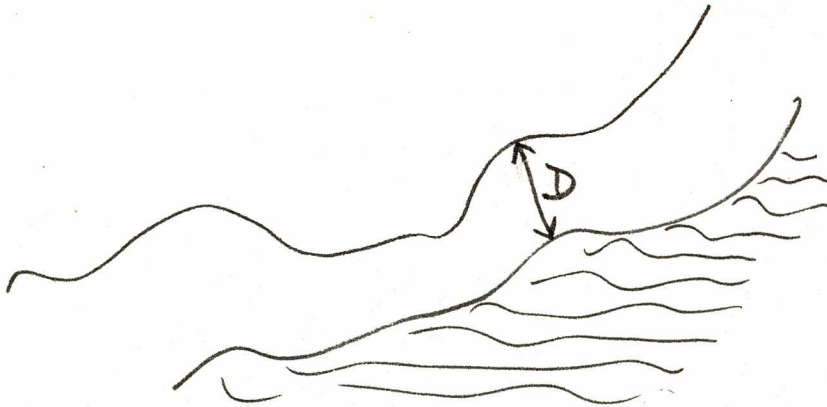


FIRST, A BATCH OF PATTERNS WHICH DEFINE THE PRESERVATION OF THE LAND, THE SITES FOR BUILDING, RELATIVE DENSITIES, AND TRANSPORTATION

1. PRESERVATION OF THE BEACH

Establish a band of protected land along the coastline which is wide enough to preserve the sense of wildness of the coast. This band varies in depth (D) between a minimum of 100 meters along rugged cliff areas, 200 meters along a rocky but accessible coast, 500 meters where there are attractive sandy beaches, and 2-3 kilometers for dune areas. Buildings are prohibited within this strip. Furthermore, whatever development occurs along the edge of the protected band should be of a nature which does not visually impose upon the natural open spaces of the coast.

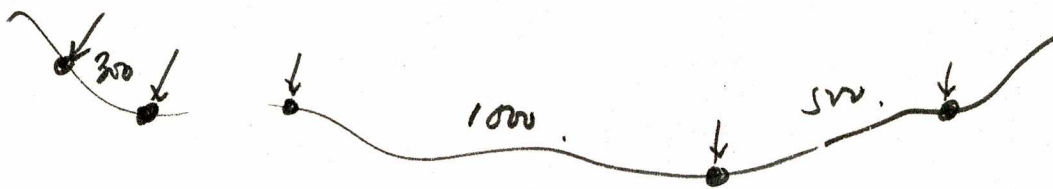


2. LIMITED ACCESS TO THE BEACH

To preserve the beach and coastline in a wild and natural state, it is necessary that the fingers of movement leading

towards the beach arrive at the beach only at certain very limited points; and that there are no formal access paths at all, between these points. The spacing of these points must vary with the character of the coast: A minimum of 300-400 meters apart at the rockiest places, 500-1000 meters on flat beach areas; and 2000-3000 meters where there are dunes.

In addition it is essential to recognise that the purpose of this pattern - to keep the land wild - requires that the access points be placed in such a way that it is not possible, ever, to see from one to the next; this means they need to be placed with wild unbroken promontories between them, whenever possible.

