Open-Closed
An urban research study on the Canary Islands

The Canary Islands

ETH Studio Basel
Contemporary City Institute

OPEN— CLOSED

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The seven Canary Islands are situated off the coast of Africa
(N28°, W13-18°)
• Satellite image: ESA Satellite Images from 2003 and 2005
• Images edited: ETH Studio Basel (Rönnskog)
• 2007

[1]   → p 30

The relief of the Canary islands shapes their climatic condition
• Satellite image: NASA Earthview
• June 2005

[2]   → p 31

PREJUDICES

We were plagued by prejudice and doubt when we first thought about the Canary Islands. Would there be anything interesting to see apart from the usual, ugly outgrowths of mass tourism [1]? Would we come across anything that would illuminate the complex issue of urbanization in the 21st-century? Specifically, we did not want to foreground the issue of tourism as such; rather, we wanted to investigate its concrete, architectural consequences with respect to the rapid advance of urbanization on all seven Canary Islands [2]. Tourism is the driving economic force behind the process of urbanization. Not only does it modify the landscape and displaces the preceding transformation brought about by the "age of agriculture", it also creates a new form of spatial and social differentiation.

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Arucas, Gran Canaria
Bancales de plataneras
• Photo: Fondo Fotográfico de la FEDAC
• 1960–1965

[3] → p 32

Tenerife
Bancales de plataneras
• Photo: Fondo Fotográfico de la FEDAC
• 1910–1920

[4] → p 33

Galdar, Gran Canaria
• Photo: ETH Studio Basel (Lerner, Ziegler)
• 2005

[5] → p 34

Tenerife
Growing papayas
• Photo: ETH Studio Basel (Herbst, Gehrig)
• 2005

[6] → p 35

Costa Adeje, Tenerife
• Photo: ETH Studio Basel
  (Faust, Hurni, Schibli, Waldvogel)
• 2005

[7] → p 36

Maspalomas, Gran Canaria
Hotel Costa Meloneras
• Photo: ETH Studio Basel (Fiedler, Heller)
• 2005

[8] → p 37

MONOCULTURES

The territory of the Canaries has long been shaped by monocultures imposed on the islands from outside. These monocultures determined the economy, the social life and the urbanization of the islands. After centuries of agricultural mono-cultivation [3/4], from the cultivation of lice for dyes and tobacco growing to banana plantations [5/6], it is now tourism from Europe [7/8], especially England and Germany, that is exerting a profound and rapid influence on urbanization of the islands and their appearance. Most of the terraces built for agricultural exploitation have been destroyed abandoned or affected by erosion.

Tenerife
• Satellite image: NASA Zulu Server,
• Illustration: ETH Studio Basel
• 2006

[9]   → p 38

Gran Canaria
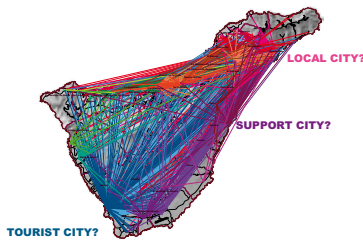• Satellite image: NASA Zulu Server,
• Illustration: ETH Studio Basel
• 2006

[10]   → p 39

INITIAL THESES

Before the semester started we outlined a few working hypotheses as a basis for the students' research projects. After excursions to all seven islands, we restricted the investigation to Tenerife [9] and Gran Canaria [10], the two most urbanized islands. Their extremely heterogeneous urban landscapes show a geographical, social and economic division between north and south in both cases.

The south is characterized by two types of city, the Tourist City and the Support City, which are economically interdependent but geographically and socially separate, while the life of the native city, or the Local City, along the mountain slopes in the north remains largely untouched by developments in the south.

7

Tenerife and Gran Canaria
• Incoming commuters (1 Line represents 100 commuters) per community, 2001
• Statistics: ISTAC, Censos de Población y Viviendas de Canarias a 1.11.2001
• Illustration: ETH Studio Basel (Rönnskog)
• 2006

[11]

Tenerife and Gran Canaria
The population growth of last century in Tenerife and Gran Canaria, per community, 1900–2005:
• Tenerife 2005:
  · resident population 838'877
  · medium number of tourists in hotels: 1'077'192
• Gran Canaria 2005:
  · resident population 802'247
  · medium number of tourists in hotels: 1'057'056
• Statistics: ISTAC
• Illustration: ETH Studio Basel (Rönnskog)
• 2006
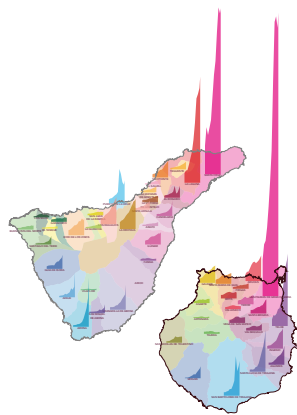
[12]

Tacoronte, Tenerife
Tacoronte, on the North coast of Tenerife, is increasingly inhabited by local population commuting to Santa Cruz and La Laguna, settling in Villas overlooking the ocean and Teide in the back.
• Photo: ETH Studio Basel (Steiner, Sulzer)
• 2005

[13]

Tacoronte, Tenerife
The white lines indicate how new settlements follow the former agricultural terraces.
• Satellite image: Google Earth
• Illustration: ETH Studio Basel (Steiner, Sulzer)
• 2005

[14]

El Sauzal, Tenerife
Settlement built in 1980's as second residences. Today the houses are sold off to local inhabitants commuting to Santa Cruz and La Laguna.
• Photo: ETH Studio Basel (Steiner, Sulzer)
• 2005

[15]

El Sauzal, Tenerife
21st Century housing
• Satellite image: Google Earth
• 2006

[16]

Santa Cruz, Tenerife
Project "Tranvia" of Metrotenerife.
Tram for Santa Cruz–La Laguna under construction since 2005.
• Information: www.tranviatenerife.com December 2006
• Illustration: ETH Studio Basel (Rönnskog)
• 2007

[17]

Santa Cruz – Las Americas, Tenerife
Project "Tren del Sur" of Metrotenerife.
Preliminary plan of reaching the tourist resorts in the south from the metropolitan area of Santa Cruz in 40 minutes.
• Information: www.tranviatenerife.com December 2006
• Illustration: ETH Studio Basel (Rönnskog)
• 2007

[18]

METROPOLIZATION

The rapid advance of urbanization in the north and south of the island proved, upon further observation, to be a process of metropolization in Tenerife and Gran Canaria. In the former, active commuting is demonstrated by the network of workplace and domicile in the north between Santa Cruz via La Laguna all the way to Puerto de la Cruz on the other coast [11/12]. Similarly, on Gran Canaria, there is intense commuter activity between Las Palmas and Vecindario. It is especially interesting to observe that former tourist locations in the cooler north of the island, particularly in Tenerife, are less attractive for mass tourism and are now being populated increasingly by commuters in Santa Cruz and La Laguna [13/14/15/16].
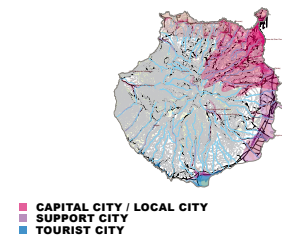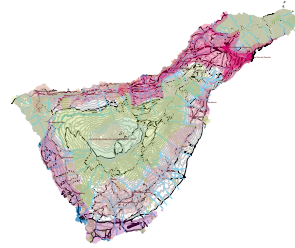
The tramway and railroad lines, some already under construction, underscore the metropolitan thrust of official planning policy, namely to de-emphasise single communities for the benefit of the Cabildo Insular, with its plans for the island as a whole [17/18].

