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PARTICIPATIVE PROCESSES IN THE IMPROVEMENT OF  
INFORMAL HABITAT IN BOGOTÁ. A PROPOSAL CENTERED ON  
THE IMPACT OF THE FUTURE CABLECAR IN CIUDAD BOLÍVAR,  
BARRIO MANITAS

*Introduction.* – During the 20<sup>th</sup> and 21<sup>st</sup> centuries in Colombia several forms of intervention on the existing city were taken into consideration – beginning with the proposals which came from the International Congresses of Modern Architecture (CIAM), and achieving some very good results –, which were “imported” into the country by private and public entities during the ‘40s and ‘50s; at the same time, other popular neighborhoods suffered deep transformations, passing from being modern habitats to being informal habitats (Forero, 2009). Both the State and the private sector went as far as solving the quantitative deficit of houses for those socio-economic sectors which could afford indebtedness, while the qualitative deficit of houses<sup>1</sup> as been hardly dealt with at all.

Researches concerning the spatial development of informal settlements in Bogotá, however insufficient, have been performed since the 1950s (Centro de Estudios de la Construcción y el Desarrollo Urbano y Regional, 2011); as regards cases of “urban improvement” focused on revitalization and on the construction of popular *habitat*, very few studies are known addressing their urban impact, performed by private entities, both national and international, often NGOs, which offer solutions for these peripheral areas.

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<sup>1</sup> The “quantitative deficit of houses” corresponds to the new housing proposals promoted by private or public sectors as an “essential dynamic” for the development of the city. The “qualitative deficit” corresponds to the improvement of housing and of habitat of informal origin; this theme has been very little worked on by the State or by private entrepreneurs, who left the problem in large part to NGOs, and in a small part to Caja de Vivienda Popular [Popular Housing Fund – T.N.]; neither of these, however, managed to cover the demand, since informal housing corresponds to over 33% of the urban growth of Bogotá (Centro de Estudios de la Construcción y el Desarrollo Urbano y Regional, 2011).

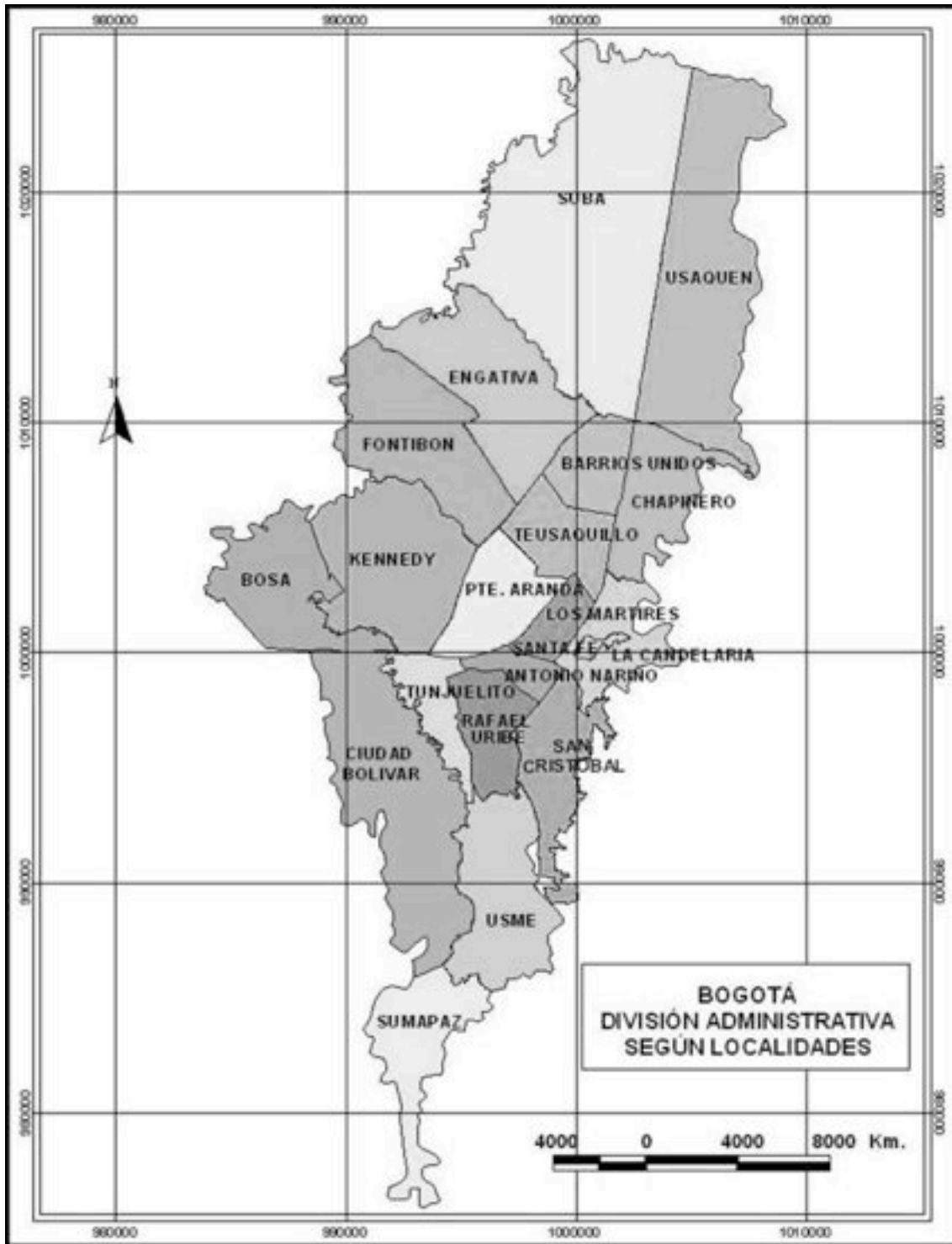


Fig. 1 – Ciudad Bolívar in the context of administrative division Bogotá

The cable car<sup>2</sup> which the Municipal Administration has designed in Ciudad Bolívar<sup>3</sup> is a great opportunity – at least from an academic standpoint - to consolidate methods and

<sup>2</sup> The “cable car” is a project led by the current Administration of Bogotá, whose mandate runs from dec. 31<sup>st</sup> 2011 to dec. 31<sup>st</sup> 2015. It is meant to develop a public transportation system based on “gondolas”, for the

researches started in 2007 in several national and international courses held on social habitat, and to keep proposing academic projects that allow to recognize and to better anticipate future scenes of action, such as that on which we have been working for the past two years in Ciudad Bolívar.

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benefit of peripheral neighborhoods having extremely low economic levels, in which problems of mobility, and of linkage to the rest of the city, are extremely serious. This project forms part of agreement 0041-2012, by means of which a plan was adopted for the socio-economic, environmental and public works development of Ciudad Bolívar for the years 2013-2016.

<sup>3</sup> Bogotá, the capital of Colombia, has a population nearing eight million, and is administratively divided into twenty “localidades”. Ciudad Bolívar (“localidad” n° 19) is located south of the city center; it has 360 neighborhoods and a population of 713.764 on a surface of 12.998 Ha.

