in the plazas of cities throughout Latin America. Narrow streets branch out from this central space, providing shade from buildings for pedestrians, with mandated architectural consistency amongst newly erected buildings.

Today in some cities of Latin American, such as Guatemala City, Mexico City, and Cuzco, there are hybrid architecture and urban spaces built upon the ruins of the destroyed ancient civilizations. The plaza was also important for pre-Columbian culture's urban life. Like in Spanish design, pre-Columbian cities had more than one plaza based on the size and density of the urban population, differentiated by use. The largest plaza would usually be the administrative or religious center of the city, and it is no surprise that the Spanish chose to base their center atop the pre-Columbian centers of established cities, as in the case of the Templo Mayor and the Cathedral of Mexico City, in "El Zócalo".

Although some cities randomly originated in the Old World has a model order, as most of them were drawn 'on a line and rule. we can mention 4 point that has structured the colonial city: The urban area, the main square, The parcel and The grid and urban growth.

## **5 THE MODERN CITY IN LATIN AMERICA”.**

The lecture is focused on the emergence of “Modern” town planning – namely on the modernity that was initiated in Latin America with the transformation of the former colonial city. Although many of them, they were undertaken by the emerging republics since mid-nineteen century. This part cover until moment of appearance of the institutional platforms of technical planning, this moment coincided with the arrival of functional urbanism, which in several cases took place through the growing presence of American influence throughout the region, especially after World War II.

Perhaps with the outstanding exception of many authors, American and British authors have been less influential on Latin America's urban historiography than their French or Italians colleagues. This is other confirmation of a traditional gap still evident nowadays, but according to the experts, has also happened in other field of economic and social issues. However Latin America's planning historiography has been closer to the interpretation of models and categories provided by French, Italians or Spanish historians.

If we considered republic period many capital in Latin America has European – Inspired academicism. Nevertheless during of the emergence of Latin American urbanism, we can mention three moments.

a) Haussmann model. - The second half of the nineteenth century, which put on the end to the colonial city, in the midst of urban reforms fuelled by the increase of European

capitals.

b) Belle Époque. -The prolong Belle Époque, that served as a stage for displaying the cultural predominance of Europe.

c) Americanization and urbanization of Latin America from 1930, the domain of its urban models until the end of World War.

Each one of these phases represented a change in the economic, political and intellectual climate in each country of Latin America.

## **6 THE BIRTH OF THE MODELS OF CHANGE \*CITY OF LA PAZ**

### **Foundation of the city, the grid urban**

The city of La Paz, like any urban center product of conquest, was born in the spatial structure expressing their segregation and fragmentation: Conquistadors (Spanish) east of the river Choqueyapu and conquered (indigenous) to the west. As in other cities founded in the Andean region, its role is to consolidate the conquest, a command and control center of territorial, social and economic exploitation, a place of introduction and expansion doctrinal, religious, technological and managerial. A military base and center of civilization symbolism, expressed in their rigidity and the compactness of the octagonal, its buildings and its first inhabitants, predominantly military and religious, surrounded by indigenous wary.

La Paz city like other Latin American cities had the checkerboard structure, this model was used as an imitation of the great European cities, to be the architects of Spanish colonizers, generated from a square with church and council square and streets with several blocks (blocks) around. What distinguishes our city is that urban planning that the organization was built strategically at the time, in a place that the city would expand as a center of the most contentious because of its location. During the colony, the Spanish would live in the center, the Old Town, around the Plaza Murillo, and the Indians inhabit toward the rising from the Church of San Francisco. This division into the origins of the dynamics of the city persists to this day with other extensions. Because La Paz has morphology very rough and loose terrain

unfavorable to urban settlement, the city's development has been gradual, marked by the slow conquest of the natural elements. During the sixteenth, seventeenth, eighteenth and first half of the nineteenth century (45,000) urbanization basically settled on slightly sloping plains fluvial-glacial deposits resistant central part of the river valley and neighborhoods Choqueyapu left structuring of the main rivers that marked natural boundaries of the city.