Tenerife and Gran Canaria
Tenerife and Gran Canaria with the metropolitan area around the capital cities in the North, and in the South the touristic destinations with their support cities.
• Illustration: ETH Studio Basel (Rönnskog)
• 2007

Maspalomas, Playa del Ingles and Meloneras, Gran Canaria
"South City" on Gran Canaria
• Satellite image: Google Earth
• December 2006

[23]

- CAPITAL CITY / LOCAL CITY
- SUPPORT CITY
- TOURIST CITY

[19]

Santa Cruz and La Laguna, Tenerife
"North City" on Tenerife
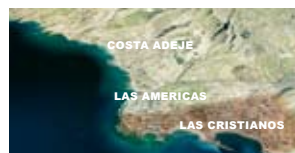• Satellite image: Google Earth
• December 2006

[20]

Las Palmas, Gran Canaria
"North City" on Gran Canaria
• Satellite image: Google Earth
• December 2006

[21]

Los Cristianos, Las Americas, Costa Adeje, Tenerife
"South City" on Tenerife
• Satellite image: Google Earth
• December 2006

[22]

NORTH CITY–SOUTH CITY

A look at the commuter map on both islands shows a clear division between streams of commuters in agglomerations to the north and to the south. It is so distinct, in fact, that one can speak of a North City and a South City: two separate living and working poles each with an entirely different economy, culture and daily reality [19]. We have used the generalizing term Local City to describe the city to the north [20/21] (the metropolitan areas of Santa Cruz and Las Palmas, respectively) and propose two urban models, the Tourist City and the Support City, to describe the agglomerations in the south [22/23].

Santa Cruz, Tenerife
• Photo: ETH Studio Basel
  (Kamplade, Koenig)
• 2005

[24] → p 40

Las Palmas, Gran Canaria
Las Palmas from Las Coloradas
• Photo: ETH Studio Basel (Lerner, Ziegler)
• 2005

[25] → p 41

Santa Cruz, Tenerife
• Photo: ETH Studio Basel
  (Kamplade, Koenig)
• 2005

[26] → p 42

Las Palmas, Gran Canaria
• Photo: ETH Studio Basel (Lerner, Ziegler)
• 2005

[27] → p 43

Las Americas, Tenerife
Magma Art and Congress center
• Architects: Artengo, Menis and Pastrana
• Photo: ETH Studio Basel
  (Faust, Hurni, Schibli, Waldvogel)
• 2005

[28]

Las Palmas, Gran Canaria
Woermann Tower and Plaza
• Architects: Àbalos & Herreros
• Photo: ETH Studio Basel (Gehrig, Herbst)
• 2005

[29]

Santa Cruz, Tenerife
Harbour project connecting the city
and the ocean
• Architects: Herzog & de Meuron
• Photo: Herzog & de Meuron
• 1998

[30]

Santa Cruz, Tenerife
Concert Hall
• Architect: Santiago Calatrava
• Photo: ETH Studio Basel
  (Kamplade, Koenig)
• 2005

[31]

Santa Cruz, Tenerife
Presidency of the government of the
Canary Islands
• Architects: Artengo, Menis and Pastrana
• Photo: Internet, www.amparquitectos.com
• December 2006

[32]

Tacoronte, Tenerife
Private Villa in Tacoronte
• Architects:
  Corona y Perez Amaral
• Photo: Roland Halbe
• 2006

[33]

LOCAL CITY

The Local City refers to cities inhabited largely by year-round residents as opposed to the temporary presence of tourists. This distinction is of special significance for the Canary Islands because there is a growing group of people with second apartments, who represent a hybrid category between tourist and permanent resident. These are people on regular or early retirement or unemployed people from Europe.

As mentioned above, the Local City has become a metropolitan area around the main cities of Santa Cruz in Tenerife [24] and Las Palmas in Gran Canaria [25]. The economy and daily life of these areas have developed largely independently of mass tourism in the south and in recent years [26/27], both cities have seen a substantial increase in public buildings and institutions for culture, research and education [28/29/30/31/32]. In addition, civil projects like airports, motorways and trolley car services have been instituted, which surpass the ambitions and possibilities of many Central European cities of comparable size in the same period of time. An interesting aspect of the growing metropolitan scale in Santa Cruz is the expansion of the Local City to the north, to such places as Tacoronte, El Sauzal and Los Rodeos, which were once extremely desirable for tourists and are now mutating into upper middleclass residential neighbourhoods [33].

We had not anticipated this kind of intrusion by the local population into the beautiful landscape

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Berlin, Germany
Temporary beach infrastructure in Berlin
• Photo: Paolo Rosselli
• 2002

[34]

of their island, which was once the domain of the tourists. This is not merely intrusion into a new place; it also means that the landscape is being re-shaped as an oasis for the urban population. Seen in this light, the intrusion and annexation of this oasis mirrors an urban trend that can also be obser-ved increasingly in European cities, and expresses a kind of Mediterraneanization [34].

However, as our studies progressed, the dis-tinction between the local aspect and the tourist aspect did not prove very fruitful. But something more general and therefore more interesting came to the fore, namely the fact of the foreign and the other and their territorial delimitation in the city. We realized that tourism can be approached from several angles, but that we were primarily interested in its radical, delimiting influence on the concrete landscape, in this case of Tenerife and Gran Canaria. Recognition of these delimiting mechanisms in the Tourist City and the Support City led us to pro-pose the thesis of THE OPEN AND THE CLOSED CITY.

Costa Adeje, Tenerife
• Photo: ETH Studio Basel (Dehli, Umbricht)
• 2005

San Fernando, Gran Canaria
• Photo: ETH Studio Basel (Dehli, Umbricht)
• 2005

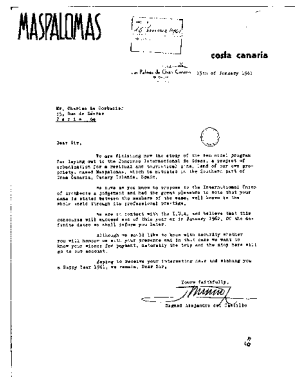**Costa Adeje, Tenerife**
• Satellite image: Google Earth
• April 2006

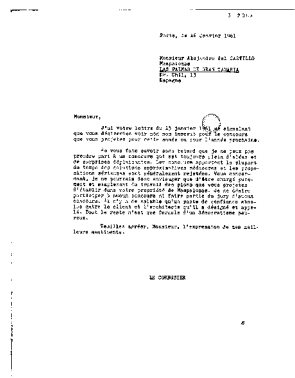**Concurso Internacional de Ideas, Maspalomas**
Response from Le Corbusier to an invitation to participate in the "Concurso Internacional de Ideas" in 1961. Ironically the "démocratisme peureux", feared by Le Corbusier, disguised in populist architecture, was going to be the basis of the incredible success story of tourism in Maspalomas in the years to come.
• Letter: Fondation Le Corbusier, Paris
• 1961

Los Cristianos and Las Americas, Tenerife
(40–43) Developments on the coast on southern Tenerife.
• Photos: Ramon Dominguez

[40]

[41]

[42]

[43]

Costa Adeje and Los Cristianos, Tenerife
Hotels arranged like independent islands, cut out from real territory. Public space is reduced to a mere leftover inbetween.
• Illustration: ETH Studio Basel (Faust, Hurni, Schibli, Waldvogel)
• 2005

TOURIST CITY

On the Canary Islands, everything is tourism, the sunshine is omnipresent and every single business, every hotel, every restaurant is geared toward tourists from Europe [35]. This meets the expectations of almost every tourist, and we had a similar attitude before we took a closer look. Delimitation is taken for granted. It is expected and desired. And these expectations are, of course, uncontested by the majority of tourists who climb out of their chartered airplane directly into their chartered buses that transport them to their chartered hotel where they basically stay put during their entire holiday [36]. When they do leave the hotel, they still remain within the confines of the world created for tourists [37], the Tourist City, which has spawned increasingly sophisticated architecture, as eminently illustrated on the Canary Islands. The once slightly artless and separate hotel blocks with a rectangular pools in front have given way to simulative hotel universes that flaunt every conceivable form of historical architecture from all over the world in order to generate a sense of authenticity and reference to the local context [38/39]. Instead of being integrated parts of a master plan, the hotel complexes are single projects erected on adjoining plots of what was once agricultural land [40/41/42/43].