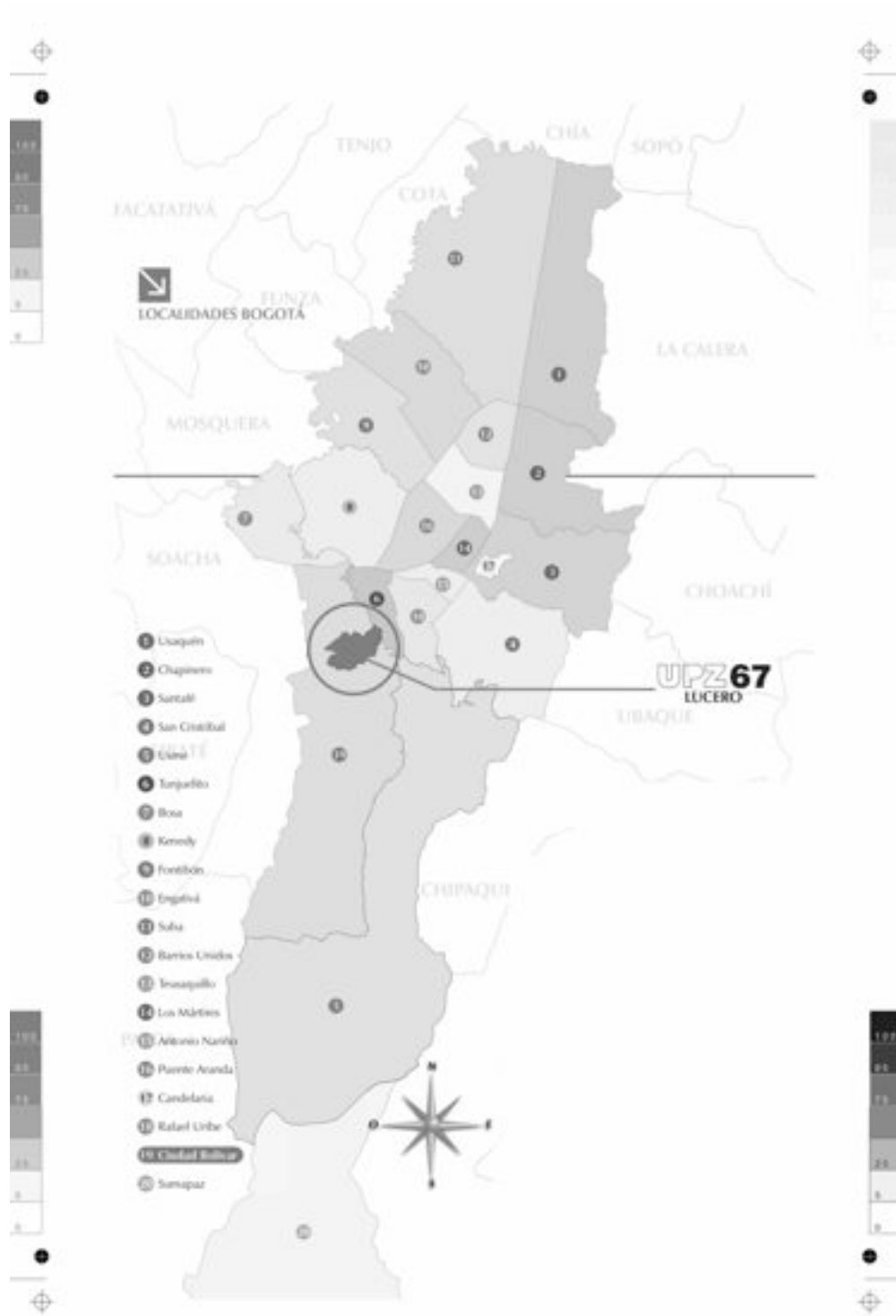


Fig. 2 - The area crossed from the cable, Unit Planning Zonal 67, Lucero

In order to develop our project in Ciudad Bolívar we academics<sup>4</sup> proposed to Corporación Sueños Films, which concentrates its cultural activities in this area, to build, following the method known as “Action and Participation Strategy”, an internal office through which the members of the “Corporación” could become our active partners in this project, acting at the same time as warrantors for the safe displacement of students and professors, as well as helping to establish contacts with the local communities. We underlined that such a structure could become a point of reference for future works.



Fig. 3 - Path of ovovia of Ciudad Bolívar. Stations of Manitas (A) and Juan Pablo II (B)

Source: Analysis of Nicolás Niño of the proposed intervention of the Instituto de Desarrollo Urbano-IDU ([www.idu.gov.co/web/guest/Cable/](http://www.idu.gov.co/web/guest/Cable/)). Base map: Instituto Geográfico Agustín Codazzi (IGAC)

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<sup>4</sup> The authors of the present essay cover the following roles: F.E. Forero Suárez, architect, PhD in History of modern and contemporary architecture (Universidad Internacional de Catalunya and Escuela Superior de Arquitectura de Barcelona), associated professor at Universidad El Bosque, professor at the School of Architecture, Universidad La Gran Colombia since 1998; C. Dorado Lozano, graduated in Social Sciences, manages social and cultural projects as well as coordination and executive production activities with Corporación Sueños Films and for the International alternative and community film and video Festival “Ojo al Sancocho”. A.Y. Gallego Betancur, child pedagogist, manages social and cultural projects, especially concerning the development of a democratic audio-visual culture in popular sectors of several Colombian cities; she is founding member of the “Escuela Popular de Cine Ciudad Bolívar” and legal representative of “Corporación Sueños Films Colombia”, general producer of the International alternative and community film and video Festival “Ojo al Sancocho”.

In the course of surveys with students several activities were carried forward: sensibilization exercises, debates with experts and technicians, forms for the survey of buildings and of their context, large-scale planimetric comparisons, familiarization with the area, meetings, interviews with community leaders, debates with local communities. All of these activities led to the preparation, following a participative process, of an improvement project, which was shown to the citizenship on nov. 2014, and which we hope may be discussed with the “Instituto de Desarrollo Urbano”, with the Secretariat for Mobility and with the Land Register Office at the beginning of 2015.

*Antecedents.* - During the 1950s Bogotá incorporated six peripheral municipalities; this accelerated the processes of expansion and of densification of dwellings and of buildings (mainly through informal urbanizations), through the gradual occupation of the voids between the city and the incorporated municipalities. Between 1938 and 1951 the population grew at an annual rate of 5.5%; between 1951 and 1964 the annual growth rate increased to 7.4% (Rueda, 1979; Parías, 2010); in 1953 the city had a population of about 730,000, and in 1962 it had 1,200,000 inhabitants, this being, according to Parías, the fastest growth rate ever had in Bogotá.

Between 1951 and 1964 formal dwelling came to cover 57.9% of the total, and informal dwelling the remaining 42.1%; between 1964 and 1973 informal dwelling rose to 49.88%, while formal dwelling correspondingly shrunk to 50.12% (*ibidem*). As of the 1960s the habitational concentration in the center of Bogotá grew following a very peculiar pattern, known as *inquilinato*, which meant the sharing of a single dwelling unit by several families. This custom, which was sustainable in ancient colonial houses, when repeated in apartments of more recent construction led to the saturation of the central neighborhoods. This situation, but more importantly yet the violence which scourged Colombia starting in the 1940s, have been the leading causes of the growth of peripheries. Jacques Aprile-Gniset's phrase comes to the point, when he says that “violence is the primary midwife of urban growth in Colombia (Sánchez Steiner, 2008, p. 58).

