



LA LAGUNA - SANTA CRUZ
DELTA CITY

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LA LAGUNA - SANTA CRUZ

DELTA CITY

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LA LAGUNA - SANTA CRUZ DELTA CITY

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INTRODUCTION

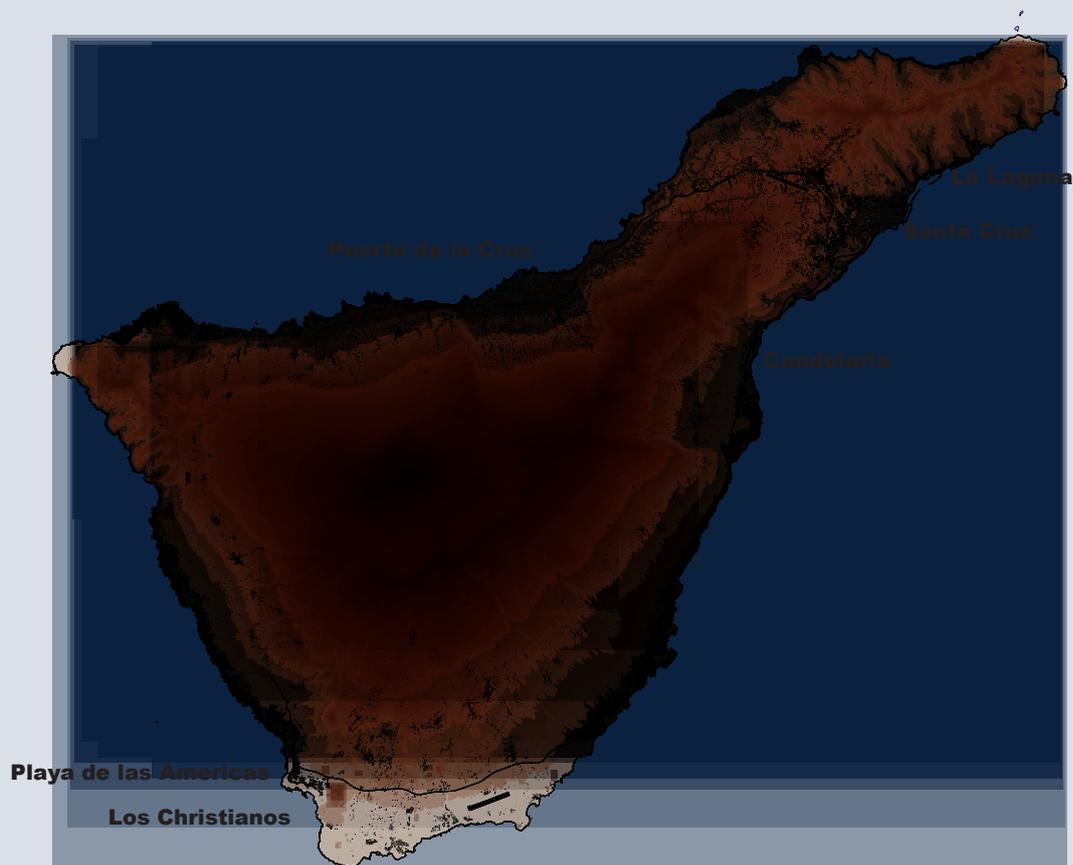
TENERIFE'S CITY

The Canary Islands are an important tourist destination. Their economy has been greatly depending on tourism throughout the last 40 years. Especially in the southwest masstourism is the predominant factor. But also on the island's north coast, in Puerto de la Cruz and the Orotava region, tourism plays a decisive role.

The former and the present capital, La Laguna and Santa Cruz, on the other hand are relatively unimportant as tourist destinations. Situated in the northeast of the island they have always played the role as a sort of backbone for Tenerife. La Laguna, which has recently been declared as worldheritage by the UNESCO, forms with its cathedral and the University of La Laguna the religious and cultural center of the island.

Santa Cruz on the other hand, the capital of not only the island but also the province of Tenerife, functions as the economic and administrative centre. With its financial businesses, insurance companies, its industries and the port with the oil refinery the city provides an important part of the infrastructure for Tenerife.

During the last fifty years, these two cities became one urban entity with two city centres, one in La Laguna and another one in Santa Cruz. The high pace at which the development of the urban space has taken place has not slowed down yet. While in its first phase the formerly two cities grew towards each other, it now expands to the west as it is limited by mountains to the north and east. But the city does not only undergo great changes at its outer limits. Areas that lay outside of the city fifty years ago, like the oil refinery, have been incorporated and lie now directly in its middle and at the waterfront. Those elements hinder the city in its development but mean at the same time a great potential for the future.



TENERIFE ISLAND SANTA CRUZ - LA LAGUNA

inhabitants **840.000** **390.000** inhabitants

visitors/year **4.750.000** **260.000** visitors/year

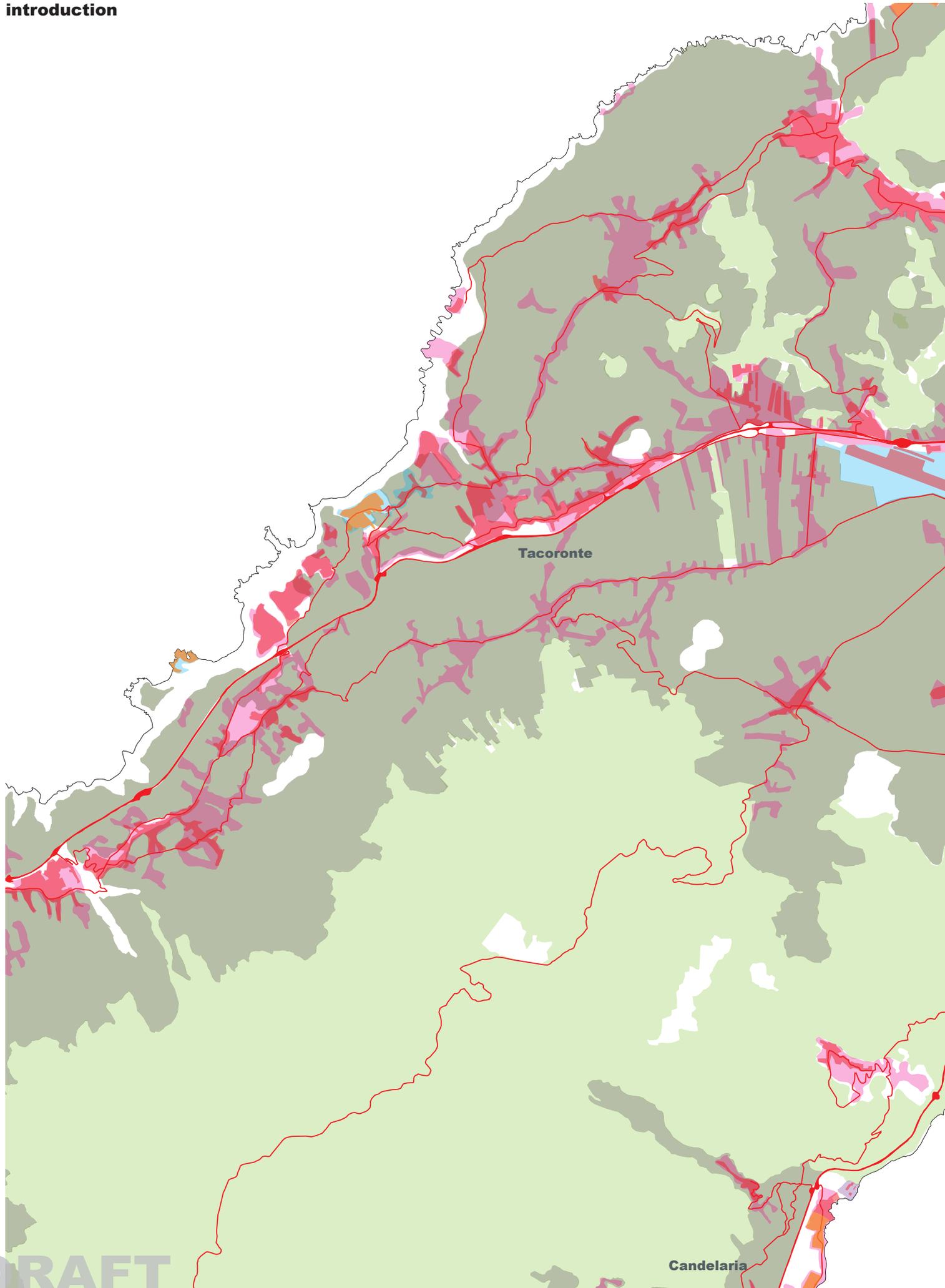
with an averaged stay of with an averaged stay of
days **8.6** **2.4** days

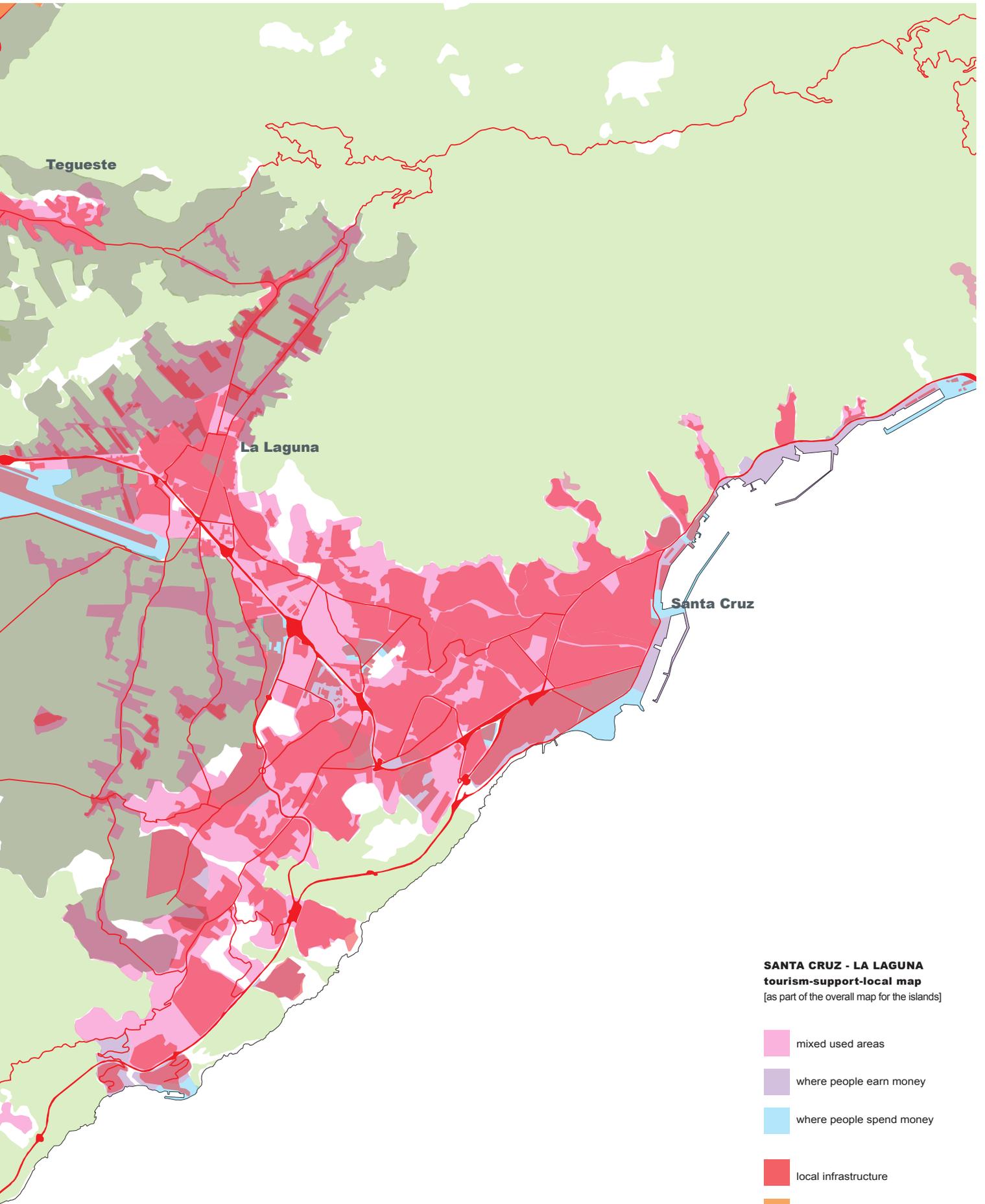
data sources:

- population from www.wikipedia.es / www.ine.es (census 01/01/2005), SC-LL = Santa Cruz, La Laguna, Tegueste, El Rosario
- visitor numbers from www.istac.es and www.scfe.es/aytosc/Ayuntamiento/Utilidades/impresion.htm, 04/02/2006
- duration of the visits from Morales Matos, Perez Gonzales 2000 and www.scfe.es/aytosc/Ayuntamiento/Utilidades/impresion.htm, 04/02/2006

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introduction





SANTA CRUZ - LA LAGUNA
tourism-support-local map
[as part of the overall map for the islands]

-  mixed used areas
-  where people earn money
-  where people spend money
-  local infrastructure
-  tourist infrastructure
-  natural protected areas
-  agricultural used areas

generating factors

GENERATING FACTORS

TOPOGRAPHY

Tenerife is an island of volcanic origin. The Teide, the main volcano, formed the island with predominantly steep and rocky faces.