### **The Independence movement.**

From 1850 to 1912 (80.0000 inhabitants), La Paz became the first city in Bolivia and the urbanization process definitively linked to the old city and the growing districts of Indians, who were extended following the topography of the land adjacent to central location. The economic growth that was years later Bolivia, the search of the emerging sectors of the bourgeoisie to portray themselves as the dominant social class, plus those made continuous trips abroad. Throughout this period the urban appearance was transformed with the emergence of large residential areas, gardens, trees and ornamental plants of European influence of French origin predominate, some of which would be located in the central area of the city. Thus, at the end of this era would distinguish such works as the Central Bank of Bolivia and the Mayor of La Paz, arising from the ability of one of the main architects Bolivia: Don Emilio Villanueva, who designed at the beginning of its activity professional aspirations within those Europeanized, but then to position itself as a revolutionary modern architects, who resume their work in Bolivia types. Good times experienced at the end of last century and the beginning of this, promoting new forms of growth in the city, new buildings of that era were deployed along the new avenues; characterizing this expansion an important time for the city, integrate new residential neighborhoods, as did that of *Miraflores* zone.

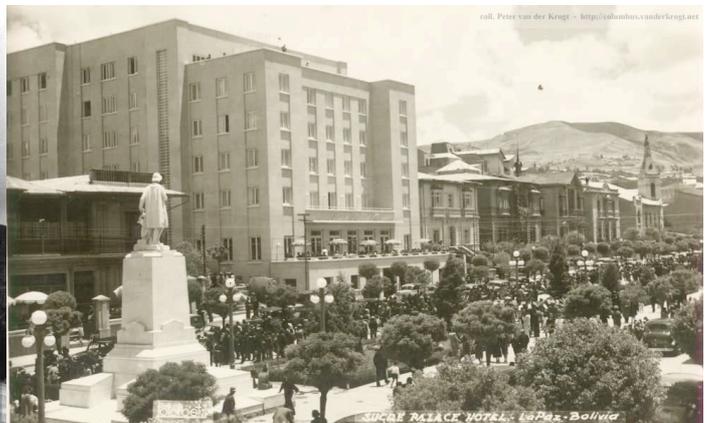
### **The 1930 and the French urban "Emilio Villanueva"**

The population growth absorbed by the city between 1912-1950 (320,000 inhabitants), the city had a considerable population growth necessitated the creation of jobs, a reorganization of the city, allowing the construction of infrastructure and housing.

Since 1925 La Paz was "always" a leading city, the anniversary of Independence was the starting point for a period of 25 years, in which capital La Paz city, managed to project certain stability, even within the country. From this data, La Paz, city expansion, expected to grow to the square of Miraflores, which was linked to the urban grid (checkerboard) by the



PICT 1. Took from <http://www.skyscrapercity.com> Murillo Square, (year 1909) La Paz city, Author: LIFE, PICT 2. Took from <http://www.tramz.com> Av.16 de Julio 1920 La Paz city, Author: Allen Morrison



PICT 3. Took from <[www.skyscrapercity.com](http://www.skyscrapercity.com)> Building at Villaroel Square (year 1940) Pic Author: unknown, PICT 4. Took from <[www.skyscrapercity.com](http://www.skyscrapercity.com)> Av. 16 Julio (year 1939) La Paz city. Author: Coll Peter van Krogt



PICT 5 and PICT 6. Took from <[www.tramz.com](http://www.tramz.com)> Av. 16 de Julio (year 1950) and City and other pic: Av Camacho link with Miraflores zone (1955), La Paz City Author: Allen Morrison

“Avenida del Ejercito”. In the year 1930 is when Le Corbusier and other architects had already advanced the urban problem in cities with a proposal and manifesto in the Athens Charter of CIAM congresses, around 1935 is excerpted from the memoirs of the Honorable City Council La Paz, the possibility of expansion into the area of Miraflores, among which mention the possibility to govern the growth based on the proposed Don Emilio Villanueva, whose lines are now a reality. Apparently the route "Hausmann" imposed by the architect Villanueva prevailed rigorous geometric design and proper implementation of public spaces. Noteworthy is the development of a major road axis, as presented Busch Avenue and the articulation of public spaces and equipment, Stadium "Hernando Siles", Villarroel Square, Triangle Park, General Hospital, which the breadth of their tracks have enabled the development of healthcare facilities. If interpreted correctly, it seems to be an urban intervention to establish the new center of La Paz and transfer bodies and institutions of government, but by inadequate implementation, became a local neighborhood, which now allows the city to articulate with other areas of expansion.