Between 1973 and 1985 informal residence grew to 112,347 units; between 1993 and 2005, according to official figures, informal dwelling came to cover 44% of all dwellings in Bogotá; several authors hold that “these numbers may conceal a distortion caused by a change in the census methodology” (Parías, 2010). According to other studies (*Centro de Estudios de la Construcción y el Desarrollo Urbano y Regional*, 2011) in Ciudad Bolívar (95% of informal buildings) 58% of informal dwellings lie below the poverty line; they are, that is to

say, in conditions of habitability that are alarming. The enormous informal growth shows ever more clearly the absence of the State in programs for improvement, and proposals made from 2000 onwards, through both public and private entities<sup>5</sup>, have given impulse to VIS (“*Vivienda de Interés Social*”, or Social Housing), which is however targeted on citizens having the means to access programmed saving accounts (formal market); in VIP (“*Vivienda de Interés Prioritario*”, or Priority Interest Housing) programs, including the one presently carried forward by the City Administration, this situation does not seem to improve, as we have heard of not always clear “maneuvers”<sup>6</sup>, as in the case of the Ciudad Bolívar cable car.

In the case of Bogotá, even though there are several researches studying informal dwelling and progressive development - such as those by S. Jaramillo (1986 and 1994) , H. Carvajalino Bayona (2004 and 2007) , W. López Borbón (2008), D. Tarchópulos Sierra and O.L. Ceballos (2003) , F. Forero Suárez (2009) – the scarcity of studies and the lack of dissemination of results is regrettable. This is one of the reasons why we think that this is a good place where to analyze social habitat and to propose different theoretical approaches. During this academic exercise we implemented IAP<sup>7</sup> as a methodological tool for the improvement of the involved community’s habitat; in conjunction with this tool, we proposed an alternative form of housing: “*Vivienda en altura progresiva, autoconstruida y productiva*” (VAP+A+p: high-rise, progressive, self-built and productive housing), as a feasible possibility if it would be taken into account by public entities and by academia. To this end it was necessary to have new public financial support, thus making this an important market for small builders, and reducing the interest in it of the construction monopolies, even though this option carries benefit to a large sector of the population.

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<sup>5</sup> In Bogotá three different entities operate for the promotion of VIS: one is the Secretariat for Habitat, which develops housing policies for Bogotá; Metrovivienda is an entity that acts as a “land bank” for residential projects; Caja de Vivienda Popular (CVP), founded in 1942, that has over time developed social housing projects for citizens having very low incomes.

<sup>6</sup> During meetings between the community and public servants in Ciudad Bolívar it was possible to verify that citizens damaged by the construction of the cable car were compelled to sell their houses for just their commercial value that, these houses being informal, was very low; the human effort put into the self-building of a house was not recognized; where there are variables associated with the construction of a productive space and of a social network, taking decades, the State is unable to offer housing alternatives: informal housing is productive and generates an income for the owners, and this is, for them, the only economic guarantee for the future; this condition is scarcely considered by “revitalization” policies of the current Administration.

<sup>7</sup> The so-called IAP process (IAP stands for “Investigación, Acción y Participación”, that is to say Research, Action and Participation) targets the production of an interactive knowledge between the several actors involved in the research, and therefore a transformation and a reciprocal benefit, generating communicational dynamics in which reflection implies modifications centered on the improvement of the living conditions of man and his environment. The idea of IAP stems from the theoretical proposals of the Colombian sociologist Orlando Fals Borda (1978-1997 and 2000).

*The cable car: towards the improvement of informal habitat.* – In order to interact with the community living in Manitas we performed, beforehand, several researches into the physical and social context<sup>8</sup>, into state policies, into the needs of the inhabitants, finding in neighborhood life a relatively stable frame of reference for the investigation of the cultural matrixes of the subject under examination (Franco, 2008), which were key references for social housing projects.

Popular neighborhoods are the places where social diversity is produced and reproduced; this diversity expresses itself in many different ways, as concerns the place of origin of its subjects, including those born in the same place (*ibidem*). Ethnography is therefore an inescapable tool for studying the informal sector, since this study requires several strategies, such as the recognition of the places of origin and the different subjectivities of inhabitants, their different cultures, factors these which are necessary in order to better understand the ways in which they build their own territory, from the collective to the most intimate aspects, and thus to be able to cope with whatever may happen in situ, and to be able to compare these situations with whatever the future has in store.

The cable car may be a wonderful opportunity for the improvement of habitat for the large majority of the inhabitants of Ciudad Bolívar, but it could also be extremely noxious for a minority. In the meetings with families who will be damaged by the cable car, the drama of the owners of 58 houses (a little more than 100 families) was made clearly evident: they will lose their houses, as well as their context, if the acquisition (or expropriation) of houses proceeds as it seems; this indicates that there will be serious social conflicts in the near future.

During the first meeting with the community the path, the supporting structures and the emplacement of the stations were studied, but in two other meetings it was possible to note that the community had not asked itself questions which came from academia in the following terms: where will they be displaced after eviction, and in which ways this displacement will affect their lives and that of their neighbors? Do they have any information regarding the cost of their future houses? The substitute dwelling which is offered covers their present spatial needs and their economic necessities? With the “sale” of their houses, will they gain access to adequate housing programs?

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<sup>8</sup> In-place surveys of Ciudad Bolívar, preparation of forms for the analysis of the urban space and of living conditions. We prepared, together with the community, drawings showing how they wanted their houses to be in case they had to be displaced due to the construction of the cable car. Recognition of different forms of appropriation of public space and of neighborhood activities.



The community is in favor of the cable car, but only if adequate answers are given to the needs of the inhabitants, without cutting them off from their territory, recognizing the efforts they have accumulated through the years<sup>9</sup>. Families underlined the unfair manipulation of information by some officials, who tried to split the community confronting each one individually, offering money for houses and plots of land: some have already sold, but the majority is uncertain as to what is the best road to follow. We suggested not to accept any summons which was not directed to the community as a whole, and at the same time it was decided to send letters to the different entities involved (IDU, Secretaría del Hábitat, Municipality, public and private media) so as to give proper publicity to the abuses the community had suffered.

One of the tasks shared between students and community was to find plots of land located nearby where to develop the housing projects. The students found five blocks which were built only in part, with a level 2 risk of landsliding, risk that could however be mitigated: once the land had been reinforced it would be possible to develop housing projects there, not exceeding three stories in height, according to the bylaws the students found in the City Planning Office. The community could not find any further information concerning nearby plots of land which could be used for the development of VIS-VIP housing programs.



Fig. 4 - 3D model of a sudden of ovovia, made by local residents Manitas of Ciudad Bolívar. Foto: F.E. Forero Suárez

*Community participation: a few steps towards a final project.* – During the first meeting between students, professors and the community, in the community hall in Manitas, worries were

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<sup>9</sup> Cfr. the video *Ciudad Bolívar: La ruta del Sancocho*, made by Carolina Dorado and Yaneth Gallego with Sueños Films, which was shown during the International workshop *Differenze, rappresentazioni e produzione dello spazio urbano: prospettive latinoamericane* (Verona, oct. 21-22 2014).

gathered about a first version of the project, which would be discussed – so it seemed – in October 2014. During this meeting the opportunity of drafting a common proposal was discussed, based on facts gathered during previous visits by Municipal officials to Manitas neighborhood. The community organized itself so as to build a conceptual proposal through a 3D model, exhibited in the community hall, to the building of which men, women and children of various ages contributed, in response to the following question: how do I want my neighborhood to be once the cable car is built?