The Santa Cruz - La Laguna region is set up by a number of specific topographic elements that formed the city throughout its history:

The Saddle

The saddle on which La Laguna is situated is a very prosperous region that receives a lot of rain by the passat winds blowing from north easterly directions and getting caught on the steep faces of El Teide.

At the same time it allows the easiest passage from the the dry south with Santa Cruz bay to the humide and prosperous north of the island.

It was here, some 600m above sea level, were Captain General Alonso Fernandez de Lugo founded the city of La Laguna as administrativ center in 1497 to benefit from its secure allocation far above the sea, offering good surveillance and prosperous soil.

The Bay

The bay of Santa Cruz lies wind protected in the shade of the Anaga mountains. Combined with its shallow coastline and the gentle slopes between La Laguna and the bay it was the best place for the port of the capital. So although most settlements were located on the prosperous northern side with its steep coastline, the port was founded on the dry southern side of the island.



BARRANCO DE SANTOS AND SANTA CRUZ FROM THE ANAGA MOUNTAINS

The Barranco de Santos

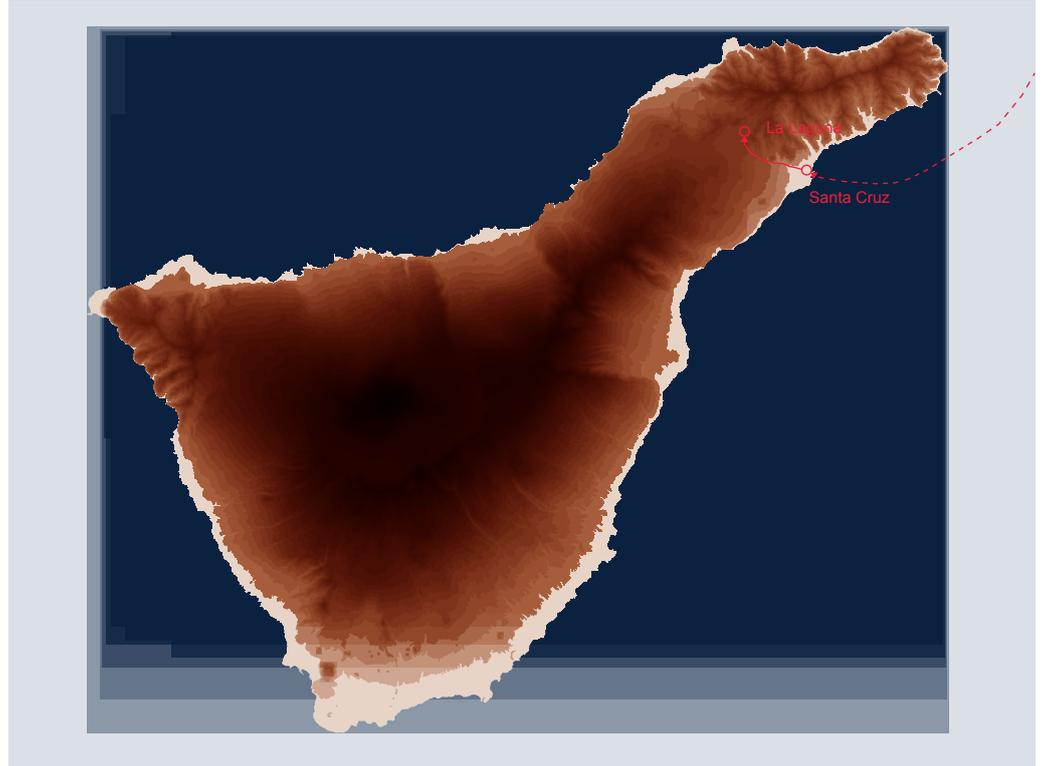
The Barranco de Santos is an impressively deep canyon that connects La Laguna with Santa Cruz. As well as it supplied a small lagoon on the saddle (that originally gave its name to the capital) it provides the bay with some copiousness. At the point where the barranco ends in the sea, the port of Santa Cruz found its place.

The barranco stretches along the steep Anaga Mountains accentuating their already fierce mountainsides. It distinguishes a sharp border between the mountains and the relatively gentle slopes and plains to the west.

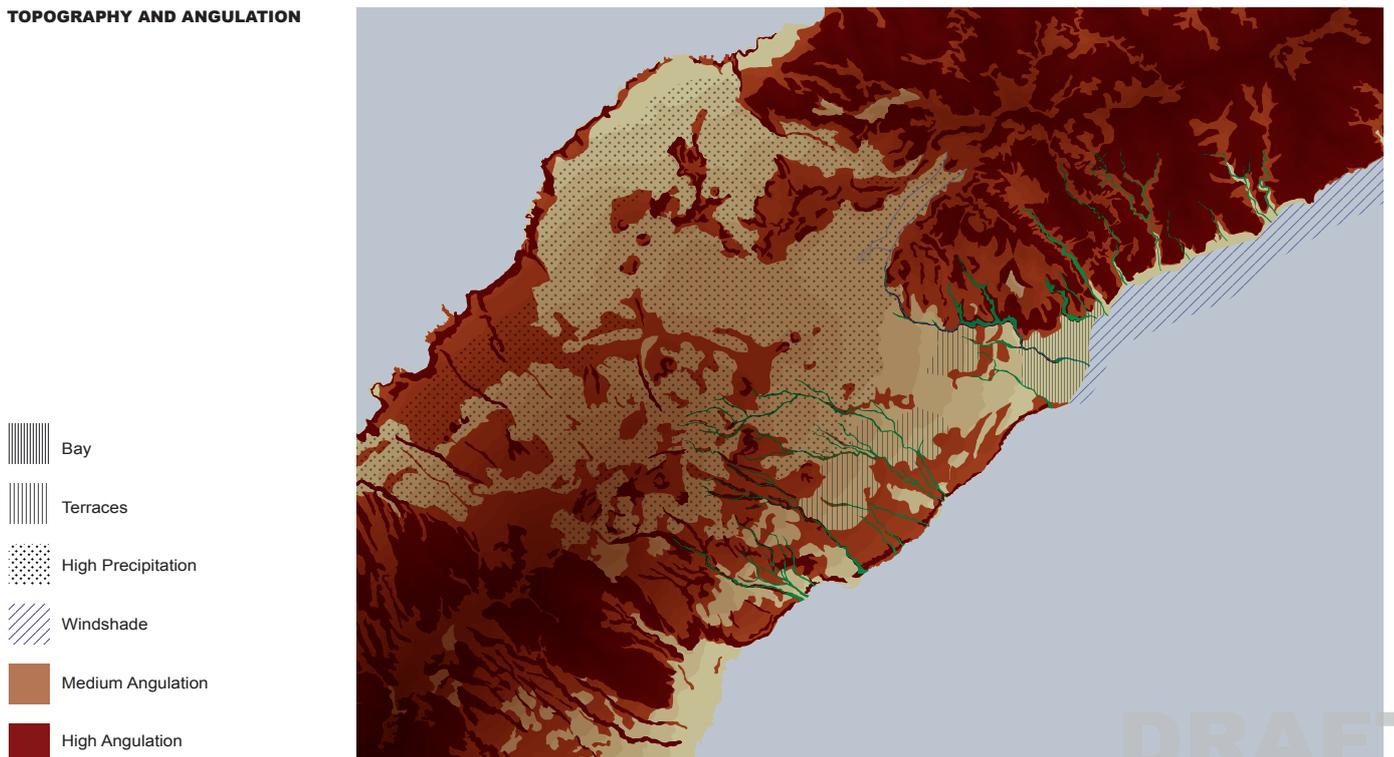
THE FIRST STEP ON THE ISLAND

In the late 14th century the first Spanish ships landed in the bay, protected from the passat winds, which is today the port of Santa Cruz. The conquest of the island started from the first military fortification, that was erected and extended quickly to defend from French and British attacks. (i.e. Blake, Jennings, Nelson).

La Laguna was founded in 1497 as the first Spanish colonial town with a grid structure.



TOPOGRAPHY AND ANGULATION

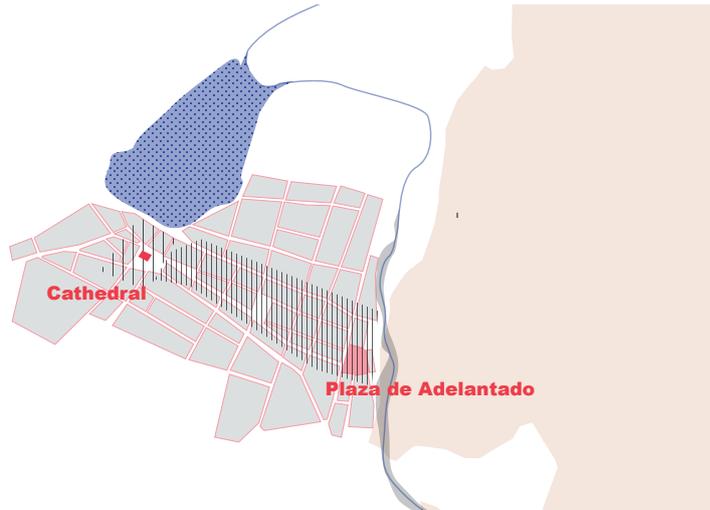


generating factors

The Plains

Between the Bay of Santa Cruz and the saddle of La Laguna lies a third level formed by a series of plains. The terraces in the south west are located directly above the sea whereas these plains define a step between La Laguna and Santa Cruz

This Band of plains is divided by a very gentle ridge, connecting La Laguna with Santa Cruz with a continuous slope.



town plan: Tous Melia 1996, page 19



figure ground: Tous Melia 1996, page 87



1497 - 1502

La Laguna was founded in close proximity to the lagoon on the saddle, which was supplied by the Barranco de Santos and surrounded by the most prosperous soil on the island at that period of time.

The first settlement consisted of unformal housings allocated around the church of La Concepcion within an unfortified but defined urban area. However, this situation was regularized in 1502, when a town plan based on Leonardo da Vinci's model for Imola was drawn up by the Captain General (Adelantado). His house had been flooded frequently by the lagoon and so he decided to construct a new residence close to the Barranco de Santos at today's Plaza de Adelantado. Within his plan he foresaw public open spaces and wide major streets that linked his new residence with the old church and formed the grid on which smaller streets were superimposed.

1899

The resulting new town expanded rapidly, attracting the island's ruling classes who constructed their residences along the major streets stretching between the Plaza de Adelantado and the Cathedral. By 1550 the town became the largest city on the Canary Islands with 6000 inhabitants forming the political, economic and religious center of Tenerife.

In 1823 the lagoon, that frequently flooded the old part of the town was drained, but pervails very sparsely covered with buildings in the outline of the city.

In the 18th century Santa Cruz, the former port of La Laguna, grew in importance and political and economic power was progressively transferred to this uprising city.

2000

Untill today the city center has remained to a great degree within the limits of the original town plan by Adelantado and even the lagoon can still be easily read like an imprint on the city's figure ground.

Besides Las Palmas, the city has remained the cultural and religious center of the archipelago. Untill 1989 it provided the only university and is still the bishop's see of the Canary Islands.

After a decline in population in the 19th century due to it's loss of political and economical weight, it regained importance with the construction of the first airport on the Canaries and has steadily grown in population ever since.

PORTS

The city of Santa Cruz was founded as a harbour, where the first Spanish ships landed on Tenerife in the late 15th century. Since these days the port has been the decisive factor for the development of the city.

Protected from the Passat Winds by the Anaga Mountains, it is the only place at the southern coast of the island, where the slope of the coastline allows relatively easy access to the plateau of La Laguna and the central island.

The City has grown alongside the port. Until the 18th century, the port was more important as a transit port for ships from and to South America, than as a trade port for the island. Therefore the fortification had to be extended several times to protect the port against attacks by French and British fleets.

Since the 18th century the port became more and more important for the trade between the island and Europe. It was around this time when Santa Cruz became larger than La Laguna and hence overtook the status as capital in 1823.

The port was extended continuously, especially after World War II its importance as industrial and oil port increased. It became the substantial hub for the providing of nearly all goods on the island, i.e. oil and gas for the production of electricity.