Restructuring of the city. It had generated Camacho Avenue, which would serve as access to the area of Miraflores, a new area of the city, which extends from the Obelisk Square, located in the southern part of the old city, to continue on the Av. Bolivar Square leading to the “Hernando Siles” stadium, the scene that the conception of Villanueva, the vessel would be influenced by Le Corbusier, where, however, felt cultural expressions Tiahuanaco. Note that the stadium was built later kept the square, where there are still elements of that culture.

Among those avenues and around them, would create an urban fabric which would correspond to one of the first attempts in modern times for planning for the city, and points where generators would be the University City project, which, unfortunately, only Central Monoblok was built. The 1950 and the last decade is constructed of the Universidad Mayor de San Andrés, and the aforementioned “Hernando Siles” stadium. This arrangement will create together with a renewed speculation process, a set of buildings where architectural concerns expressed at the time, corresponding to them the main equipment of the modern movement of La Paz, among others, the building would be constructed Hotel de La Paz, La Urbana, the Ministry of Economy, and particularly the urban structure contained by the district of *Miraflores zone*, with its axis north-south, starting in a triangular space, and to finish strongly in a horseshoe (*La Plaza Villarroel*) undoubtedly example of modernity.

## **7 THE CURRENT STATE OF PROBLEMS. (2011)**

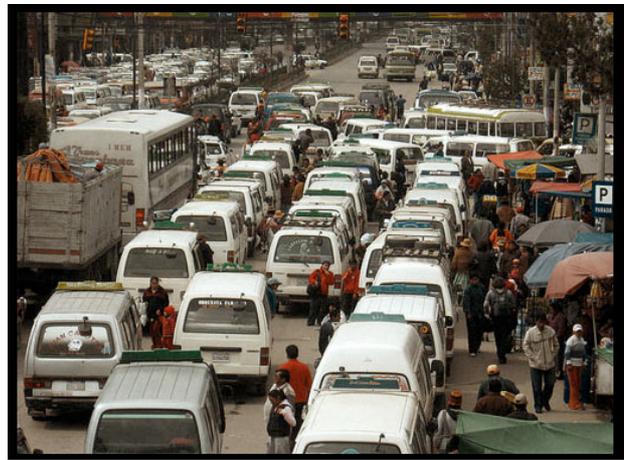
### **The city's topography and the structure of the city**

The city of La Paz has developed from a checkerboard design introduced in the colony, about it self are some of the oldest buildings, considered today the historic city center, in front of it is The Atrium Basilica of San Francisco, is considered one of the main social gathering places of the city and continuing around in a disorderly expansion due to irregular topography and street layout could not continue the original design and created the current characteristic appearance of the city, but difficult to generate straight avenues and streets. Through July 16th Avenue El Prado spread the central area, the neighborhoods of San Jorge and Sopocachi, where there are many shops, hotels, embassies and several apartment buildings, while the large park adjacent to the central urban, through a main road is linked to the Miraflores area of design with French model introduced in the 30's, that by the year 2000 has strengthened the building in height, with many apartment buildings, increasing the densification of the city. Other major districts bordering the area generating significant economic growth points, the case of Villa Fatima, where some residential areas and The Bus interprovincial Terminal are located.

Towards north zone there is an important industrial activity and the main bus terminal in town. Besides the main entrance to the city, linking via a long "highway" that connects the city of El Alto that runs through the center of the city connecting with the Southern Zone, this via has structured the city, is the backbone that links to the other neighborhoods in the city to the south is the residential area, the main neighborhoods: Obrajes, Calacoto, Achumani, and San Miguel up the area around the year 1950 it generated a path through a natural phenomenon. Their move was sparked by the agrarian land reforms and the increase in shantytowns around the city. Prior to their permanent move to the lower valleys, many wealthy residents had summer houses on land they owned outside the city, so when the lower classes began to take over the city, the elite took up permanent residence on their recreation land and particularly the houses in the Zone Sur are primarily "California-style stucco homes with tiled roofs". By the year 2000 has established itself as the elite area of town where the most luxurious neighborhoods of the city are located.