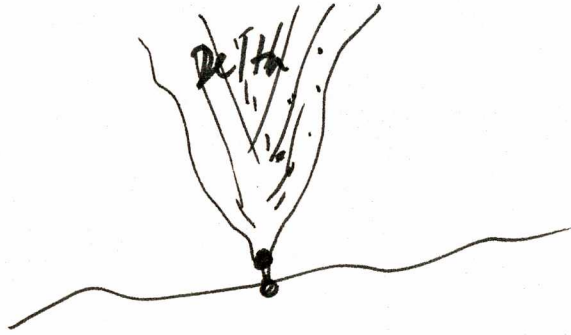


### 3. DELTA FLOW

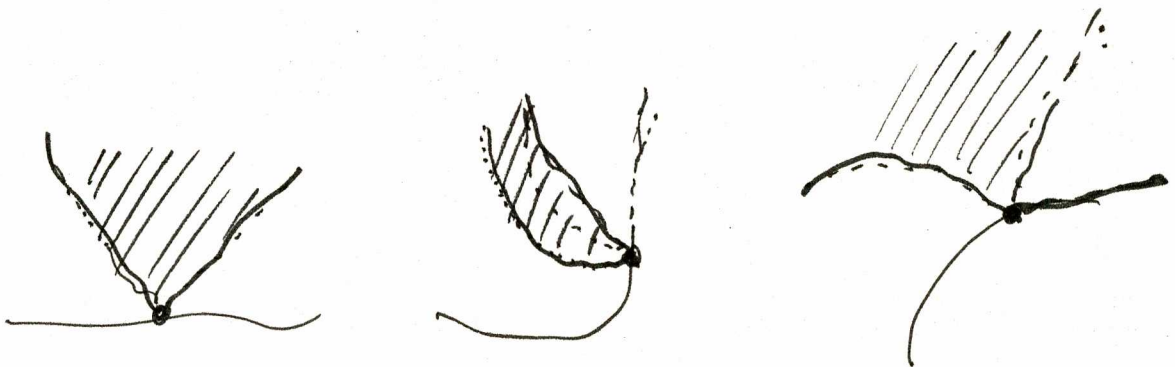
Since development touches the beach at limited access points, it is natural that the boundary of the development must rake back from the beach in triangular fashion, so that zone, several hundred meters from the shore, where the development becomes continuous parallel to the shore.

The exact line of slope, or line of curvature, depends

on the terrain, and the line of the coast. It is determined by the following rule. If we take any point on the boundary, and draw two paths to the coast, one direct across the open country, and the other urban within the development, then these two paths are in the ratio 1 to 2 on rocky terrain, 1 to 1.5 in dunes, and 1 to 1.3 on flat sand or open grassland.

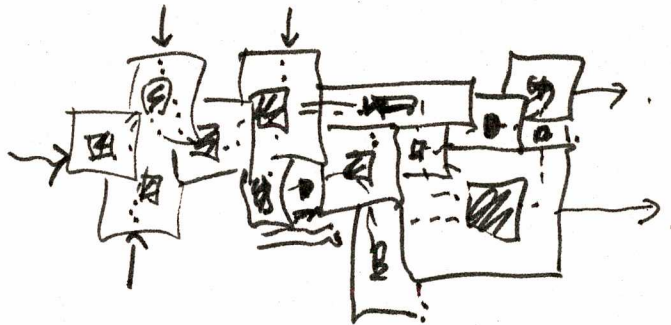


Note, in addition, that if the coastline is curved, then the boundary will be a curve, which follows and magnifies the curve of the coast as follows: along the boundary, thus passing within the urban development, through the "limited access point".



#### 4. MOROCCAN DENSITIES

The great bulk of the tourist beds should be at rather high densities, but no more than two or three storeys high, thus creating a dense network of interacting courts, and open squares and roofs and narrow paths, filled with people, in character like Fez or Rabat. At these densities, and with those ratios of open space to built space which encourage activity (See SMALL INNS, RATIO OF COURTS TO BUILDINGS), it is possible to have as many as 750 beds per hectare, and necessary to have at least 250 beds per hectare.



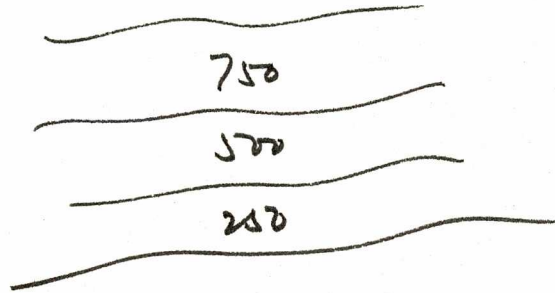
#### 5. DENSITY GRADIENT

To support the preservation of the beach and to make the best use of the land, it is necessary to keep the great majority of tourist beds as far away from the ocean front as possible, with the most dense areas furthest from the beach, and less dense areas between the two.

Therefore, create three zones, the lowest density towards the beach, the middle density next to it, and the highest inland.



In view of the limits given in MOROCCAN DENSITIES, make these three zones as 250, 500 and 750 beds per net hectare, respectively. Their configuration varies with topography and path layout.



