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1 Introduction

As elsewhere in the world, in America, the city is also ancient, Aztec, Maya and Incas also knew how to organize and build, but their stories are few and not the parent of the cities we live today, but in just 500 years since the saga of conquest by Spain and the British Empire, America has adopted a network of cities such as has never happened in history.

The start of the European colonization of the Americas is typically dated to 1492, a Spanish expedition headed by Christopher Columbus reached the Americas, after which European exploration and colonization rapidly expanded, the first conquer was made by Spanish and Portuguese and some decades later by Britain’s and Frances.

Nevertheless, Britain and Spain were the protagonist of the colonization in the new continent, both European countries, Britain and Spain were best able to achieve these feats, had a policy expansionist and explorer seeking new places to draw from financial resources, but Britain and French were not lucky as the Spanish and Portuguese about the lands they found to colonize. The territory they controlled did not have the mineral resources or the temperature climate that the Spanish and Portuguese had.

Spanish established new cities under an order and statues that came from the crown, but they did in different ways. This time was namely “colonization period” that took around 300 years more-less till to get independence. Here is the first rules of urban composition appeared, they started with historic center is plotted on a grid, which grows outwards from Main Square, and that given its geographic position in general, it can make without limits set. The urban structure is hierarchical but flexible, and that allowed growth that was regenerating as a living tissue, in some cases, adjustments of dimensions and directions in the plot, and whose most negative aspect is just that easy growth without an intentional planning.
In the nineteenth century with the continuity and transformation of the former colonies, through projects of progress and civilization under the new republics, we can talk about restructuring cities in Latin America, the capital of current cities, before they were benefited as a viceroyalties and later became new centers of government, in the case of the Viceroyalty of La Plata, today is the capital of Argentina, Buenos Aires city. The Viceroyalty of Venezuela's capital Caracas and the Viceroyalty of Peru, today Lima capital, for the most important point in these governorates remained the larger municipalities or townships. The viceroys had significance as the capitals of the ruling government of Spain. It is from here the level of hierarchy that they gain as a city compared to the other cities in the rest of America.

Following the revolution and the formation of the new republics have acquired a higher level of importance and was the cradle of new capital in Latin America. After the period of independence, new governments have restructured European cities under models has been clearly reflected for their new cities. This is where we can mention that have made urban driving along 19th century, the European cities models had been a reference for the study of new cities in the New America.

At various stages of the significant from the Baroque period until the end of World War II and perhaps a little beyond, Latin America has been influenced by the French and Italian urbanism, and perhaps the model that influenced mainly was Paris city, with major reforms and urban design models, the famous boulevards and large green fields have been adopted by the new American planners for their cities.

Comparing Latin America to the United States and new cities in North America, these cities had been linked permanently to the French European urban facts, teachers adopted foreign models or students sent to Europe to learn the new study in the field of urban. The United States somehow maintained a link with Europe and its models, in a first instance may show a Baroque style in its designs, as an example the plan of Washington and other cities, but after decades later The United States makes a definitive break down with the line Europe, thus creating an American style of its own under the canons of British
town planning.

In Latin America the progress of their city has been without an ideology or identity, this absence has established a permanent link to the old world, and in that line, the result of unthinking importation of foreign influences elites, that "copied" inadequate models ignoring social realities.

In a context socio-economic of relative development, if not ex-delay, and where the action of city planning when it arrived, it did so late, these suburbs were without sanitation infrastructure, urban facilities and areas with sufficient green or without transportation and other requirements for quality of life, and the resulting picture, is paradigmatic, is the disorder and lack of quality. At present and from the growth model described above, is evidence of the foundational network. The most visible are the founding cities, at least one per country, became a huge metropolitan area. Cases like, Caracas, Lima and Buenos Aires, which are large cities that exceed the problems and other cities such as Bogota and La Paz, which by its nature present few suggested solutions.

2. The colonization of Spain and Portuguese in America and subsequent European trends in America in the nineteenth century.

Spanish foundations covered a vast territory in the Americas, from California in America, the Caribbean Sea in Cuba and Santo Domingo, to the extreme south, in Argentina and Chile, the foundation of cities by the Spanish in America "can be considered as one of the largest cities to create movements of history.

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.

The New World urban settlement is conditioned from the beginning to different factors. The founding of settlements prolific presents elements common to the different towns, which constitutes a pattern that gives the phenomenon foundations a unifying character. It is to an urban model that responds to strategically populate the Crown.

As a guiding principle of the principles that governed the colonization of conquered areas in his native Spain, the Spaniards occupied the new cities, which were excluded in the first instance the conquered people, who either remained in their villages or became residents of municipalities that extended at arm's length in order to provide the necessary accommodation of indigenous labor. There is a distinction between existing cities, rehabilitated, such as Tenochtitlan, Cuzco and Quito, where there were Europeans and Indians, although in completely separate neighborhoods, and new cities such as Lima, where there were separate settlements. There is a precedent part of this colonial system going back to the strategic planning of the Roman Empire that had been imposed and maintained their dominance through a systematic program of the foundation of "new towns" in many parts of the Iberian Peninsula - as well as British and other provinces, with the important exception that the Roman civilian settlements were designed from the start to be occupied by the conquered peoples.

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"

As regards the first point, with the exceptions of Mexico and Chile relevant, the provinces of Latin America had a defined extension although large parts remained unsettled during the Spanish occupation. The lack of new territories and resources that can be conquered beyond the border, along with other factors - especially the sleepy Spanish bureaucracy intervention, contributed to national characteristics determine the passive and static, as opposed to those restless and dynamic attributes own U.S. of America. The second consequence, which has also been of political significance, economic and social decisive, as was inevitable that the "jurisdiction of the city was not restricted to a particular area and left the field in the hands of landowners. The fiercest of the Spanish American cities they recognized the property of their respective hinterlands, in the sense of economic ownership and in the sense of political control -
administrative. " To the conquerors were officially commissioned the mission of founding towns and cities, in turn, were entrusted with the task of "directing and socialize the aspirations of a European population ungovernable." The creation of cities and their subsequent administration was subject to the actual instructions from Seville bureaucratically coded and commonly known as Indian laws.

2.1 Spanish Colonization- Colonial Planning

The Spanish colony established two viceroyalties in the Americas: the viceroyalties of Nueva España (in modern Mexico) and Lima (in modern Peru). Mexico City and Lima, respectively, became the important urban organizing nodes for ordering both the internal economies of the colonies as well as global trade across the Atlantic and Pacific. These were modeled on European cities of the time and served as gateways for export-based dependent communities. Other cities with more subordinate roles within the urban hierarchy of colonies—such as Guanajuato in the viceroyalty of Mexico or Potosi (modern Bolivia) in the viceroyalty of Peru—were important in their location as sites of mining and manufacturing.

This centralization of government and focus on major trade nodes contributed to a pattern of unequal urbanization throughout the later part of the colonial period and post-independence—whereby a need for surplus labor in cities caused massive migration from rural areas. As such, federal government agendas on planning and infrastructure essentially focused on the metropolitan regions developed around colonial seats of power, leaving much of its hinterlands to “abandonment and underdevelopment.” The economic and social conditions that were fundamental to colonial productivity were conducive to urban expansion in the post-independence era. This became evident as much of the metropolitan regions of cities in Latin America developed around the original colonial seats of power: “Centralized bodies were put in place during the colonial era to control the colonized nation. This centralized control structure was retained in the postcolonial era and only relatively recently in Latin America has this begun to change.”

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".

2.2 Model elements – INDIAN LAWS

a) The urban area

Although some cities randomly originated in the Old World has a model order, as most of them were drawn 'on a line and rule. " They are cities of geometrical design in which streets cross straight sections forming a grid (Colombia, Cartagena de Indias map, 1594), when the streets are at right angles, one can speak of grid orthogonal (Mexico, 1579 Chicoaloapa plane) when the distances between junctions are always talking about the same grid (Guatemala, 1598 Ytzapa plane). The streets that support the urban structure, distinguishing two types, forms the skeleton of the urban centers: primary streets and secondary streets. The first link, generally, the main square with the outside of the city by filing its importance to them along the trade is conducted and built temples, monasteries and houses for prominent individuals, with the streets that determine growth urban centers. The secondary roads complete the urban skeleton. After the collapse of Spanish colonial rule, states that happen to adhere to the spirit of
the ordinances in the layout of their new cities, preserved this tradition in
nineteenth-century suburbs and neighborhoods today.

b) The main square

In the Philippine model, the main square is a fundamental structural element is
the center of the city, geometric center, vital and symbolic at the same time. Its
integration into the overall urban layout, its total entanglement in it, is inseparable
from him usually result from allowing an undeveloped city block, also tend to be
the generating element of the track: it starts with the main square whole city was
organized from this point, when the city sits at the water's edge or on the banks
of a river, the square is adjacent to the port, moving then the center of the city
(Ords. 112 and 113). Therefore, the focus of the plant is not a building but an
empty space is intended to remain empty, thanks to its size, the surrounding
buildings are subordinate to this space, rather than dominate it.

