

## Habitat III Regional Meeting - Latin America and the Caribbean

# HABITABLE AND INCLUSIVE CITIES: THE GLOBAL CHALLENGE OF SUSTAINABLE URBANIZATION

Toluca, Mexico. 18-20 April 2016

### REFERENCE DOCUMENT

The United Nations Conference on Housing and Sustainable Development, Habitat III, will gather the international community to discuss and propose a new urban agenda focusing on the consolidation of prosperous, inclusive, and sustainable cities. As part of the process to build this new agenda, stakeholders who play a role in sustainably urbanizing Latin America and the Caribbean will meet in Toluca, to exchange insights and experiences, and to discuss policy alternatives to build and implement:

1. Regional development policies to mitigate inequality and establish harmonious and productive links between urban and rural areas.
2. Metropolitan governance frameworks to manage conurbations in an integral and efficient manner.
3. Dense, compact and dynamic cities: development, consolidation and life quality in the built city.
4. Connected, accessible cities: a new public space and transit culture.
5. Adequate housing for all.
6. A social purpose for urban land as an instrument to finance and promote city development in favor of public interest.
7. Resilient and safe cities – integral risk management

Diversity in Latin America and the Caribbean has forged a collective identity distinct from the rest of the world. Inhabitants of the Region share more than geography. They share a history and traditions reflected in the manner they have built their cities, from the settlements of the great pre-Hispanic cultures and Colonial cities,<sup>1</sup> to the metropolis of our days.

Between 1950 and 2015 the number of people living in urban settings rose from 40% to 80%. At the same time, per capita GDP in the Region quadrupled from 2.5 to 10 thousand dollars.<sup>2</sup> In other words, the Region confirms the correlation observed globally between urbanization and economic growth and development. In Latin America and the Caribbean, however, urbanization occurred in the midst of a particular social and economical context: economic instability, a high incidence of poverty and inequity, recurrent social conflicts, transitions to democracy and institutions in the process of consolidation.

### **Structural Characteristics of the Region**

#### *Demographic Structure:*

In general, Latin America and the Caribbean are still young: 51% of the population in the Region is less than 30 years of age, and despite the trend towards aging, low dependency rates represent an opportunity for most countries, at least until 2030.<sup>3</sup>

This demographic bonus poses specific challenges. Young people who join the economically active population require flexible housing options as well as dynamic, competitive cities that will promote innovation, generate opportunities, and facilitate entry into the labor market. On the other hand, it is crucial to make provisions for the future of an aging population and the implications of this for city design and function; namely, social protection networks, universal access to public spaces and transportation, adaptations to housing, and other public policies.

In demographical terms, migration dynamics in the Region also constitute a relevant factor. In Latin America and the Caribbean there are countries with emigrant populations, as well as destination and transit countries. This situation impacts city functionality, particularly in the case of migration from Central America to Mexico and the United States.

#### *Urbanization Processes*

Latin America and the Caribbean constitute the developing region with the highest degree of urbanization. The subcontinental region contains 68 cities with over 1 million inhabitants. In seven countries, more than 40% of their populations reside in cities of this size.<sup>4</sup>

Nevertheless, within the Region itself reality is diverse: in 18 countries, including Paraguay, Guatemala and Honduras, 40% of the population lives in rural towns; by contrast, more than 90% of the population in Uruguay, Argentina, and Puerto Rico is urban. Also, the number and size of the cities in each country may vary widely due to geographic size and other conditions. In Brazil, the number of cities with 300 to 500 thousand inhabitants rose from 12 in 1995, to 24 in 2015<sup>5</sup>, whereas in countries like Uruguay and Jamaica a major share of their urban populations are concentrated in a single city.<sup>6</sup>

#### *Poverty and Inequality*

Taking into account the limitations of its economic structure, in aggregate terms the Region has generated wealth and improved the wellbeing of its population. 60% of the GDP in the Region<sup>7</sup> was produced in 198 cities with 200 thousand inhabitants or more. Poverty declined from 48.4 to 28% of the total population in the past 25 years.<sup>8</sup> Nevertheless, aggregate figures conceal profound disparities in terms of income, opportunities and access to services among people and regions of a same country.