6. HEIGHT RESTRICTIONS

Do not allow any inhabited buildings, anywhere, to be built higher than four storeys, regardless of the density. Maintain strict height restrictions, within these zones, as follows:

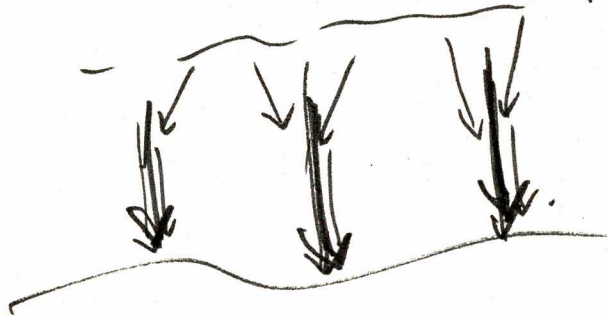
In the 750 beds/hectare zone, keep all buildings below 4 storeys, and allow no more than one half of any one building to be more than 3 storeys.

In the 500 beds/hectare zone, keep all buildings below 3 storeys, and allow no more than one third of any one building to be more than 2 storeys.

In the 250 beds/hectare zone, keep all buildings below 2 storeys, and allow no more than one quarter of any one building to be more than 1 storey.

## 7. MOVEMENT TOWARDS THE WATER

Since tourists come to a resort, essentially for sun and sand and water, the movement to and from the water is fundamental to the life of the resort. The natural line of this movement, within the DELTA FLOW, is more or less at right angles to the water. It generates the lifeline of the project, in the form of fingers; and, as we shall see, each finger will develop as a promenade.



## 8. NO CARS AT ALL

Exclude cars and trucks from the resort altogether, except for fire, ambulance, deliveries and construction vehicles. Make provisions for parking at the outskirts of the development. Within the resort, adhere strictly to pedestrian scales and distances so that the complete range of facilities is within easy walking distance of any tourist.

Since one kilometer is the maximum comfortable walking distance, keep every part of the development within that one kilometer of the water: and keep all land behind that one

kilometer line free, and undeveloped, except for those ancillary industries which must be excluded from the pedestrian development.

9. LOCAL TRANSPORT AREA

Treat each part of the resort as a local transport area, then, with access from a perimeter road along the back. Keep this road itself entirely outside the actual resort development, but tangent to it all along its length, so that the necessary service vehicles, and buses and taxis can come right up to it.

Provide various forms of local transport - bikes, carts, horses, camels, scooters, wheelchairs - for internal movement (See CAMELS, BIKES AND HORSES).

10. RING ROADS

Keep the road at the back, next to the local transport area at every point. Make certain that each local transport area has some kind of access to the open country, without crossing this road.

11. SHIELDED PARKING

Provide parking lots along the road, large ones at the top of the fingers of development, and smaller ones in between.

Shield all these parking lots, with walls or buildings - so that the person who arrives by car, does not confront a sea of cars.

12. WALLED CITIES

Create hard boundaries along the lines given by DELTA FLOW, and along the road, between the developed areas of the resort and the natural open areas. The boundaries can be marked by the buildings themselves, by strong natural boundaries, such as hillsides or cliff, or by an actual wall, but they must always form a true physical barrier to further development.

13. MAIN GATEWAYS

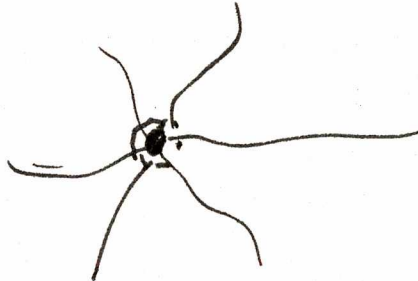
Mark every boundary in the city which has important human meaning--the boundary of a building cluster, a neighborhood, a precinct--by great gateways where the major entering paths cross the boundary. Do this especially where the fingers of development leave the road. Make the gateways solid elements, visible from every line of approach, enclosing the paths, punching a hole through a building or creating a bridge or a sharp change of level:



NEXT, PATTERNS WHICH DEFINE THE CENTERS OF ACTIVITY, THE PUBLIC OUTDOOR AREAS, AND THE NETWORK OF PATHS CONNECTING THEM.

