FAQ's

1. **Describe the three human establishments.**

   The examination of working conditions in a mechanistic society led to the recognition of the utility and necessity of three unit establishments indispensable for human activity:

   - The Farming unit- the cooperative village: a unit for agricultural production
   - The linear industrial city
   - The radio concentric city- same as Radiant City for the exchange of good and services.

2. **Discuss the planning philosophy of Corbusier- background of concentric city.**

   The **Ville contemporaine** was an unrealized project to house three million inhabitants designed by the French-Swiss architect Le Corbusier in 1922.The centerpiece of this plan was a group of sixty-story cruciform skyscrapers built on steel frames and encased in curtain walls of glass. The skyscrapers housed both offices and the flats of the most wealthy inhabitant. These skyscrapers were set within large, rectangular park-like green spaces.

   At the center of the planned city was a transportation hub which housed depots for buses and trains as well as highway intersections and at the top, an airport.

   Le Corbusier segregated the pedestrian circulation paths from the roadways, and glorified the use of the automobile as a means of transportation. As one moved out from the central skyscrapers, smaller multi-story zigzag blocks set in green space and set far back from the street housed the proletarian workers.

3. Discuss plan voisin of Corbusier.

The Plan Voisin is a solution for the center of Paris, drawn between 1922 and 1925 by Le Corbusier. The plan for 1925 seems to be a direct transposition of the diagram of Contemporary City for three million drawn in 1922. Included are buildings available in a regular orthogonal grid occupying a very important part of the right bank of the Seine. The space is highly structured with two new traffic arteries pierced through the city, one on the east-west, the other on a north-south. Their role is not limited to the organization of Paris, as were the advances of Haussmann: they pass through the fortifications and the suburban area. They have the ambition to link the capital to the four corners of the country, the major French and European cities. The crossroads at the intersection of these two avenues is the center of the plan, the center of the city in central France.

Le Corbusier opposed the idea of building a new administrative city in the periphery (that is La Defense) and proposes to build at the foot of Montmartre, opposite the island of the City's new command center that it considers necessary for the vitality of the country. The density of sky-scraper is 1,200 inhabitants to the acre. This figure is much higher than the average density of Paris in the heart of town (146 inhabitants to the acre) and of London (63) and of the over-crowded quarters of Paris (213), and of London (169). This great density shortens the distances of travelling and ensures rapid intercommunication.

4. Discuss the five points of architecture introduced by Le Corbusier throughout his career.

It was Le Corbusier's Villa Savoye (1929–31) that most succinctly summed up the five points of architecture that he had elucidated in *L'Esprit Nouveau* and the book *Vers une architecture*, which he had been developing

throughout the 1920s. First, Le Corbusier lifted the bulk of the structure off the ground, supporting it by *pilotis*, reinforced concrete stilts. These *pilotis*, in providing the structural support for the house, allowed him to elucidate his next two points: a free façade, meaning non-supporting walls that could be designed as the architect wished, and an open floor plan, meaning that the floor space was free to be configured into rooms without concern for supporting walls. The second floor of the Villa Savoye includes long strips of ribbon windows that allow unencumbered views of the large surrounding garden, and which constitute the fourth point of his system. The fifth point was the roof garden to compensate for the green area consumed by the building and replacing it on the roof. A ramp rising from ground level to the third-floor roof terrace allows for an architectural promenade through the structure. The white tubular railing recalls the industrial "ocean-liner" aesthetic that Le Corbusier much admired.

5. Discuss the street system of Chandigarh.

Le Corbusier's traffic system followed Mayer's lines but was more elaborate; he called it Les Sept Voies de Circulation, or Seven Vs. The rationale of his planning was the motor car. "From his early studies in urbanism, Le Corbusier had identified the motor car as the central factor of modern town planning. His initial, primarily aesthetic, quasi-Futurist response to the motor car and to rapid movement in the cities had, by 1950, metamorphosed into a theoretical solution to the problems of modern traffic -- a graded system of circulation, from crossing continents to walking to the front door. [As Le Corbusier put it] 'The 7 Vs act in the town plan as the bloodstream, the lymph system and the respiratory system act in biology. These systems are quite rational, they are different from each other, there is no confusion between them, yet they are in harmony ... It is for us to learn from them when we are organizing the ground that lies beneath our feet.