Unlike the Spanish square, a town square, the square is a square of American
State. Despite their formal similarity, are not comparable, nor in the significance
as the origin of the track, or the size of plots and blocks. The orders issued on the
square designed it as a rectangle of a 1 to 1.5 between the sides, "not less than
200 * 300 steps or more than 800 * 532 steps" and suitable for jousts and
tournaments (Ords. 113 and 114). However, very few cities obeyed these
instructions: Most of the main squares are square, not rectangular (Mexico, map
of San Juan de Uluia, 1590).

The plaza would have two perpendicular streets coming out of each corner and
one in the center of each side, all with portals (Ords. 115 and 116): in total would
be twelve o'clock the exit doors of the plaza, which derive from the twelve gates
New Jerusalem (Ord. 126). The four corners of the square had to look "to the four
principal winds" to the streets to leave the plaza were not exposed to them, "that
would be very uncomfortable" (Ords. 115). This provision was never used, which
would have been in practice a complicated diversity of sizes and proportions of
blocks around the square, instead of clarity and simplicity of the uniform
modulation of the grid (Terán, 1989). In a typical arrangement, the church and
the Bishop's Palace are on the east side, opposite the town hall, the north side is
occupied by the royal houses (court, customs, mint, arsenal) and south by the palaces of the leading citizens (Orós. 119, 120, 121.124 and 125). 12.7 points Ordinance "in the square not give specific solar. Give to plant the church and royal houses and own the city '(pattern disappears in the European dc 1680), edifiquense shops and homes to dealers " seek, as far as possible, that buildings are one way for the embellishment of the population." Also discussed the desirability of completing the structure smaller urban places, where to locate the main church (Ords. 118 and 124) (Mexico, 1582 Teutenango plane).

c) The parcel, and building management

The model of the city allows the land to be classified quickly and accurately, including a typical form of fragmentation: the division of blocks into four equal parts (Argentina, Buenos Aires plane dc 1583). The directives and religious activities, targeting those closest to them to the conquerors and key city officials, occupied The plots arranged around the square. On the physical framework of the checkerboard layout differs generally a concentric structure with three areas or zones: - Central Zone It is the main square, the main public buildings, and administrative and religious upper class residences.

The neighborhood unit comprised between 2 and 6000 people. -Intermediate zone. Immediate to the plant, primarily residential houses and religious buildings. - Periphery. Buildings are located there and lower density housing and productive activities such as mills, quarries, brick kilns and tile, butcher shops, slaughterhouses. In correspondence with the main access roads are located terminals and popular markets. With regard to the building, the new town was laid out and installed temporarily as a military camp, then Construct buildings of the town. Since the ratio of the square with all the trace and the relationship will be consistent council-place, the generation of models of urban layouts will depend on two variables: the geometry of the blocks and the church-square (mats, 1990). Among the buildings stand out more visibility convents and monasteries. The location of the convent was directly related to their size and the date of filing thereof in the city, it was not easy to obtain land once the land was allocated and the consolidated core. While usual were the award of a block and a half than a minimum space requirements and the population of the monasteries
meant sometimes most important imprints in the urban (Franciscan convent in Lima, Quito and Mexico) (Viñuelas, 1992). In the American city fits the rationalism and mysticism. Any city is identified by its square, but they do their neighborhoods by the parish or convent located there.

The neighborhood is usually the name of the temple or convent to which ascribes the local congregation. Administrative divisions respect the church distribution, was in charge of controlling the life cycle, which explains its permanence in time. The convent became a center with an activity defined neighborhood: the neighborhood water supplies, provides support to the pharmacy and educational services, incorporating economic functions, etc. A typical feature of the foundations of Latin America was the corner allotment of plots to these sets. The ability to attract religious institutions was key to the success of a foundation, just as modern shopping centers need to ensure the participation of two or more stores. Thus, each monastery overlooking a small square, becoming the focus of life in their respective neighborhood.
d) The grid and urban growth

The grid shows soon its suitability as a support for the extension of the city in all directions, showing no model although the territory has no continuity or injured. The Acts of Philip II read as follows: "starting from the main square, and drawing from it the streets to the gates and main roads, leaving both open bar, that although the population to a large growth, it can always continue and expand in the same way" (Ord. 111). This had to do a combined planning of the city and country: book a free belt land with an area three to four times higher than the original urban fabric, beyond the green belt, to establish farms commoners and nobles, peonies and horses respectively (Ords. 104-106, supplemented by the Royal Decree published in Lisbon on December 1, 1581.

Indian towns. –

In this particular type of foundation referred to Ordinance 148, the last one: "The Spanish to the Indians who entrusts carefully applying the Indians assigned to them are reduced to villages, and edify them churches to be indoctrinated and live in police "Thus, in order to evangelize and to facilitate the control of the Indians as a labor force, founded mendicant colonists and a considerable number of cores used exclusively for this population. The nature and acceptance of the Indian villages was variable: in Guatemala, for example, differentiates between "empty villages" where people live in their arable land and the town is a center of services, and "core people" or "dormitory towns" where indigenous people live in the city center and go to work in their fields. It is often used for location sites occupied by pre-Hispanic settlements, which have not been prevented, probably the most fruitful field for the implementation of the Philippine Ordinances: on numerous occasions attempted, for example, the square design according with Order 114, something rarely tested in Spanish cities. In 1589, the Franciscans recommended to anyone who wanted to found an Indian village, then the choice of site, lie down and draw string streets, leaving the plot in the middle of the church and the plaza in front of her, and then distributed the people in neighborhoods to which the Indians, through community work, build their houses and then proceed to lift the church (Mexico, 1580 Heaxutía map and map of Tlaxcala, 1585).

2.3 Portuguese Colonization in Latin America: Colonial Planning in Brazil

Brazil's economic development has affected planning practices and regional growth in important ways since its early history. Portugal colonized Brazil with an emphasis on commercial development, rather than on settlement. In establishing the first pattern of development during the early 16th century, land was divided into large land lots. Essentially prime land along the coast was allocated for sugar plantations and eventually much of interior for sesmarias, large grants for cattle ranching. Through a heavy reliance on slave labor, sugar exportation became the primary economic source throughout the 16th and 17th centuries. This established an early pattern of urban primacy whereby few coastal cities (namely,
Recife, Salvador, and Rio de Janeiro) became the main destination points for agricultural trade from Brazil’s interior. In addition, the population make-up of that time, essentially small elites and large enslaved or poor laborers, meant internal markets for domestic products were “highly circumscribed,” and the few urbanizing cities with increasing migrant populations were largely disconnected from each other. Even while gold, coffee, rubber, and other export products eventually came to share the importance of sugar in the economy, this early pattern of economic development—disproportionately benefiting the south and southeast regions of Brazil (with some minor exceptions)—remained, by and large, a constant throughout the colonial period.

Unlike Spanish cities, Brazilian colonial cities presented a lack of planning and tendency towards an irregular layout. Early forms of spatial planning included the urban square, called “praças”, since the beginning of the colonial era in 1500. Unlike Spanish squares, Brazilian praças are the product of social and artistic movements. The praças became an integral design feature of urban settlements that served as a symbol of civic authority. It was used for official rites and rituals, both sacred and secular. Today, praças are a meeting place for demonstrations, celebrations such as Carnival, ordinary citizen activities and street vendors, and sometimes for the congregation of prostitutes or other covert activities.

Several eras of spatial planning developed over the next few centuries. In the 1690s, a new era of spatial planning developed that emphasized the Spanish grid pattern. This new grid pattern is evident in the early designs of Salvador, São Luis, and Rio de Janeiro, but city expansion favored spontaneous growth. The grid design gained popularity again in the 18th century with the rebuilding of Mariana in 1745.193 Beginning in the 1800s, Brazil adopted French influences and culture. Rio de Janeiro was transformed to replicate Paris, complete with grand thoroughfares, and neo-classical theatres, libraries, museums, and government buildings. This development resulted in ‘slum’ clearance and public beautification projects. The 1900s resulted in “a rejection of alien outside influences and a return to grassroots Brazilian traditions,” while simultaneously incorporating modernism. This included the utilization of mosaics, the integration of Brazil’s indigenous plants in public and private landscapes, and buildings
designed with sleek, curvilinear lines built of reinforced concrete. With the evolution of urban planning in Brazil, praças and largos (open spaces similar to plaças) still function as nodes for civic and transit purposes, besides their role for public gatherings.

3. The emergence of modern Town Planning in Latin America

Following the revolution and the formation of the new republics have acquired a higher level of importance and was the cradle of new capital in Latin America. After the period of independence, new governments have restructured European cities under models has been clearly reflected for their new cities. This is where we can mention that have made urban driving along 19th century, the European cities models had been a reference for the study of new cities in the New America.

3.1 The modernity 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 an 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.