14. CENTERS OF ACTION

Create centers of action every 100 to 300 yards in the community. Modify the layout of the paths in the community, to bring as many of them through these centers as possible. This makes each center function as a "star" in the path network. Then, at the center of each star, make a small public square, and surround it with a combination of community facilities and shops which are mutually supportive.



15. NIGHT LIFE

Knit together all those shops, amusements and services which are open at night, to form special centers of night life: well-lit, safe and lively places that increase the intensity of pedestrian activity at night by drawing all the people who are out at night to the same few spots in the town. Encourage these evening centers to distribute themselves evenly

across the resort, and always in the "back" part, away from the water. Treat the physical layout of the night life area, exactly like any other CENTER OF ACTION except that all of its establishments are open at night.

16. OASIS

Every 200 to 600 meters, in each direction, build a garden. Keep the garden very small - perhaps no more than a few meters across - since water is so scarce. Treat the garden as a very special thing, an oasis in the desert. Place the gardens, especially, along the movement paths, and enclose them partially.

17. WATER SPOTS

Identify a few spots along the protected coastline, at the ends of certain "fingers", where the development of water-front facilities will be high density, and high activity: Such a waterspot has a maximum diameter of 150 meters, along the coast, with expansion is perpendicular to the coast, either inland or out along jetties, never parallel to the water. In general, it forms an intensive point of urban activities related to the water--sports, night life, care terraces - circumscribed by a promenade.

These spots should be very rare, never within walking distance of each other, and placed, too, where visitors from outside the resort are most likely to collect.

18. JETTIES

And in those points of access to the water in between the water spots, when they fall on very rough terrain, help the connection between land and water by building small, unobtrusive jetties which extend a few meters out into the water. The jetties provide a smooth, pleasant surface on which to sunbathe, sit, and from which you may dive into the water.

In a water spot which is not next to a natural beach, build a larger version of the jetty, perhaps of stone, on which the buildings of the waterspot can project out into the water, and which also creates a wide strip with gradual steps down to the water, for strolling, sitting, sunbathing, and wading.

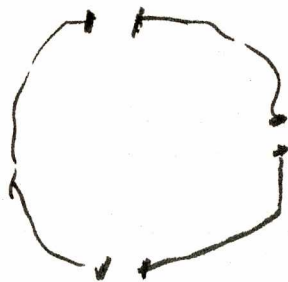
19. IDENTIFIABLE NEIGHBORHOODS

Now, around each CENTER OF ACTION, OASIS and WATER SPOT, define a neighborhood, not more than 300 meters across, with no more than 400 or 500 permanent inhabitants. If possible, give each neighborhood some degree of autonomy, as far as taxes,

and land controls are concerned. Mark the neighborhood above all, by gateways, wherever main paths enter it, and by modest boundaries between the neighborhoods. Do not try to fix the neighborhoods on a master plan - let them grow, one at a time, as land-owners develop.

20. NEIGHBORHOOD BOUNDARY

To form the boundaries between neighborhoods, reduce access into the neighborhood - by making all paths pass in and out through a small number of gateways, where the restricted access paths do cross the boundary. Turn buildings inward too, and cut off all the paths which cross the boundary, except those which pass through the gateways.



21. PROMENADE

Along the line given by MOVEMENT TOWARDS THE WATER, and along the center of the high density zone, whenever it gets built enough, make a pedestrian promenade, by connecting the



the centers of action to one another. The length of the promenade will depend upon the amount of pedestrian activity (and commercial activity) that the particular area can support, and it can grow as the population increases. The first promenades will form along the fingers, running towards the water. Later, as density builds up towards the back, promenades which connect night spots will form, parallel to the water, but several hundred meters away from it.

## 22. PUBLIC OUTDOOR ROOM

Do not try to plan out the PROMENADES ahead of time. Instead, allow small public outdoor rooms to form, both at the centers of the NEIGHBORHOODS, and at the gateways in between them: then use these public outdoor rooms, as points, which may be connected, organically, by paths, to form the PROMENADE.