The 7Vs establishes a hierarchy of traffic circulation

ranging from : arterial roads (V1), major boulevards (V2) sector definers (V3), shopping streets (V4), neighbourhood streets (V5), access lanes (V6) and pedestrian paths and cycle tracks (V7s and V8s). The essence of his plan for Chandigarh rests on preserving intact the true functions of these seven types of roads.
The entrance of cars into the sectors, which are exclusively reserved to family life, can take place on four points only; in the middle of the 1,200 meters; in the middle of the 800 meters. All stoppage of circulation shall be prohibited at the four circuses, at the angles of the sectors. The bus stops are provided each time at 200 meters from the circus so as to served the four pedestrian entrances into a sector. Thus the transit traffic takes place out of the sectors; the sectors being surrounded by four wall-bound car roads without openings (the V3s).
The road system was so designed that "never a door will open on the surrounding V3s: precisely the four surrounding V3s must be separated from the sector by a blind wall all along." Buses can ply on the V4s, the horizontal connection between contiguous sectors, but not within the sector interiors.

6. **Discuss the core principles the planning of the city of Chandigarh.**

The Master Plan by Le Corbusier was broadly similar to the one prepared by Albert Mayer and Mathew Novicki, except that the shape of the city plan was modified from one with a curving road network to rectangular shape with a grid iron pattern for the fast traffic roads, besides reducing its area for reason of economy. The city plan was conceived as post war 'Garden City' wherein vertical and high rise buildings were ruled out, keeping in view the socio economic-conditions and living habits of the people.

All the main roads were straightened out, the dimensions and organization of the superblocks were reformatted, a complete hierarchy of circulation was established, the nomenclature was changed, and the Capital "head" was

firmly located in place.

The metaphor of a human being was being employed in the plan – the ‘head’ contained the capital complex, the ‘heart’ the commercial centre, and the ‘arms’, which were perpendicular to the main axis, had the academic and leisure facilities. The plan incorporated Le Corbusier’s principles of light, space and greenery. What had been named an “Urban Village” in Mayer’s plan, Le Corbusier renamed a “Sector”.
Le Corbusier divided the city into different Sectors. Each Sector or the neighboured unit, is quite similar to the traditional Indian 'mohalla', and measures 800 metres by 1200 metres, covering 250 acres of area. The sector featured a green strip running north to south, bisected by a commercial road running east to west. The streets were organized in a diminishing hierarchy and labeled V1 through V8: V1: arterial roads that connect one city to another, V2: urban, city roads, V3: vehicular road surrounding a sector, V 4: shopping street of a sector, V5: distribution road meandering through a sector, V6 residential road, V7: pedestrian path, V8: cycle track. Each Sector is surrounded by V2 or V3 roads, with no buildings opening on to them and meant to be self-sufficient, with shopping and community facilities within reasonable walking distance.

The educational, cultural and medical facilities are spread all over city, however, major institutions are located in Sectors 10, 11, 12, 14 and 26. The two Colleges, the École d'Art et d'Architecture from 1950-1965 are important buildings by Le Corbusier. Their studios and classrooms are grouped around interior courtyards. The buildings are severely oriented north and south, so that light enters from the north. The halls are separated by low partitions. Le Corbusier determined that these school complexes and the Museum had to be built of the reddish-brown brick that is common in India, or at least faced with this brick; in this way he sought to prevent buildings within sight of the Capitol from attracting too much attention from his prestige buildings of concrete.

The industrial area comprises 2.35 sq kms, set-aside in the Master Plan for non-polluting, light industry on the extreme southeastern side of the city near the railway line, as far away from the Educational Sectors and Capitol Complex as possible.