3.1.1 Haussmann Model.

Following the urban revival fuelled by the penetration of European investment, the Baron Haussmann in Paris became the main symbol of modernization imported by some Latin Americans capitals during their republican consolidation. Here we can distinguish at least two consecutive waves of Haussmannization in postcolonial Latin America.

1. The first led to the systematization of the urban structure in the main cities, the capitals of Latin America took main ideas of boulevards and avenues of Paris.

2. The second wave included the urban renewal and enlargement of Latin capitals, with a degree of reference to the Haussmann model.

The Haussmann model was used by local elites to demonstrate the cultural transformation of their postcolonial towns more conspicuous in the capitals of expanding economic as Argentina, Chile and Brazil.

Turning our attention now, the first wave: Haussmann’s main contribution to the biggest Latin Capitals have been traced to the baroque lines of new neighborhoods, as well as to the huge public parks and three-lines avenues, for
example: - “Paseo de la Reforma en Mexico 1886”, - “La Avenida de la Agraciada” en Uruguay, - Paseo El Calvario en Venezuela and - La Avenida de mayo en Buenos Aires Argentina.

However Haussmann’s ideological presence in Latin America during 19th century must not be exaggerated. In fact, Baron Haussmann was rarely identified as an urban inspiration in the contemporary debate of some capitals instead his name appeared later, and rather as an exemplar of the centralism and power required for the transformation of big capitals.

Nevertheless, his hygiene reforms were apparently not included in the first Haussmann Portfolio of ideas that arrives in Latin America; they were adopted only at the end of the century, and in a different way. Nor, apparently, did Latin Americans perceive the Baron's own conception of an articulated urban surgery, which assembled circulation, services and monuments – a surgery which would arrive even later, in the first decades of the twentieth century, when urban planning was maturing everywhere. Even then, Haussmann neo-baroque transformations were adopted for the sake of their progressive and civilized symbolism, whereby Latin American capitals not only strove to demonstrate their
resemblance to the metropolises of the emerging Belle Époque, but also tried to demonstrate their rejection of the "damero" (checkerboard) and architectural vocabulary inherited from colonial times.

3.1.2 The Belle Époque.

The belle époque reforms: Hygiene, urban design and residential expansion, here we have three main trends of European influence on the urban modernization of Latin America capitals.

1. Sanitary reforms

2. Proposals for urban renewal

3. Residential Expansion
1. Sanitary reforms.

Sanitary concerns in 19th century Latin America were less closely linked to housing problems. Building and environmental ordinances in major capitals were partly an attempt to respond to European ideas on public health. The British example was prominent: the 1848 and 1875 acts were studied in different countries, especially in Argentina, by the 1880’s Buenos Aires pioneered with Montevideo. The creation of institution specializing in hygiene researches, which were followed by similar one in Mexico City, Santiago de Chile and Lima (Peru). So then, private entrepreneurs in Rio de Janeiro developed proposals for working-class housing. The different exchange of experiences across the Americas also played an important role in diffusing the new ideas.

During the first decades of the 20th century, the debate on hygiene influenced diverse proposal for urban renewal and extension for Latin America capitals.

2. Proposals for urban renewal.

Talking to expansion cities, most of the urban project were closer to the lineage of the academic urbanism represented by the “Ecole des beaux Arts”, and eater, by the “Institute d'Urbanisme of the University” of Paris, would become highly influential among Latin American’s new generation of professionals.

In the 1900’s preparing the celebration of the centenary of Argentina’s independence in 1910, the major of Buenos Aires city invited Joseph A. Bouvard to the city in 1907, “The architect of the Paris”, he designed a web of diagonals for the transformation of central Buenos Aires, including the project for a new “Plaza de Mayo” that was never built. Bouvard’s proposals for parks for the city used the same baroque conception of monumental space, while making evident his admiration for Camille Site’s artistic principles.

3. Residential Expansion.

The urban sprawl of residential areas made up another chapter of the urban agenda in the capital of Latin America. The urban structure of the most populous cities drastically changed from the 1900s onwards: crammed since the late 19th
century with administrative and commercial activities, the traditional centers shelters rural and foreign immigrants attracted by incipient industrialization. The upper and middle classes now started to look for news residential localization, beside the arrival of the motor car broadened the possibilities of urban expansion, up to the limited to the capitals which already had suburban railways or trams from the last century. In this moment when the garden city supposedly arrived, but some historians claim that Howard’s garden city concept was never transported to Latin America, it were few project directly related to the English garden city principles were some of Sao Paulo’s news areas in Brazil.

Despite its relative backwardness by comparison with the urban reforms in Britain and Germany at the turn of the century, France kept the leadership, which it had gained in the 19th century by prolonging its influence. Although its predominance was to be toned down from 1930’s on, when new urban model were to be incorporated into planning of the capitals. Paris was the permanent example of the Beaux Arts rhetoric, which to a great extent informed the “Ethos of Belle Époque” Latin America.

3.1.3 Urban Plan and Crystallization of urbanism.

Population growth and urban sprawl evinced the urgency of adoptions news plans for the capitals, which were sponsored by local governments and new generations of professionals. Although many of the latter were still sent to study or train in Europe, the influence of European urban planners and was still evident in the widespread use of books by Marcel Poete (French) and others.

Capitals cities arranged many international events; mainly to exchange knowledge about technical innovations in urbanism specialized in diverse components of the emerging field. Confirming the importance that administrative changes had for the consolidation of planning it was demonstrated had happened in industrial countries before 1914. Latin America’s technical planning apparatus did not take shape till the second half of the 1920, when urban problems became a public issue.

Still capitalizing on the prestige of the eclectic side of French urbanism in Belle-
Époque Latin America, conspicuous representatives of what “Choay” labeled the ‘École Française d'Urbanisme’ (EFU) were invited to participate in proposals and plans for some capitals. As already mentioned, Forestier visited Buenos Aires in 1924, when some of his ideas, inspired by the City Beautiful, were incorporated into the first 'Organic Project' elaborated by the Comisión de Estética Edilicia (Commission of Building Aesthetic), created for the Argentine capital in 1925. By then, the 'Plan para el Embellecimiento y Ensanche de La Habana' (Plan for the Beautification and Enlargement of Havana) was published and included in the Ley de Obras Públicas (Act of Public Works) issued by Gerardo Machado's new government. A team made up of French and Cuban experts framed the three main chapters of the plan, namely circulation, open spaces and the general proposal which included amongst its aims converting Havana into a sort of Nice of the Americas and a Paris of the Caribbean.

The Beaux-Arts tradition seemed to renew and enlarge its repertoire during Léon Jaussely's visit to Montevideo in 1926, when the founder of the Société Française des Urbanistes (SFU) manifested his opposition to the colonial grid and his preference for the introduction of some garden city principles in relation to urban expansion. Showing a more modernist image while in Buenos Aires, Jaussely not only spoke of the necessity of considering the future of the southern metropolis as 'a New York of South America', but also introduced zoning as a means of escaping from the centre and searching for open spaces where new buildings could be combined with parks. Jaussely's argument in the Argentine capital thus distanced itself from Beaux-Arts precepts, anticipating more functional issues that might be seen as preparing the local audience for Le Corbusier's visit in 1929.
Invited by the Prefect Antonio Prado Junior to coordinate a technical team between 1926 and 1930, Donat-Alfred Agache masterminded a plan for Rio, which was a methodological model with many geographical surveys and an informative synthesis of the sprawling capital. As Margareth da Silva has pointed out, Agache saw the Brazilian metropolis as a laboratory, where he could experiment with circulation axes drawn from Eugène Hénard's proposals, as Le Corbusier would also do on his visits. From a theoretical perspective, the French edition of the plan - *La rémodelation d'une capitale* (1932) – claimed to combine biological concepts derived from Poëte's evolutionism with scientific methods taught at the École Supérieure d'Urbanisme. But the introduction to the plan made by the SFU's vice-president dwelt for too long upon his belief that the new discipline was also an art of embellishment, intuition and imagination – which probably prevented him from conveying a more definite message of modernity.

A late example of the EFU's eclectic tradition can be seen in the first plan for Caracas (1939), drawn up by the Directorate of Urbanism of the capital's Federal District. Since the creation of the office in 1937, the team of local experts had been boosted by the advice of the Paris-based office of Henri Prost, whose junior
associates, Jacques Lambert and Maurice Rotival, were sent to Caracas to coordinate the plan. The French advisers combined most of the ingredients of the EFU, which made possible the final arrival of Haussmannian surgery to the Venezuelan capital, after several decades of Frenchified aspirations in its urban culture. The example of the Prefect of the Seine was invoked many times in the so-called 'Plan Monumental de Caracas' (Monumental Plan of Caracas, 1939), whereas the example of Paris was often used to draw different conclusions about the plan's major dilemma between urban renewal or urban extension of the center. Hereas the example of Paris was often used to draw different conclusions about the plan's major dilemma between urban renewal or urban extension of the center.