Between 2002 and 2013, the Gini coefficient dropped from 0.54 to 0.48, with notable advancements in Bolivia, Uruguay, Argentina, Brazil, and Colombia; yet Latin America and the Caribbean remain the most unequal region in the world.<sup>9</sup> This condition disproportionately affects the indigenous populations: in México, 81% of its indigenous peoples vs. 18% of its non-indigenous people live in poverty; in Bolivia the incidence of poverty is 64 and 48% respectively; and in Peru, it is 79 and 50%.<sup>10</sup> Gender inequity is also challenging: 30% of the women in urban areas vs. 44% of the women in rural areas have no income of their own, which makes them more vulnerable.<sup>11</sup>

Structural factors in the Region reinforce this inequality. Many of these factors exist in the form of the cities and how they function, in the conditions to access housing and services, in a population's mobility alternatives, and in labor dynamics. Informal employment and habitat construction mutually reinforce themselves generating a vicious circle of exclusion. Households<sup>12</sup> with unstable low-productivity jobs exist in precarious environments with few opportunities for education and health, which in turn, affect opportunities for social mobility, particularly for women.

#### *Insecurity and Violence*



In 2014, the 10 cities with the highest homicide rates in the world were located in Latin America.<sup>13</sup> Insecurity and violence originate from complex and diverse causes, some of which are structural such as poor rule of law, ruptured social fabrics, and economic exclusion. Other causes derive from urban models; for example, a proliferation of dormitory towns, lack of connectivity and spatial segregation of low-income populations, deficient utilities, lack of basic facilities, and crowding in the homes.

Overall, these phenomena have been addressed reactively. Attempts have been made to fight the effects of violence by increasing the presence of armed forces. For example, in 2014, in Rio de Janeiro there were 2.3 police officers for every one thousand inhabitants, whereas in the *favelas* there were 18.<sup>14</sup> Actions like these are indispensable, but costly and difficult to replicate. New approaches in the Region favor social prevention of violence and delinquency, as evidenced by valuable participative experiences in urban improvement, economic reactivation, and community development in specific places. Countries have also made efforts to reform their criminal justice systems and bolster rule of law.

#### *Climate Change and Vulnerability*

The Region contains 31% of all the freshwater on the planet,<sup>15</sup> in addition to 41 World Heritage sites.<sup>16</sup> South America is home to almost half of the world's land biodiversity and to more than a quarter of its forests. These figures account for the natural wealth of the Region, and yet industrialization and urbanization have had a devastating impact on the environment, even though resource consumption patterns, including power, still remain below consumption patterns in developed countries.

Deforestation rate in the Region is the highest in the world;<sup>17</sup> less than 15% of wastewater and only 2.2% of solid wastes are integrally treated.<sup>18</sup> Aquifer exploitation, soil depredation and erosion, and high energy consumption in the cities, coupled with few policies for climate change adaptation and mitigation increase vulnerability in the Region and risk the lives and health of current and future generations of inhabitants.

50% of Latin American cities with more than 5-million inhabitants are located in low-elevation coastal areas and, therefore, exposed to extreme events. More than 80% of the losses due to natural disasters occurred in urban centers. Between 40% and 70% of them occurred in cities with less than 100-thousand inhabitants.<sup>19</sup> With climate change, the frequency and intensity of extreme events will increase, which is why countries in the Region must address the situation as a priority.

#### *Institutional Weakness for Urban Governance*

The Region's complex transition to democracy shows different degrees of consolidation among the countries that, for the most part, have been unable to cement close relations between governments and the governed. Between 1995 and 2015, the percentage of individuals who said they "somewhat" or "greatly" trusted their government dropped from 44% to 33%.<sup>20</sup> This can be explained by how citizens perceive the political system in general, and how effectively they consider the government works.

In recent decades, a common trend has consisted in decentralizing national government attributions and resources transferring them to local governments. This process has yielded mixed results, because all too often it has not been accompanied by actions to strengthen municipal institutions.



It is crucial for local governments to have more resources from their own sources of income. In general, however, they lack information and technological tools to support modern and reliable registry and cadastre systems. Additionally, public officials and other political players lack continuity and professionalization, which translates into poor urban management decisions that are costly and oftentimes irreversible.

The current status of cities and settlements has resulted, among other things, from regulatory frameworks, the ability of authorities to protect public interest and, increasingly, from the involvement of organized society in the design and follow-up of public policies. Institutional consolidation and citizen participation are indispensable conditions for development.

### **Towards a New Urban Agenda in Latin America and the Caribbean**

As in the rest of the world, cities in Latin America and the Caribbean will continue to receive most of the future population growth, and will constitute the main stage for economic and social transformation in the decades to come. Thus, we must debate territorial management models for the Region, and policies for regional development, metropolitan governance, city expansion and consolidation, mobility, housing, soil management, and resilience.

Any new urban agenda produced from this debate will necessarily be conditioned by the characteristic challenges of Latin America and the Caribbean; i.e., enormous inequality and poverty, violence and delinquency, vulnerability to climate change, and weak institutions. These factors are, in turn, the cause and effect of the prevailing territorial model.