These hotel projects are independent, self-contained entities, essentially without reference to a place or to a larger public space [44/45]. Each one functions as self-referential, self-sufficient islands.

Costa Adeje, Tenerife
Hotel Bahia del Duque, 724 rooms,
completed 1993
• Photos: (46, 47, 48) Jordi Bernadó,
 (49) ETH Studio Basel (Rönnskog)
• 1993–2005

[46]

[47]

[48]

[49]

Maspalomas, Gran Canaria
Hotel Villa del Conde
• Photo: ETH Studio Basel (Fiedler, Heller)
• 2005

[50]   → p 54

Maspalomas, Gran Canaria
Hotel Costa Meloneras
• Photo: ETH Studio Basel (Fiedler, Heller)
• 2005

[51]   → p 55

Playa de Mogan, Gran Canaria
• Photo: ETH Studio Basel
 (Laffranchi, Weinberg)
• 2005

[52]   → p 56

Costa Adeje, Tenerife
• Photo: ETH Studio Basel
 (Faust, Hurni, Schibli, Waldvogel)
• 2005

[53]   → p 57

Maspalomas, Gran Canaria
Meloneras Golf from Pasito Blanco
• Photo: ETH Studio Basel (Fiedler, Heller)
• 2005

[54]   → p 58

Maspalomas, Gran Canaria
Campo Internacional
• Photo: ETH Studio Basel (Fiedler, Heller)
• 2005

[55]   → p 59

The Hotel Bahia del Duque is a good example of the attempt to simulate the lack of a local city by adding on to it a quarter with patios, arcades and fountains [46/47/48/49]. This architecture of simulation is hardly a film set or a stage set slapped together at low-cost à la Disney World but rather a deceptively authentic construction of solid stone [50/51]. There would, in fact, be a great deal to do for a group of students who wanted to study the architectural and urban development of building for tourism, especially in contrast to the Support City. The question of how such a radical, tourist monoculture might potentially be transformed will only become acute when the one-sided and one-syllable form of tourism that entails 14 days of non-stop sunshine and the exclusion of the reality of other people's lives becomes unacceptable [52/53]. Since tourism is a mirror of the need for holidays and recreation, it is also a mirror of the tourists' working world and social reality at home. In other words the Tourist City (on the Canaries) is a kind of counter city to cities in Europe [54/55]. The cities here and the cities there belong together and express a 21st-century urban reality that adds a new, specific dimension to the old principal of delimitation.

Vecindario, Gran Canaria
• Photo: ETH Studio Basel
  (Konno Taraborrelli)
• 2005

[56]   → p 45

San Fernando, Gran Canaria
• Photo: ETH Studio Basel (Dehli, Umbricht)
• 2005

[57]   → p 47

El Fraile, Tenerife
• Satellite image: Google Earth
• October 2006

[58]   → p 49

SUPPORT CITY

If the Tourist City is seen as a counter city and the inevitable consequence of the reality of life in the contemporary European city, it follows that the Support City is, in turn, an inevitable consequence of the Tourist City. The form and daily reality of life in the Support City, as primarily the home of those working in tourism, therefore represents the counterpart to the Tourist City[56]. This juxtaposition is particularly fulminant inasmuch as statistics show that on average there is one tourism worker for every tourist.

The Support City is not one unified urban entity and it is not interconnected with the Tourist City[57]. It is a clearly distinct territory and has been emerging in several places, as an extension of villages like San Isidro or as entirely new settlements like El Fraile, Las Galletas and Vecindario. Support Cities are characterized by rapid growth and, initially, little planning[58]. We studied these places but additional in-depth research could offer insight into the spontaneous rise of a city and its resulting properties. As unappealing as these places are, they still have the charm of imperfection and a certain innocence because they have to live entirely without the images and fantasies imposed by urban planners. (Relatively barren) public spaces acquire shape through the daily reality and spontaneous needs of the people living there, which is diametrically opposed to the simulation that marks the development of public space in the Tourist City.

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Ten-Bel, Costa del Silencio, Tenerife
A model type of tourist destination built in 1970 in a straight forward modernist architectural style. Today large parts are taken over by local population supporting the tourist infrastructure in the south of the island.
• Photos: ETH Studio Basel
  (Gehrig, Herbst)
• 2005

[59]

[60]

Ten-Bel, Tenerife
• Satellite image: Google Earth
• December 2006

[61]

Ten-Bel, Tenerife
Observation of the transformation from "Tourist City" towards "Local City"
• Illustration: ETH Studio Basel
  (Gehrig, Herbst)
• 2005

■ TOURIST CITY
■ TOURIST CITY TO LOCAL CITY
■ LOCAL CITY

[62]

Los Molinos, Gran Canaria
Los Molinos (between San Fernando and Playa del Inglés) used to be an apartment block for employees of the Hotel Santa Catalina. Today the apartment block is social housing.
• Photo: ETH Studio Basel (Dehli, Umbricht)
• 2005

[63]

Las Galletas, Tenerife
Bar and restaurant Vai Moana
• Photo: Internet
• December 2006

[64]

It will be interesting to see if and how the radical, mutual delimitation between the Tourist City and the Support City in the southern part of the islands begins to break down, by attracting others who do not belong to the specialized groups currently represented there [59/60/61/62]. As mentioned, this is already happening in northern Tenerife where former tourist locations are becoming upper middle-class residential areas for people from the capital city of Santa Cruz. In Maspalomas-Los Molinos, people working in the tourist industry have already taken up residence in former tourist hotels in the midst of the Tourist City [63]. Another interesting example is "Vai Moana", a restaurant with bar and disco [64]; located on the south coast of Tenerife, it is unique thanks to its unpretentious architecture and location directly on the water. Although this bar is in Las Galletas, a classical Support City, it is frequented largely by a young, hip public from Santa Cruz.

These are, however, isolated phenomena, and certainly not the result of a deliberate policy. On the contrary, awareness of the problem of monofunctional tourism has not yet led to any political action to develop means of transformation. In autumn 2005, Dulce Xerach, Viceconsejera de Cultura y Deportes del Gobierno de Canarias, and Prof. Víctor O. Martín Martín, Universidad de La Laguna, and others addressed this issue during a workshop at the ETH Studio in Basel.