An alternative message of modernity is what South Americans tried to get from inviting Le Corbusier to visit Buenos Aires, Montevideo, São Paulo and Rio – a tour undertaken in 1929, while the Second Congrès International d'Architecture Moderne (CIAM) took place in Frankfurt. Invited and sponsored by the Sociedad de Amigos del Arte (Society of Friends of Art) and the School of Architecture, his visit was disregarded by the Central Society of Architects and its “Revista de Arquitectura”. Le Corbusier criticized the colonial grid because it was not suitable for the destiny of Buenos Aires as a great city of the world. This has been interpreted as a 'syllogism' intended to justify his role as an 'architect-messiah' for the capital's transformation. The visitor presented a preconceived version of the 1925 'Plan Voisin de Paris' – which had attempted the introduction of 'a business city at the heart of town', a progressive initiative which, Le Corbusier claimed, had been rejected by Parisian academicians. But the visionary thought that the Plan Voisin could succeed in the New World; that with its massive city of towers dominating the Atlantic, the Buenos Aires of more than 3 million people could easily become 'one of the most deserving cities of the world', expected to replace the metropolitan role of New York, which had merely been 'the first gesture of contemporary civilization.'
Rotival Plan, Caracas Venezuela 1951, author: Rotival

Bolivar Square from Rotival Plan, Caracas Venezuela 1949, author: unknow
By focusing on his own visions for the Argentine capital, Le Corbusier probably tried to avoid any polemic with the proposals of Forestier and Jaussely; he was to do the same with Agache's plan for Rio, where he did not deliver a single lecture. Whereas Agache had seen the Brazilian capital as a sort of laboratory, during his visits in 1929 and 1936 Le Corbusier conceived it as a 'manifesto', where he unfolded modernist principles drawn from Hénard's proposals – as Agache had also done – while introducing elements from the 'villes radieuses' that in some way anticipated the evolution of metropolitan Rio de Janeiro. CIAM’s legacy in Latin American capitals remained important during the 1940s, mainly through the visits of its representatives as advisers to new national or local planning bodies. In the second plan for Buenos Aires – prepared in 1939 by Argentine architects Kurchan and Ferrari and published in 1947 – the analysis of the 'cardiac system' of the inner city, including the integration of traditional avenues and new 'motorways', was complemented in the suburbs with the proposals of 'villes radieuses', satellite towns and a green belt. The application of the principles of zoning differentiated the urban areas according to their functional coherence, putting aside the predominance traditionally given to the monumental articulation of spaces and axes like the Plaza and “Avenida de Mayo”. Also Le Corbusier's several journeys to Bogotá crystallized in a plan in 1950.

Meanwhile, the theoretical presence of CIAM would be consolidated with the Spanish edition of the Charte d'Athènes (1941), published in Argentina in 1954, and its Cuban adaptation in Martínez Inclán's Código de Urbanismo. Following his role as CIAM crusader among new generations of Cuban architects, José Luis Sert became adviser to the new Junta Nacional de Planificación (National Board of Planning) created by law in 1955 by Fulgencio Batista's dictatorship. In the 1957 master plan proposed by the Catalan urbanist, the former image of Havana as a Nice of the Caribbean was replaced by the myth of Las Vegas or Miami, aimed at creating a regional centre of tourism that included a complex of hotels, a business city in the style of Le Corbusier, and CIAM-inspired grids for the working-class residential suburbs. Sert would also be adviser to the Comisión Nacional de Urbanismo (National Commission of Urbanism) – created in Venezuela by the new junta in 1946 – which became a platform for the implementation of modern principles in housing projects and public works led by Venezuelan architect Carlos Raúl Villanueva. A belated example of this modern trend would be Lucio Costa's plan for Brasilia (1957), in which can be traced the influence of Le Corbusier and CIAM.

Karl Brunner was another representative of what has been labelled 'Austrian-German rationalism' in Latin America, where he came to represent the last descendant of that national lineage that dated back to Sitte and Wagner. In view of the Chilean capital's lack of urban spaces and landmarks, Brunner's 1933 plan for Santiago proposed 'to architecturalize' the space and to configure new centres and axes, while open spaces were given great importance in shaping the city. In addition to his achievement in securing the approval of his plan in 1939, throughout the 1930s Brunner contributed to the consolidation of urban planning in Chile, by advising institutions and organizing events that underpinned what probably was Latin America's best professional platform, whose administrative roots dated back to the nineteenth century. During the same decade, Brunner masterminded both the municipal office and plans for Bogotá, where he had translated his "Manual de Urbanismo" (1939) – a well-known textbook among Latin American planners by those years. Having jumped from 100,000 inhabitants in 1900 to 300,000 in 1930, Bogotá sprawled with morphological
voids and functional problems among different areas, which is why Brunner decided to introduce connections between the traditional center, the nineteenth-century expansion and the suburban growth of the twentieth. In a 1940s proposal, he completed this task of patching and connecting the fragments of the urban structure, by introducing an alternative axis that connected the core of the city with the satellite town of El Salitre. In 1941 Brunner also drew up a plan for Panama City.

When celebrating, in a special issue of L'Architecture d'Aujourd'hui, the twenty years of the 'Loi Cornudet', which since 1919 had turned planning into a statutory activity in France, Marcel Poëte regretted the political circumstances which had caused his country's urbanism to lag 'behind other European countries'; still, the urban historian and urbanism looked with great hope at the potential task of fellow countrymen who intended 'to carry out abroad what they cannot do at home.' Invoking the 'universal quality' of the French spirit hinted at by Pascal in the seventeenth century, Poëte tried to convey to the French urbanist how his work around the world should be performed 'in accordance with the genius of his country'. Some years later, Gaston Bardet expressed his firm belief that the urbanist's work was a cornerstone of the 'real mission' of la France as an ambassador of Western civilization, not only in the colonial dependencies but also in other parts of the world. In this respect, one of France's traditional devotees still was Latin America, where Bardet had heard the clamour for the French mission 'in the streets in Buenos Aires as well as in the salons of embassies in México City, in the confidential remarks in Santiago or in Caracas. Despite their enthusiastic plea, these urban historians knew that French urbanism was just awaking from its prolonged Beaux-Arts lethargy, which Bardet aptly christened 'Haussmannisme amélioré' (improved Haussmannization), whose diagonals, rond-points and academic forms still ruled in the domains of French urbanism around the world.

Apart from the historians, for nearly two decades Le Corbusier had denounced this use of never-ending axes as 'a calamity of architecture'. However – as we have seen – this Haussmannisme amélioré apparently inspired some of the proposals of the EFU members in Latin American capitals from the turn of the
century. Notwithstanding the delay in its arrival and the differences between its representatives, the Haussmannic urbanism of the EFU helped to consolidate the cultural mission of la France in Latin America, as Le Corbusier well recognized after his first tour. When adding the contributions of the more technical tradition represented by Hegemann and Brunner, the significance and prestige of this mission can be extended to European urbanism in general, at least during the cycle that lasted until World War II. Even though CIAM architecture continued to be a seductive influence on new generations of Latin American professionals throughout the middle of the twentieth century, in the post-war era CIAM urbanism would become only one among other options of vernacular and international modernity, most of which would arrive via the United States.

The end of the phase of predominance of European urbanism was clearly perceived by Francis Violich in his tour across Latin American capitals. When he met some of the local colleagues on his 1941–1942 journey, the Californian planner noticed that Latin professionals were 'European-trained, or prepared for the technical field in their own country by European-trained professors.' In addition to their thorough technicality, Latin professionals frequently had 'a broader understanding of their own and related fields than would be provided in similar training in the United States.' More than their North American colleagues, Latin urbanisms also tended to philosophize about the significance of the city's pattern, about the broad human objective of planning.' Knowing European capitals 'by heart', most of the planners Violich talked to were still influenced by the philosophical and artistic tradition of French urbanism, epitomized in books such as Poëte's Paris. Son évolution créatrice (1938), which the visitor found in some of the planners' libraries. Thus, even in the early 1940s, the urbanist mission of France in Latin America was not only proclaimed by Le Corbusier, by representatives of the EFU or by the French historians, but also confirmed by a North American planner. However, the missions of European urbanism were not to last for long, at least among the 'younger practicing architects and planners', who started to 'look towards the United States rather than to Europe.'

This turning point was to be confirmed by Violich when called by the Venezuelan government to advise, in the late 1940s, the first National Commission of
Urbanism. As he was to summarize three decades later, the dilemma before the Venezuelan urban planners in those years was 'the question of a conceptual approach on which to base the institutional process. A latter-day Beaux Arts movement inspired the late 1930s, and a social orientation, the mid-1940s, only to give way in the early 1950s to a functional approach drawing on North American techniques.' Although it can be argued that Venezuelan society underwent a conspicuous Americanization due to the oil boom, this shift towards the United States as the main exporter of urbanism can be generalized to most countries of Latin America in those decades. After nearly a century of European predominance in the urban culture and urbanism of the young republics, Paris was no longer the ideal for young planners of Latin America.