#### *Regional Development*

A reflection of inequality in the Region can be seen in the concentration of wealth in specific territories, like capital cities or sites with a clear competitive advantage. For example, in 2010, the share of the main areas in the Region in their national productions amounted to 67% in Panamá, 49% in Chile, and 43% in Peru.<sup>21</sup> Such generation of wealth does not always have a positive impact beyond its immediate environs. This is frequently due to lack of connectivity and easy transit among towns, but also because populations are scattered in these territories; therefore, they have limited opportunities to insert themselves in modernization processes.

Policies for economic development with a territorial focus have been implemented in the Region, but they have not been able to breach existing gaps of inequality. Some subregions within the countries remain unidentified, and their vocations and potentials are still unexploited. Thus they continue immersed in poverty and marginalization. Moreover, national policies have defined regions according to purely political-administrative or geographical criteria. They have only slightly recognized actual flows of goods and people, or towns that function as hubs in systems involving other towns of different hierarchies, including rural settlements, whose main economic activity or access to facilities depends upon their interacting with better consolidated towns.

Equitable development in these regions requires new planning models that identify urban-rural systems. Territories should be identified by their function in order to define their production vocations, and propose actions to inclusively and sustainably exploit their specific potentials. Financing schemes and multi-level governance models are also necessary to harmonize wills and resources among governments participating in the same territory so as to ensure proper management of long-term projects. Connectivity among subregions and towns also represents a



challenge to disseminate economic development in other regions, and thereby produce greater social and territorial cohesion.

### *Metropolitan Governance*

In the years to come, population in the Region will continue to concentrate in cities, and many of them will become conurbations where two or more authorities will face the challenge of achieving effective coordination for proper city management. In the absence of governance mechanisms, the scope of public decisions in these cities does not match, in territorial terms, the dynamics of the phenomenon they attempt to regulate. For example, managing public transportation, water and solid wastes, planning urban growth and regional facility endowments, among other things, can only be accomplished efficiently with integrated long-term visions, binding cooperation agreements among authorities, and the political will to surrender part of their autonomy in the interest of their metropolis.

There are a few metropolis in the Region that use state support to facilitate coordination among local governments; for example, the Consorcio Intermunicipal Grande ABC in Sao Paulo and the Regional Metropolitan Government of Santiago. Colombia recently issued a new law to provide metropolitan areas a political, administrative and fiscal system.<sup>22</sup> In terms of financing, the case of Mexico is noteworthy. Its Fondo Metropolitano provides funding to execute supramunicipal projects. In other cases, private initiative may participate in issues regarding metropolitan management. All of these are valuable, albeit isolated, examples of initiatives to face this challenge.

The Region shares with many major cities in the world, the need to innovate the design of metropolitan entities and other institutional governance arrangements that will allow to plan, finance and manage urban development beyond the political-administrative—and temporality—limitations of the local governments they bring together. In national legislations on territorial order and development, the metropolitan issue prevails as a major gap and a priority in modernization efforts.

### *Urban Expansion and Consolidation of the Built City*

In general, cities have expanded following a low-density pattern, because the need for housing of the new urban populations has been fundamentally addressed by building single-family houses, either formal or informally, on urban peripheries. This pattern has impacted, among other aspects, proper administration and management of the city, municipal finances, productivity of inhabitants, likelihood of houses being abandoned, ruptured social fabrics, and of course, the environment. It is estimated that the area occupied by the cities in the Region (91-thousand km<sup>2</sup> in 2000) could increase to 159-thousand km<sup>2</sup> by 2050 if density remains stable, or even up to 432-thousand km<sup>2</sup>, if density continues to decline 2% annually.<sup>23</sup>

Some cities have developed urban expansion control instruments, which have not accomplished their purpose. In fact, lack of law enforcement and of complementary policies to maintain an affordable supply of land and housing have exerted adverse effects on territorial organization and the goal of controlling city expansion.

Orderly expansion rests upon the ability to project reasonable scenarios based upon reliable information to address demands for new housing without extending city limits more than necessary, and to subordinate housing policies to the objective of attaining more compact and connected cities.



Housing demand derived from growing urban populations may be addressed inside the cities themselves without having to perpetuate suburbanization. This can be achieved through various urban consolidation strategies. However, needs originating from expansive models of urban development, among other reasons, have deprived the built cities from sufficient investment in maintenance and optimization.