The 3D model provided extremely useful information: it showed houses (one- or two-story high, in similar plots), four-story multi-family buildings, all having green roofs and colored facades, a newcommunity hall, as well as the cable car with its gondolas overflying the houses. The interest in having green areas above their houses was a response to the lack of parks and of green areas in Ciudad Bolívar, where, paradoxically, you find the only (private) ecological school in all of Bogotá, born of the worries of a local resident of Lucero neighborhood<sup>10</sup>, and which has become a necessary stop when visiting *Localidad 19*.

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<sup>10</sup> Teacher and architect Edgar Parra, who developed an alternative method for the community-led education of children in Ciudad Bolívar.

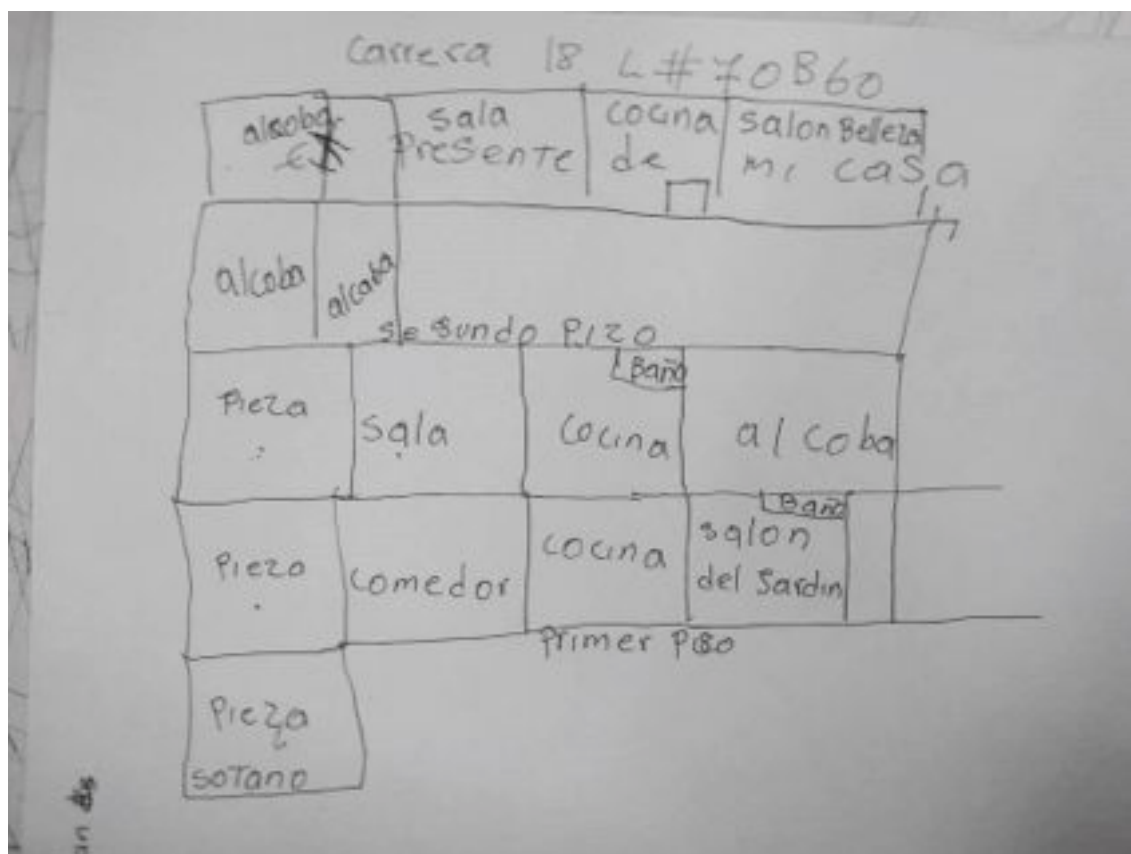


Fig. 5 - Drawings by local residents Manitas of Ciudad Bolívar, in which you can locate settlement models important for future proposals.

The comparison with measurements of houses<sup>11</sup>, made during previous researches, so as to examine uses, functions, occupation and aesthetics of the facades of informally-built houses, supported by photographs and videos, confirmed the persistence of informal housing patterns which had already been studied: houses incorporating productive activities such as bakeries, fruit and vegetable shops, cafés, drugstores, butcher shops; carpenter shops and ironsmiths; houses converted into kindergartens, medical or dental studies, etc.: a complete sampling of possible productive residences.

There are other kinds of productive residences: houses with boarding-rooms and houses split into small apartments for rent, all models which reinterpret social housing schemes little taken into consideration by schools of architecture. All that was observed on location was used to propose “VAP+A+p” (see above, p. 3), which suggests housing patterns more

<sup>11</sup> The forms allow the verification of habitational schemes already listed in previous researches, and will allow the students to propose housing solutions based on the needs and situations highlighted by the inhabitants themselves.

coherent with the ways of being and of living of the popular classes, since informal housing has been the main alternative for low-income families recently arrived in the city, and who finally transformed their necessities into new spatial needs. This kind of house is, moreover, very flexible in time and in space. The unacknowledgement of these patterns leads to sterile “proposals”, lacking identity in terms of culture, of territory or of history.



Fig. 6 - District Manitas, in Ciudad Bolívar. The pane highlighted two blocks that will be demolished for the construction of the station and facilities of ovovia. Photo: F.E. Forero Suárez

The proposed cable car will have different impacts which may not be all negative, but could be rather helpful for the majority of the population; it is still unclear what will become of the 516 families which own buildings along the more than 3,500 m-long path of the cable car, crossing the neighborhoods of Juan Pablo II, Manitas and Midador de Quiba. So as to better frame the social determinants of the project, interviews were recorded with residents of Manitas who were affected by the cable car's path. The investigation was accompanied by two participated design workshop sessions with inhabitants, in order to understand how the integral improvement project for the neighborhood (qualitative and quantitative housing, services, public space) could be properly formulated. In the following lines we put down the questions put during each interview:

- Were you born in Bogotá?
- How long have you been living here, and how did you arrive?
- What do you think your neighborhood and your District lacks?
- How important is your house for you, and what is your opinion of current social housing?
- What do you think of the proposed cable car? (will it or will it not carry any benefits?)
- How do you imagine the project for houses along the cable car's path? Would you accept living in a condominium?
- If a proposal was drafted by the community and by students, would you participate in the discussion with Municipality officials?

*The final results of a few projects.* – Here we show two examples of definitive projects presented by students of architecture of La Gran Colombia University to the inhabitants of Manitas neighborhood, and with these latter discussed and criticized; in January 2015 they will be perfected and taken once more to a discussion table with the community and with local administration officials. During this process it was asked to students to study the living patterns illustrated and discussed with the community in order to understand ways of life and of dwelling previously analyzed, based on rural traditions and on the ways in which these traditions blend into the everyday life of several modern urban social sectors.