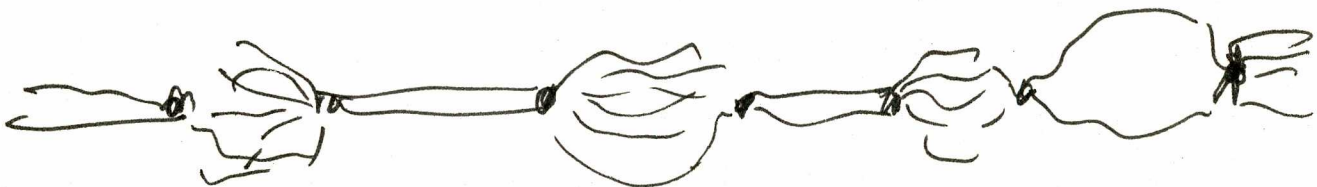
A public outdoor room is any partly enclosed place, with some roof, an arcade or trellis; place it beside an important path and within view of many homes, workshops.

23. KHAN EL KHALILI

And don't allow the promenade to be continuous for more than a few hundred meters at a time. After some two or three hundred meters of open continuous promenade, change the single path into a maze of paths, which maintain the general direction, of the promenade, but are half closed, very narrow, with loops and turns and side passages.

And then again, after 100-200 meters of this closed warren of paths, open them up again, by creating some relatively large open space - a garden or a small square, where people can get their bearings once again - and where another section of the open PROMENADE can begin again.

Each of these closed areas of the major promenade will take on the special character of an extremely fine textured, open market place, where craftspeople and small shopkeepers can set up stalls and workspaces. Many, very narrow pathways run roughly parallel to each other, through the maze of small shops and booths. This market place area should be small, compact, and with well-delineated boundaries, and entrance gateways. We imagine it to have a diameter of 100 meters, 200 meters maximum dimension.



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THEN PATTERNS WHICH DEFINE THE ACTUAL CONFIGURATION OF THE BUILDINGS TO BE BUILT WITHIN THE FRAMEWORK OF THESE LARGER PATTERNS, WITH THE ACCENT ON THE GRADUAL FORMATION OF THE BUILDING MASSES AND THE COURTYARDS AND THE PATHS. THESE PATTERNS PROVIDE THE GUIDELINES FOR SUBDIVISION OF LAND AND URBAN SERVICES.

24. WALK-THROUGH COURTYARDS

Use the buildings as a way to enclose the space ... rather than the space as a way to surround the buildings. Create circulation through the pedestrian areas of the tourist resort almost exclusively with interlocked connected courtyards, not with linear streets or paths. The courtyards provide both circulation routes and the common outdoor space for inns, cafes, stores and restaurants.

25. RATIO OF LIVING, WORK AND OPEN SPACE

In detail, to control the overall configuration of these courtyards, it is not necessary, nor even feasible to specify exact land use ahead of time. Instead, within a given area, it is only necessary to specify the relative proportions of

the three main land uses: Living (inns and houses); work (commercial); open space (courtyards and gardens). This ratio alone, will specify a proper development of courtyards. Ratios will vary with density. The detailed ratios will be given in the ordinances.

26. CONNECTED BUILDINGS

Attach each new building to existing construction by means of shared walls, overhead bridges, arcades, or adjoining walls, such that the city becomes a single fabric of construction, with both interconnected buildings and open spaces.

27. NARROW FRONTAGES

In areas of the highest density and along the pedestrian promenades, make building fronts narrow, typically, 5-10 meters, and never more than 15 meters.

28. SITE REPAIR

On no account place buildings in the places which are most beautiful. In fact, do the opposite. Consider the site and its buildings as a single living eco-system. Leave those



areas that are the most precious, beautiful, comfortable, and healthy as they are. Always locate new structures in those parts of the site which are the least pleasant now, so that as they get finished, gradually all the site, 100% of it, becomes alive and beautiful.

29. WINGS OF LIGHT

Break each building into narrow segments, not more than 8 meters deep. Wrap these wings around open space; do not let the open spaces surround the building. When a building is made up of thin wings which embrace the outdoors, it guarantees that every room in the building will have at least two exterior walls, and therefore plenty of natural light.