AT THE FERRY TERMINAL IN 2005



image: Palerm Salazar, Tabares 2002, page 58

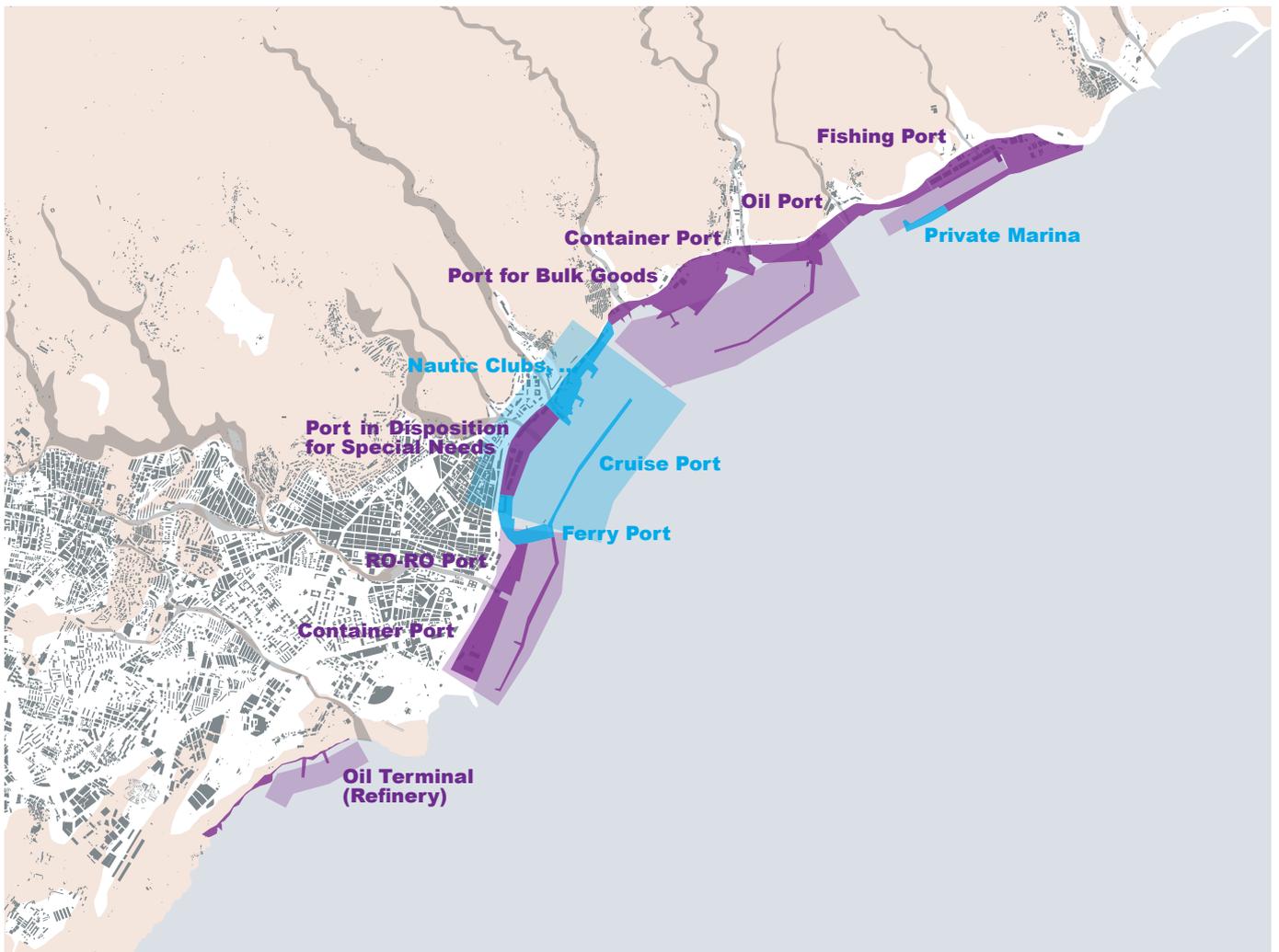
THE PORT AT THE PLAZA DE ESPAÑA IN 1960

generating factors



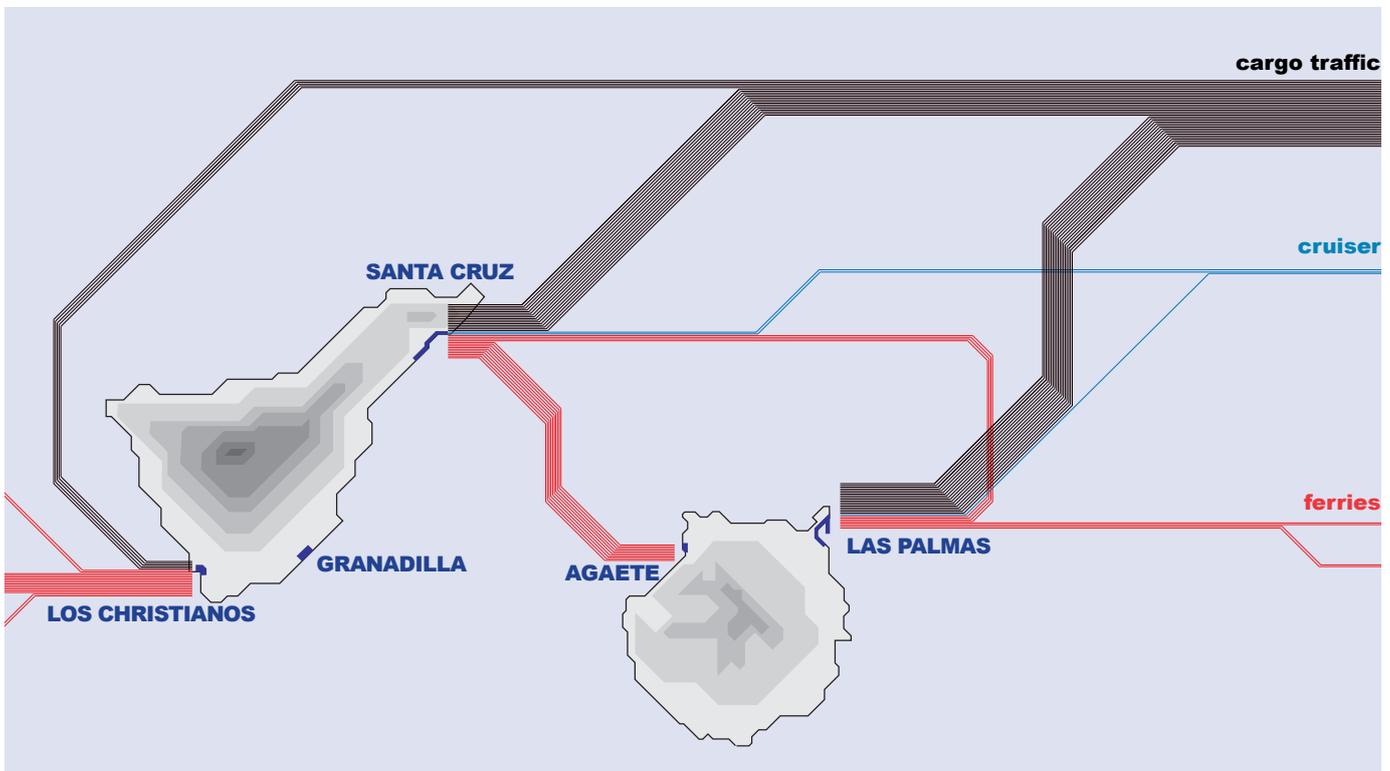
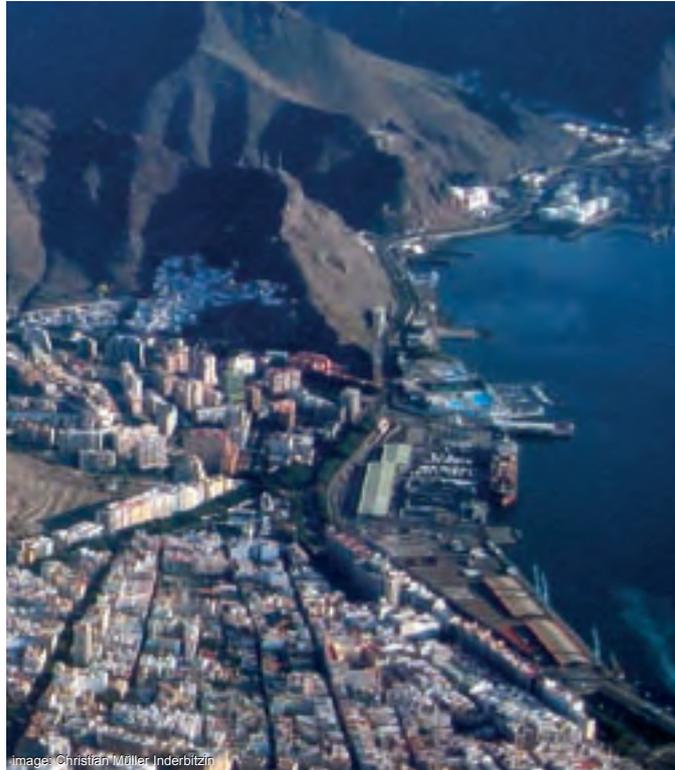
Until today the port has continuously been enlarged into the sea. In the 1960s the quay was still directly accessible from the Plaza de Espana . Today a 70 to 100 meters wide zone stretches along the former waterfront providing the port with a completely separate and for the public inaccessible infrastructure running parallel and independently from the city's. The actual port, which is mostly of industrial use, stretches along the whole coastline of the city and blocks the direct access to the sea.

In Granadilla in the South West of the island a new industrial port is under construction, which is supposed to take over the gas and oil facilities as well as parts of the container terminals of the port of Santa Cruz. This means a great opportunity for the city, since it offers the chance to regain a new waterfront.



THE PORT OF SANTA CRUZ
linethickness = ships / year

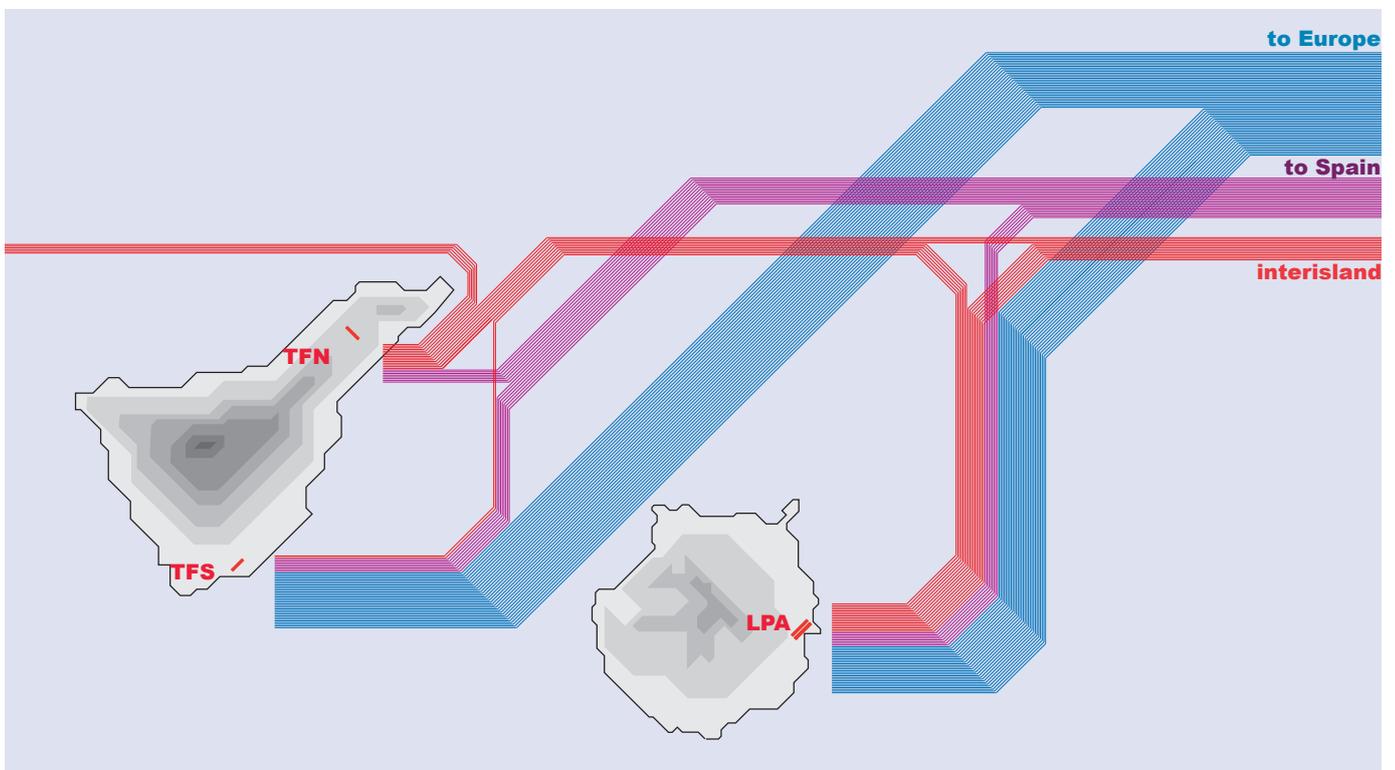
generating factors



MARITIME TRANSPORT
100.000 passengers / year = 1 line

AIRPORTS

In 1929 the Lufthansa airline was looking for a site on the Canary Islands to establish a route between Berlin and the Islands in order to prepare the route to South America. A provisional aerodrome was prepared within a few months at Los Rodeos, nearby La Laguna. Since 1946 Tenerife Norte (TFN) was an international airport and the number of tourist flights increased rapidly during the 1970s, but the location about 600 m above the sea with a frequent presence of mist, fog and sudden crosswinds caused many problems for the jet planes. After 5 major aircraft crashes a new airport was opened in the south of Tenerife (TFS) and Los Rodeos closed to the international - tourist - traffic in 1978. Since this time it became the major airport for the interinsular traffic and is strongly used by comuters who have to travel within the Canaries or to Spain.