4. The Birth of the models of Change (*urban models examples*)

4.1 Urban Development in Santiago de Chile.

4.2 Urban Development in Bogota, Colombia.

4.2.1 Plan Bogota
4.1 Urban Development in Santiago de Chile.

Karl Brunner arrived in Chile in 1928. The first period of this profession in the country covered since late 1929 to early 1932, during which he became a government adviser to the urban section of the Architecture Department of the Ministry of Public Works, led by the architect José Luis Mosquera, faithful follower of Otto Wagner.

The Austrian coach was an engineer, architect and graduate in economics and political science and had a solid urban, with such a history its main objective was designed to establish the principles of scientific planning in Chile, then in introduction. The scientific planning as a discipline to the city, was intended to address the different problems technically.

This new vision disciplinary methods and techniques were the first order for Brunner, some not so simple when you consider that, unlike the dominant idea in the country at that time, the planning went beyond thinking only in the aesthetics and beautification of the city.

Within this "harmonious" the idea of "civic art" was one of the pillars of his thought. As indicated above, for public spaces Civic Art were the core of its action: the realization of the institutional and historical importance of urban form and spoke out:

A vision where "chaos" was seen as essentially the indiscriminate mixture of styles and disharmony within a frame-invariant accepted as the checkerboard-parameter irrevocable Latin American city. Not surprisingly, his deep interest in the project to carry out the Civic Center, a large public space intended to accommodate the central government and its leading institutions, a major urban aspiration of the dictatorship of Carlos Ibáñez del Campo.

Modern ideas posed by the need to unify the public space for better control and mastery (transparency and readability) This required clearly define what was under their administration and management: the "inside" is separate from that of "outside" and from one sector to another, an impermeable border. The interior space was homogenized by definition heterogeneous, making it coherent and
readable in the light of the new ideals was not. This systematic review of the readability and transparency of space is the strong signals of modern times.

The plan proposed by Brunner, not fully implemented, was functionally the city zoning, road structure based on orthogonal main axes and diagonals, and create a large monumental axis, centered at the Palacio de la Moneda, to conquer the next south of downtown and create a new growth pole of development.

Civic Center: propose emblematic monumental work, consistency, readability and aesthetics, following the ideas of Civic Art. This work, completed by the architect after Vera Mandujano, main objective was to form a public area / administrative in which the center is formed by the building of the Currency, two seats and a road that ended in the south in the Congress building Nacional.

The experience left by the Viennese urban planner for the first time meant that the city was analyzed as a unit, using the concept of "Gran Santiago". This allowed answering two important goals.

1st. - Plan in detail the urban space and to incorporate new symbols that defined the modern.

2st. - The ability to create specializations around unique buildings located in the center - usually of an administrative nature - so making them visible and legible from various points of view of urban space.

Also part of the objectives sought to divide the urban fabric functionally separating industrial areas, residential - workers and bourgeois - and commercial and orderly facilities project to beautify the capital and reduce travel costs. It is possible however, to find another vein in the analysis by Brunner, one that put the emphasis on public spaces that welcomed him.

As we shall see, this action is concentrated on one part of the city and excluded sectors, not infrequently majority of the population-housed groups called "marginal"
The environment describes the square a little bit modern, as preserved buildings that surround the architecture with which they were designed in the beginning in the mid-1930s, these buildings have an average height of 13 stories and have adapted to city conditions due to continuing population growth which is the same. The square is located very close to the Santiago metro stations Universidad de Chile and “Palacio de la Moneda” is used as a space for exhibitions and achievements of cultural activities, where fairs are also very attractive to the public. The square is located exactly in the municipality of Santiago known as Civic Center. The neighborhood is considered a development of a tourist, because their buildings have a modern court and similar heights. Most of the buildings are for state offices and trade, on rare occasions. The Civic District comprising North and South, Plaza of the Constitution since Augustine Street, La Moneda, Plaza of Citizenship, Paseo Bulnes, completed in Almagro Park and the Basilica of the Blessed Sacrament. The square is bounded by the streets Augustinas, La Moneda and Teatinos, all this by taking a clockwise direction. These streets are surrounded by the following buildings: the
Municipality of Santiago, the Ministry of Foreign Affairs, “the Palacio de la Moneda”, the Ministry of Justice, the Central Bank of Chile and the Minister of Labor

Base plan of the municipality of Independencia 1998 (scale 1:2500), highlights the following information:

- Spaces for an essentially public green and ecological landscape, classified into three subgroups:

- Public green spaces, recreational activity functional unscheduled children (over 7 years) and adults, classified into three subgroups

- Public green spaces, recreational activity functional unscheduled infants (information enclosed area);

- Semi-public spaces and green waste (School "Modern Movement")

- Heritage-classified buildings
Paths and roads, green areas proposed by K. Brunner.

Thus, at the head of Arch Humeres remained "remarkably successful" in front of the work of implementing the new community transformation plan until 1957, ie for a continuous period of 18 years, after which followed applying for several more years. That is to say that implementation of the Plan Brunner in the territory of the present community of Independence was successfully carried out directly by the intellectual and professional depositary of the plan, for 18 years, and for several years after the departure of the Arch. Humeres.

We can thus assume that in the wholes, the wholes and even fragments of the projects, it is clear imprint of Karl Brunner on paths of public spaces and road expansion, we still find some opportunities to develop inter-scale, and several in neighborhood scale and neighborhood.

4.2 Urban Development in Bogota, Colombia.

In the early twentieth century Bogotá had approximately 270,000, and went through a period of many changes: the quest to modernize the city, a boom that allowed the construction of many national buildings, especially government.
At this time was needed for the city urban planning, and creating the Department of Planning, immediately hired as director of the Austrian architect Karl Brunner. Who after his stint in Chile during the past four years he nurtured his thought and helped build some consistency with an overview of the Latin American city. Brunner dreamed of playing in Bogota the monumental character of the “Boulevards” Paris, the “Ramblas” of Barcelona, “the avenues” in Vienna, to provide avenues of representative character and aesthetic of those, they should finish preferentially public buildings and religious power, and urban furnishings have enough to make separators and platforms for a real walk Brunner peatón.9 widening projects in certain sectors, expanding and designing new roads, according to the intrinsic characteristics of the area in which it intervenes as an alternative to checkerboard layout proposes an optional layout, which allowed to continue the existing path, connecting disjointed areas and create new systems. Other major contributions Brunner on the central area of the city, was the proposed expansion of the "Calle Real del Comercio", for this is implementing several of his theories planners. His proposal affects the west side of the street, keeping the set of Santo Domingo. It also proposes a porticoes strip along the three blocks, retaining the concept of "street". For the block between the streets 12 and 13, proposes a way to divide the block into two, is at your look connected with two other roads that are within blocks. As the tracks deep into the set up a cul-de-sac which, according to Brunner, offers the advantage of using the inside of a large block of the most economical way, avoid traffic over others, what reduces the width of the street pavement and apply a less expensive, which ensures peace and privacy.

The Latin American version of the cul-de-sac, was called Passage, which was usually walking. The set is developed from volumes embedded in a phased manner to a beat between blocks of three and five stories high. Karl Brunner is a contribution to the design and planning practice in Colombia, although at the time his work was not sufficiently understood, but on the contrary, was the subject of criticism, and his work came to be classified as urban feudal. Since the event took place at a time when the principles of the Modern Movement were in force in
Europe and began to influence the Latin American context. Brunner from a critical position opposed to some of his proposals, disagreed with the idea that for any project to seek the renewal and management of urban space should be done "tabula rasa" of the existing urban context, irrespective of their conditions and of its historical significance.


4.2.1 Plan Bogota

Le Corbusier, Jose Luis Sert and Paul Lester Wiener.

The architect Jose Luis Sert and Paul Lester Wiener as partners of the firm "Town Planning Associates" whose headquarters were in New York, made development plans for American cities in Brazil, Colombia, Cuba, Peru and Venezuela. Specifically, between 1948 and 1953 made plans for Colombia that included the cities of Bogota, Medellin, Cali and Tumaco. With the visit of Le Corbusier to Bogota in June 1947, raised the possibility of consultants by the famed architect's master plan for the city, this being the second and last time the two architects work together after the plan Macia to Barcelona.

It is remarkable that on his arrival in Bogota, Le Corbusier was received so crowded by students of architecture and architects who formed group Proa generation in an atmosphere of intellectual bigotry. Certainly for the architects of the day following the line of the modern movement in the hands of Le Corbusier was the solution for the city to come out of "chaos" that they had become at that time.