30. POSITIVE OUTDOOR SPACE

Make all the outdoor spaces which surround and lie between the building wings, positive spaces with some degree of enclosure. Surround each space with wings of buildings, walks, arcades, so that it becomes an entity with a positive quality, and does not spill out indefinitely around corners. On the other hand, don't enclose each space entirely: but make it look into other nearby spaces, so that the outdoors is a continuous fabric of outdoor places, never entirely isolated.

31. SLOW SUBDIVISION OF THE LAND

Do not, under any circumstances, subdivide the land ahead of time, according to current practice. Instead, sell parcels of land, gradually, on demand, by negotiation with individual purchasers. Do not provide access to these parcels by road. In view of the NO CARS AT ALL pattern, provide access to each site, by means of rights of way through other sites, within the WALK THROUGH COURTYARD system.

32. SLOW GROWTH OF UTILITIES AND URBAN SERVICES

Allow the water, and the sewer system, to grow gradually, without a master plan. Provide the minimum access for fire trucks, and ambulances, and construction vehicles, again without a master plan for roads, but instead on small paths, through courtyards - with widths and turning radii to give access guaranteed by the ordinances for growth.

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THEN PATTERNS WHICH DEFINE THE SOCIAL INSTITUTIONS THAT SHOULD BE ENCOURAGED IN THIS PHYSICAL FRAMEWORK, WITH SPECIAL EMPHASIS ON SMALL INNS AND COOPERATIVE WORK.

33. PRODUCTIVE WORK

In some fashion, we believe that it is necessary for every visitor to spend at least an hour or two of every day in some kind of productive work which benefits the Fuerteventura community. This work, whatever its nature, will then lead naturally to the formation of friendship, to the feeling of community--even though brief--among the visitors; and will create a kind of satisfaction entirely different from the "consumption" which tourists are usually engaged in. After one or two hours work, there is still almost a whole day left for swimming, eating, dancing--and the whole night.

In short, we propose that people do not go to Fuerteventura for a week of "doing nothing," but instead that they go with the understanding that it is a wonderful place where you not only enjoy the beach, the tropical night, the food in the streets, the people--but also take an active part in the work of the community, by helping to create beautiful gardens, helping to fish, helping to tend orange groves and date palms, helping to make normal humdrum daily lives, but necessary to the maintenance and preservation of this resort community.

We consider that it would be desirable if the "work" could even include the actual construction activity itself: so that the very task of creating the buildings, making the roof top places where people sleep, improving and repairing



the outdoor places, to make them more alive--if all this was also part of the activity of the people who visit.

Of course, this work must not become so burdensome that it destroys people's vacation. But we believe that every healthy human being needs at least one or two hours per day of productive, communal work--and that the relaxation, swimming, dancing which make up his holiday, will mean far more in the company of people with whom one has been working side by side.

#### 34. LOCAL INDUSTRIES

It is of the greatest possible importance, especially in view of PRODUCTIVE WORK, that steps be taken to define those natural and viable local industries, which are compatible with the tourist activity, which can support the local population, and which will allow the tourists to engage in work. We have not been able to define these local industries specifically: however, incentives should be given to any local industry which:

1. Uses resources native to the Canary Islands.
2. Can support local population.
3. Can exist in a pedestrian area, as part of the tourist settlement.
4. Can employ tourists, part-time, to help productive work.



5. Can be organised around a fairly small cooperative, with no more than a total of a dozen local employees (See WORK COOPERATIVE).

### 35. STABLE AND PERMANENT BASE POPULATION

To make patterns 1 and 2 possible, it is also necessary to imagine a considerable base population as resident: so that visitors are not visiting a town of empty beds and tourists, but a thriving actual community with its own impetus, and its own purposes. The task of supporting a tourist population in this way will need a stable base population of at least 30% - far higher than is normal in tourist resorts.

The stable population will be based on the proprietors of the small inns. The proprietors will function, on the one hand, as an anchor population, providing a continuity to life at the resort, and as entrepreneurs who can initiate small projects, thereby creating a diverse, yet unique, local character.