AIR TRANSPORT

100.000 passengers / year = 1 line

ROADS

In the beginning were La Laguna and Santa Cruz. A road connected the former capital with its port in the shortest possible manner. After climbing the terrace, that lies in between those two cities the road passes very close by a barranco. Here on the flats, profiting from the barranco and the crossing with a road that runs over the terraces along the coast and leads to the south a first settlement between those two cities appeared - La Cuesta - meaning the hill.

Along the road to the south, similar evolutions can be evidenced. On crossings with roads connecting to Santa Cruz and La Laguna and in proximity of the barrancos the villages of Taco and El Sobradillo emerged.

At the beginning of the 1960s the shift in importance between Santa Cruz and La Laguna becomes very obvious. The City has largely increased and stretched out in mainly two directions. The first and by far predominant is along the old road between La Laguna and Santa Cruz. Santa Cruz has already almost incorporated the village of La Cuesta. Only the steeps underneath the terrace are still voids in the texture of the growing city. The other direction is along the Carretera del Sur, connecting Santa Cruz with the south and passing by Taco.

In the 1970s the island's first motorway was constructed between the two cities in order to bypass the old city. It uses the gentle ridge, that divides the terraces and provides a steady slope connecting the city centers of La Laguna and Santa Cruz. This construction cut of parts of the former ur-

THE CITY BY USE

At first, the motorway connected the city centers of La Laguna and Santa Cruz as well as it served the Islands biggest port and airport.

Today the important and large scale infrastructure of not only the city but the whole Island is assorted along the cities motorways.

It is composed of publicly used infrastructure, as the airport the passenger port, the island's only hospital, the province's university, shopping and conference centers as well as industrial and commercial zones, the oil refinery and the different ports that grant either strictly limited access or are only rarely frequented by the public.

mixed use - housing

infrastructure - limited public access

infrastructure - publicly used



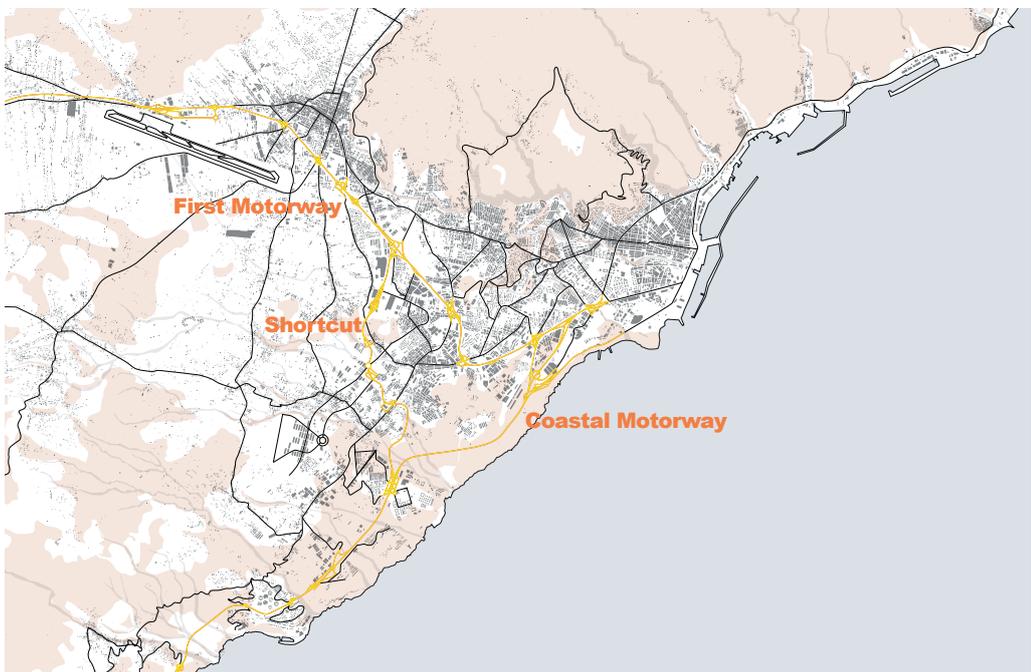
ban development and eventually left Taco as an urban fragment between the motorways that were still to come. In the eighties the coastal motorway from Santa Cruz to the south and in the 1990s a north-south shortcut were added. These constructions have created a new urban belt around the existing city of Santa Cruz and La Laguna.



1899



1961



2000



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image: Cabildo de Tenerife and Google Earth 2005

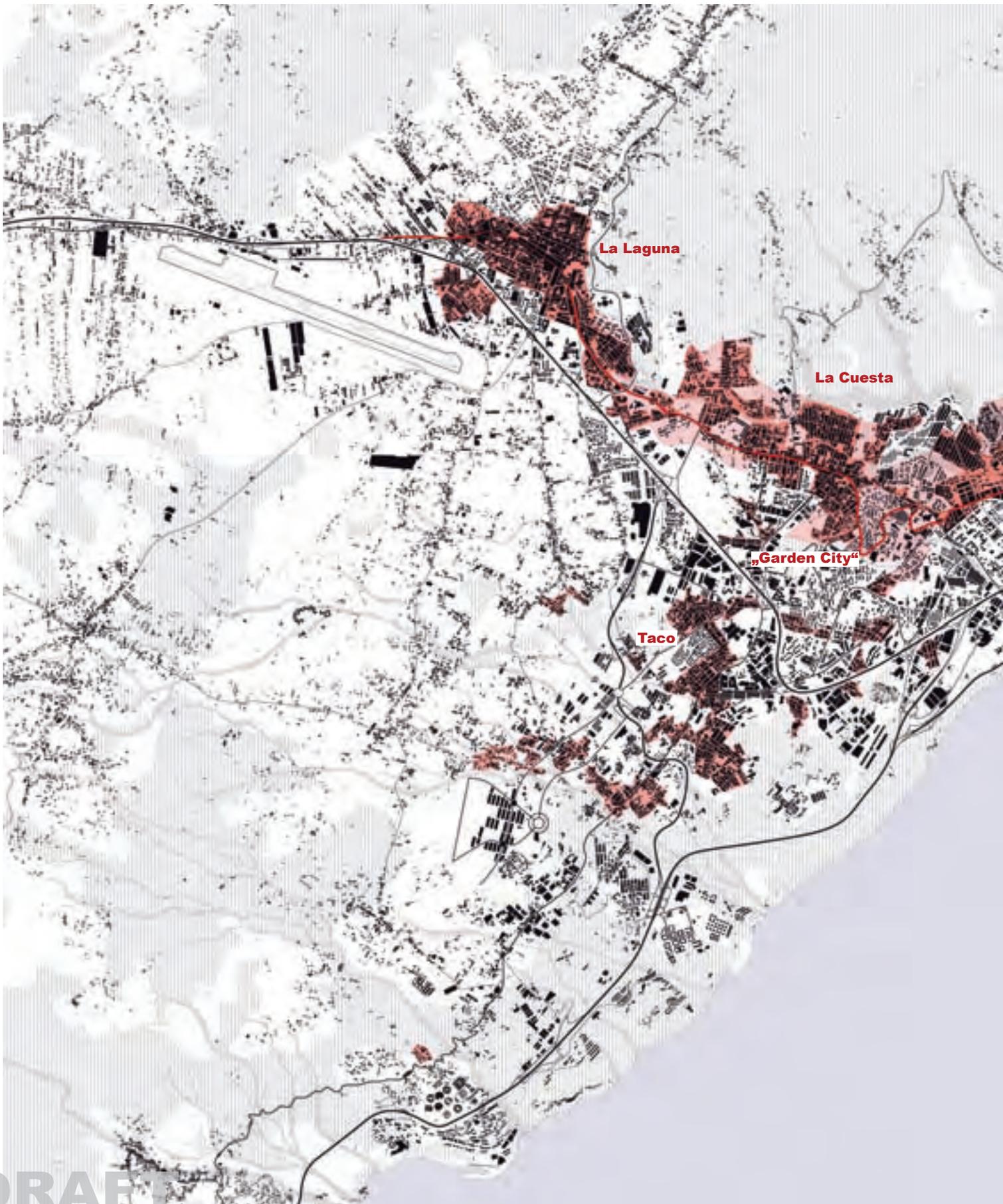


3 cities

3 CITIES



THE OLD CITY





Santa Cruz

3 cities

The interaction between Santa Cruz and La Laguna lead to the development of several small villages, like La Cuesta, along the road between them – the Carretera General de Santa Cruz – La Laguna. During the 1940s, 50s and 60s, Santa Cruz started to grow rapidly. There was a strong demand for houses and apartments and the old road was the infrastructure that served these rapidly growing districts. In this period of time the former separate villages that were allocated next to the Carretera grew together. This city, consists mainly of one-family houses and small apartment buildings with two, three or four storeys. The houses were build one by one by their owners, so the resulting structure in this area is quite diverse and – within this criteria – close to those of La Laguna and Santa Cruz.





SANTA CRUZ

The actual centre of Santa Cruz remains in large parts within the structure, that was planned in the 19th century. The major shopping streets, the Ramblas and many squares are flanked and surrounded by representative buildings with four up to eight storeys. In the streets and quarters, that are located between them, where the streets particularly in the South agree with the layout from the 18th century, the buildings are only two to five storey high. Mostly apartment buildings and one-family houses - quite often introverted villas - can be found here.

Due to the palimpsest of its historic city layouts the centre of Santa Cruz offers a diverse structure, where houses with four storeys and a little "Tienda" in the ground floor stand in the shadow of eight storey high apartment buildings with a luxury fashion boutique in the first two floors.



3 cities

“GARDEN CITY“

The slopes above Santo Cruz remained a void in the city structure until the 60s. In the years to follow the so called “Ciudad Jardin” was developed. Free-standing villas with two, three or four storeys offer views over the city and towards the sea.



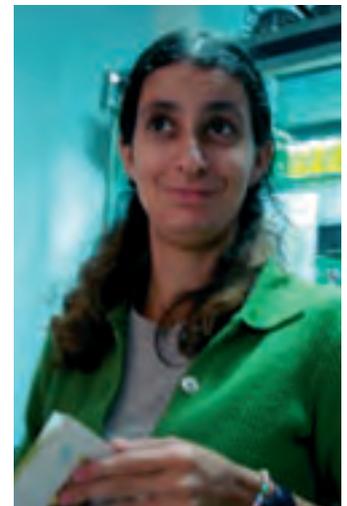
LA CUESTA

In and around the former village of La Cuesta a network of new residential areas has developed within the last fifty years. Within the narrow street grid the buildings are one up to at most four storeys high and are mostly one-family houses with little shops and workshops in the ground floors of some of them.



JOLANDA

- Jolanda is 30 years old and originally from Taco.
- She is a voluntary worker at the Centro Sociocultural in La Candelaria closed to La Cuesta.
- Jolanda has got two children, one in the pram behind the “bar”, the other one running around in the Centre.





**CARRETERA GENERAL
SANTA CRUZ - LA LAGUNA**

The Carretera runs along the former street that connected La Laguna with Santa Cruz. It has always been the mayor lifeline for the Old City.