PICT 7. Took from <<http://www.skyscrapercity.com>> Panoramic View of La Paz City. Author: unknown, PICT 8. Took from <[www.flickr.com](http://www.flickr.com)>Slope West, La Paz city, Author: Tony Suarez



PICT 9. Took from <[blogspot.com](http://blogspot.com)>City center – Informal trade, in the street of the city Author: Unknown, PICT 10. Took from <[blog.travelpot.com](http://blog.travelpot.com)>- Traffic jams, chaos vehicular La Paz city, Author: Tony Suarez

### **Slums conflicts.**

Over the past 50 years has been consolidating the city with strong characteristics of spatial segregation: the poor on the slopes of the steep slopes, in fast densification process, lack of equipment and services, with an urban center that is depopulated and becomes the center of trade offices and services, maintaining slum areas and the South that is enabled as a residential area of high-income are. The whole city is surrounded by high gradient slopes in the living more than one third of the entire population. This expresses the growing gap configuration, socioeconomic level, between sectors of the population that are matched to the ethnic and cultural diversity.

La Paz City suffered a sharp increase from the agrarian revolution (1950) and especially in the 60's and 70's, when it significantly increases rural-urban migration. This growth slows

from the eighties, a fact that is due to be closed La Paz a valley that has nowhere to expand. Virtually all land has been already occupied. The slopes to the north, east and west are the natural limits of growth and almost all are already occupied, even those lands “uninhabitable” high slope. There is only space “downstream” from south to northeast, occupying land of rural communities adjacent to other municipalities. The scarcity of land in La Paz City made the phenomenon of subdividing and illegal occupation of urban land and conflict that occurred in other cities in Bolivia and Latin America, do not show conflicting impact in La Paz. However, the occupation of green areas, especially in areas where the population has higher levels of poverty, it is important to mention that is 0.80 m<sup>2</sup> per inhabitant, as recommended by international standards is 3.20 m<sup>2</sup> per inhabitant, at least.

The lack of planning in these areas resulted in the occupation of all the free space for housing, without any provision for the construction of streets, even less for street, urban equipment and landscaping. Despite all the problems of urban settlements, the sides remain in its natural beauty, a potential: The privilege of having the best view, both La Paz City and “Cordillera de Los Andes”. Its infrastructure is expensive because requires tubed watercourses and the subsequent construction streets: generally all access roads to the slopes were built that way. As horizontal roads construction also present problems, since the crossing of streams requires the construction of bridges and in several places at risk the construction of retaining walls. These areas have few vehicular access routes, mostly in the streets or alleys are pedestrian’s stands. The remaining vertical streets are barely alleys used by workers to use to travel each morning to their works and likewise to return their homes.

### **Green Areas**

The fast urbanization in the last half century, the uncontrolled growth of the city without any approach or urban map, the characteristics and soil conditions, which are fragile, have not favored the city, slopes, which are built on unstable land on channelized rivers and mountainous areas that have made it impossible to think of green spaces. The city is lacking a general vision of green space, the few places in the city are reduced in squares couple big ones and a many smalls, a median urban park that cross the city, and a lung green that connects to the adjoining town, which increasingly is being reduced.

In the last decade there was a transformation in the management of urban green area in the city, the last government of the city is featuring a change, taking urban city park as a symbol

of renewal and revitalization for the city, even positive change is evolving, the same with all square and rows of trees of the central streets of the city and also the introduction of fields sports, the city government has institutionally established a team, organization for this transformation can be performed, which is being supported by an ONG (non-governmental organization), thanks to international support has managed a fund that encourages a fundamental task for the city, a healthy environment and a better habitat for its components.

The work being done by the city government is showing a new positive side, with a policy of renewal of urban areas, but has not established a role, despite the great effort it is not already practice real green policy such as neighboring cities, the case of Curitiba city, the city has a training course in urban ecology not only for its own officials, but also to officials in other cities. Many international agencies, from conservation groups to financial institutions also provide technical assistance or training funds. For example, in Santiago de Chile has a technical exchange program with the London Ecology Unit, through which he shares its experience on how to manage the parks from the standpoint of managing the whole ecosystem.

### **The large public spaces of the city conflicting scenarios**

The city of La Paz is the seat of government and the epicenter of political power in the country, and peculiarity is indicated to be a point where ethnic and cultural cohabitation different societal logics coexist. It is also a space that is manifested social conflict, politics and culture. Last decades, La Paz City has been losing competitiveness and leadership that is expressed in the loss of importance of their economic activities and income generation opportunity.

The city center is the joint space of the urban structure, the heart of the administrative and management dynamics of the many civic activities. This space has the highest density of political and administrative activities at local and national, with a significant proportion of financial and administrative services, educational and cultural business and government. The center of the city is generating a lot of formal and informal employment and, consequently, all a chain of massive displacement of the floating population and vehicular traffic. The central town has a resident population of about 16,000 inhabitants; however, it is estimated that there are active every day 274,412 people, which is a significant transient population.