In 2014, more than 20% of urban population in the Region lived in marginalized neighborhoods located within the cities, as well as on the periphery, subsisting with deficient or no services at all, without legal certainty of land ownership, insufficient public spaces, crowded living conditions at home, and other deficiencies. Many neighborhoods inside the cities, including historic and heritage districts,<sup>24</sup> deteriorated as a result of under population, low economic activity, facility abandonment, undervalued real estate and little investment in urban infrastructure.

In many towns, policies and actions to maintain and improve infrastructure of the built city have not been implemented. Deterioration and limited load-bearing capacity, in addition to obsolete land uses established in urban development plans, are blocking densification inside cities, occupation of intra urban vacancies, and urban reconversion of land previously occupied by industrial parks, railroad infrastructure, and other relocated facilities.

Countries in the Region have developed various schemes to face these problems. Examples of neighborhood (barrio) improvement include emblematic interventions in the communes of Medellín, Colombia, and the programs, Quiero mi Barrio (Chile) and Habitat (Mexico); or the Favela-Barrio program in Rio de Janeiro, which have improved the living conditions of their inhabitants through actions involving land ownership titles, basic infrastructure improvement, and social activities.

Historic and heritage district renewal have been driven by architectural conservation, investment in urban infrastructure and public spaces, and in housing improvements like in the cases of Antigua, Montevideo or Sao Paulo,<sup>25</sup> and in some instances, by creating entities devoted to managing these places like the Empresa del Centro Histórico de Quito, or the Autoridad del Centro Histórico de la Ciudad de México.

Other projects have reconverted strategic areas in disuse into quality public spaces or into detonators for new growth poles and, consequently, polycentric cities. Experiences with reconversion can be seen in Puerto Madero in Buenos Aires, and in the old airport of the city of Quito, Ecuador. Construction of a new airport in metropolitan Valley of Mexico will provide a similar opportunity in the eastern area of the metropolis.

Governments in the Region require innovative financing strategies for urban consolidation, with a special emphasis on serving very poor and marginalized districts. Modernization must not involve displacing original populations nor lead to gentrification.<sup>26</sup> Densification for inclusion and sustainability should translate into modernizing existing infrastructure to make it bear a greater urban burden in downtown areas, and requires mobilizing public and/or private intra urban land in the interest of the city.

### *Transit*

Fragmented uses inside cities and accelerated expansion have increased the number and duration of commutes. Low densities make it difficult and less viable to integrate transportation systems that require higher demands to ensure frequency and quality. At the same time, public investment has favored building road infrastructure solely for private automobiles. In general, a pattern of smaller



investment can be observed in other kinds of sustainable transportation like public transportation, bicycles, and pedestrian transit, which are currently insufficient, disarticulated and a full expression of the emphasis cities place on addressing the needs of automobiles by placing them above the rights of the rest of the citizens.

This trend has led to a rise in motorization rates that account for 465, 336 and 320 vehicles for every one thousand inhabitants in Sao Paulo, Guadalajara and Buenos Aires, respectively.<sup>27</sup> Vehicle-kilometers traveled in Mexico virtually tripled from 106 to 339-million between 1990 and 2010,<sup>28</sup> thereby increasing the negative effects of motorization; namely, congestion, road accidents, low productivity and strong impacts on the environment, public health, and life quality.

Latin America and the Caribbean have generated innovative solutions in mobility, such as the BRT (*Bus Rapid Transit*)<sup>29</sup> systems in Curitiba, Bogotá, Mexico City and other cities, in addition to transportation alternatives to difficult to access places, like the Metrocable in Medellin, and very soon, the Mexicable in Ecatepec, Mexico. The number of shared bicycle systems such as the ones operating in Buenos Aires, Quito, Santiago de Chile, and Toluca has risen.<sup>30</sup> Pedestrians have also benefited from renewed spaces that improve conditions allowing them to better enjoy the city; examples include the Guayaquil boardwalk, Carrera 7<sup>a</sup> in Bogotá, and the historic district in Trujillo.

In transit, or mobility, challenges arise from a change in paradigm, in which scale, density, city design and public space allotments favor the needs of people and not automobiles. This calls for solid, reliable, up-to-date information on transportation and transit, and for urban planning to incorporate new models that will shorten distances and commutes through transportation-focused development or human-scale planning in order to truly address people's need for connectivity and access.

There is a need to implement measures to discourage excessive private automobile use, and eliminate incentives and subsidies that conceal the social costs of motorization. The financial capacity of local governments to implement and maintain integrated transportation systems that provide save, comfortable, affordable and inclusive travelling is certainly a challenge countries will have to face when allotting public resources.