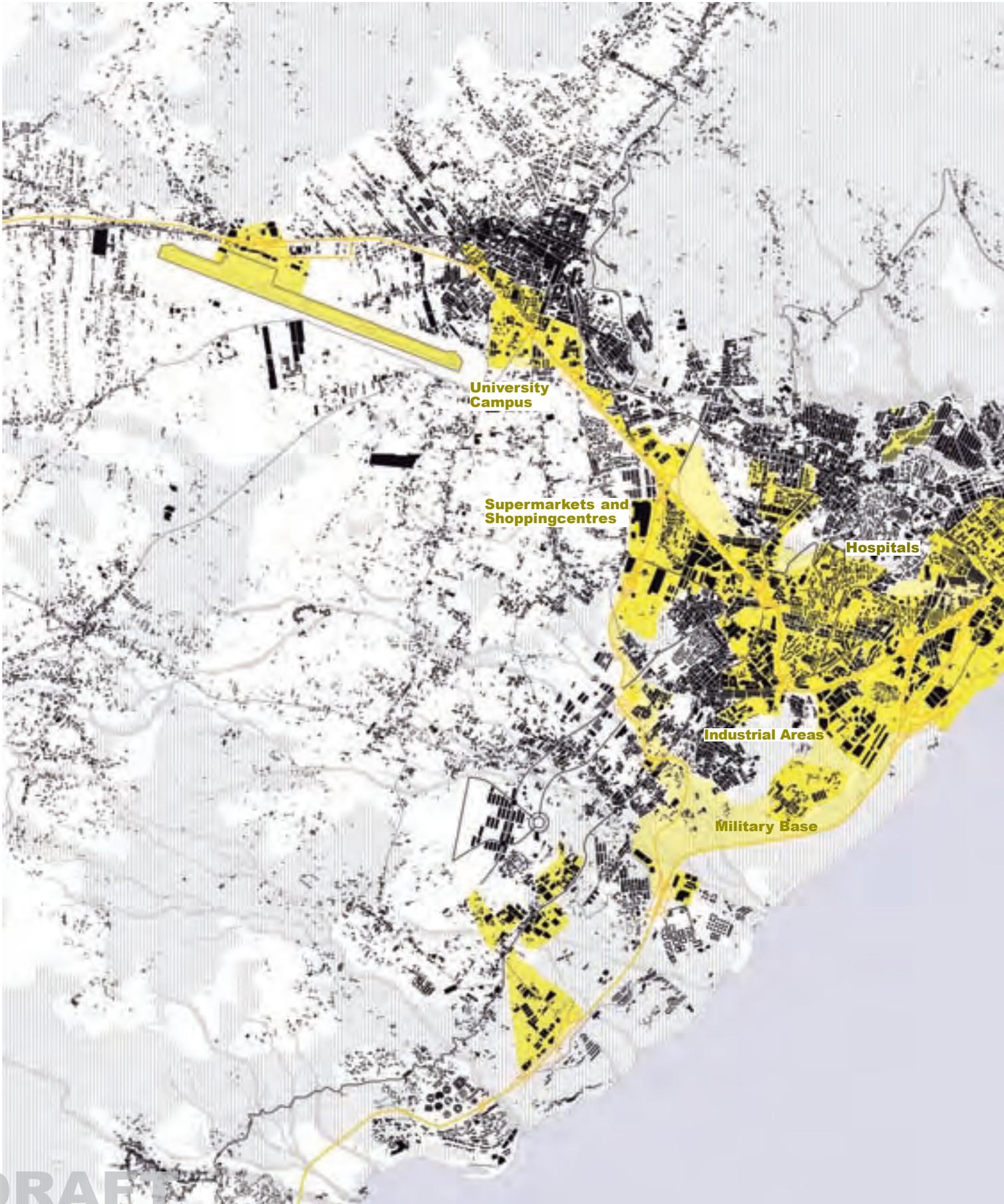


LA LAGUNA

The old city centre of La Laguna is characterized by its buildings from the 16th to the 18th century, that were inserted in the ideal plan of 1502. This well preserved old town became part of the World Heritage by the UNESCO in 1999.



MOTORWAY CITY





3 cities

The Motorway City developed alongside three motorways incorporating the former village of Taco. The first motorway from La Laguna to Santa Cruz was constructed during the 1970s and early 1980s. It runs more or less parallel to the Carretera General de Santa Cruz – La Laguna, but it has generated a completely different type of city. Connected to the motorway exits, large developments of mono functional districts were built. Social housing apartment blocks with six up to 15 storeys, industrial areas, hospitals with fast access to the motorway, the university campus and large supermarkets and shopping centres. Their main access is from the motorway.

Close to the centre of Santa Cruz, this motorway becomes the Avenida Tres de Mayo, a district of high rise buildings with bank offices, the city administration, cinemas, shopping centres and expensive apartments. So the structure of this city consists of large buildings in large districts, that were often developed by a single developer or by the city administration.

Together with the coastal motorway from the 80s the Motorway City prolongs along the coast with large industrial and gated areas such as the ports and the oil refinery.

So the structure of this city consists of large buildings in large districts, that were often developed by a single developer or by the city administration and are mostly of monofunctional use.





3 cities

HIGHWAY SHOPPING CENTRES



SECLUDED INDUSTRIAL AREAS



HIGH RISE APARTMENT BLOCKS



SANTA CRUZ - TRES DE MAYO



HOLES AND GATED AREAS

Along the coastline the Motorway City is characterized by large areas, that are not only monofunctional and of large scale, but have restricted access or are forbidden to the public, such as: the ports, the military base and the oil refinery.

They alltogether are in need of the supply by the motorway and at the same time require the direct access from the sea.

The ports were formerly supplied by the public roadsystem of the city. New trans-shipment systems like roll-on roll-off and container traffic demanded on efficient transport capacities and lead to the construction of a completely segregated infrastructure. The ports had to be secluded from the growing city in order to remain profitabel.

The oil refinery and the oil port laid outside of Santa Cruz only thirty years ago but are today enclosed by the city. The risk of pollution and explosions mean a great threat.



access restricted
access forbidden

Together, the refinery and the ports form a belt, that severely blocks the city from the sea. The city, the ports and the refinery hinder one another in their development.



PUERTO CABALLO - THE OIL REFINERY

3 cities





CONTAINER PORT BLOCKING THE CITY FROM THE SEA

THE NEW CITY





3 cities

The city of Santa Cruz has grown rapidly during the last fifty years and the pace has not slowed down yet. The new developments, which were built within the last five years and those, which will follow are nearly all located in the South West of the city.

Large units of formerly rural land spreading between existing villages are supplied with a new road system by the city. The streets form large scale axes subdivided by a grid that attaches only scarcely to the existing villages.

Within this grid private investors develop large plots with identical one-family row houses. This leads to relatively small building units forming large blocks with repetitive facades.

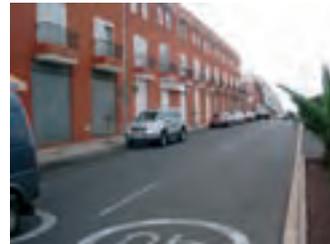
The streets in these new districts are much larger than the ones in the old city. They often have four lanes and appear, in relation to the three to four storey buildings even bigger. The main axes are designed as Ramblas flanked by buildings offering shopping facilities in the ground floors.

Currently the New City seems to be overdesigned. Most of the building plots are void or under construction, the road system is incomplete, streets are running into open fields and many of the shops are vacant. But even if once the plots will be fully developed it is hard to imagine that the New City with its lowrise buildings and repetitive facades will create an urban atmosphere.





3 cities



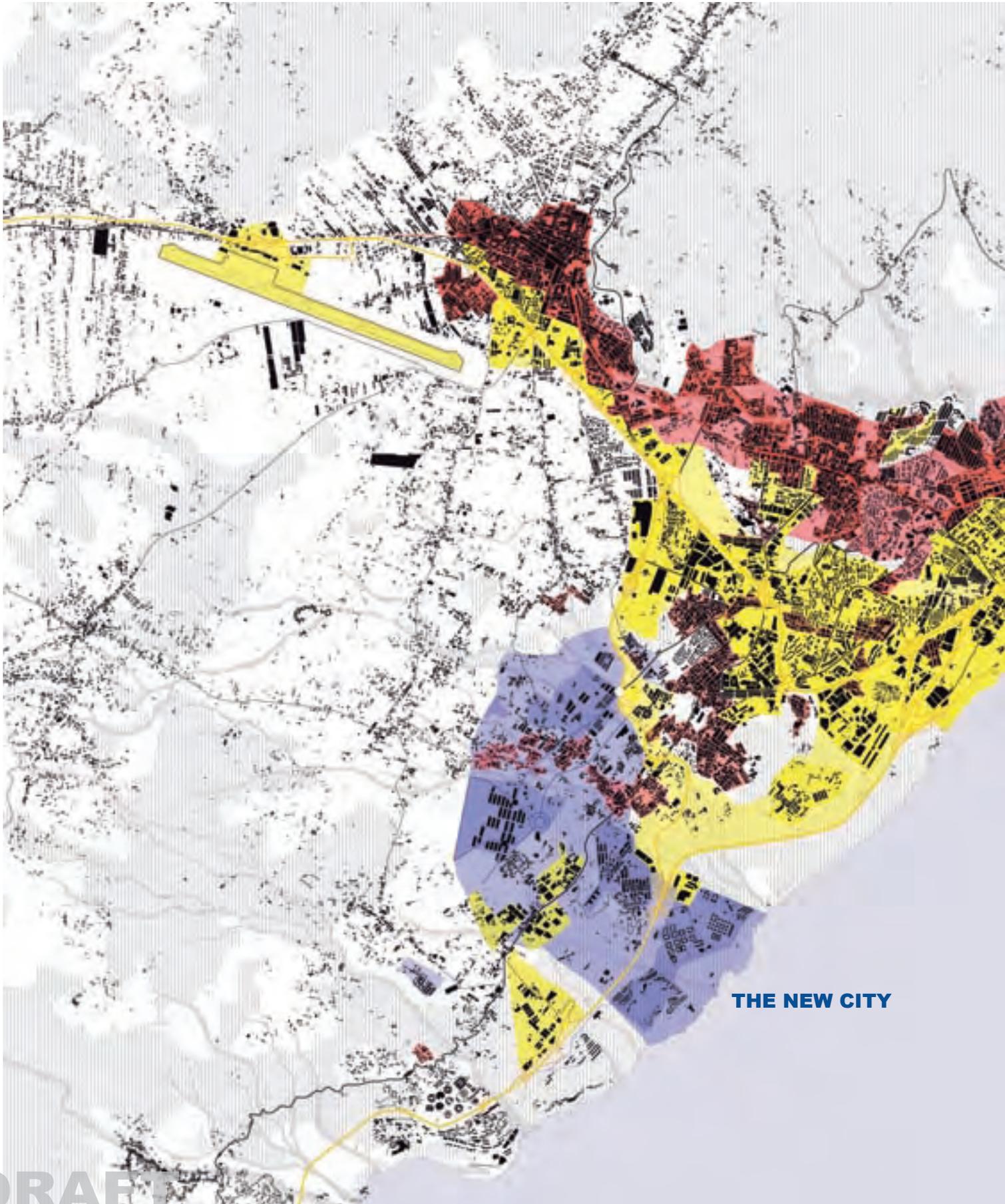
BETWEEN TACO AND EL SOBRADILLO



A SUBURBAN FAMILY

- Both parents are about 35 years old.
- He is a Policeman in Santa Cruz.
- She works for FedEx.
- They have got three children, playing around on the street.
- It is Saturday morning and the family is on a „weekend trip“ in the new developments.
- They live there for about two years and call it a „sleeping town“.