There is intense activity in the city center, which is reflected in the existence of 15,402 inhabitants (traders) registered in 2000 year on the public road, 38% of traders in the streets of the city. 80% are women. Additionally, there are in the center of town fourteen markets with 270 individual shops. Of the population that trades in the area, 63% do so in public, 30% in established legal space and 7% in public markets.

The city center also has an important educational and floating population between schools and universities: around 14 thousand students enrolled. The problem of poverty in the city center is expressed heterogeneously and is focused primarily on the population that is active in the street. The poverty situation is expressed mainly in the population that goes off in the city of El Alto and the slopes west and north of the city of La Paz, to make the public space of downtown instead of daily work. The 36% of street traders comes from City of El Alto, 29% of the western slope and 20% of the north side of La Paz city.

Therefore, the center is designed as a strategic space combat poverty, given the high density of property and public areas. It is also a point meeting (or mismatch) and is the main social scene of intense activity of work, business and eventually production.

### **Organization and structure of public transport.**

Until the late 60s the public transport was used primarily by group, which had replaced the tram, they created 50 lines passing through the city. But in 1980 was removed the monopoly on the transport service, which until then had unions. The state government introduced a transport company offering superior service and covered urban transport to the city, it had relative success but later was transferred to government of La Paz where was dissolved after a few years mainly to management problems. This problem led to the emergence of associations and other organizations that operate the public service.

By the year 2000, La Paz has established itself as the largest urban settlement in Bolivia, with a high concentration of financial and economic activities of the nation. In La Paz is most central public administration in Bolivia. The total population of the urban conglomerate of government of La Paz is close to 1.6 million inhabitants, of whom about 900 000 living in La Paz and about 700 000 live in El Alto, with predominantly low-income residents. Most people depend on public transportation to get around and about 88% of daily trips are made by one

of the seven available modes of public transport: buses, vans, minibuses or "minibuses", "carrys", "trufis", taxis and radio taxis.

Due to topographical constraints, there is little chance of expanding the capacity of the road network in La Paz. Because city of La Paz is summarized in a main backbone that links the city from north (El Alto city) to south (Zone Sur); a high percentage of the city center is the destination and is often linked through these main high way. As a result, the center of the city currently has serious problems of vehicular traffic, congestion, traffic and intersections blocked, low speeds involving long travel times, difficult access, as well as high levels of air pollution and noise.

## **8 CURRENTLY URBAN MASTER PLAN FOR THE CITY OF LA PAZ**

In the case of the city of La Paz, several projects were prepared territorial planning at the urban level, most recently as the following

- Plan for Urban Development in La Paz (1977)
- Urban Master Plan for Traffic and Transportation (1997)
- Plan for Traffic, Transport and Highways to La Paz city. (2000)
- PRU, Currently urban Master Plan for the city of La Paz

### **PRU Urban Policy**

Basically, the PRU is focused on an urban policy to recover the competitiveness of the city and metropolitan La Paz as a viable regional development axis and pivot the prelaunch of the West. Is a pilot project against poverty in urban areas, so it is called to contribute to the stability and viability of democracy in the city? The beneficiaries will be impoverished working in the center of the city and citizens who use the center of the city.

### **PRU - Urban policies in social-economic, public and institutional fields.**

The PRU's urban policy in the social-economic is: Retrieving the city's economic leadership, developing their productivity and competitiveness, reviving its economy and employment

generation, strengthening the productive, commercial and social development of those who live, work, pass and enjoy the intervention area, another important point is the generation of greater opportunities for private investment.

In the field of public spaces: the recovery of the dynamics of the center as a strategic element of the municipality and as urban appeal. The creation and take back public spaces for meetings, social, cultural and economic activities. Improving housing conditions, circulation and use of downtown. Improving environmental quality in the intensive social use of green areas expanded

At the institutional level: Improving institutional capacity and effectiveness of the municipality and organization, which focuses on fighting urban poverty and through its creation and retrieval of urban spaces as a new methodology to benefit and involve groups poorest and most vulnerable to the dynamics of the city, the municipality and the metropolitan area, to thereby reduce social conflict. The was divided in 3 components: a. Requalification of the urban environment, Promoting social and economic development, and Institutional Strengthening

### **Current urban projects in La Paz city, that comes from PRU**

Those are some of projects that came from current Urban Plan, although some of them are completely in 100% of their construction; but they are not responding all the expectation.