The proposal, a result of the analysis both of house groupings and of single houses of informal communities, suggests a general urban plan in terms of improvement of vehicular and pedestrian roads, of bicycle lanes, of public space, of urban equipment; of social welfare needs in terms of assistance (to drug-abusing youth, juvenile delinquents, teen-age mothers, victims of domestic violence, etc.), of sanitary preventive measures, of nursing homes for babies and children up to the age of five; it takes into account the need to create technical and technological education facilities. Each student individually proposed alternatives for the improvement of existing houses, and also proposed VAP+A+p which should incorporate not only the living patterns but also languages and dwelling alternatives which were coherent with the economic potential of these sectors.

Within the general proposal, the first draft consisted in the regeneration and reforestation of the bed of the Limas creek, so as to reduce the possibility of landslides and to transform it into a recreational park for Ciudad Bolívar; the regenerated area connects to several local roads, so contributing to the consolidation of the road system.

In order to find the plots of land which were adequate for the new houses, isolated blocks were selected in several sectors, some closer to, some farther from, Manitas neighborhood.

The physical and legal condition of these plots was investigated, so as to verify the feasibility of the projects: plots in low-risk or mitigatable-risk areas, density and height allowed for each plot, the capacity of the basic services (water, sewer, light and gas) to absorb the new buildings.

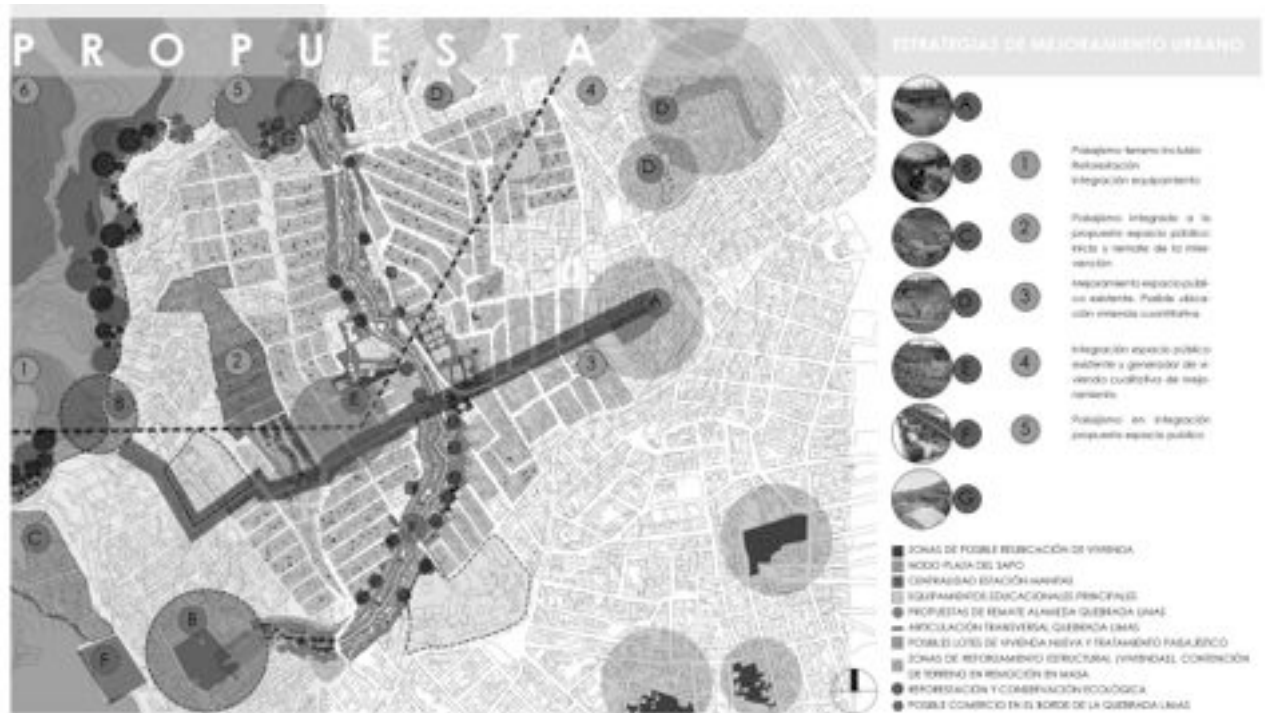


Fig. 7 - Proposal for a recovery and reforestation of stream-Limas, Manitas neighborhood in Ciudad Bolívar. Source: Analysis of Tatiana Basto and Felipe Hamon.

CONSOLIDACIÓN COMUNITARIA  
DESARROLLO ALTERNATIVO

# CIUDAD BOLÍVAR

## MANITAS

ZONA DE INTERVENCIÓN



MANZANA DE INTERVENCIÓN



LOTE VACIO VOLADIZO 0.60  
3 PISOS  
PATIO DESCUBIERTO MIN. 6.00M  
(1/3) DE LA ALTURA MIN. 2.00M

|                      |  |
|----------------------|--|
| 3240M <sup>2</sup>   |   |
| 120.6M <sup>2</sup>  |  |
| 3119.4M <sup>2</sup> |  |

USOS

- UNIFAMILIAR
- BIFAMILIAR
- MULTIFAMILIAR



Fig. 8 - A lot in his context and its tab legislation, in accordance with the which allowed uses different residence, health and education. project proposal in one of nine blocks from intervention 3119.4 m2. Source: Analysis of Tatiana Basto and Felipe Hamon.

In the examples shown below the general process of the presentation to the inhabitants of Manitas is shown. The document concerning the block in which the proposal was made carries the following title: *Permitted uses in the plots between KR 18 L 67 A 35 Sur*. Regulations allow building in this block. Other nine blocks similarly apt for building were selected. This project was developed by students Tatiana Basto and Felipe Hamon: we show the proposal they made to the community.