23

Das Paradiesgärtlein
by "Meister des Frankfurter
Paradiesgärtleins"
• around 1415
• Städel Museum, Frankfurt am Main

[65]   → p 60

OPEN CITY VS. CLOSED CITY

The Tourist City on the Canaries, as described above, is the urban manifestation of an approach to delimitation that is reinforced by a variety of consciously and unconsciously cultivated strategies.

While evaluating the work of the semester and archiving the data (Smart Archive), we realized that this delimitation applies not only to the opposition between tourist and nontourist but that delimitation of all kinds has been a basic urban principle since the earliest beginnings of what we call a city. One could recount the entire history of urban growth all over again from the vantage point of delimitation, the placement of a wall erected to distinguish and divide one side from another [65].

Delimitation is neutral inasmuch as it is only a means of making visible a distinction between two sides. In an innocent, edenic state, this distinction does not exist; nor are there any other distinctions, any values, any standards, any differences — concepts that are all indispensable to the rise of the city and of urbanism. It may only be a wall between open fields and a cultivated Arabic garden; it may be the walls of a city, a wall surrounding a monastery or marking the immunity of church property; it may be a walled-off industrial plant, a prison, a gated community or the campus of a global pharmaceutical company under strict surveillance: all of these are closed places, partially or entirely inaccessible to the public life of the city. Unlimited public access is restricted because it is only in this way that

the goals, the desires, the power, purpose or will of the group seeking delimitation can be achieved. These delimited, closed places in the city stand in contrast to freely accessible public places: the open city. The open city, the city of unlimited freedom is a myth, and, if at all, it is a rather unstable, transient state in a city that is subject to ceaseless processes of change.

From open to closed, from closed to open — a continuing process of change

In "Die Welt von Gestern" (The World of Yesterday), Stefan Zweig sang the praises of turn-of-the-century Vienna between the wars of 1870–1871 and 1914–1918, painfully drawing our attention to the transience and volatility of any state of freedom and openness. Vienna had lost its political and geographic reach, which was tantamount to an amputation of power with consequences that had an impact on the inner territory of the city and, worse yet, on the self-image of the city's inhabitants.

The opposite happened when the Berlin Wall fell in 1989. It was incredible: a wall that divided an entire city crumbling like a sandcastle, an event that would have been inconceivable only a few years earlier. For decades this wall had been the expression and symbol of unyielding ideological, political and economic delimitation between East and West, the quintessential opposites of the Western world in those days [66].

A less dramatic process of transformation has been taking place in many European cities in recent years as a consequence of the interdependent phenomena of de-industrialization and globalization. Though not caused by the same worldwide political problem as the fall of the Berlin Wall, this process is nonetheless indicative of global economic change that directly affects local urban conditions. Dock lands and industrial zones, once closed areas, are being converted into new, open urban locations; conversely, large portions of once open and attractive inner cities are deteriorating, becoming host to the same cheap stores that are mushrooming in cities everywhere and attract only certain segments of the population. The result, once again, is delimitation.

Jacques Herzog and Pierre de Meuron, 2006

Spain

Marocco

Canary Islands

Lanzarote
Arrecife

La Palma
Santa Cruz de la Palma

Tenerife
Santa Cruz de Tenerife

Fuerteventura
Puerto del Rosario

Gran Canaria
Las Palmas de Gran Canaria

La Gomera
San Sebastiàn de la Gomera

El Hierro
Valverde

[3] ➜ p 5

[4] ➜ p 5

[5] → p 5

[6] → p 5

[7] → p 5

[8] → p 5

Local City?

Tourist City?

Support City?

Local City?

Support City?