The Central Urban Park, 39 hectares, is the project that has been working a decade, is a major green projects for the city located in the geographical center of the city, Central Urban Park is on a stage revitalized city that integrates fragmented, which has recovered natural space for its inhabitants.

The new construction market Obeys Launches a restructuring plan and management of informal trade in the city center. A project referred to in PRU, the proposed Market Street, a building of plants, where the main objective is to relocate informal traders, besides the object of the project is to contribute to the vehicular system was generated by the chaos of the old market.

The Triplets Bridge Road Project was born from the growing needs of communication and transportation in the city of La Paz, which led to seek alternative ways to solve traffic

problems and connection.

## 9 CITY OF CURITIBA

Between 1941-1943 Agache created the first modern plan for Curitiba, but it was never realized, it proposed a far more “neutral” or pragmatic structuring of the city. The Regulatory Plan adopted an Urban Model later; modify the radial shape proposed by the previous plan (*Agache Plan 1942*) for a linear model of urban sprawl. Public transport, land use and integrated transportation system, began to be used as tools for achieving this objective. Urban space, therefore, was being shape to the structure designed by the Master Plan through successive zoning, establishing gradually where desired and population densification was appropriate, according to the capacity of the public to provide services urban necessary, including an adequate public transport. To give effect to the model was the implementation of six major structural corridors tangential to the middle and quick movement. This provision integrated land use and transportation since higher densities will be permitted to throughout these structural axes.

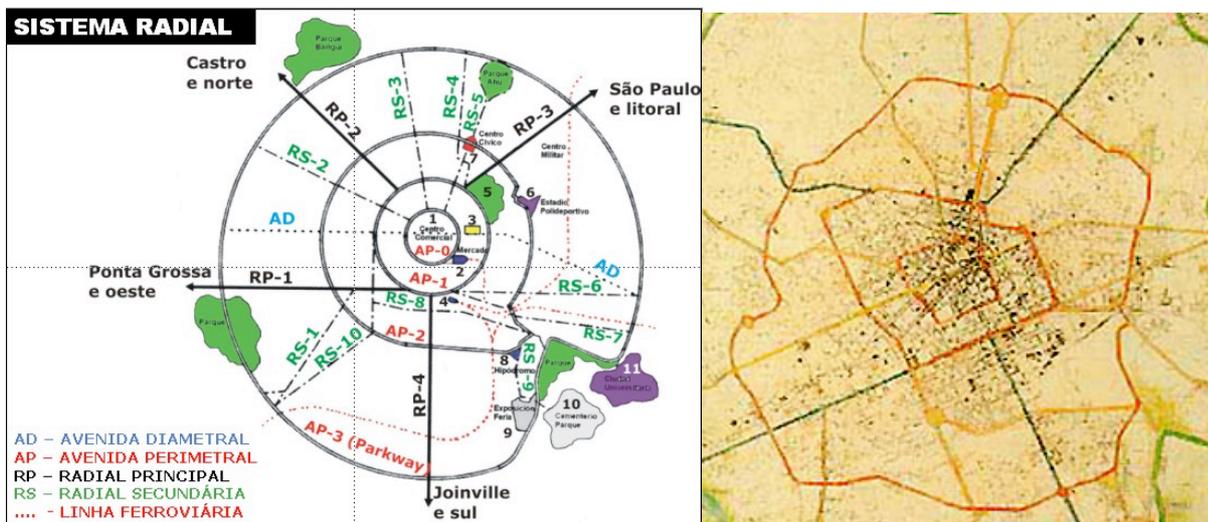
- It had created a ring road around the center of the city so that traffic can bypass.

- Creation of an industrial city of Curitiba and other local economic development policies.

- Pedestrianization of various pathways in the center.

- Creation of a hierarchical road structure that specifies the function of each track.

Although in the early years the plan was never executed, was in the 70's that the plan went into under government of Jaime Lerner, who along with other planners showed the Master plan with progress and implantation details to enter.



PICT 11. Took from < <http://www.vitruvius.com.br> Plan Agache (1943) Curitiba city, Author: Agache

## **The master plan for Curitiba city**

With the approval of New Urban Plan in 1966, Lerner (planner and architect) presented a Curitiba Master Plan, which proposes the development of structural pathways exclusive lane public transport and pedestrian streets was created an entity, the IPPUC, to implement the guidelines of the plan. Accordingly, urban planners realized that transportation land use and road systems can be used as integrative tools to development in compliance with these guideline.