These plans demonstrate the urban concepts proposed in the "Athens Charter" and the principles outlined in the Sixth Congress CIAM 1947. ".... The four basic functions of every city are per room, social services (cultural and recreational), work and movement. These functions form the basis of general zoning, and the urban area and its territory is classified and subdivided in accordance with them. This is what the zoning by function, without which no planning possible. This classification is necessary in any population is imperative in the big cities. "The development plan consisted of two parts," the director or pilot plan "and" regulatory plan ". The first was the general guidelines, the city model, urban structure, the civic center, zoning and topology and was developed by Le Corbusier. And the second was developed by Sert and Wiener was concerned with the building form, structure and systems management tools. The first became legalized by decree 185 of 1951, while the latter did not become official policy. In the pilot had the collaboration of three Colombian architects who formed the Atelier De Rue Sèvres, these were Rogelio Salmona, Samper and

Finally, on May 27, 1951 is the official delivery of the final plan this work define the urban area for the next 50 years, allowing 2'000 accommodate around 000 people. Regarding the approach made to the historic center of Bogota is proposed as a reinterpretation of the center of power and public space. The historic center becomes an example of great interest in modern architecture that openly confronts the historic city looking for a hard consistency between sediments of the past and administrative buildings and symbols that make up the new urban system. The plan for the Civic Centre Le Corbusier included the following statements: “The civic center was located in the area of business and management, recreational and cultural, archaeological and commercial center. In the central area, from the location of the three elements defined civic major centers of major importance in the area: political and religious center, the Plaza de Bolivar and the civic center where they settle administrative buildings and national government such as municipal ministry, parliament (National Capitol),

presidential palace, city hall, courthouse and other government agencies. "This core is built around the Plaza de Bolivar, whose square is even today the colonial era and expanded considerably to match the scale and importance to the modern capital of Colombia," said Sert and Weiner. The new Bolivar Square, designed by Le Corbusier on two levels and three times the existing plaza area. Among the buildings that remain were the cathedral and the capitol, between the new courthouse, the municipal palace, the presidential palace and a building height for the ministries. Churches are still some cultural interest. The western side of the square was demolished recently opened connecting the Tenth Race and also with other parts of the city parks were provided between the square and the avenue in surface and underground. "The plan of Le Corbusier design of the "Seventh Race" was raised as the main axis of the Civic Center, but with drastic changes in conformation as well as those already described urban elements around her. The plan proposed for this street a homogeneous line of low buildings and the almost total demolition of the historic center around her. To generate a half-block with green areas. In this sector, the plan called it as "Main Mall". In this way the old "Real Trade Street" is preserved for strictly pedestrian plaza connecting the Bolivar Santander Park. Along the street, drew a series of five squares connected by pedestrian walkways that ended in the National
Library and the Independence Park, an area that was proposed as a recreational cultural center. Although this plan as stated before it became official policy, do not get to develop for various reasons, most political order, given by changes of government. Another factor also was the rejection of the intellectual community of the time.
5. City of La Paz

5.1 Historical and urban process context

5.2 The current state of problems (2011)

5.3 Is there currently an urban master plan for the city of La Paz (strengths and weaknesses)?

5.1 Historical and urban process context

Located in Department of La Paz and provincial Murillo, we found the city between mountains, also denominated “Valle de Chuquiyago”

5.2 Urban Process

The City of La Paz and stages of development, which we put into four:

5.2.1 The Foundation of the city, the grid urban.

5.2.2 The independence movement.

5.2.3 The 30’s and the French urban “Emilio Villanueva”.

5.2.4 The 1950 and the last decade.
5.2.1 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.
5.2.2 The Independence movement.

From 1850 to 1912 (80,000 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.


5.2.3. 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 “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 "Haussmann" 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.
Subsequently, in mid-forties, had a concern for the city administrative restructuring, according to the dimensions that was acquired in that regard. In 1945, he adopted a new zoning of the city had already officially 31 neighborhoods: In this restructuring of the city, and to meet the needs of growing populations, added an important core expressed in the construction equipment markets, zoological and botanical garden to showcase species of flora and fauna of La Paz.
PICT 27. Downloading from Google earth, Villaroel Square in Miraflores Zone designed by Villanueva.
PICT 28. Downloading from Google earth, Av. Busch in Miraflores Zone designed by Villanueva.
5.2.4 The 1950 and the last decade.

From 1950 to 1976 (655,000 inhabitants) the shape of the city changed completely. La Paz city begins to acknowledge more strongly than in the previous decade, his image as a great city, with the appearance of new buildings between 6 and 8 apartments on the newly created Av. Camacho, and Av. “Mariscal Santa Cruz” and Av. 16 July, with the tubing of the Choqueyapu River, this was an expression of the new twists that made the Bolivian society. These changes, as we were settling up, were expressed geographically, creating areas that were consolidated by membership of social groups that were occupied. Thus, social restructuring allowed the new middle and high, leaving areas that traditionally were being occupied by them in the old city, to move into new areas, in that sense economically stronger social sectors, began to adapt in the south of the city, where a facility was built to meet their daily lives and aspirations and, indeed, the results of the new requirements are objectified in the construction of the Automobile Club Boliviano, “Calacoto Golf Club”, “Tennis Club in Florida”, and the Jockey Club, where he built a racetrack.
Otherwise, economically weaker sections were seeking accommodation or were fired into areas surrounding the city, especially north and east, and certainly, the reorganization of the city, who gave preference to commercial and office sites, brought the demolition of old tenements in their dilapidated spaces housed many families. So, the people affected by the works promoted by the Department and the mayor of the city, in the mentioned period, most migrant groups coming from the field and mining areas, began to populate the hillsides surrounding the city as is assumed, these settlements would spread showing their insecurity, not having the minimum living conditions, thereby forming popular villas, which still shows as viewpoints of development, and noting their shortcomings, the most exemplary is the City of El Alto.

In the past 25 years, until today (1,000,000 inhabitants), growth has spread beyond the slopes, and has turned towards the south, where it has been explosive, the marginal areas on the outskirts of the city has also been extended, the result of constant migration, this part of the city is constantly exposed to risks of landslides and custards, which have always affected the upper parts of the slopes of the basin are now more often enhanced by urbanization.

PICT 31. Took from <http://www.tramz.com/bo/lp/lpf.html> Av Arce, La Paz had a tram system that a decade later was removed. La Paz City Author: Allen Morrison
5.3 The current state of problems. (2011)

Basically, we determine 4 factors to describe the urban problems in La Paz City.

5.3.1 - The topography of the city and the structure of the city

a.1 Slums conflicts

a.2 Green Areas

5.3.2 - The large public space of the city conflicting scenarios

5.3.3 - Organization and structure of public transport.

5.3.4 - Urban Policy for the city
5.3.1 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 itself 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 34. Took from<http://www.skyscrapercity.com> Panoramic View, Miraflores, Sopocachi and centre zone surrounded by slopes. La Paz City. Author: unknown

PICT 35. Took from<http://www.skyscrapercity.com> Panoramic View from South Zone, La Paz City. Author: unknown
a.1. 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 Pac 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 m² per inhabitant, as recommended by international standards is 3.20 m² 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. Theses 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.
a.2 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.

5.3.2 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.
5.3.3 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.
Current levels of congestion are high and are expected to increase further as vehicle fleet continues to grow and the population of Government of La Paz. In addition to financial and time losses involving these high levels of congestion, there are also road safety problems, excessive noise and air pollution. The most important public transport Government of La Paz are related to the inertial tendency toward "miniaturization" (minibuses -14 seats-"carrys"-seven seats-"trufis," four or five seats -, taxis and radio taxis) from vehicles in most ways, the predominance of individual private operators, lack of coordination of services, the progressive deterioration of the fleet, and the confused and ineffectiveness of the existing regulatory framework. In recent years, the number of public transport vehicles has increased significantly in La Paz and there are more vehicles involvement of very low capacity. Over 85% of the 282 lines, operated a fleet of 15,000 vehicles entering the central area.

Currently, La Paz city does not have Transportation Company that provides service; it was a still being an urban problem for all citizens. The public system transportation in La Paz city is entirely based in an old automotive transportation.
Here is evidence that there is a marked deterioration in the parameters of efficiency, quality and operating costs due, that there is adequate coordination between modes and where walking is not fully linked to the transport system. Within the public transport arrangements are private and individual, organized into unions and associations. They are the owners of vehicles, which make up a union and establish a route and the public service.

5.3.4 Urban Policy for the city

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)

The development in each case was due to the inherent requirements of socio-political conditions exiting before and during the study periods, noticing significant changes in short in depth scope. It's in this context that highlight the major studies concerning traffic and transport, the "Master Plan Urban Traffic and Transportation", quantity and quality of technical information obtained during the various stages of study. Many of these urban projects have had achieve of technical and planning major advance, but many of these projects were never implemented or simply they were applied 40% or less.