It will be best if individual proprietors can own their inns - this will increase their self-interest in the care of the environment. However, there are other arrangements which can be almost equally effective: for example, leases or franchises. We believe there is an existing population of retired people and others eager for a more fluid life style, who would be willing to accept a proprietorship in the Canary Islands.

36. SMALL INNS

We believe that it is necessary for the bulk of the accommodations to be in the form of small, "pensions"-- typically with 10 or 20 beds.

The fundamental reason for this very small scale is that only when a local proprietor is responsible for a small living group will the tourist receive the personal attention and service he requires to develop intimate ties to his vacation home. No amount of financial investment will maintain the quality of environment which can be achieved by such a mutual respect and intimacy created between the resort's tourist and permanent population.

37. WORK COOPERATIVES

Side by side with the small inns, provide for the formation of small work cooperatives, each one run by a team of local inhabitants - fishing, baking, date palms, gardens, manufacture of small baskets...each one capable of employing at least a dozen tourist visitors, for at least two hours per day, as specified in PRODUCTIVE WORK.

38. WEB OF SHOPPING

Create no special commercial zones. Instead, allow shops and services to place themselves wherever they wish within the

fabric of the town, and encourage some shops at least, to place themselves away from major centers of activity.

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AND FINALLY, THOSE SENSUOUS DETAILS WHICH WILL MAKE THIS ATMOSPHERE A GENUINELY VITAL ONE, FOR PEOPLE WHO ARE ON VACATION, AND ABLE TO ENJOY THE SPECIAL QUALITIES OF THE CANARY ISLANDS.

There are a great variety of specific details concerning the life and activities in the project, which will make all the difference between a conventional "tourist resort" and a wonderful place which people will remember all their lives.

39. REALITY OF THE NIGHT

Keep artificial light very subdued, except around the night time centers, and prohibit high neon signs altogether - so that both from the water, and from the open land between the resort and the water, and from the roof tops where the people may be sleeping, the blackness of the desert night pervades, and is not spoiled by light.

40. ARRIVAL BY WATER

Encourage arrival at the resort by water. Make provisions for commercial boats to dock at all the water spots; and provide water taxis between the different water spots.

41. BIKES CAMELS HORSES

In LOCAL TRANSPORT AREA we have established the need for local forms of transportation, private and public. Treat all of them as forms which people actively enjoy - so that the process of moving around itself becomes enjoyable - not because of some passive tourist fantasies like horse-drawn carts - but because the movement requires action, and is an activity. Bikes, horses, camels, tricycles, scooters, are all like this.

42. SLEEPING ON ROOFS

We propose that sleeping on the roofs be commonplace. This is especially desirable in the Canaries climate and wholly in line with tourist romanticism--sleeping under the tropical stars. The aspect of waking up is equally important--people stirring everywhere, making unspoken contact as one community.

Make all roofs of the development flat, and carefully protected from the wind by parapets or sheltering walls.



Special parts of the roof can be designed for sleeping with especially tall parapets. Other parts of the roof can serve as roof gardens, perhaps terraced for planting, with places to sit in sun or shade. Place the roof gardens at different storeys, and always make it possible to walk directly out onto the roof, from at least some part of the building. (This will happen, automatically, by following HEIGHT RESTRICTIONS).

#### 43. COOKING IN THE STREETS

We also propose that there be cooking in the streets. Imagine the smells from hot food stands pervading the resort's streets and public places, clusters of produce stalls and outdoor cafes serving side-walk tables, and people gathered around fire-pits preparing their evening meal. Stress the casualness of it, with an open fire and food you can eat with your hands. Such places are probably best located in areas of intense pedestrian activity, where there will be many people to make the quick stops for food. For example, at the bottle necks of the deltas, leading to the beach or to the promenade...

#### 44. DANCING IN THE STREET

Encourage music, and dancing outdoors, in sheltered squares and evening centers. Make a slightly raised platform to form a

bandstand, where street musicians and local bands can play, and surround the bandstand with a level tiled surface for dancing.

45. OPEN STAIRS

And finally, since so much of the sensuous detail hinges on the liveness of the courts and streets, help make the courts and streets alive by connecting all higher floors of buildings directly to the ground by creating open stairs. Wherever possible, connect the open stairs to each other by open arcades, roof gardens, or roof paths.