During the years 1971-1972, with the city government of Curitiba has conducted hundreds of small projects articulated, low budget but high impact. In 1972 he decided to create the world's first pedestrian precinct, traders terrified by the idea that their businesses were affected by the ban on access to downtown by car drivers who hated the idea of having to walk to school, there was great resistance from private carriers, and that amount of responsibility in an equation that gave the idea of the investment system in the itinerary, the stations or access points. In 1974, the main mass transit line began to operate along those avenues.

## **Integrated transport Network (ITN) from Curitiba**

The so-called Integrated Transport Network (ITN) of Curitiba was not covered as such in the Master Plan. The RIT emerges gradually until 1979, takes this name. However, it is in the Master Plan and is the concept of structural axis, dominated by a high-speed corridor. To implement these structural axes, it was necessary to adapt the Plan and also negotiate with

the carriers, who were to operate buses on new routes. Particular attention is given to the links to the poorest neighborhoods of the city. They settled Bi-articulated buses, *ligeirinho* that circulated through the main streets exclusively for buses and special terminal roof (clear tubes) with the sidewalk at the same height, allowing passengers to board the bus without climbing the steps and at much faster, and provide access to cars, disabled. Thanks to these innovations the travel times of buses in Curitiba transported 20 000 passengers per hour.

## 10 COMPARISON BETWEEN CITIES CURITIBA – BRAZIL VS. LA PAZ - BOLIVIA

### Curitiba City 1970

*Population 2 000.000*

### La Paz City – 2000

*Population 2 000.000*

#### Urban Development Plan

- Plan Agache 1940, Radial scheme
- Urban Master Plan
- Lerner Plan 1966
- Progressive implementation
- Urban System transportation (PPT)

#### Urban Development Plan

- Emilio Villanueva 1930
- Plan for Urban Development in La Paz (1977) un success, was not implement
- PRU still in process 2000- present

#### Institution

- The serious government, who works with alternative groups. Important economic support to the local development of the city
- Support Policy from Central Government of Brazil

#### Institution

- Last decade the government of La Paz has improved 90% on credibility and responsibility, that's why external cooperation is promoting economically all kind of project toward the city.

#### System Transportation Public

- Good guidelines established
- Efficient
- Cheap
- Good articulation

#### System Transportation Public

There is no any system transportation public established yet

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**Urban Green Plan**

-They have their own training course on urban geology and they are coordinated with international organizations.

**Urban Green Plan**

-it has a own support through ONG, although is reduce, it helps with greenhouse to cultivate plants.  
-It does not have a Ecology Map

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Inside the context in Latin America, Curitiba is example model, ambitious and rational, it is successful in a reference in an urban context.

- Good guidelines established, is the backbone in the city.
- The serious government, who works with alternative groups.  
(Generation of jobs, plans green areas)
- Good Integration of transport system
- Parks and green areas in the city.

Talking about policies and rules in the cities, is necessary to development a sustainable environment, they are very important for controlling growth inhabitant and introduce concepts of zoning and ecology which play important role in defining the shape and function of the city.

## **CAN WE IMPLEMENT THE MASTER PLAN OF CURITIBA IN BRAZIL INTO LA PAZ'S CITY**

The idea to implement methods or plans between cities is viable as long as we can identify the precise point which generate the weaknesses and deficiencies in the city. That's mean YES we can implement it.

## **11 CONCLUSION**

Well focusing in the last chapters of the thesis, which makes a reference to the current state of the problem of the city of La Paz we mention that other factors also affected and are affecting urban development in the city:

-The topography of the city is another factor that did not favors to the city, at first the

city consolidated on the most favored areas of the valley, but in the way city was developing, built up areas gradually were defying the steep slopes and rugged topography, process marked growth in recent decades by the process of migration from rural areas, has generated a series of ongoing acute problems, lack of planning in the process of urban sprawl have resulted in a chaotic organization of the space, aggravating the problem with the lack of sufficient open spaces and green areas.

-As a result of an absence of an urban growth planning neither the government made a plan for urban transport system, that is added to the traffic problems caused by the rugged topography does not allow the generation of routes to articulate the city, today La Paz city has become chaos in traffic and roads.