3 CITIES



THE NEW CITY



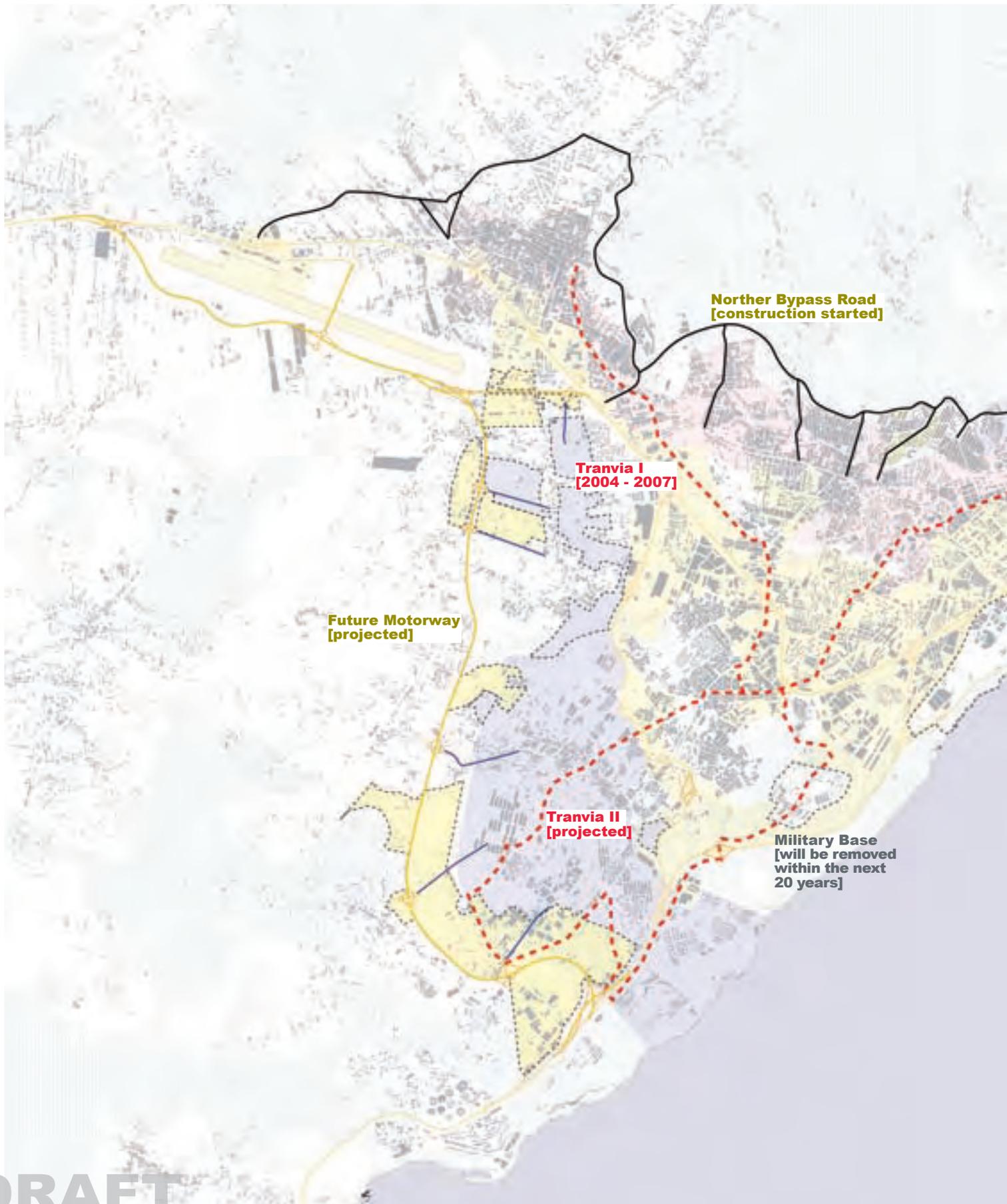
THE OLD CITY

THE MOTORWAY CITY

projects

PROJECTS

FUTURE PROJECTS



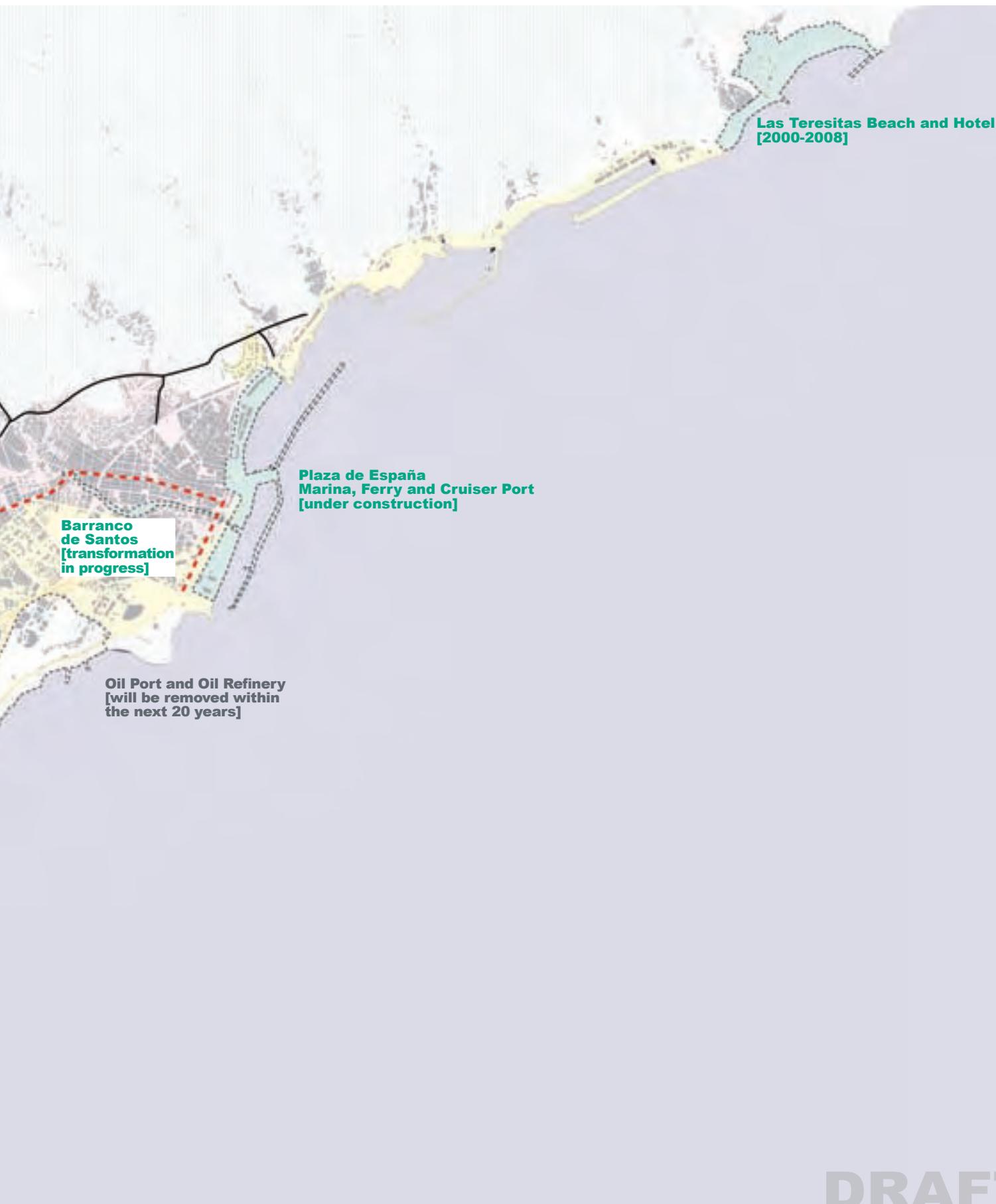
Norther Bypass Road
[construction started]

Tranvia I
[2004 - 2007]

Future Motorway
[projected]

Tranvia II
[projected]

Military Base
[will be removed
within the next
20 years]



Las Teresitas Beach and Hotel
[2000-2008]

Plaza de España
Marina, Ferry and Cruiser Port
[under construction]

Barranco de Santos
[transformation
in progress]

Oil Port and Oil Refinery
[will be removed within
the next 20 years]

projects

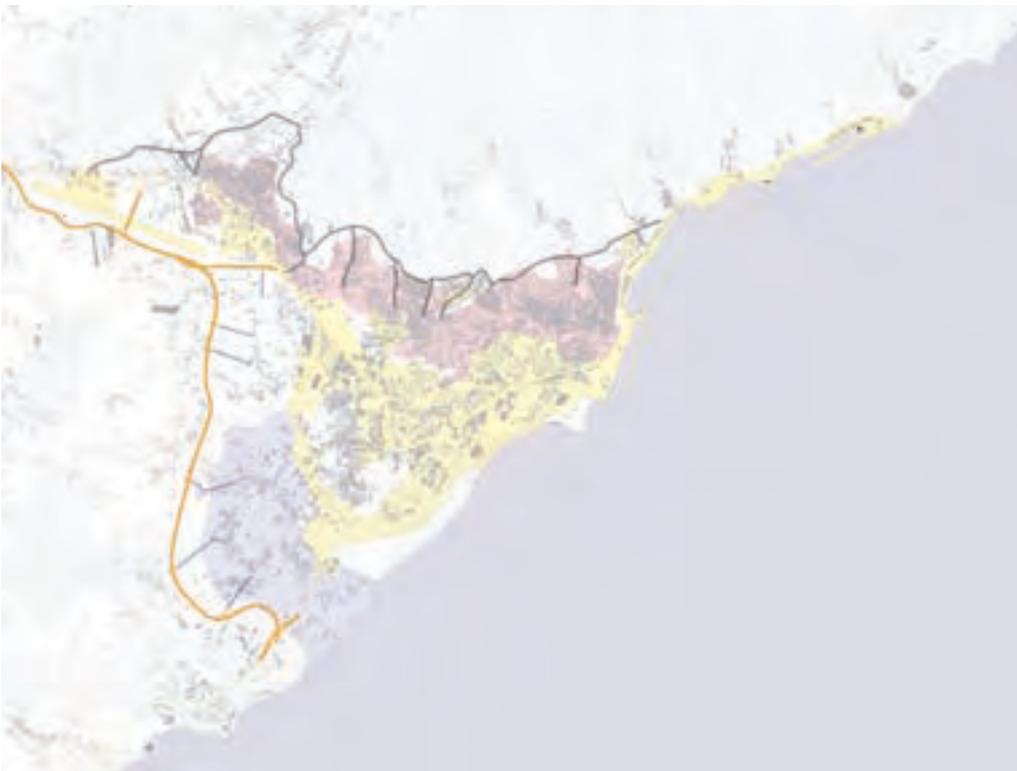
During the last few years La Laguna and Santa Cruz issued new Masterplans (PGOs) for their future development. The city of Santa Cruz and La Laguna undergoes remarkable growth and changes, which lead to the development of large areas mostly in the south-west like the New City. A circular road system outside the borders of La Laguna and Santa Cruz is planned and partly under construction.

But not only the outer city limits will be changed. Borders, that appeared inside the city within the last fifty years, will be broken down as well.

A new tramway, whose first line will be opened in 2008, will make the Motorway City accessible for pedestrians and connect it to the Old City.

The Barranco de Santos, which still is a cut in the city, transforms into a series of parks and promenades.

And major gated areas that momentarily block the city from the coastline, like the military base, the oil port with its refinery and large parts of the industrial port will be relocated within the next decades. Instead of the removed industrial port, a new passenger port with a public marina should bring the city closer to the sea.



NEW ROADS

Two mayor road projects are in planning and partly under construction or implemented. They will both bypass the city and relieve the existing infrastructure.

The first is a new road, that will circumpass the Old City to its south. Starting in Velleseco, passing by a series of tunnels underneath the Anaga mountains and circling around the old city center of La Laguna it will relieve the Old Road by various shortcuts, which untill now constitutes the only axis of the old city. This road is already partly realized.

The second project is a mayor motorway that not only affects the city on a local level but the whole island.

It will not only efficiently connect the island's north with the south avoiding the choke of La Laguna but also facilitate commuting between the north and within city by relieving the existing motorways.

At the same time it will link the New City by numerous exits and a tunnel passing underneath the airport to the city center of La Laguna.

AREAS UNDER CHANGE

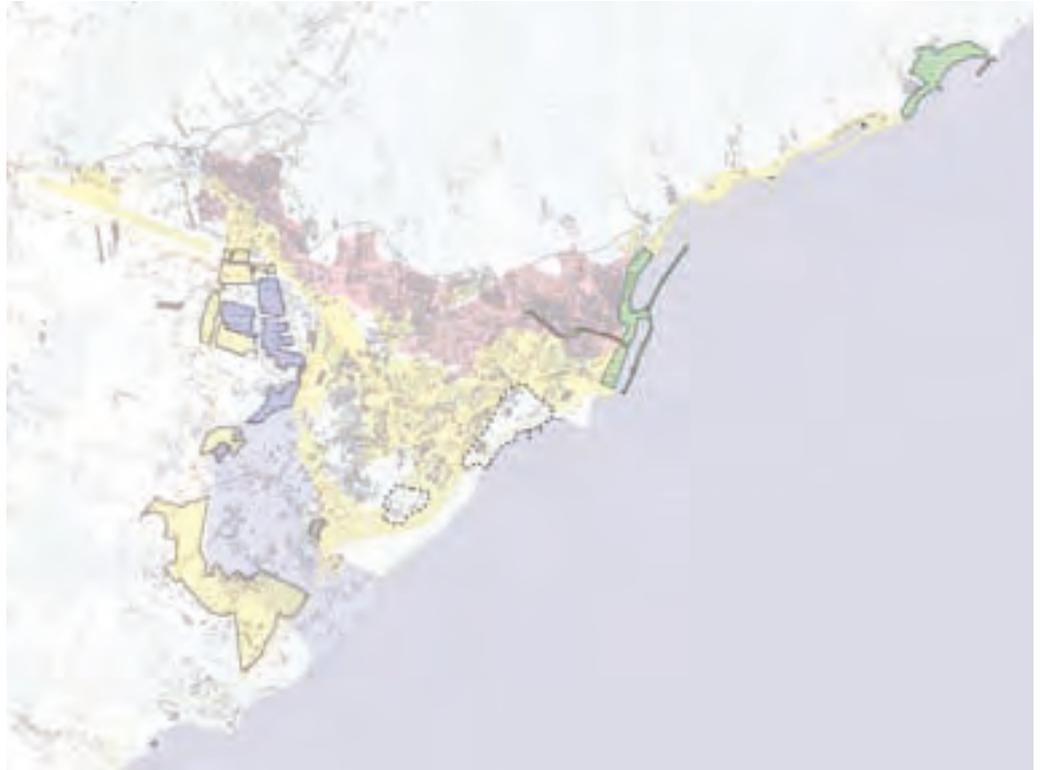
The coastline of Santa Cruz will undergo substantial changes within the next twenty years. Huge parts of currently gated areas will be removed and replaced:

The military base will be removed.

The hazardous oil port and refinery as well as the container and Ro-Ro (roll-on roll-off) port will be relocated to Granadía in the South of the Island. The logistic centre will move to the envisioned industrial and commercial zone along the planned motorway.

A new passenger port, a marina and parks will create a new waterfront for the Old City.

A project for hotels, a marina and a promenade is supposed to be realized until 2008 in Las Teresitas.