For many experts (planners and architects) now La Paz city has a great void in urban design from the concept of urban design, what really has failed in the city, there was never an urban plan. Then the buildings have been growing like mushrooms, that is not bad to have giant buildings, what is wrong here, they are not properly distributed, because in urban design has to considered prevalent volumetric shape of the buildings.
5.4 Currently urban master plan for the city of La Paz (strengths and weaknesses)

5.4.1 PRU Urban Policy

5.4.2 Current urban projects in La Paz city, that comes from PRU policies

In the last decade in the context described by the social pressures on the metropolitan city, urban poverty and social exclusion, the deterioration and loss of competitiveness of La Paz and the difficult national situation. The government of La Paz City has made a strategic intervention that allowed the city to address these historic challenges. Through revitalization plan and development: The Revitalization Program and Urban Development in La Paz "PRU." A draft medium and long term that is currently running in the city, The purpose of the PRU is to improve urban conditions and work, contributing to the development of social capital and increased productivity in the city of La Paz, reversing the process of deterioration.

5.4.1 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 Structure of PRU**

The three components are:

- a. Requalification of the urban environment
- b. Promoting social and economic development, and
- c. Institutional Strengthening

**a. Requalification of the urban environment**

The objective of this component is to qualify the urban conditions of central and related spaces, improving the quality of life of people who live, work and use these areas of the city. This objective will be accomplished through direct investment or through public incentives to promote private investment in this area of the city.

Through strategic urban projects, will finance investments in specific programs for the city e.g. the central city park, the historic central urban, etc. Enabling and preserving these 40 acres will help increase green areas and forests and reduce the environmental vulnerability of the city of La Paz.

The public spaces integrators subcomponent will finance investments to improve in the short-term traffic conditions, drainage, provision of public spaces and
facilities. The program financed the intervention (I) Green areas and squares, (ii) pedestrian and road structure, (iii) markets and spaces for commercial and craft activities, (iv) emergency drainage works, (v) heritage buildings. This subcomponent will include actions to reinforce new centers decongest the activities in the downtown, including strengthening urban spaces, commercial and productive.

**b. Promoting social and economic development**

The objective of this component is to improve the quality of life of the population lives, works or uses services in the center, through social and economic action in support of productivity, habitat and informal employment in the center. This component will consist of the following sub-components: Support to productivity, habitat and informal employment, networking, partnerships and social participation, and consensus and social support.

Support for productivity, habitat and informal employment in the center will consist of social and economic action in two lines of intervention. The first consists of incentives to improve the competitiveness of local production factors and combat poverty. The second refers to interventions to support the development.

The idea is to promote initiatives of specialized institutions to channel financing to micro business incubation support, and implement a job bank and job retraining.

**c. Institutional Strengthening**

The objective of this component is to develop sustainable institutional capacity of the government of the city of La Paz to formulate and implement policies to combat poverty and reversal of impairment and socio-economic urban city. The component will finance technical assistance and logistical support in the following subcomponents: classification of management systems and government control, capacity building and running of municipal policies, implementation of the civil service and delegated administration to implement the program.

The rating of the implementation of management and control systems
Government will be part of strengthening financial administration and finance the implementation of a plan of institutional development.

The strengthening of the generation and implementation of municipal policies will focus primarily on the areas of human, economic, territorial and transport. Delegated administration for the development of the program once it has been implemented, will involve activities leading to the creation of an institutional framework which will build in the medium and long term development and revitalization of downtown La Paz.

5.4 Current urban projects in La Paz city, that comes from PRU policies

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.

a. The new Lanza Market

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 building as a concept generated by the architecture, is just like a street market with interior streets, and actually work when it is perceived as an urban system.

The composition is weak outside the building and prevents him from relating to the city, and this is more evident especially in the presence of high bill buildings in their immediate environment. Building high bill, like the Basilica of San Francisco and the Municipal House of Culture, have the virtue of each of its compositional elements are critical to the success of the whole, and that is why great works remain the architecture of the city, even with the temporal distances that separate them.

Although the culmination of the building is expected to reduce traffic congestion,
this has not fulfilled the expectations yet.

b. The central urban park

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 main structural element of the park is the "Via Balcony", an urban balcony of 4 km, which will allow a tour around the park in a variety of activities: music, hiking and meeting spaces, all with the domain of the spectacular view may be taken of the entire park.
PICT 41. Took from< http://www.skyscraperlife.com> panoramic view of urban central park. La Paz city. Author GMLP

PICT 42. Took from< http://www.lapazvanguardia.com> panoramic view of Triplet bridges. La Paz city, Author: Tony Suarez
c. Bridges triplets

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.

These three bridges, similar characteristics are located in the center of the city of La Paz being the most important work in civil engineering, bridges play an important role for the city, as it closes a belt road connection between the slopes east and west, and also acts as an intermediary to connect to the south and Miraflores enabling a more fluid traffic.
6. City of Curitiba

6.1 The master plan Curitiba - Brazil's teachings and applications to other cities.

In Curitiba, Brazil has undergone a transformation in the last three decades in urban planning, transport, environment and social programs, sustainable development. Building the world's first pedestrian precinct, an innovative system of transport, environmental education and many social interventions that transformed the city.

Historical and urban context:

With almost 2 million inhabitants, its urban development data only 170 years ago. Many immigrants settled in these lands in the late nineteenth century, especially German, Ukrainian and Italian. In the decade of the 60s the city was confronting many of the problems typical of Latin American cities: urban sprawl, inefficient transport system, overcrowding, lack of green areas per capita, and high unemployment, social and spatial segregation.
6.2 Curitiba - Analysis

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.
6.3 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.
6.4 The pedestrian center in Curitiba city.

No doubt a major pedestrianize roads in the center was unknown not only for traders, but even for the planners. On the technical side, the planners knew that if the November XV (Main Avenue) was closed to traffic, was how to manage traffic flows in other alternative routes. Field observations had also indicated that this street was the main meeting place for pedestrians. In this way, the road pedestrianize strengthen the character and the way he transformed but not use. Finally, IPPUC had a very good library, which appeared similar experiences documented in European cities that had been successful. Planners, however, had no way of knowing for sure whether the policy was going to work technically and politically. Lerner outlined a clear strategy with his team. First, for a year to carry out planned actions that ranged from talking with merchants and neighbors, and prepare all equipment urban-lanterns, pots, benches, etc. (That would accompany the implementation of the track exclusively for pedestrians.) The strategy of Lerner and his team demonstrate that the project was commercially viable work they were now merchant’s pedestrianized areas, which have not yet asked the pedestrian street. In the end, 49 roadblocks have been pedestrianized
in Curitiba and the flow of pedestrians to shops and cafes are the best witness to the success of the measure.

![Image](http://arte.elpais.com) Flowers and street Pedestrian center in Curitiba city, Author: Unknown

6.5 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.

6.5.1 Evolution of the Integrated transport Network

PICT 49. Took from< http://blogs.funiber.org> Bus Stop in Curitiba City, Author: Unknown

PICT 50. Took from< http://www.curitiba-parana.net/urbanismo.htm> Terminal station Campina do Siqueira, Curitiba City Author: Prefeitura de Curitiba
6.6 The system of green areas and new urban landmarks.
Thousands of trees were planted in the streets of the green areas index rose to 55 m² per person, five times what is recommended. Many theme parks were given to colonies of immigrants, who aided by their embassies developed new parks. Creation of Parks and revaluation of heritage, by equipment designed to promote cultural development, establishing a network of urban landmarks that led to the further development of consciousness and self-esteem of the public. Between theatres, museums and cultural centers were part of a program called Lights of Knowledge. The provisions of neighborhood libraries were very busy places and were the first places that offered the public Internet in Brazil.

![Botanic Garden, Curitiba city](http://es.wikipedia.org) Author: Archive Wikipedia
# 7. Comparison Between cities Curitiba – Brazil vs. La Paz - Bolivia

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<thead>
<tr>
<th>Urban Development Plan</th>
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<tr>
<td>- Plan Agache 1940, Radial scheme</td>
<td>- Emilio Villanueva 1930</td>
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<tr>
<td>- Urban Master Plan</td>
<td>- Plan for Urban Development in La Paz (1977) un success, was not implement</td>
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<td>Lerner Plan 1966</td>
<td>- PRU still in process 2000- present</td>
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<td>- Progressive implementation</td>
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<td>Urban System transportation (PPT)</td>
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<th>Institution</th>
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<td>- 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</td>
<td>- 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.</td>
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<th>System Transportation Public</th>
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<tr>
<td>- Good guidelines established</td>
<td>There is no any system transportation public established yet</td>
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<tr>
<td>- Efficient</td>
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<td>- Cheap</td>
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<td>- Good articulation</td>
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<th>Urban Green Plan</th>
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<td>- They have their own training course on urban geology and they are coordinated with international organizations.</td>
<td>- It has a own support through ONG, although is reduce, it helps with greenhouse to cultivate plants.</td>
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<td>- It does not have a Ecology Map</td>
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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.

8. 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.
9. Conclusion.
With the historical review of urban processes in Latin America reported in the early chapters, this reading helps us to comprehend and understand under what circumstances, factors and influences developed cities in the later centuries.