-Another factor affecting the city are social problems such as socio-spatial segregation and socio-economic, trade problem in the public road is macroeconomic, due to the lack of jobs for the surplus population, poverty and lack of cultural understanding between social groups and cultural challenges that must be addressed in the cities today. Social processes are strongly influenced by political action and leadership.

-Despite the efforts of local government to lead and drive standards to regulate the city, who lives with the behavior of other social expressions, which lives in the street, street socialization and other activities that not happens in other cities in Latin America and even in the last decade the city of La Paz, has been transformed through the administrative municipal government has introduced new rules for the city, and has hired new programs for the rehabilitation of the city, the city is showing signs of better living space, but we are still far from achieving an optimal result that can provide citizens and visitors to the city.

"Without good governance, it is impossible to develop sustainable cities"

## **12 CONTRIBUTION AND CREATIVE SOLUTIONS IN THE URBAN STRUCTURE OF LA PAZ CITY.**

As in urban planning History, cities are always reflected in most beautiful and hierarchy cities, always trying to reproduce the good things in this case, to make more attractive to beautify the city and structure for a better quality of life for their inhabitants.

Then, taking the city of Curitiba as a model: La Paz and the new program should include these new developments and should involve this part of the population and generate a new city vision. So then, after identifying the processes at work that generate and sustain the

urban environment we can offer a range of solutions that adhere to the principles of urban development and planning strategies to deal with immediate problems and to formulate long-term solutions. The present analysis of La Paz city demonstrates that there must be an investment in "generating economic development, revitalization of core areas, replace and upgrade infrastructure, development of transit systems and improving urban natural environment" Using the methods of urban planning and current development principles, and focusing on sustainable development through strategic planning, taking specific examples of Curitiba, and urban renewal policies can propose solutions aimed at rectifying the problems identified. Can be based on four fundamental points expressed in Urban Policy.

#### 10.1 Public Transportation System

#### 10.2 Decentralization of activities (Universities, Schools, Public building.)

#### 10.3 Green Areas, Constructability Map

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## 14 ZIVOTOPIS

My name is Fernando H. Valdez Jarandilla, I was born in La Paz dated 10.04.1982, I'm Single.

At the end of the 90's, after successfully completing high school, I decided to study architecture, in the early years of education was closely linked to the field of urbanism, showing a particular interest in the study of the develop of cities and urban design, already in the last courses (2005-2006), I was invited to participate actively as a teaching assistant in the urban area to basic levels at the same university.

After completing the career of architecture (2005), I started working independently as an architect, I joined to Corporation "Los Andes" (2006) in La Paz city, where I developed several architectural projects, the most important: project "La Universidad Privada de Oruro "in the city of Oruro (2005), project" Hotel Andalucía "in the city of Tarija (2007) and Project" Tarija Hotel "(2007) in the same city, in these projects was active both in Architectural Design and execution of the building, till year 2007 there were several architectural projects for the Corporation "Los Andes" and other personal projects.

Already by 2008, an idea that I was pursuing is a specializing in Urban Planning but abroad; this plan was established so I got a place at the Technical University of Brno in the Czech Republic to study "The Urban Planning ". Since then, I developed an investigation of cities in Latin America, to culminate writing the strengths and weaknesses of my city" La Paz ", During the course I studied and published several articles related to urbanism in America that appear below:

1. Kurz: "Computer Support in the creation of Urban", FA VUT Brno (2009)
2. Konference: "I. Mezinárodní vědecká konference v Brně", FA VUT Brno (duben 2010)
3. Konference: "XIV. Vědecká konference doktorandů v Brně", FA VUT Brno (duben 2010)
4. Konference: "XV. Vědecká konference doktorandů v Brně", FA VUT Brno (19. dubna 2011)

14.1 5. KONFERENCE: “WORKSHOP UDRŽITELNÁ SÍDLA/ SUSTAINABLE SETTLEMENT” V BRNĚ, FA (17. ŘÍJNA 2011)

6. Konference: URBANUS 2011 “Město pro život” v Brně, FA (22.–23. listopadu 2011)

### **Publikace**

1. Publikace: “Urbanism Prehispanic in the Andes” v rámci XIV. Vědecké konference doktorandů, FA (2010)

2. Publikace: “Contribution and creative solutions in the urban structure of La Paz city”, FA (2012)

3. Publikace: “The Slopes, An Urban Problem”, FA (2012)  
Currently, I am working on architectural projects for the GEKO company in La Paz – Bolivia.