

large plots entered directly from a road with the lower-income plots in the interior. The street pattern follows a hierarchy from larger roads to cul-de-sacs that form the smallest, and most heavily used, unit of communal space. The sale at a profit of the plots for the higher-income group subsidized services for the lower.

Community facilities are located at the centre of the plan and fingers of open space thread from there to the edges of the site. The core is arranged in a linear fashion and consists of four clusters of mixed commercial and retail uses. The large shops face the street and the small the courtyards. A school and athletic field are located on the edge of the core. The site layout makes it possible to reach the core from the periphery of the site in a 10-minute walk. Work places are integrated into the plan. Much small-scale retail, commercial and industrial activity takes place in the streets and in the houses. It was anticipated that the houses would be built to have a verandah facing the street, a room with the kitchen

behind it and the latrines in the back. A second floor could then be tacked on (see Figure 10.21c). The latrine-kitchen relationship is not ideal in Hindu households but economics, the desire to not walk past a latrine on entering the house, and the need for privacy dictate it. A demonstration project designed by Doshi was built to show potential residents the type of development that could take place. Is the scheme a success? It won the Aga Kahn award for design in 1995.

Major references

- Bhatt, Vikram and Peter Scriver (1990). Aranya Township, Indore. In *After the Masters*. Ahmedabad: Mapin Publishing, 98–9.
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Plugging In the Infrastructure

Links designed to bind existing parts of a precinct together are proposed for a number of reasons and take on several forms. The primary reasons are to enhance accessibility and to provide an amenity to pedestrians and/or bicyclists. In Charles Center, the skywalk system was designed to make the parts of the superblock easily accessible from each other, but also to both separate vehicular traffic from pedestrian on safety grounds and be a symbol of the unity in an area of diverse buildings.

The two case studies described here are very different in character. The infrastructure of the first is at the second floor level and is enclosed while that of the second is really below the street at basement level but open to the sky. The first was designed to segregate pedestrians and vehicular traffic and to provide a comfortable passage from building to building in the harsh Minnesota winter. The second was simply to make a city centre a more attractive place. Both have been catalysts for new development.