Tourist City?
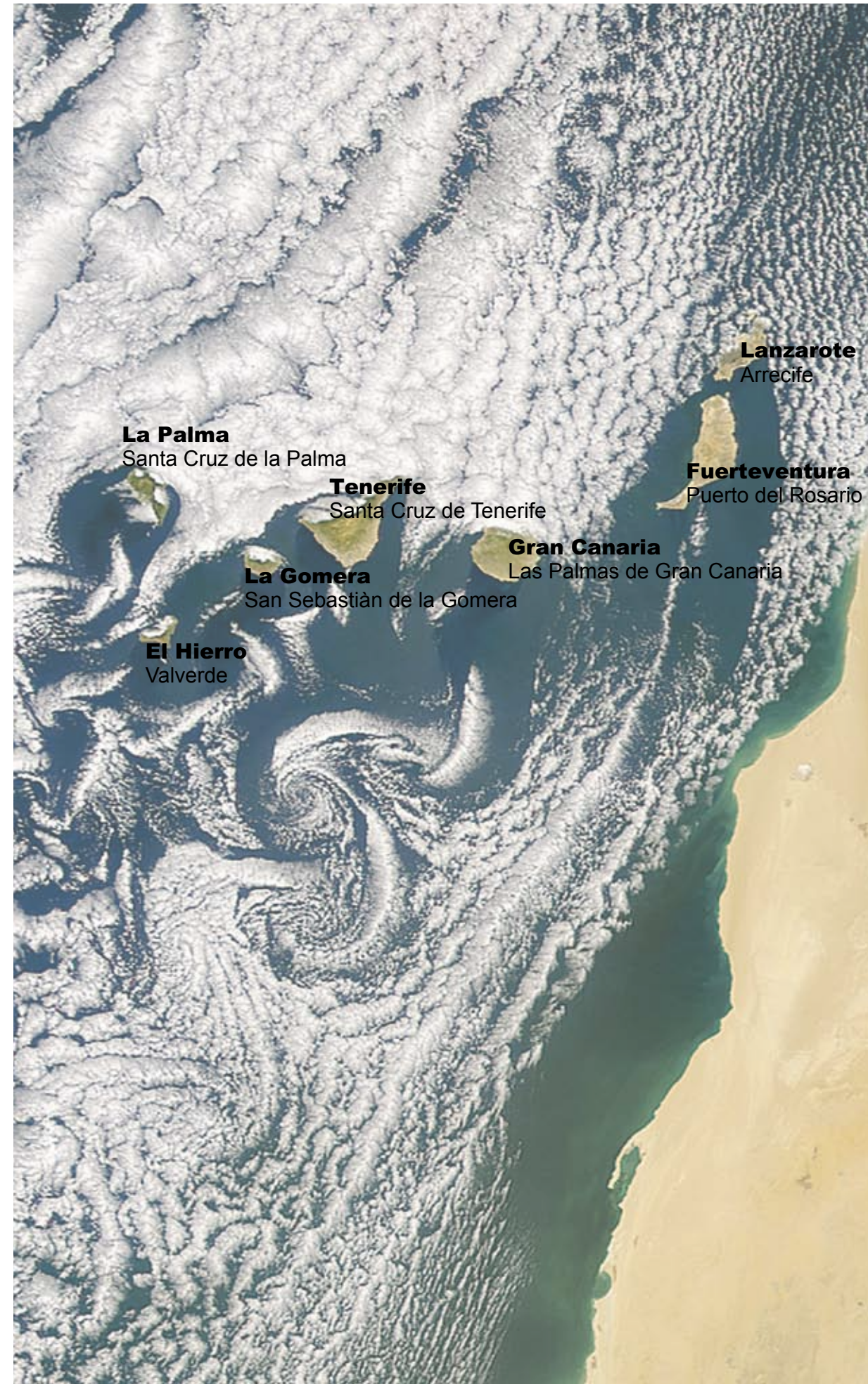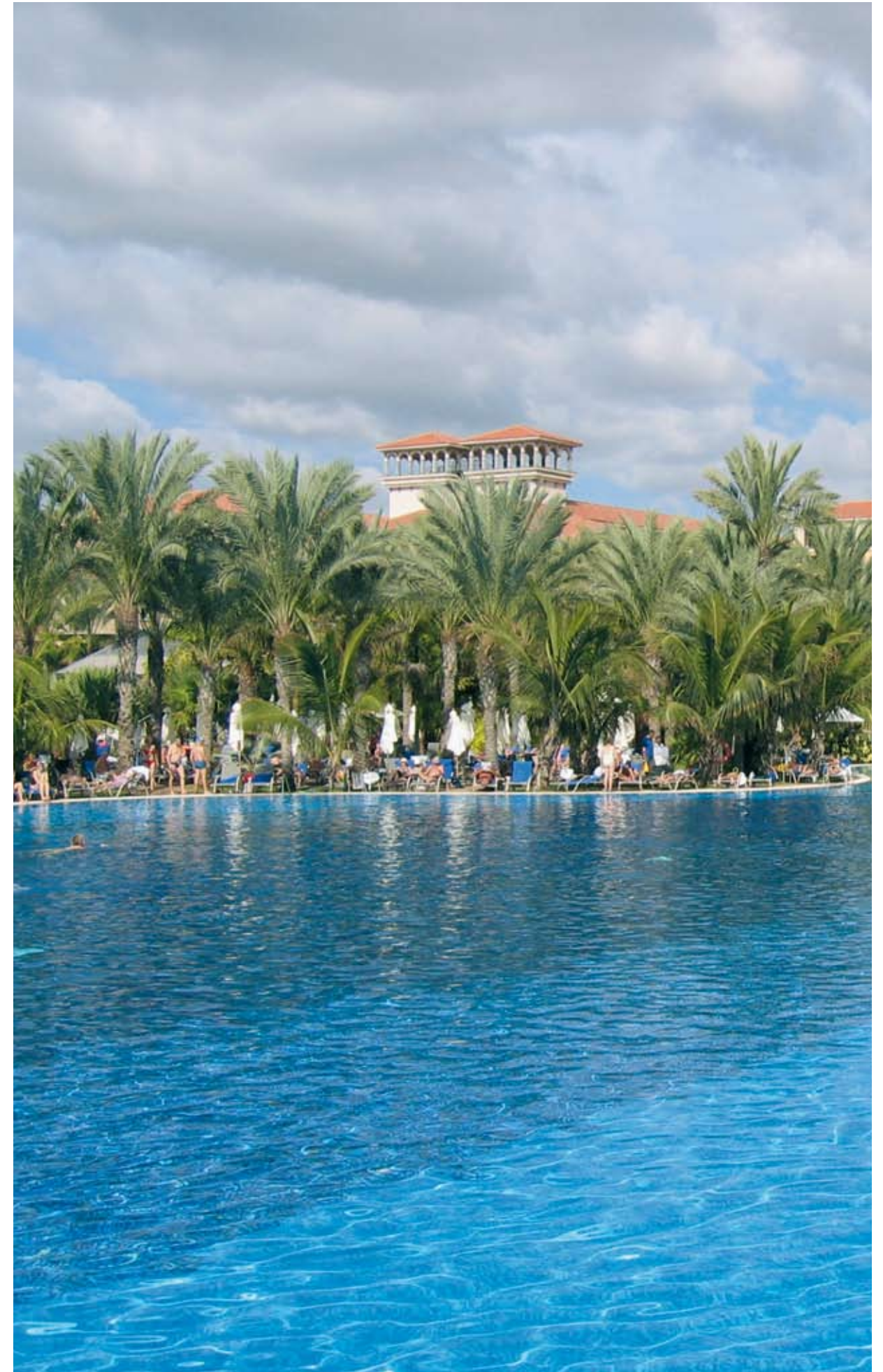
[9] ➔ p 7
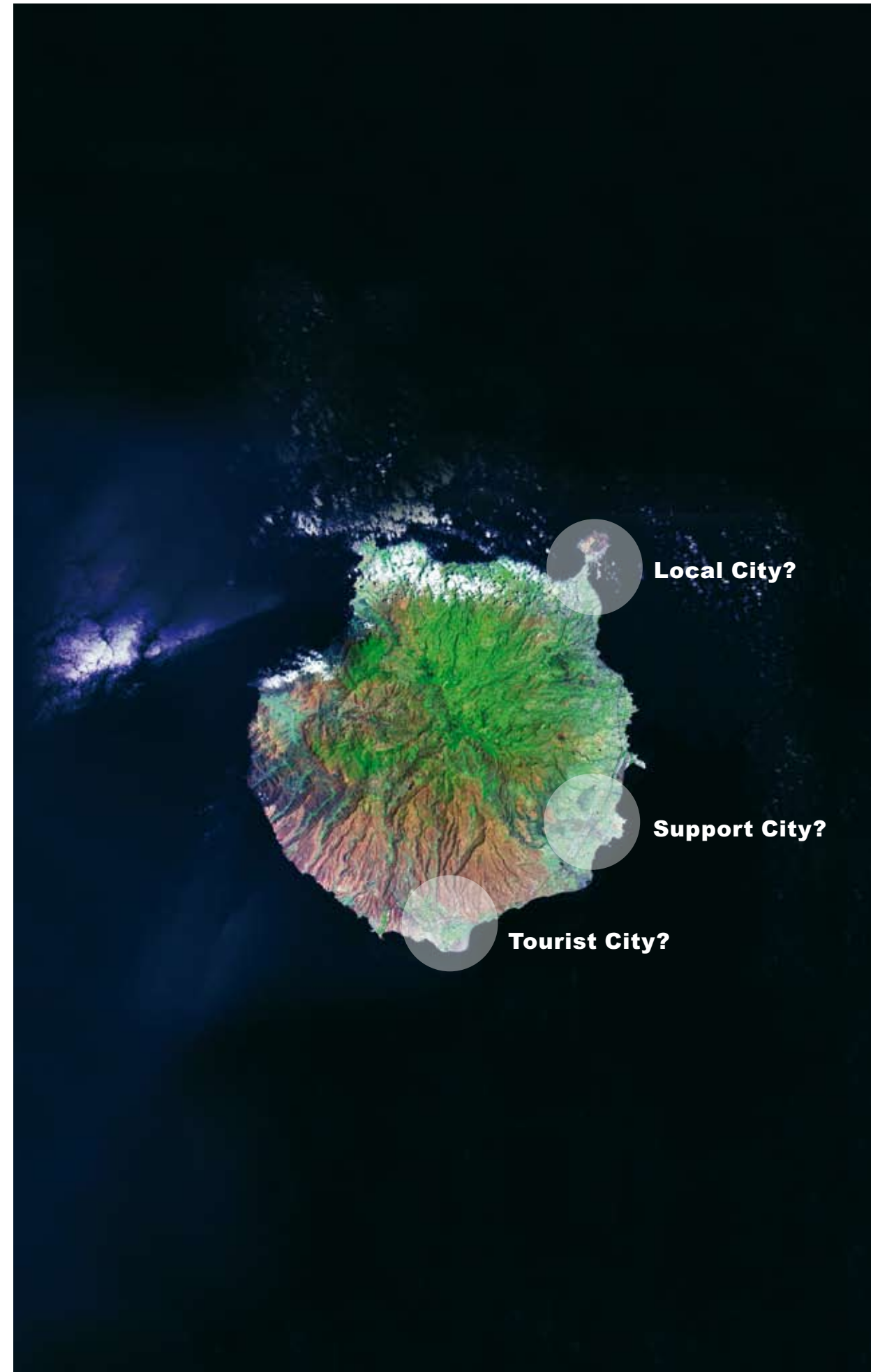
[10] ➔ p 7