TRANVIA

Today the City is defined by the mayor urban belts: the Old City, the Motorway City and the New City - all characterized by mayor roads. The Tranvia will provide two different lines in the city.

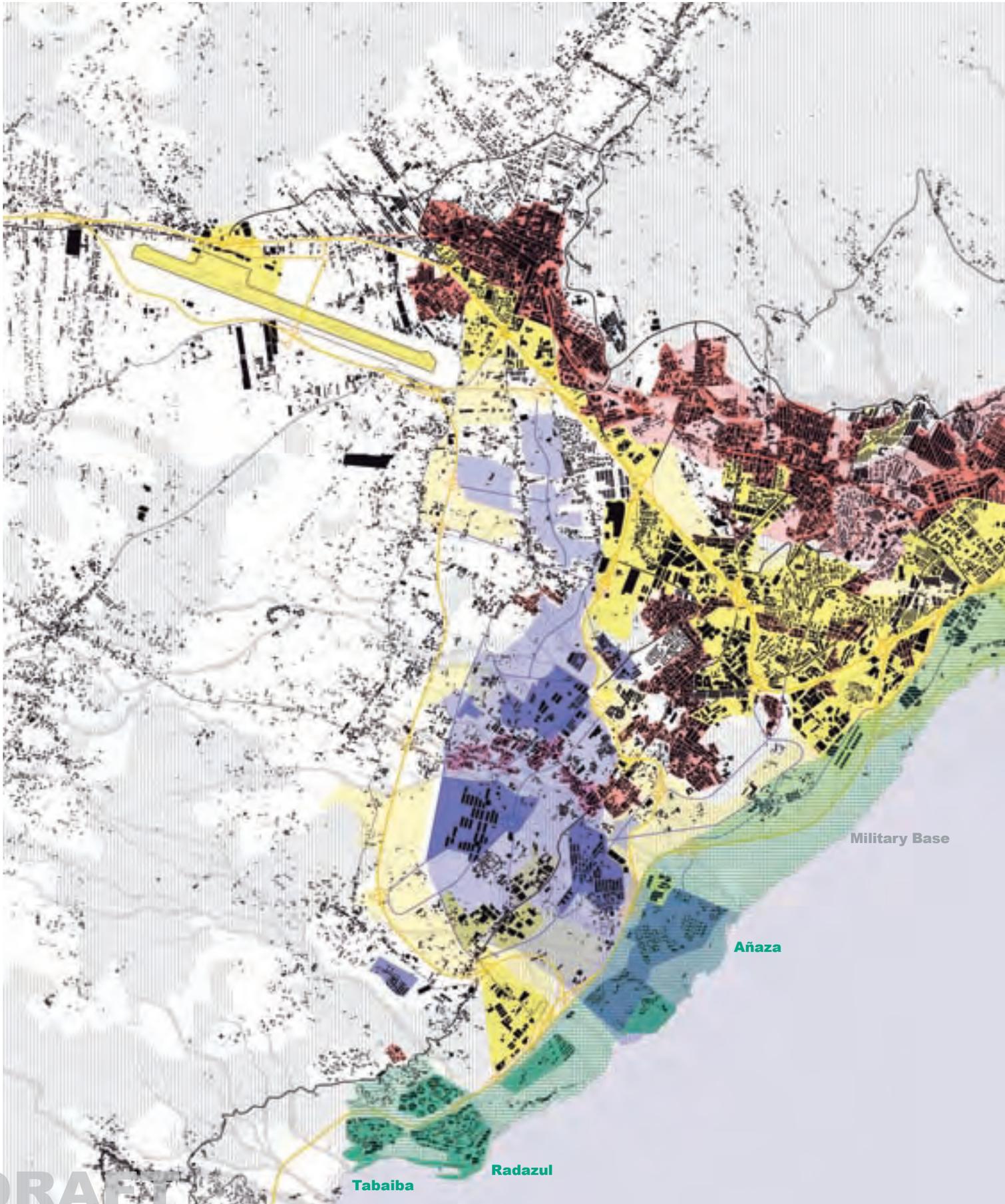
The first follows more or less the direction of the urban belts of the old city and the motorway city, connecting the centers of La Laguna and Santa Cruz with the important facilities along the motorway.

The second connects the three urban belts by traversing them.

Both lines cross in Taco and will integrate this urban fragment incorporated in the Motorway City.



A FOURTH CITY?

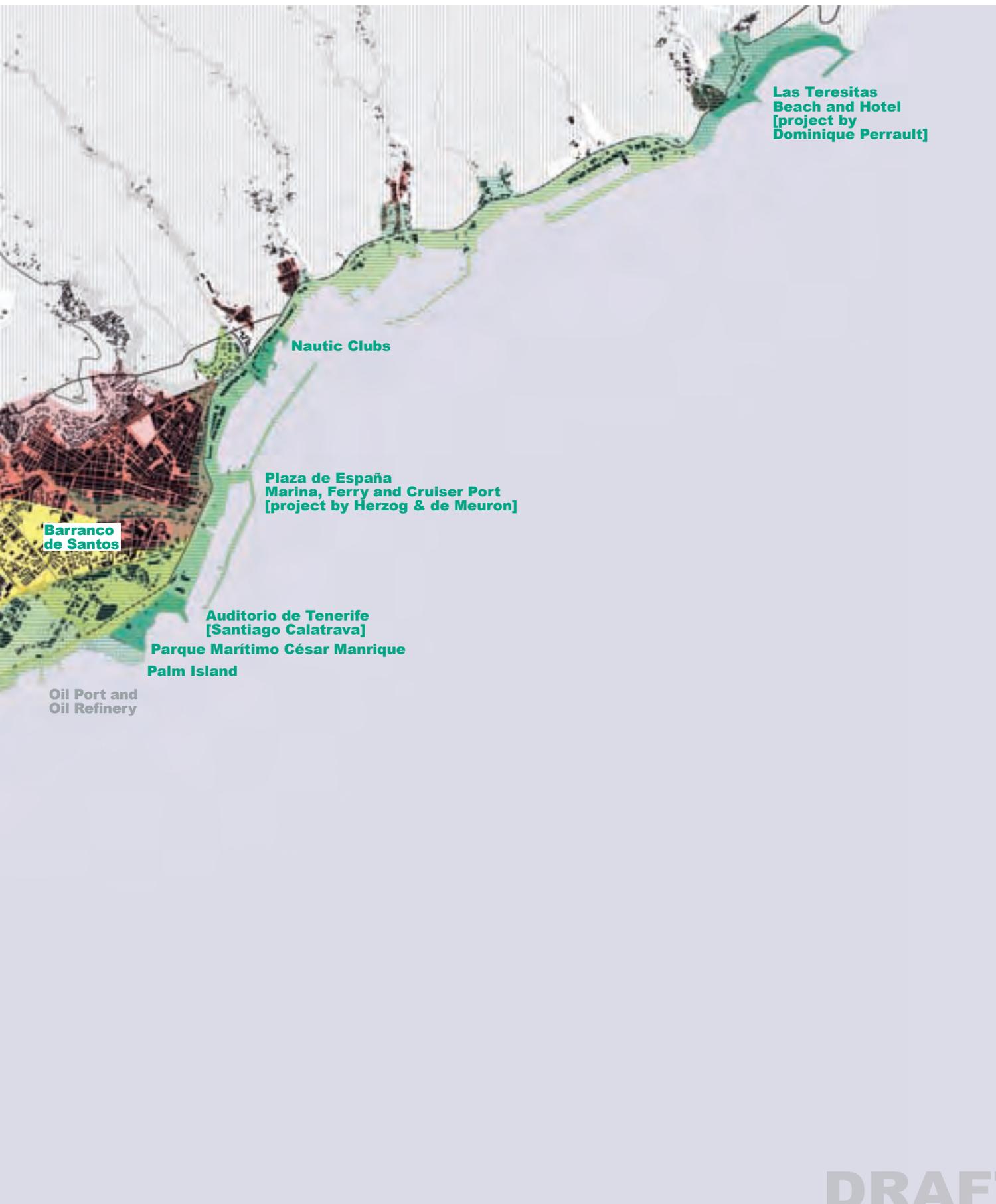


Military Base

Añaza

Radazul

Tabaiba



**Las Teresitas
Beach and Hotel
[project by
Dominique Perrault]**

Nautic Clubs

**Plaza de España
Marina, Ferry and Cruiser Port
[project by Herzog & de Meuron]**

**Barranco
de Santos**

**Auditorio de Tenerife
[Santiago Calatrava]**

**Parque Marítimo César Manrique
Palm Island**

**Oil Port and
Oil Refinery**

projects

In the south-west of the city, at the coastal motorway lie the former tourist resorts of Tabaiba and Radazul with its large scale hotel buildings. Whilst the city is extending more and more, these former resorts are becoming part of it. Today they have completely transformed into apartment complexes for local people. The location offers them

TABAIBA BAJA



JULIO AND RACHEL

- Both are about 35 years old and singles.
- Julio works in financial business in Santa Cruz.
- Rachel is a teacher in Candelaria.
- They have chosen to live in Tabaiba because of the great leisure qualities. Both enjoy diving.
- They say, that Tabaiba Baja with its own school is supposed to be very popular with young families especially those, who are not originally from the Canaries.

all qualities of tourist resorts combined with the infrastructure of the city.

Currently developments like Añaza at the coastal motorway are under construction offering houses and apartments above the coastline with unlimited views over the sea.

The project for the port by Herzog and de Meuron envisions a new waterfront for the Old City and complements existing recreational and cultural facilities in the port as well as projects currently under construction for the Barranco de Santos.

In the north-east at Las Teresitas, the nowadays` beach of Santa Cruz, will be enlarged by tourist hotels and a marina.

All these developments have in common, that they recover the coastline by emphasizing its qualities as a scene of leisure and recreation. Resort architecture, cultural centres and a port with shopping and leisure facilities are the built environment of this new kind of city.

Reminding, that the military base as well as oil refinery with its port will be removed in the foreseeable future, the fourth city becomes a realistic potential. It could link the three city belts and bring them back to the sea.



AÑAZA



TABAIBA ALTA



Image: Herzog & de Meuron

PORT - THE NEW LINK QUAI

Project for a new waterfront for Santa Cruz with ferry and cruiser terminals and a new marina, replacing the former container terminals. It should provide Santa Cruz with the port facilities according to the needs of new cruise ships.

CRUISERS

Santa Cruz is an important port for cruisers in the Atlantic Ocean. It is the home port of three liners, which leave the port on a weekly basis. The number of passengers on a cruise is constantly growing. In 2004 the port received more than 330.000 passengers. About one fourth of them starts/ ends the tour in Santa Cruz and stays one week more in one of the resort hotels mostly in the south of the island. The other passengers do always stay for one day in Santa Cruz, but about the half of them does not leave the cruiseliner. In this sense the cruisers present a high potential for Santa Cruz if the city manages to be attractive as a tourist destination.

Sources: Autoridad Portuaria de Santa Cruz 2005, p. 60 ff; www.aida.com and www.thomsonbeach.co.uk, 02/02/2006