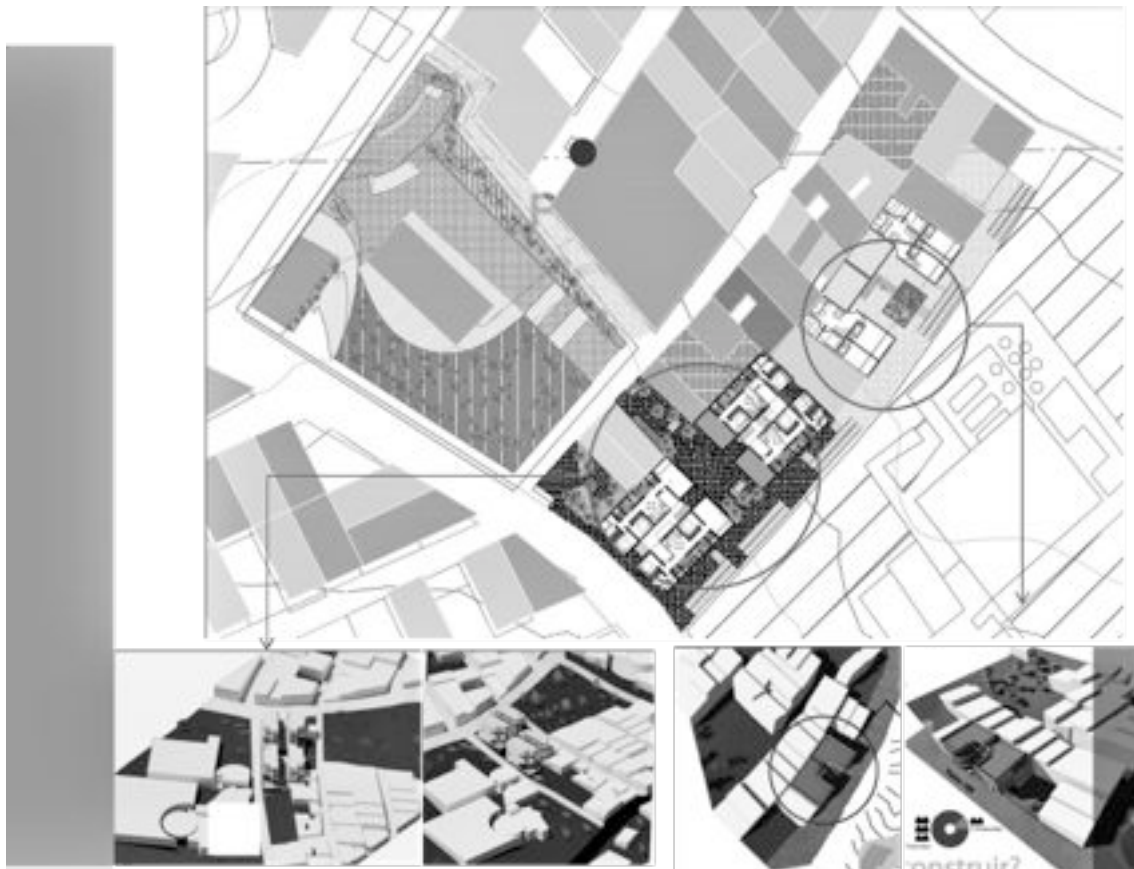
Fig. 9 - Panoramic views and prospects on the road to some VAP + A + p. Source: Analysis of Tatiana Basto and Felipe Hamon.

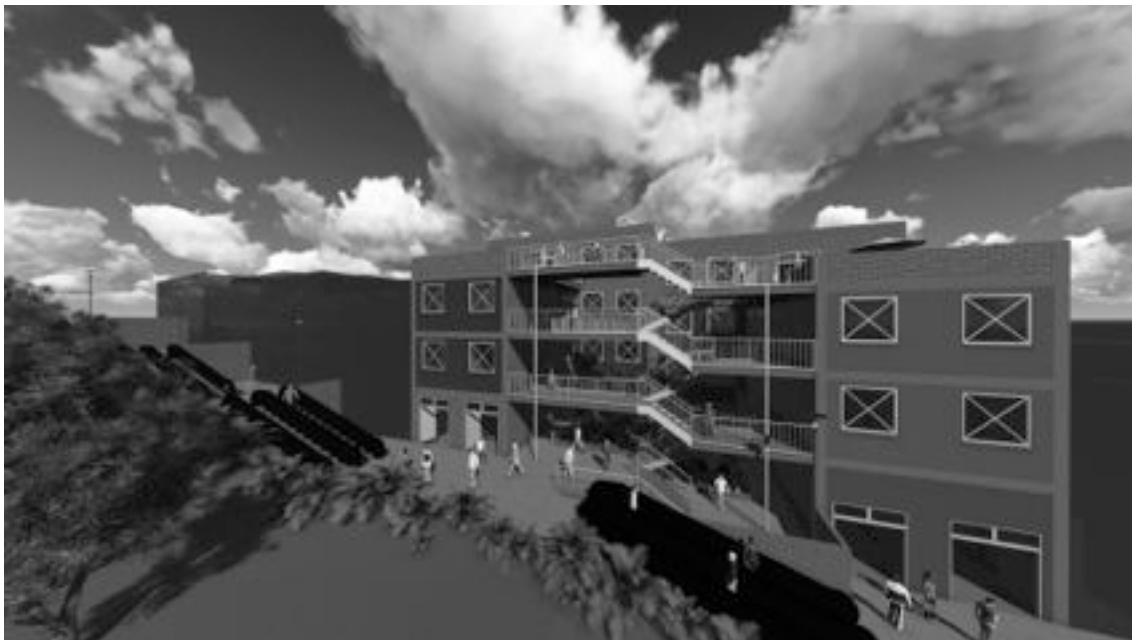
Figures 8 and 9 show the process underlying two of the twelve projects submitted to the community in mid-november 2014. Regulations allow the building of multi-family buildings of up to three stories; keeping in mind this limit, and based on parameters analyzed, and on the sketches made by the inhabitants themselves, several different possibilities for building were studied. Apartments ranged from 63 m<sup>2</sup> to 72 m<sup>2</sup>, and the proposal was to give residents just the naked load-bearing structure, so that they would be as cheap as possible; of the floor area of each apartment, between 21 m<sup>2</sup> and 25 m<sup>2</sup> were to be delivered in rough building, while the rest was to be developed by the same inhabitants, according to the needs of each family.

In addition to houses, the project included common areas planned as meeting spaces. So as to avoid illegal growth, and to promote respect for common areas, as is shown in the project by Jenny Montes, the flat roofs of buildings were to be common areas.

These are, in extreme synthesis, two of the projects shown to the community; they were largely accepted by the citizens involved, since they had estimated costs which were affordable to many of the families struck by the building of the cable car.

*Conclusions.* – Public housing policies, in contemporary Bogotá, keep up their struggle for the implementation of projects which bring new life to the urban scene; proposals, however, should stem from the real needs of the people, and not just following traditional housing policies; it is necessary to care for a large segment of the population, which has been until now kept aside, if we really want a more just and more inclusive city. The urban strategies so far implemented were not tailored, in fact, to serve the needs of the entire population: they should instead be open to scenarios of social participation, and they should make visible proposals for integral improvement which are of help to the entire population.