[24] → p 13

[25] → p 13

[26] → p 13

[27] → p 13

[35] → p 17
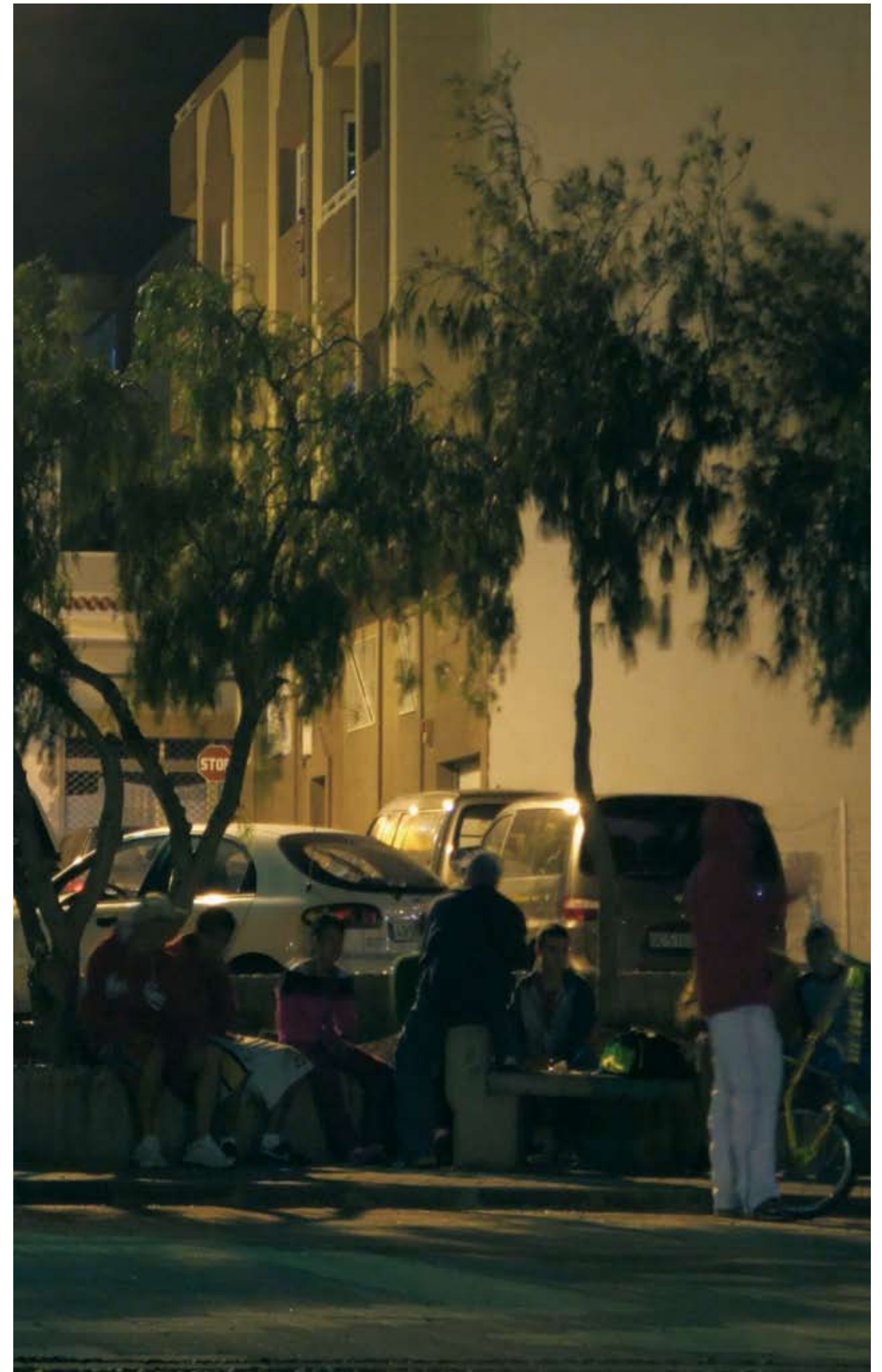
[56] → p 21
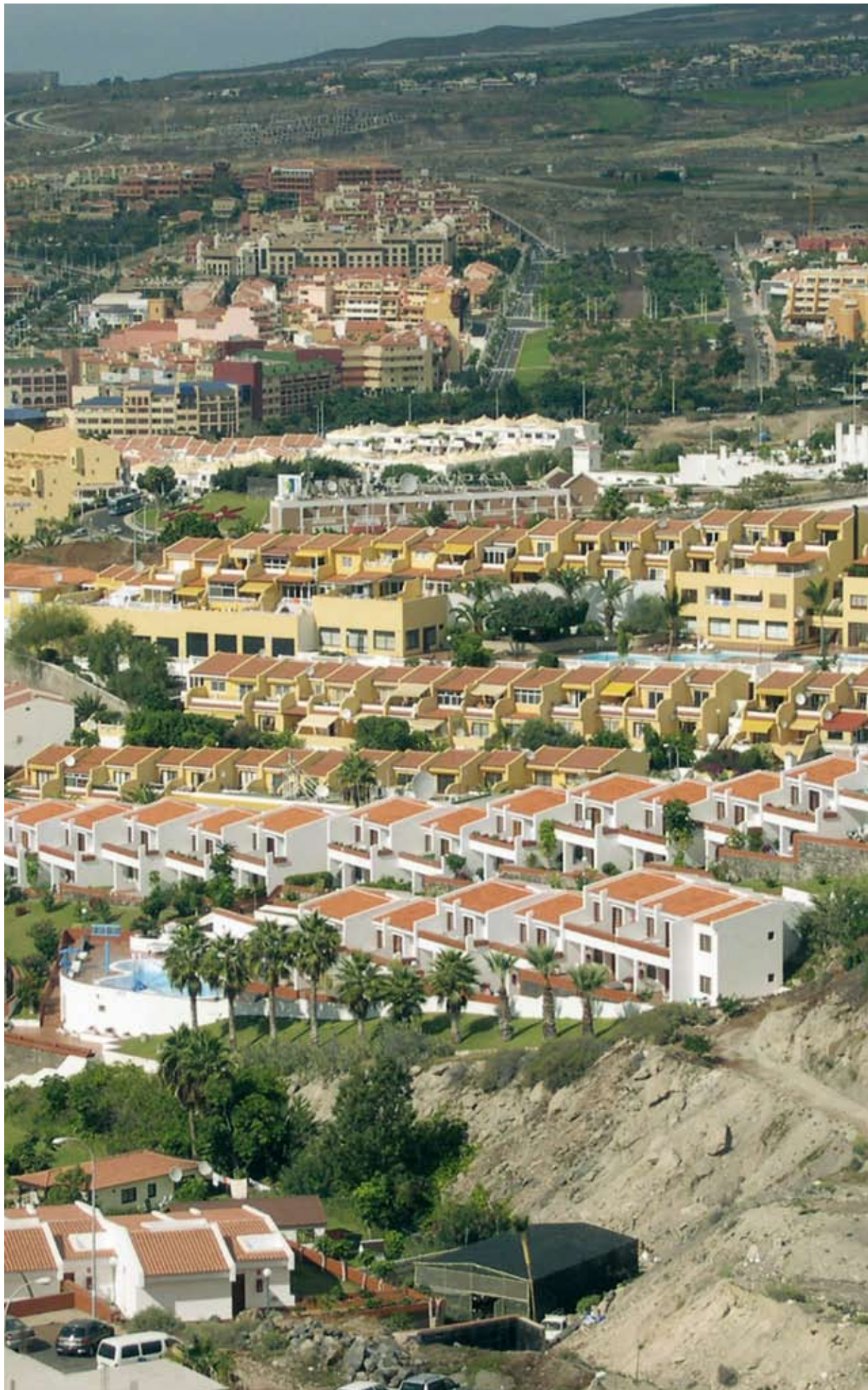
[36] → p 17
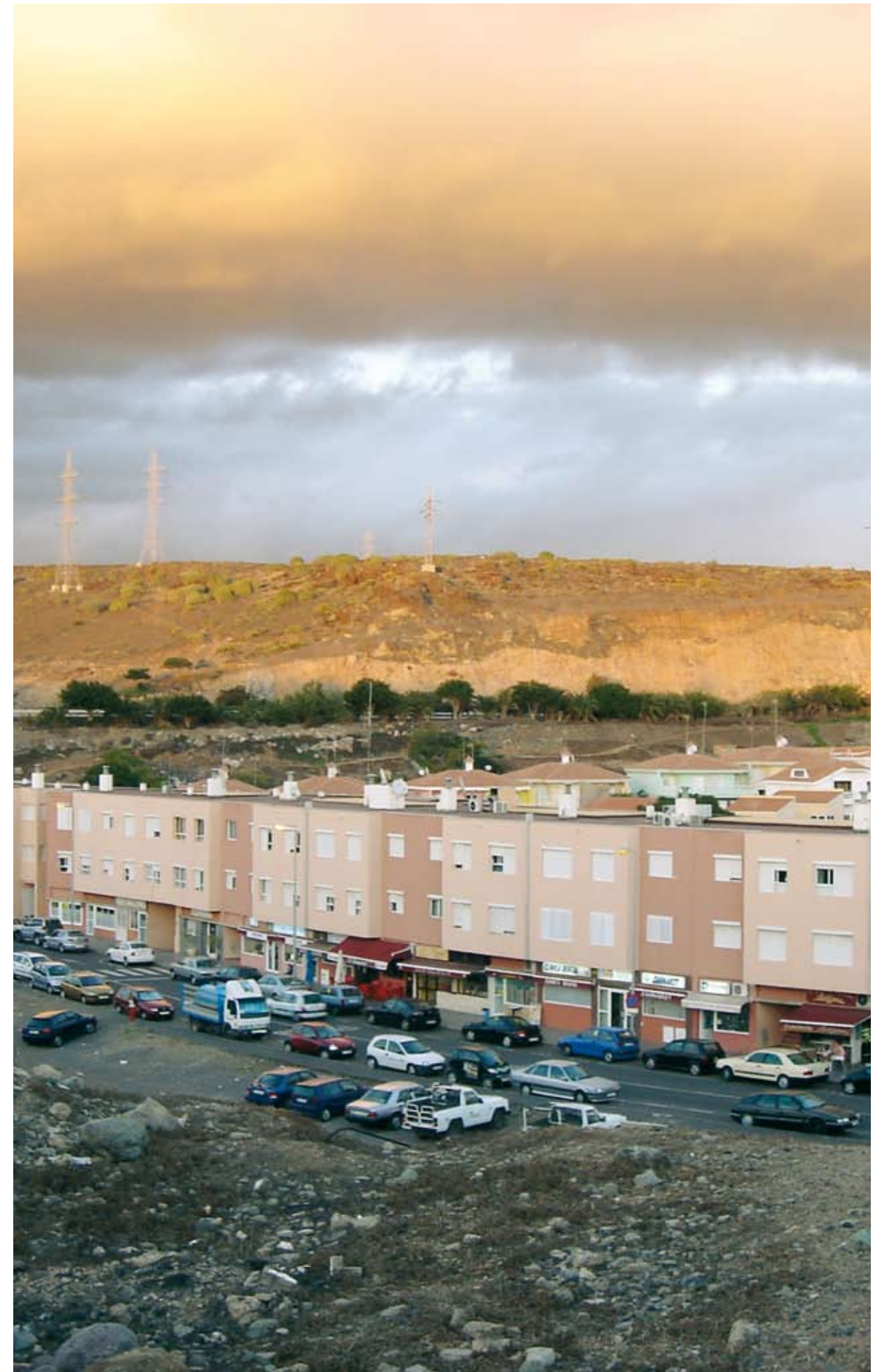
[57] → p 21