Basically, the entrance of the twentieth century mean for the capitals of the republics a time of change: a break with the previous order, the colonial, the quest for modernization of the city and order the rapid population growth with the strong expansion that began to experiment. It was then, that local government and elite groups concerned about management of cities, took urban thinkers from the old world, which mainly seeks to improve urban problems and enhance the appearance of their cities.

Then, transferred European ideas to the process of transformation of cities in Latin America, the prestigious European models, especially the Paris-France (Haussmann) played a leading role as part of the American imagination, many Latin American cities today retain traces of urban structures made by Haussmann. Later with the arrival of the CIAM concepts and new trends in European urban zoning contributed to the organization and management of cities. All urban activities took place at a time when the modern movement’s principles were in force in Europe and began to influence the Latin American urban context.

It is important to note that any change made was due to government support, this vision has a great influence as a city by the governments at the time and also the fact of giving continuity to the urban planning left by the professionals, it should be emphasized also that governments of dictatorship were convincing to change the structures of the cities that urban groups supported these projects are implemented in the cities.

Bolivia’s cities related with others cities of America was also subject to this urban process that was being across the continent, though the city of La Paz in Bolivia did not have visits from foreign architects and urban thinkers, was not absent at all of this urban revolution was brewing in America. While in cities like Curitiba in Brazil, Bogota in Colombia or Santiago de Chile urban ambitious statements were brewing in La Paz were still introducing the concepts of French urbanism, there was no intervention in the city as a unit, introduced ideas for local planners
who were also indoctrinated by foreign flows in Europe (Paris, France) and also under concepts of the Modern Movement (CIAM). It is remarkable the introduction of these new urban concepts that helped the functionality and organization of the city. This is a weakness that transcend into the future, and for which La Paz city is far with neighboring cities, urban approaches introduced by the local developer Villanueva had no continuity or did not have the necessary local government support that was decisive in other cities the success of the city.

Nevertheless, in the following decades were brewing urban planning to the city like urban regulatory plans, these had an execution in half proportion but did not have the strength that sought, also a local government with weak management and leadership is not lacking contributed to the development of the city, the city of La Paz city grew without any particular urban planning.

**Specific 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"
10. 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 tour 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
10.1 Proposal Public Transportation System

Curitiba's experience has taught us that you can apply a transportation system plan, efficient, orderly, but above all cheap. The idea of applying an integrated transport system as in Curitiba could change the face of the city, an urban transport strategic plan strongly.

The goal is: to improve the quality of life of citizens, optimize the structure vehicular and pedestrian traffic. Optimizer costs of operation for the benefit of citizens and workers. Reduce pollution and acoustic levels generated by urban transport.

This proposed system requires:

- **Means of Transportation**
  - Urban Train
  - Buses articulated

- **Infrastructure**
  - Primary and Secondary Routes
  - Stations and bus stops

- **Administration**
  - Personal control and operating mechanisms

**Proposal**

The proposal is: taking the main route that structure the city, we can created a main route that connect from El Alto City (North) to South Zone (south), and then, create two secondary’s routes (red lines) that cross the city in the other position from the east slope through the historic center making connection with the main road (blue line) until reach the western slope area.
In the next picture we structured the stop-buses along the main route and the secondary routes. These secondary routes make connection in the end with the ring via (Yellow Line). Beside, there are thirds routes (green line) that are connected towards main route or secondary routes.
In the next picture, it would establish three main connection points in the city, two are located along the main route (blue line), Central Administration and State University, the third point, would be located near the "Stadium" in which two of this routes (red line) would make a triangle connection that structure the city.

Lately, local government of La Paz city is trying to implement an urban train that cross the city from the Centre city to zone south, it would be interesting generate a main urban train that cross all the city in one singular route, and buses would be connected to this urban train. We can keep the principles urban system transportation of this proposal.

Infrastructure

The next pictures shows, in each stop-bus, we can implement singular design of bus stop that permit us organize the spaces, where citizens can sell the tickets and get in and get off the bus.

Picture 55. This image shows access through “bus-stop infrastructure” that has the access to get in and get off from the bus.
Picture 56. Bus Stop, Lateral View, This “bus-stop infrastructure” help to organized the citizens in queue to get a bus ticket inside the space.
Means of Transportation.

Picture 57. Took from <http://www.ci-lapaz.gov.bo/> Author: GMLP, Example Bus Stop, Image support that permit visualize the proposal.

Picture 57. Urban Train Infrastructure. Actually, this is one ambitious urban project that current local government is trying to implement into the city. Although the project viable and economic possible, this project just cover part of the city, anyway keeping the main idea, create a route that cross the city from north to south with urban train or articulated buses.

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

Well the idea to decentralization of activities is recoveries spaces occupied by activities like Jail, Terminal Station or Educational Centers that is not necessary to have in the middle of the city, La Paz is lack of free space, La Paz Is saturate of activities that are fluent on the city, the proposals is take off this actives and implement another one, for example we can use them are Green Areas or simply move out the Building governments to this new spaces.
For example:

*PICT 60. Downloading from Google earth, the drawing proposal by Fernando Valdez*

Picture 60. Well the idea to in the proposal is take out activities like Main Bus Terminal Station (1 green color) and former Train Station (2 green color) that currently is car parking, and generate two big green spaces for the city, this two big spaces that can opening the city, because is connection with the main highway (blue color 1/31/12) that link with El Alto city and cross the city.

**10.3 Green Areas**

The goal of the previous analysis was a compilation of experiences takes off from the current city to show few percentages of green areas have the city. Now La Paz has to improve and deep in its green politics, La Paz by its reduce field of green areas has to implement a new ideas and actions to transform the city and provide green areas and public space binding common purposes from public sector, private sector and civil population.
The implementation of an articulated urban policy based on 4 points.

1. Institutional Strengthening

It is essential that part of the investment in urban green areas is dedicated to building local institutional capacity. While the capital contributions made possible the projects, the duration of these efforts would be limited if the communities do not receive help to develop the technical, logistical and infrastructure needed to support the efforts of urban green areas management. The establishment of such green areas, for example, may need zoning studies, maps, inventories of plants and animals, and tracking all of which requires experts with special equipment, technology, access to research and development information.

Much of what is intended for institutional strengthening provision of expertise, technical assistance, information, support the establishment of small loans for urban agriculture can be shared among communities and cities. Technical manuals and environmental education curricula can be developed and published in one location and then distribute to regional or national level.

*PICT 61. Downloading from Google earth, the drawing proposal by Fernando Valdez*
2. Environmental Education

Much of the successful management of urban green areas depends on public participation; therefore it is vital to inform people about these projects. In fact, if communities are partly responsible for the maintenance of green spaces, will have to know how to care for these resources and what to do if they have problems. It is also important to inform the community about the environmental benefits of projects, along with the tangible benefits and recreational, can be motivating factors for public participation. The many opportunities for environmental education include, among others, curricula of primary and secondary schools, city-sponsored events such as festivals, days of tree planting different types of ecological games, camps for children, etc.. Community groups involved can include churches, sports teams, youth clubs and NGOs sponsored games. The chances of success in the establishment and preservation of green areas increase as residents of the areas involved in planning and implementing programs and understand that greening brings important benefits.

3. Geologic Maps

The map is one of the most efficient tools to manage, track and inventory the resources of green spaces within a city. The maps provide a pictorial representation of urban resources, existing infrastructure and zoning, which allows planners to identify the elements that make up the cityscape. The features that should be included in any inventory or mapping system are parks and other green areas, water resources, water supply and sewerage, dams, bridges, power lines, transportation routes, topographic profiles and soil quality and manmade structures, which could affect a management of urban green areas.

4. Green Belts

Greenbelts provide environmental benefits such as reduced noise and air pollution, climate tempering, increased biodiversity, watershed protection and habitat for wildlife. Basically, the green belts are open spaces that mitigate congestion and pollution in most large cities.
The greenways, in contrast, are narrower corridors of vegetation that can have multiple uses and functions, such as improving environmental quality, recreational opportunities and serve as alternate routes of transportation (bicycle and pedestrian paths).

Picture 62. In this proposal we mark three points, (1) take out activities like Main Bus Terminal Station and became a Green Space, (2) take out Main Jail of the city and the square that is front of the former jail, prolong in one block to obtain green spaces. And the last one (3) consists in created green belt around that cross the city and along the high avenue.
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PICT 60. Downloading from Google earth, the drawing proposal by Fernando Valdez

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<td>United Kingdom</td>
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<tr>
<td>US</td>
<td>United States of America</td>
</tr>
<tr>
<td>CIAM</td>
<td>Congrès International d'Architecture Moderne</td>
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<tr>
<td>IPPUC</td>
<td>The Institute of Urban Research and Planning of Curitiba</td>
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<tr>
<td>PPT</td>
<td>Progressive Plan Of Transportation</td>
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<td>GMLP</td>
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<tr>
<td>PRU</td>
<td>Urban Plan Of Revitalization</td>
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<tr>
<td>ONG</td>
<td>Non Governmental Organization</td>
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<td>ITN</td>
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