### *Housing*

In order to address the needs of their growing populations, in recent decades the countries in the Region have considered different approaches to tackle their quantitative housing deficit, particularly through programs to finance and build new houses (for example, with programs like Minha Casa Minha Vida in Brazil, or vivienda 100% subsidiada in Colombia,) as well as through financial institutions like Caixa Federal (Brazil), Infonavit (Mexico), and the Banco Hipotecario of Uruguay. These actions, together with self-production, explain why current property rate is 64%.<sup>31</sup> Despite this progress, it is estimated that 40% of the households in the Region suffer some degree (mainly qualitative) of housing deficit.<sup>32</sup>

Despite the reduction in quantitative deficit brought about by these policies, conditions in the environment and location of these new houses have not always been adequate, and this has generated other kinds of adverse effects. In fact, new proprietary housing does not necessarily represent an optimal solution for the housing needs of all population groups, especially when secondary market conditions inhibit house exchanges or leasing, thus limiting labor, spatial and social mobility.



Recent actions like the Chao Suegra subsidy program in Chile or reforms to Uruguayan legislation are intended to give impulse to the lease market, which has great potential to serve groups of the population with specific needs determined by their labor condition. An example of these groups are youths who are beginning their productive lives and elderly adults whose participation in the labor market declines significantly in direct proportion to their age.

Self-produced housing is a phenomenon that national policies have barely noticed even though it is a major player in habitat construction. In Mexico, the housing sector generated 5.6% of national GDP in 2013. Of this total amount, the main contribution came from the self-production subsector (31.2%), followed by leasing (29.4%)<sup>33</sup>. Nevertheless, both modalities receive minimal resources from national and local programs mostly intended to subsidize new housing for purchase.

The Region still faces the challenge of abating housing deficit through a diverse range of solutions: improvement, expansion, self-production, and the secondary housing market, in such a way that policies respond to demographic characteristics by recognizing the dynamic makeup of households. This needs to be reflected in national regulation and programmatic frameworks, as well as in flexible, appropriate financial schemes. Policies on the matter cannot be dictated by economic goals or market processes that consider housing a mere good to be produced or consumed, instead of recognizing it as a universal right, a means for people to fully exercise their right to the city.

### *Land Management*

Land is one of the most scarce and valuable assets of a city. This value, however, has not been captured and redistributed in favor of public interest. On average, property taxes collected in Latin American and Caribbean countries account for only 0.8% of the GDP. In countries like Mexico, Ecuador and Venezuela, the figure is less than 0.1%.<sup>34</sup> This shows that not even property tax has served as an effective instrument to collect value and distribute wealth in the cities, thus limiting local government financial capacity.

For the most part, land management has been left to market processes pursuing merely commercial objectives. Symptoms of this deficiency translate into empty lots subject to speculation, low-density occupation, public space deficit and lack of well-located land with good services. The amount of vacant or underutilized areas inside cities could accommodate a good share of population growth in the decades to come.

Examples of effective land management tools do exist, such as the land readjustments and mechanisms to introduce property development in Colombia; Operación Urbanística and Additional Construction Potential Certificates in Brazil; and improvement contribution frameworks in Ecuador.<sup>35</sup> Yet, even countries with the most advanced legislations on the matter (like the Statute for the Cities of Brazil; or Ley 388 in Colombia), face challenges to effectively implement policies enforcing the social function of territory.

To that end, the Region must consolidate modern and reliable geographic, registry and cadastre information systems, which constitute the foundation of any land policy. Additionally, principles must be integrated into legal frameworks to provide for designing effective instruments and solving funding needs in urban development by means of equitable division of burdens and benefits in the management of the city.

### *Resilience and Risk Prevention*





Growing vulnerability of the countries in Region to extreme events due to geography and deficiencies in integral risk management policies have become apparent in devastating phenomena. These include the earthquakes in Chile in 1960, México in 1985, and Haiti in 2010; hurricane Mitch in 1998 that affected 11 countries in the Gulf of Mexico and the Caribbean, as well as hurricanes Ingrid and Manuel in México in 2013; landslides like the tragic one in Vargas, Venezuela in 1999, and the landslide in Guatemala in 2015. With climate change, some of these events will continue to occur with increasing frequency and intensity.

Instruments for ecological and territorial order have failed to avoid environmental depredation, which has seriously affected ecological balance and has increased vulnerability in human settlements. Besides, some of these have built on hazardous areas like riverbeds, mountainsides and mines, or upon rights of way necessary to ensure safety around energy or industrial installations and other facilities representing latent hazards.