[37] → p 17

[58] → p 21

MASPALOMAS
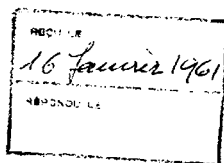
costa canaria

Las Palmas de Gran Canaria   13th of January 1961
Dr. Chil, 13

Mr. Charles Le Corbusier
55, Rue de Sèvres
P a r i s   6e

Dear Sir,

We are finishing now the study of the technical program for laying out to the Concurso Internacional de Ideas, a project of urbanization for a residual and touristical zone, land of our own propriety, named Maspalomas, which is situated in the Southern part of Gran Canaria, Canary Islands, Spain.

We have as you know to propose to the International Union of Architects a judgement and had the great pleasure to note that your name is stated between the members of the same, well known in the whole world through its professional prestige.

We are in contact with the I.U.A. and believe that this concourse will succeed end of this year or in January 1962. Of the definite dates we shall inform you later.

Although we would like to know with security whether you will honour us with your presence and in that case we want to know your wishes for payment, naturally the trip and the stay here will go to our account.

Hoping to receive your interesting news and wishing you a Happy Year 1961, we remain, Dear Sir,

Yours faithfully,

Signed Alejandro del Castillo

Paris, le 16 Janvier 1961

Monsieur Alejandro del CASTILLO
Maspalomas
LAS PALMAS DE GRAN CANARIA
Dr. Chil, 13
Espagne

Monsieur,

J'ai votre lettre du 13 janvier 1961 me signalant que vous désireriez voir mon nom inscrit pour le concours que vous projetez pour cette année ou pour l'année prochaine.

Je vous fais savoir sans retard que je ne peux pas prendre part à un concours qui est toujours plein d'aléas et de surprises déplaisantes. Les concours apportent la plupart du temps des solutions approximatives médiocres et les propositions sérieuses sont généralement rejetées. Vous concernant, je ne pourrais donc envisager que d'être chargé purement et simplement du travail des plans que vous projetez d'établir dans votre propriété de Maspalomas. Je ne désire participer à aucun concours ni faire partie du jury d'aucun concours. Il n'y a de valable qu'un pacte de confiance absolue entre le client et l'architecte qu'il a désigné et appelé. Tout le reste n'est que formule d'un démocratisme peureux.