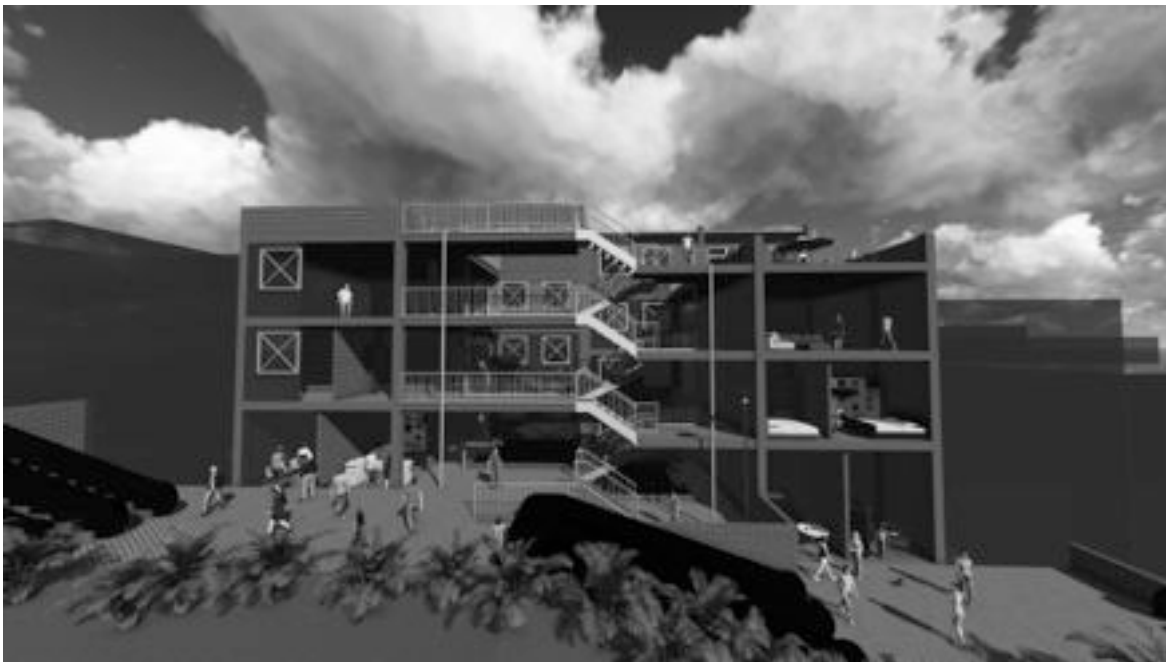


Fig. 10 - Isolated and project proposal to the Diamond Villas, Ciudad Bolívar You can see the front part with the progressive development, an idea of the building finished and terraces. Project plan: Raise Claudia and Jenny Montes. Renders images: Jenny Montes.

Informality is generated as a response to policies implemented for decades, whose goal are growth strategies providing “solutions” for people who don’t really need any. When

Metrovivienda was born, in 1990, it was common thought that informality should be controlled by all means but, paradoxically, strategies aimed at obtaining this control were never proposed; on the contrary, VIS projects targeting a poor but formal sector increased, and the real, much more dramatic problem was eluded.

Citizen participation leads to a better-planned, less chaotic city, but a political will is needed which promotes the participation of many different social actors.

It seems appropriate to include, as a sort of colophon to what has been just said, a remark made by Jordi Borja (2005): “In order to transform a city one must know it. Cities are known not only through plans, but rather with your feet. In order to propose any kind of action or of intervention it is necessary to walk through the city and to mingle with its people. Urbanism does not work just in the labs, but also in the streets; it does not move exclusively by car, but rather jumps from one means of transportation to the other; it does not speak just with colleagues and professionals, but with all the different people living in the city. It is necessary to walk for a while through every neighborhood, through every building site, to walk into people’s houses and speak to them. Transforming a city requires the recognition of different styles of life, and to make part of them”. We hope that these ideas, sooner or later, are taken into consideration by our administrations.

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## APPENDIX

**UNIVERSIDAD La Gran Colombia**  
**UNIVERSIDAD LA GRAN COLOMBIA**  
**FACULTAD DE ARQUITECTURA**

**PROYECTO DE RENOVACIÓN Y REESTRUCTURACIÓN URBANA**

**NEOSOL** Sra. Alba Patricia Rojas

Estimado por:  
Centro Histórico San José - Ciudad Merida Nueva  
Fecha: 28 Febrero 2012

**HOJA DE ANÁLISIS**

REPÚBLICA DEL ECUADOR

Nombre:  
Localidad: Ciudad San José - Bogotá  
Países: Colombia

Temas:  
 Intervención pública  
 Punto de servicio público  
 URBANIZACIÓN

**URBANÍSTICA BÁSICA**

Area Total: 214 m<sup>2</sup>  
Número de lotes: 4  
Tipo de lote:  
 Regular  Irregular  Reserva  
Distribución loteo:  
Loteo: Regular  
Tipo I:  
Tipo II:  
Tipo III:  
Tipo IV:

**OTROS PRODUCTOS**

**LOCALIZACIÓN**  
Mapa de Bogotá  
Mapa de San José  
Escala: 1:5000

**MORFOLOGÍA BÁSICA**  
Lotes y Vías  
Escala: 1:5000  
Faja Vial Urbana  
Escala: 1:5000

**VISOS BÁSICOS**  
Escala: 1:5000

**ALGUNAS IMAGENES**  
Escala: 1:5000

**ZONAS URBANAS**  
Escala: 1:5000

**CONDICIONES**  
 Regular  
 Irregular  
 Nueva  
 Reservada

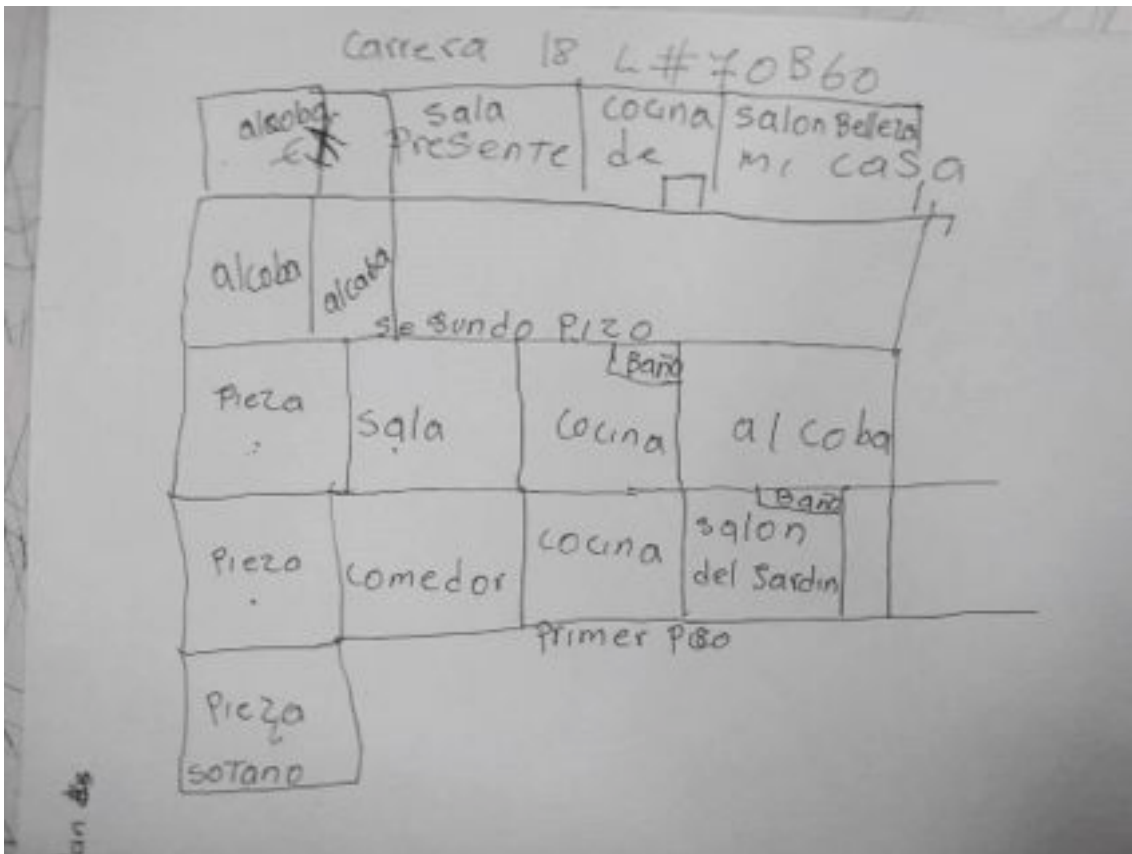
**CONDICIONES**  
 Sin plan  
 Plano aprobado  
 Plano en trámite  
 Sin plan