The Region must generate national and regional policies for integral risk management. These should contemplate, on one hand, knowledge and reduction of risks, and on the other, disaster response. There are several experiences in the Region such as Colombia's Ley 1523 that establishes the national risk management policy and system in the event of disaster, or Mexico's instruments to serve and finance settlements affected by disasters (Plan de Auxilio a la Population Civil in Casos de Desastre [DN-III] and the Fondo de Desastres Naturales [FONDEN]).

There is a need to produce information and indicators to identify and characterize risk factors and scenarios, and to translate them into instruments like risk management plans, organization plans, and other restrictions to occupying hazardous areas. Finally, protocols for effective and timely response in the wake of natural and anthropic disasters are necessary to minimize human and economic losses, and facilitate restoring normality after an extreme event at the lowest cost and in the shortest time possible.

### **Habitable and Inclusive Cities – The Global Challenge of Sustainable Urbanization**

Latin America and the Caribbean are called upon to play a leading role in Habitat III, not only because the Region will host the conference, but also because of the learnings and challenges it has derived from its urbanization processes, all of which may serve as reference for other regions like Asia and Africa that will witness changes in their demographic structure and accelerated growth in their urban populations.

The Latin America and the Caribbean Regional Meeting will offer a platform to representatives from national governments, experts, academicians, civil society organizations, mayors, governors and legislators, as well as specialized international bodies to share their views on the focuses and new models constituting the future of cities. Recognizing the differences that exist among countries, governments will meet to make commitments that will inform the definition of the New Urban Agenda.

Habitat III is a watershed affording the Region the chance to propose a new urban paradigm, and in this way offer the new generations more inclusive, sustainable, safer and more resilient cities that will decisively contribute to the changes humankind will experience in the decades to come.

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<sup>1</sup> The Laws of the Indies issued from Spain established the first urbanization rules in the cities of the new continent.