Veuillez agréer, Monsieur, l'expression de mes meilleurs sentiments.
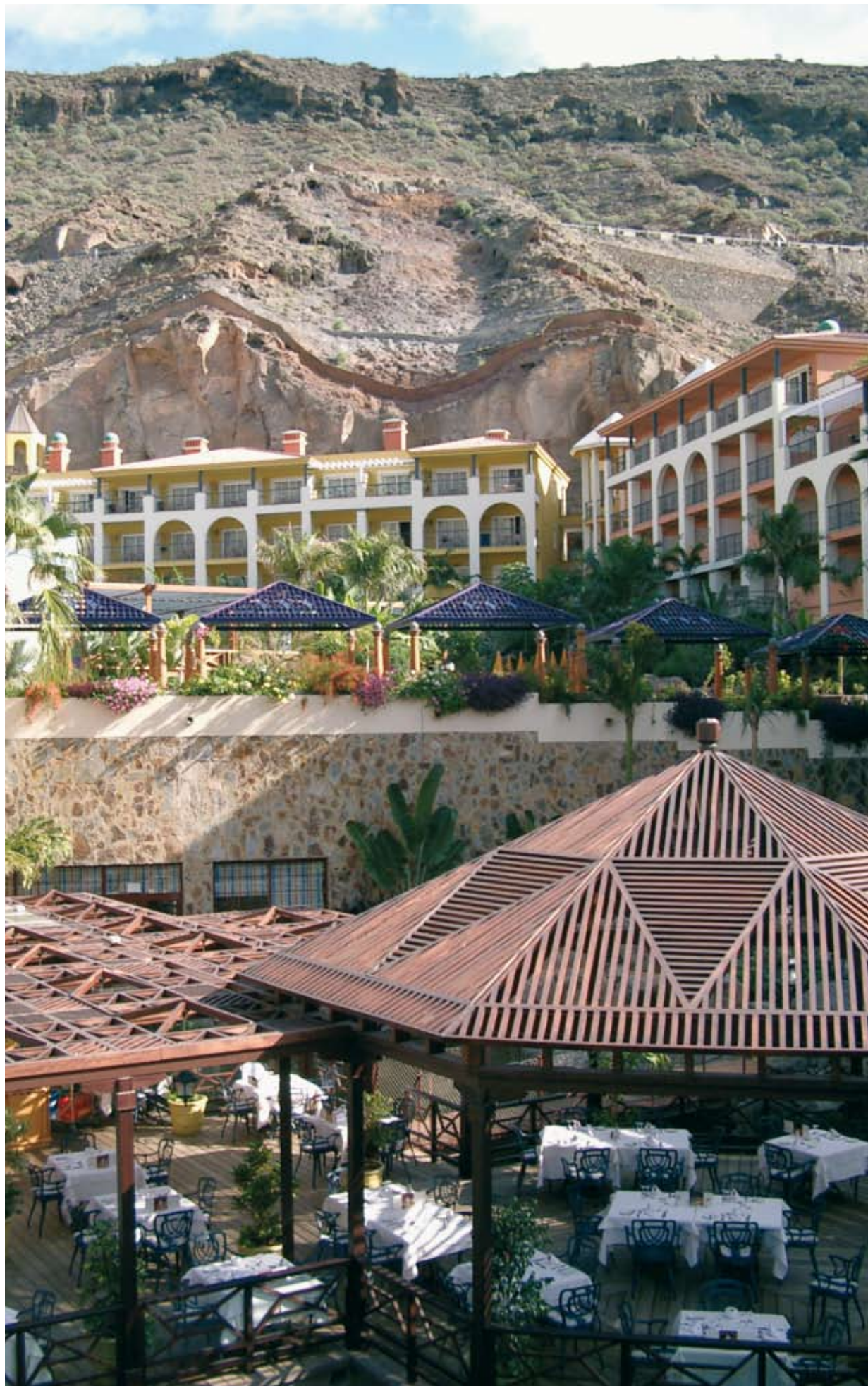
LE CORBUSIER

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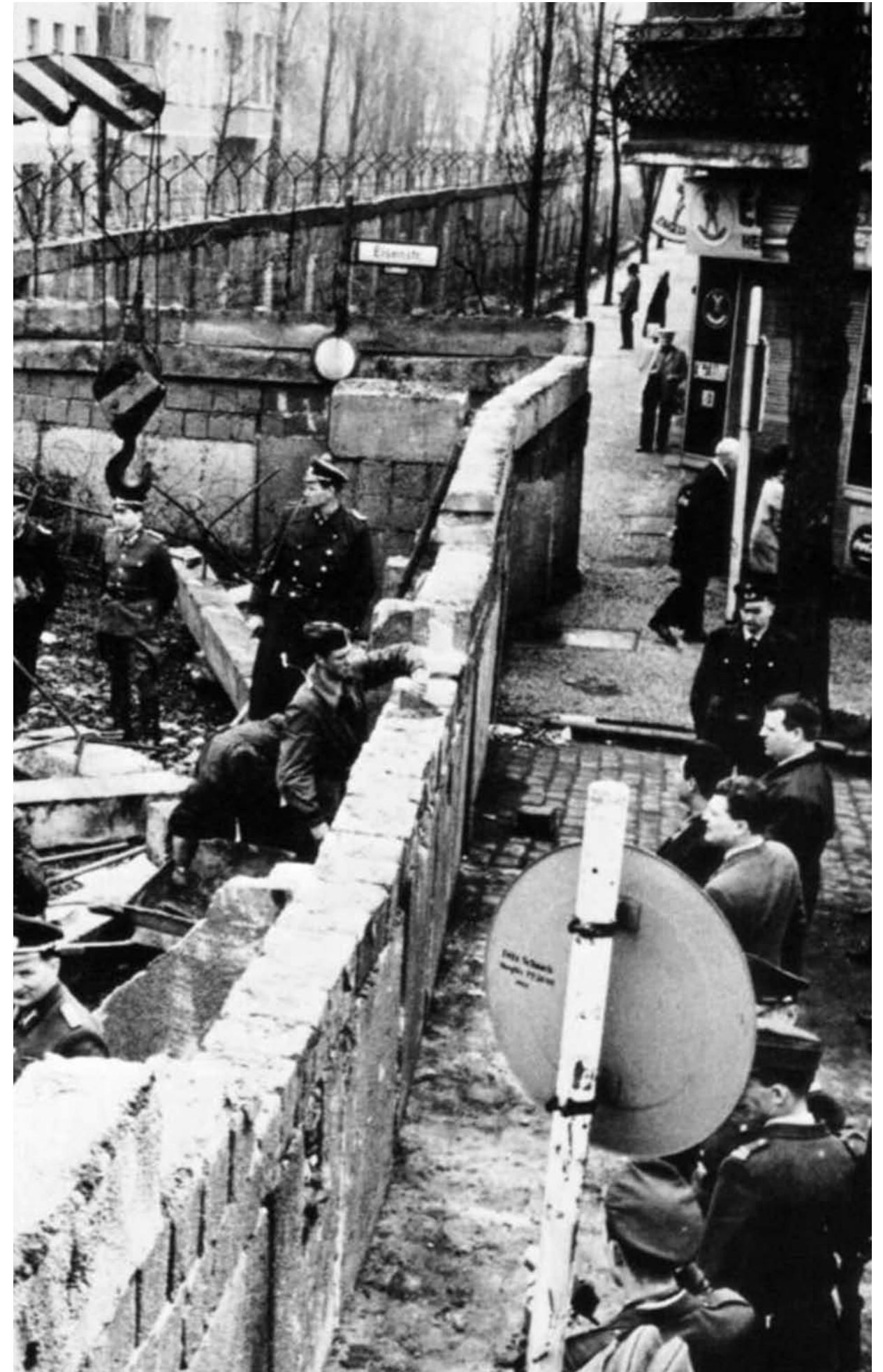[65] → p 25

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The Canary Islands

ETH

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Swiss Federal Institute of Technology Zurich