**COMUNITARIOS**  
Fotografías de edificios y zonas urbanas.

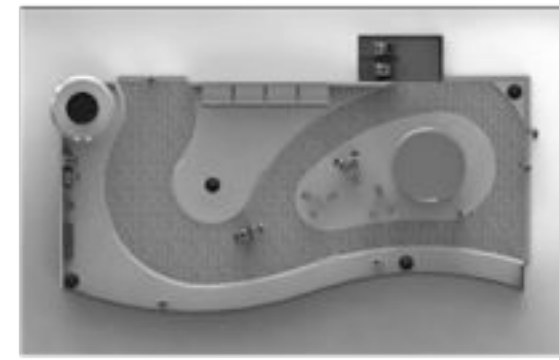
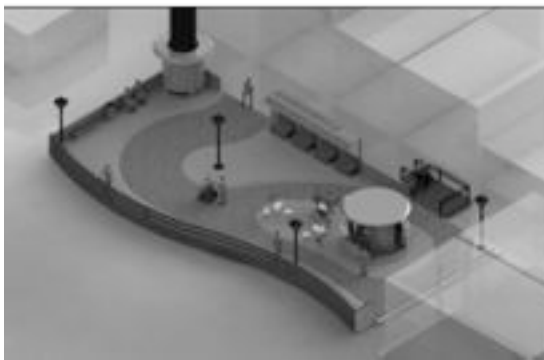
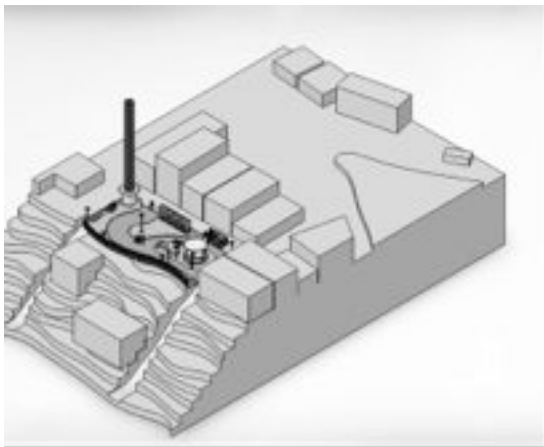
**VILLAS POR VAS BARRIALES**

**PERFILES BÁSICOS**

**CONDICIONES**  
Escala: 1:5000









**USOS PERMITIDOS PARA LA DIRECCION  
 KR 18 L 67 A 35 SUR**

|                    |                       |              |   |             |                    |
|--------------------|-----------------------|--------------|---|-------------|--------------------|
| TRATAMIENTO:       | MEJORAMIENTO INTEGRAL | MODALIDAD:   | DE INTERVENCIÓN COMPLEMENTARIA                          | FICHA:      | 3                  |
| AREA DE ACTIVIDAD: | RESIDENCIAL           | ZONA:        | ZONA RESIDENCIAL CON ACTIVIDAD ECONOMICA EN LA VIVIENDA | T. CALIDAD: | 19 OLIVERO BOLIVAR |
| FECHA DECRETO:     |                       | No. DECRETO: | 440-12/2004 (Decreto 382/2006), 152-                    | L.P.E.:     | 67 LUCERO          |
|                    |                       |              |   | SECTOR:     | 3 LUCERO           |

Sector de Demanda: 0

LOCALIZACION DEL PREDIO SELECCIONADO:



- Bienes de Interés Cultural
- Excepciones de Norma
- Subsectores Uso
- Subsectores Edificabilidad
- Sectores Normativos
- Acuerdo 6
- Lotes de adición
- Malla Vial
- Lotes
- Parques Metropolitanos
- Parques Zonales
- Manzanas
- Cuerpos de Agua
- Barrios



**USOS PERMITIDOS PARA LA DIRECCION  
 KR 18 L 67 A 35 SUR**

| Categoría: Principal      |                                   | USOS PERMITIDOS                   |           |                       |   |   |   |  |
|---------------------------|-----------------------------------|-----------------------------------|-----------|-----------------------|---|---|---|--|
| Uso-Subuso                | Uso Específico                    | Descripción                       | Escala    | CONDICIONES GENERALES |   | PARKING   |   |  |
|                           |                                   |                                   |           | Condiciones           | Privados  | Visitantes  |   |  |
| VIVIENDA - VIVIENDA       | VIVIENDA MULTIFAMILIAR            | VIVIENDA MULTIFAMILIAR            | No aplica |                       |   | Ver cuadro exigencia de estacionamientos Uso Vivienda                           | Ver cuadro exigencia de estacionamientos Uso Vivienda                           |  |
|                           | VIVIENDA UNIFAMILIAR Y BIFAMILIAR | VIVIENDA UNIFAMILIAR Y BIFAMILIAR | No aplica |                       |   | Ver cuadro Anexo1 Estigencias de estacionamientos Uso Vivienda Decreto 190-2004 | Ver cuadro Anexo1 Estigencias de estacionamientos Uso Vivienda Decreto 190-2004 |  |
| Categoría: Complementario |                                   | USOS PERMITIDOS                   |           |                       |   |   |   |  |
| Uso-Subuso                | Uso Específico                    | Descripción                       | Escala    | CONDICIONES GENERALES |   | PARKING   |   |  |
|                           |                                   |                                   |           | Condiciones           | Privados  | Visitantes  |   |  |
|                           |                                   |                                   | zonal     |                       | 8. Sujetas a las disposiciones y prevalencia del Plan Maestro<br>20. Solamente los existentes<br>12. Solamente en estructuras diseñadas y construidas para el uso<br>18. Cumpliendo las normas nacionales sobre la materia  |   |   |  |
|                           |                                   |                                   | parcela   |                       | 9. En edificaciones diseñadas, construidas o adecuadas para este uso<br>20. Solamente los existentes<br>18. Cumpliendo las normas nacionales sobre la materia   |   |   |  |
|                           |                                   |                                   | vecinal   |                       | 9. En edificaciones diseñadas, construidas o adecuadas para este uso<br>12. Cumpliendo las normas nacionales sobre la materia   |   |   |  |
|                           |                                   |                                   | zonal     |                       | 2 Puede permitirse bajo condiciones específicas señaladas mediante Plan Parcela, plan de implementación o plan de regularización y manejo<br>17. Requiere de estudio de impacto adelantado por el D.A.P.D., y el D.A.S.S., para su reglamentación y condiciones de localización.<br>12. Solamente en estructuras diseñadas y construidas para el uso<br>18. Cumpliendo las normas nacionales sobre la materia |   |   |  |
|                           |                                   |                                   | vecinal   |                       | 9. En edificaciones diseñadas, construidas o adecuadas para este uso<br>17. Requiere de estudio de impacto adelantado por el D.A.P.D., y el D.A.S.S., para su reglamentación y condiciones de localización.<br>18. Cumpliendo las normas nacionales sobre la materia  |   |   |  |

Para consultar esos datos permitidos, se deberá consultar el respectivo Plan Maestro. Actualmente la Secretaría General de Planeación está realizando el proceso de revisión, actualización y ajuste de la información de normas urbanas, en consecuencia los datos contenidos en este informe son únicamente informativos y no aplicables hasta ser contrastados con los Decretos Reglamentarios de los diferentes sectores normativos de la ciudad.

Fecha: 2016-01-03

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