- <sup>2</sup> The Maddison-Project. 2013. New Maddison Project Database. <http://www.ggdcc.net/maddison/maddison-project/home.htm>. (Latest access: 17 January, 2016)
- <sup>3</sup> United Nations, Department of Economic and Social Affairs, Population Division. World Population Prospects: The 2015 Revision. 2015. <http://esa.un.org/undp/wpp> (latest access: 21 January, 2016). Dependency rate (ratio of the population [0-14 and 65 or older] / [15-64]) in the Region was 50 in 2015. It is estimated it will decline to 49.6 in 2030, and increase again to 50.8 in 2035. In future decades population growth rate will remain positive, but declining.
- <sup>4</sup> Arshat, Adrienne. «Atlantic Council.» Urbanization in Latin America. s.f. [http://www.atlanticcouncil.org/images/publications/20140205\\_LatAm\\_UrbanizationTwoPager.pdf](http://www.atlanticcouncil.org/images/publications/20140205_LatAm_UrbanizationTwoPager.pdf) (latest access: 17 January, 2016).
- <sup>5</sup> United Nations – Department of Economic and Social Affairs. (2014). World Urbanization Prospects: The 2014 Revision. Consulted 19 January 2016, de Number of Cities Classified by Size Class of Urban Settlement, Major Area, Region and Country, 1950-2030: <http://esa.un.org/unpd/wup/Highlights/WUP2014-Highlights.pdf>
- <sup>6</sup> World Bank. 2016. World Bank Open Data. (Latest access: 20 January, 2016) <http://data.worldbank.org/indicator/EN.URB.LCTY.UR.ZS>. (Latest access: 20 January 2016)
- <sup>7</sup> Arsch, Adrienne. 2013.
- <sup>8</sup> Comisión Económica para Latino América y el Caribe. 2014. "Panorama Social de Latino América" *Repositorio CEPAL*. División de Desarrollo Social y División de Estadísticas. [http://repositorio.cepal.org/bitstream/handle/11362/37626/S1420729\\_es.pdf?sequence=6](http://repositorio.cepal.org/bitstream/handle/11362/37626/S1420729_es.pdf?sequence=6). p.16 (latest access: 19 January 2016)
- <sup>9</sup> Comisión Económica para Latino América y el Caribe (CEPAL), Panorama Social de Latino América, 2014, (LC/G.2635-P), Santiago de Chile, 2014. P. 99-100
- <sup>10</sup> G. Psacharopoulos y H.A. Patrinos, "Los pueblos indígenas y la pobreza en Latino América: un análisis empírico", Estudios sociodemográficos en pueblos indígenas. Serie E, No. 40 (LC/DEM/G.146), Santiago de Chile, División de Población, Centro Latinoamericano y Caribeño de Demografía (CELADE), 1994.
- <sup>11</sup> Informe Regional. Trabajo decente e igualdad de género: políticas para mejorar el acceso y la calidad del empleo de las mujeres en Latino América y el Caribe. Organización Internacional del Trabajo, Comisión Económica para Latino América y el Caribe, Organización de las Naciones Unidas para la Alimentación y la Agricultura, Programa de las Naciones Unidas para el Desarrollo, ONU Mujeres, 2013.
- <sup>12</sup> According to INEGI (México) Household is a group of people who may or may not be kin, who share the same house and are supported by the same budget. An individual living alone also constitutes a household. This definition may vary by country.
- <sup>13</sup> Consejo Ciudadano para la Seguridad Pública y la Justicia Penal, A. C. 2014. "Las 50 Ciudades Más Violentas del Mundo 2014." *Consejo Ciudadano para la Seguridad Pública y la Justicia Penal*, A. C. January 17. <http://www.seguridadjusticiaypaz.org.mx/biblioteca/prensa/send/6-prensa/198-las-50-ciudades-mas-violentas-del-mundo-2014>. (Latest access: 17 January, 2016) San Pedro Sula (Honduras), Acapulco (Mexico), João Pessoa (Brazil), Distrito Central (Honduras), Maceió (Brazil), Valencia (Venezuela), Fortaleza (Brazil), Cali (Colombia), and São Luís (Brazil). The study only includes cities with 300 thousand or more inhabitants. Data on homicides reflect universally accepted definitions of intentional homicide or deaths due to aggression (except for deaths occurring in operations of war or legally justified death «not extrajudicial executions» of aggressors at the hands of agents of the Law). Figures for tentative homicide are not included.
- <sup>14</sup> CAF - Banco de Desarrollo de Latino América. 2014. "Publicaciones CAF." *Por una Latino América más segura: una perspectiva para prevenir y controlar el delito*. Editado por Cooperación Andina de Fomento. <http://publications.caf.com/media/40777/reporte-economia-desarrollo-seguridad-control-delito.pdf>. p.162 (Latest access: 19 January 2016)
- <sup>15</sup> World Bank. Día Mundial del Agua: Latino América a la cabeza in gestión hídrica aunque persisten desigualdades en el acceso. 22 March 2013. <http://www.bancomundial.org/es/news/feature/2013/03/22/world-water-day-latin-america-achievements-challenges> (Latest access: 21 January, 2016)
- <sup>16</sup> United Nations Educational, Scientific and Cultural Organization (UNESCO). *World Heritage List*. 2016. <http://whc.unesco.org/en/list/&order=region> (latest access: 22 January 2016). 36 natural and 5 mixed (historic and natural)
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- <sup>18</sup> Banco Interamericano de Desarrollo. Dando respuesta a los desafíos de desarrollo urbano de las ciudades emergentes. <http://www.iadb.org/es/temas/ciudades-emergentes-y-sostenibles/dando-respuesta-a-los-desafios-de-desarrollo-urbano-de-las-ciudades-emergentes.6690.html> (latest access: 22 January 2016)
- <sup>19</sup> Estrategia Internacional para la Reducción de Desastres de las Naciones Unidas. (2011). Informe de evaluación global sobre la reducción del riesgo de desastres 2011. Revelar el riesgo, replantear el desarrollo. [http://eird.org/pr14/cd/documentos/espanol/GAR/SP\\_GAR2011\\_Report\\_Part1.pdf](http://eird.org/pr14/cd/documentos/espanol/GAR/SP_GAR2011_Report_Part1.pdf) (latest access: 22 January 2016)
- <sup>20</sup> Corporación Latinobarómetro. "Veinte años de opinión pública. Latinobarómetro 1995-2015" 2015. <http://www.latinobarometro.org/> p. 7 (latest access: 21 January 2016)
- <sup>21</sup> Comisión Económica para Latino América y el Caribe. 2012. "Panorama del Desarrollo Territorial en Latino América y el Caribe." *Repositorio CEPAL*. Instituto Latinoamericano y del Caribe de Planificación Económica y Social. <http://repositorio.cepal.org/bitstream/handle/11362/4090/S2012942.pdf?sequence=1>. p.26 (latest access: 19 January 2016)
- <sup>22</sup> Ley 1625 de 2013 por la cual se deroga la Ley Orgánica 128 de 1994 y se expide el Régimen para las Áreas Metropolitanas in Colombia
- <sup>23</sup> Angel, Shlomo. *Planet of Cities*. Cambridge: Lincoln Institute of Land Policy, 2012. p. 257