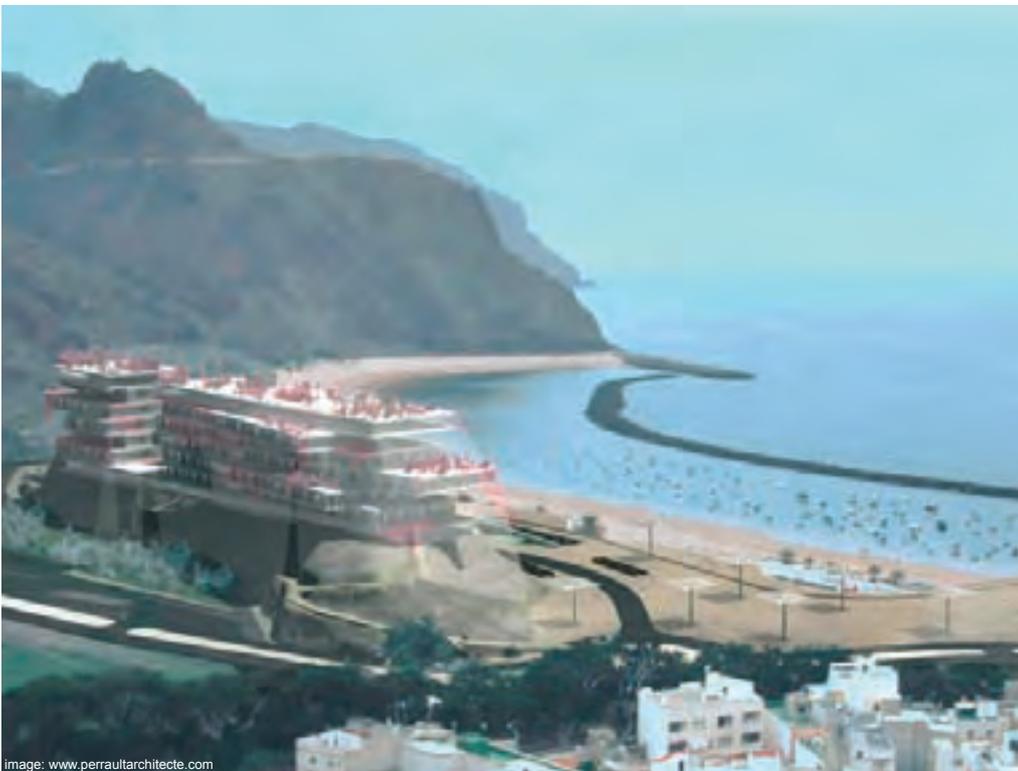


Image: www.perraultarchitecte.com

LAS TERESITAS

new beach project by Dominique Perrault

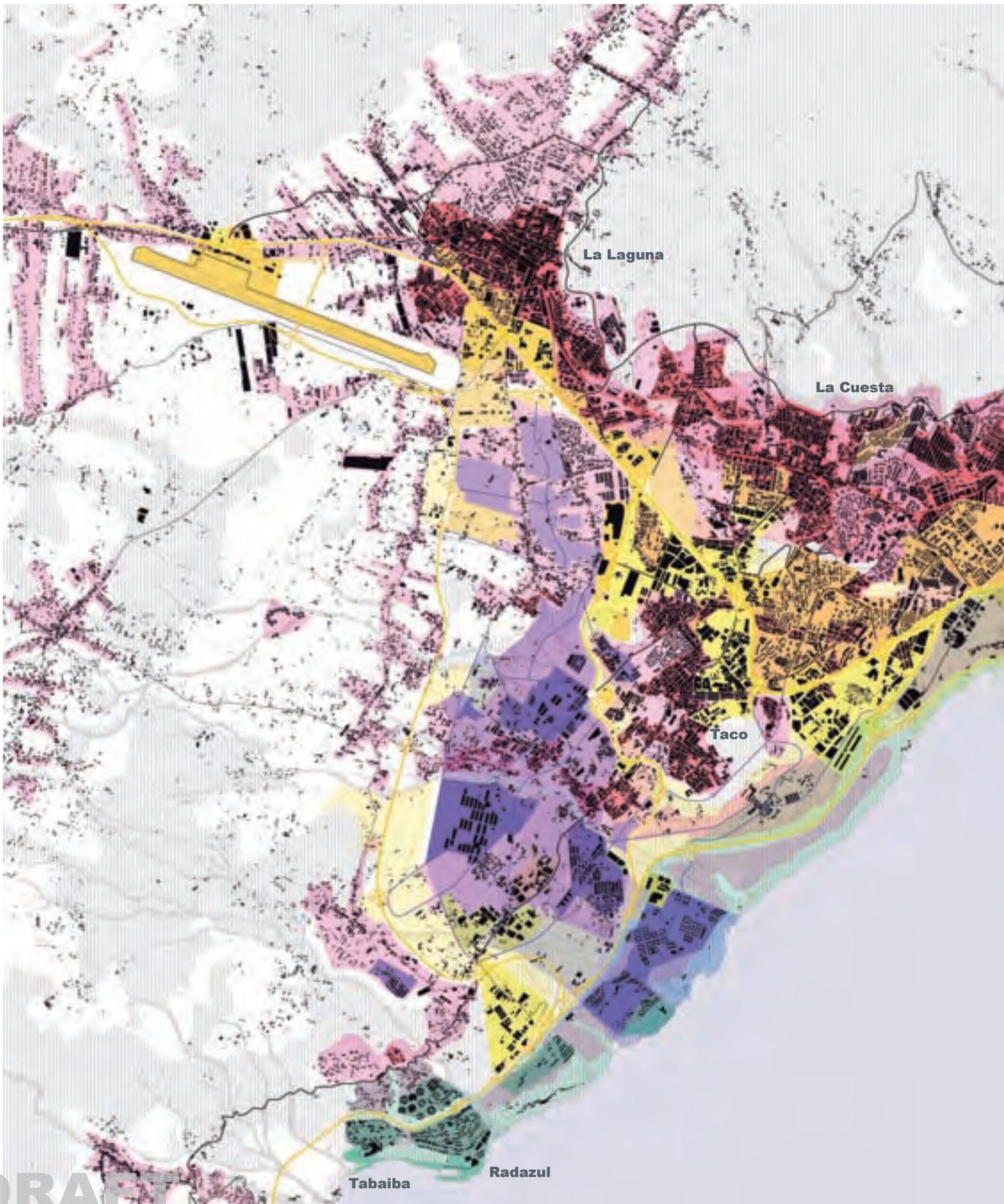
BARRANCO DE SANTOS

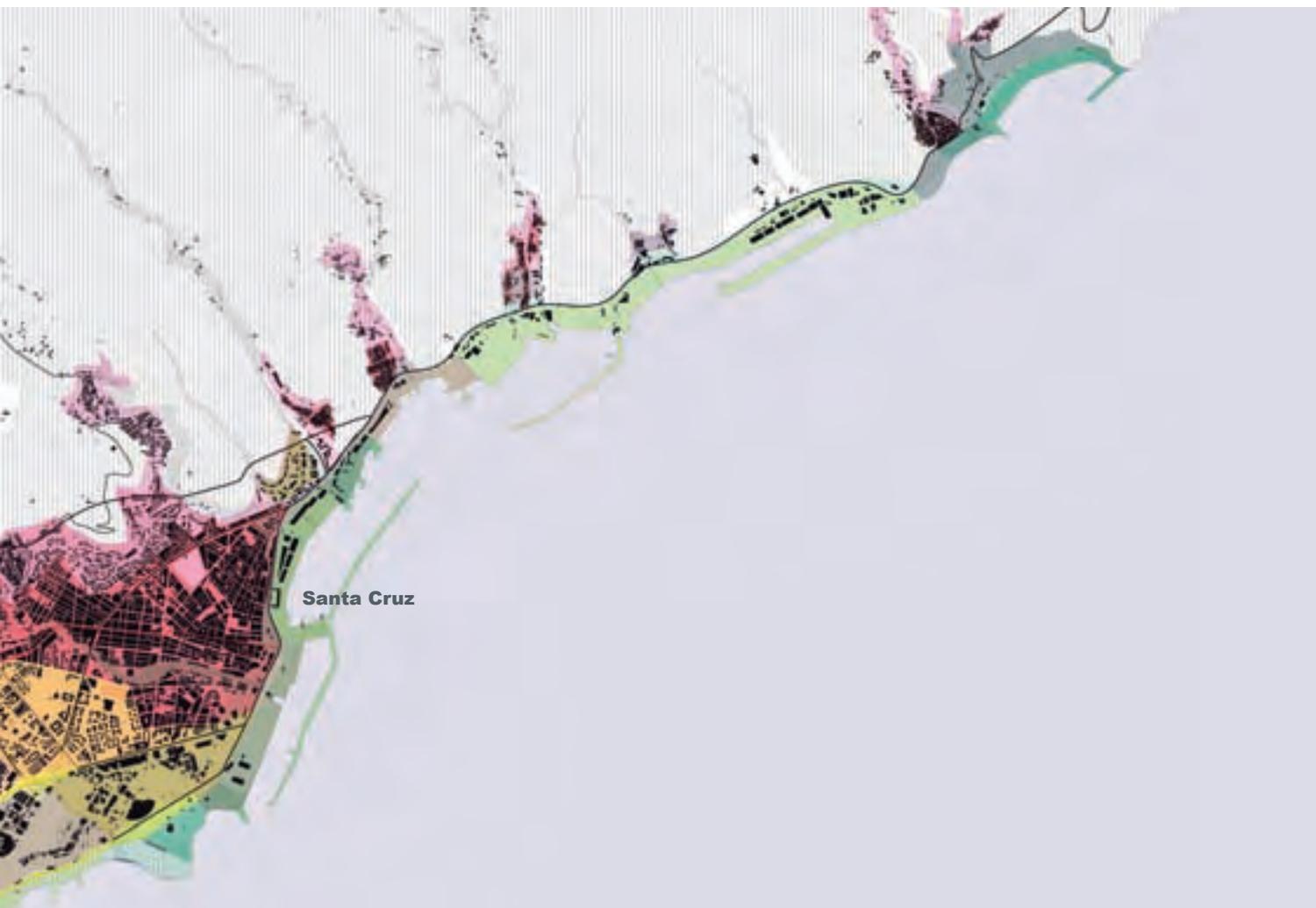
For a long time now the Barranco de Santos divided Santa Cruz. The City had turned its back to the barranco. This leftover space, which is very characteristic for the city is going to be equipped with a cultural centre, promenades and urban parks. It will link the inner city to the new waterfront of Santa Cruz.



APPENDIX

USE AND MORPHOLOGY





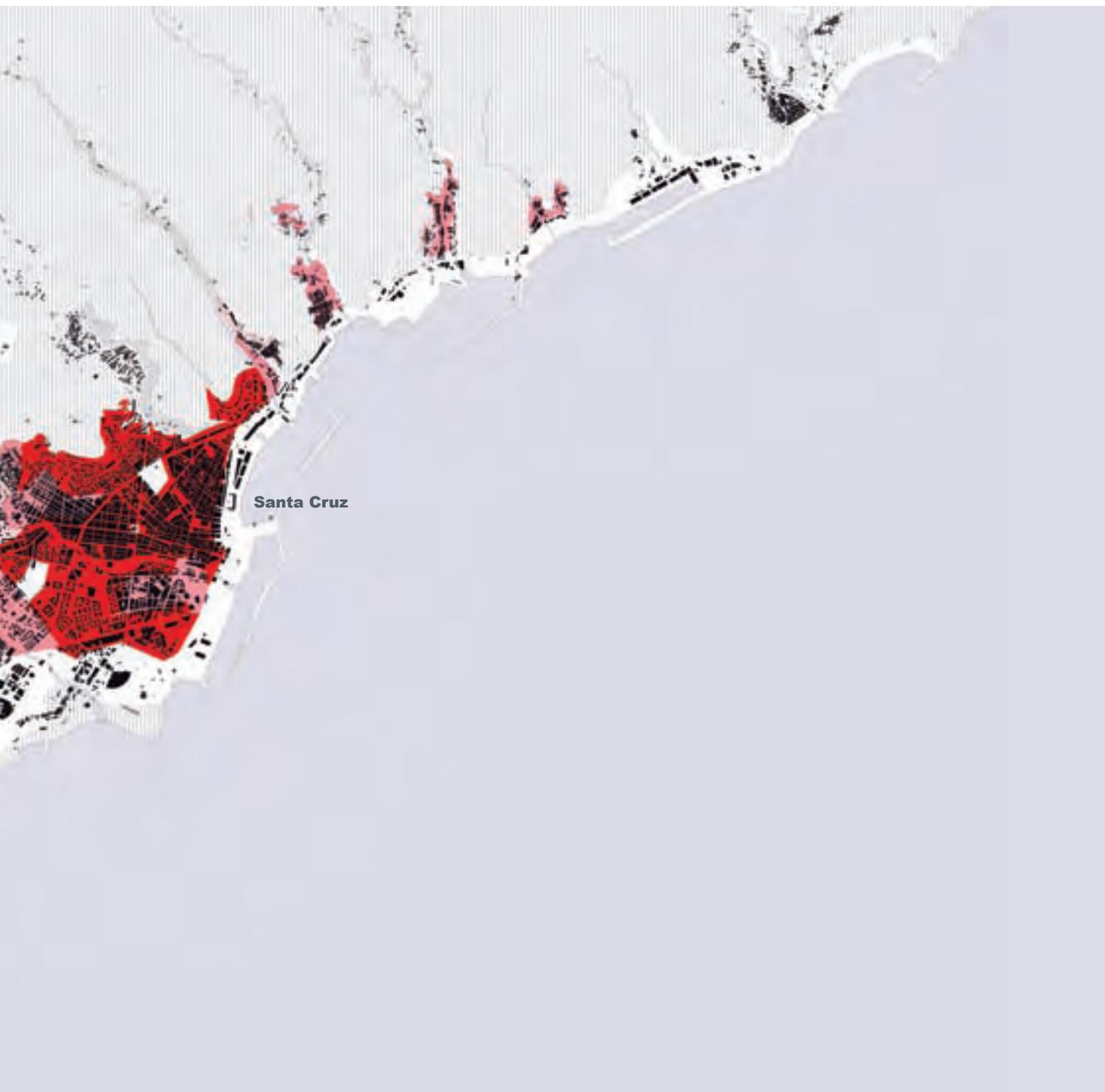
Santa Cruz

MORPHOLOGIES AND USES

-  old city
-  motorway city
-  new city
-  characterized by leisure facilities
-  housing and mixed used areas

ECONOMIC MAP





Santa Cruz

FLAT AND HOUSE PRICES

- expensive
- average
- cheap
- not enough data available

data sources
- the complete offers from www.donpicos.com, 12/12/2005
- offers of several property agencies and brochures in Santa Cruz

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