<sup>24</sup> In the Region there exist 33 cities, historic districts and urban areas declared World Heritage by UNESCO. United Nations Educational, Scientific and Cultural Organization. 2016. *World Heritage Foundation*. <http://whc.unesco.org/en/list/> (latest access: 19 January 2016)

<sup>25</sup> Banco Interamericano de Desarrollo. *¿Cómo revitalizar los centros históricos? Tres enfoques exitosos*. 11 de Agosto de 2015. <http://blogs.iadb.org/urbeyorbe/2015/08/11/como-recuperar-los-centros-historicos-tres-enfoques-exitosos/> (latest access: 21 January 2016); Programa Piloto de Reciclaje de Vivienda in áreas centrales de Montevideo, 1990 – 1995 y Programa Morar no Centro, Brasil.

<sup>26</sup> Gentrification: Families with relatively high incomes moving to areas in decline. Residential buildings are reappraised and renewed, and consequently, poorer families are cast out of the area. According to Smith, Neil, and Peter Williams. 2013. *Gentrification of the City*. Vol. XVIII, from *La gentrificación en la cambiante estructura socioespacial de la ciudad*, by Ibán Díaz Parra, Universitat de Barcelona. Barcelona: Revista Bibliográfica de Geografía y Ciencias Sociales.

<sup>27</sup> Ramiro Alberto Ríos, Vera Lucia Vicentini, Rafael Acevedo-Daunas (coordinators). 2013. "Practical guidebook: parking and travel demand management policies in Latin America". Inter-American Development Bank. Prepared by Despacio and the Institute for Transportation and Development Policy (ITDP). <https://publications.iadb.org/bitstream/handle/11319/3577/PracticalGuidebookParkingLaSinglePage20131207.pdf?sequence=5> (latest access: 17 January 2016)

<sup>28</sup> Medina, Salvador. 2012. "La importancia de la reducción del uso del automóvil in México ." ITDP México. Editado por ITDP México. <http://mexico.itdp.org/wp-content/uploads/Importancia-de-reduccion-de-uso-del-auto.pdf> p.24 (latest access: 20 January, 2016)

<sup>29</sup> Rede Integrada de Transporte in Curitiba, el Transmilenio de Bogotá

<sup>30</sup> Ecobici in Buenos Aires, Bici Q in Quito, Bikesantiago in Santiago de Chile and Huizi in Toluca.

<sup>31</sup> Blanco, Andrés G., Vicente Fuentes Cibilibis, y Andrés F. Muñoz. 2014. *Busco casa in arriendo: Promover el alquiler tiene sentido*. Washington DC: Banco Interamericano de Desarrollo. p.22.

Property is considered to be ownership of a house and land, the occupant by reason of dependency, and informal ownership.

<sup>32</sup> Banco Interamericano de Desarrollo - Departamento de Investigación. (septiembre - diciembre de 2011). Ideas para el Desarrollo in las Américas, Volumen 26. Un espacio para el desarrollo de los mercados de vivienda. <https://publications.iadb.org/bitstream/handle/11319/3989/Ideas%20para%20el%20Desarrollo%20en%20las%20Am%C3%A9ricas%2c%20Volumen%2026%3a%20Un%20espacio%20para%20el%20desarrollo%20de%20los%20mercados%20de%20vivienda.pdf;jsessionid=E5217CFA03EB26465F6D32102> (latest access: 22 January 2016)

<sup>33</sup> INEGI. "Sistema de Cuentas Nacionales de México." *Cuenta Satélite de Vivienda de México 2013. (Preliminar. Año base 2008)*. 2015. [http://internet.contenidos.inegi.org.mx/contenidos/productos/prod\\_serv/contenidos/espanol/bvinegi/productos/nueva\\_estruc/702825078317.pdf](http://internet.contenidos.inegi.org.mx/contenidos/productos/prod_serv/contenidos/espanol/bvinegi/productos/nueva_estruc/702825078317.pdf) (latest access: 21 January 2016). p. 3

<sup>34</sup> Organización para la Cooperación y el Desarrollo Económicos; Centro Interamericano de Administraciones Tributarias; Comisión Económica para Latino América y el Caribe; Banco Interamericano de Desarrollo. 2015. Revenue Statistics in Latin America and the Caribbean 2015. Paris: Organización para la Cooperación y el Desarrollo Económicos; Centro Interamericano de Administraciones Tributarias; Comisión Económica para Latino América y el Caribe; Banco Interamericano de Desarrollo. p.56

<sup>35</sup> Smolka, Martim O. *Implementing Value Capture in Latin America. Policies and Tools for Urban Development*. Cambridge: Lincoln Institute of Land Policy, 2013

