MASTER PLAN - 2031
MYSORE – NANJANGUD LOCAL PLANNING AREA (REVISION-II)

REPORT ON
DATA COLLECTION, ANALYSIS
&
PROJECTIONS

VOLUME – I
The Mysore City is located at 76°12' (East), longitude and 12°18' (North) latitude. It is the second single largest city in the state of Karnataka. It was the capital of the former princely state of Mysore and is now a divisional headquarters having a population of about 10.14 lakhs, as per Census 2011.

Mysore City is one of the important tourist destinations in India. The major tourist spots are Mysore Palace, Zoo gardens, Somanathpura Temple, nearness to Wildlife Sanctuaries, like Bandipur Reserve Forest, Nagarhole Reserve Forest and its proximity to world famous Belur & Halebedu Temples, which are just within 160 km from the Mysore City. It is the second cleanest city in India as per 2010 survey.

The State government, under the provisions of the Karnataka Town and Country Planning Act 1961, which provide for regulation of planned growth of land-use and development for Urban Areas, constituted a City Planning Authority for Mysore for preparation of development plans for the Mysore Local Planning Area. The Planning Authority for this Local Planning Area prepared a Comprehensive Development Plan for the Mysore City Local Planning area and the same was approved by government (final) in 1981. The Local Planning Area was subsequently extended during 1983 to include Nanjangud and environs, and the total extent of the combined Local Planning Area was 495.32 sq km.

The Mysore Urban Development Authority was constituted under the provisions of the KUDA Act 1987, on 16.05.1988 & the Urban Development Authority took up the planning functions, as provided under sec (69) of the Act. A separate planning wing headed by the Town Planner Member of the Authority came in to being, and the Urban Development Authority started functioning as the Planning Authority for the Mysore-Nanjangud Local planning Area.

Revision of Master Plan (Revision-I) was taken up by MUDA and the Master Plan was finally approved by Govt. vide Govt. order No. HUD/337/TTP 96 dated 16.5.1997, for the plan period up to 2011 A.D, as per Sec13 (D) of KTCP Act 1961.

The revision of Master Plan 2011, approved by govt. in the above govt. order was taken up for revision and the draft revised Master plan – 2031(Revision II) was got up and the same has now been provisionally approved by govt. in GO no UDD597 My.Na.Pra 2011 dated 1-8-2012.

The above provisionally approved draft revised Master plan(R-II) was published, inviting objections / comments from the general public / NGO and other concerned persons, as required under Sec 13(1) of the Act, in govt. gazette dated 9-8-2012, giving a time period upto 8-10-2012, for filing the objections & the time was further extended upto 22-10-2012.

The approved draft Master plan i.e. the plans, reports (data analysis, the proposals of the Master plan & the zoning & sub division regulations), were made available on the authority’s website for public information. The same was also issued to public on request. The Kannada translated version of the approved zoning regulations (Vol 3 of the report)(abridged) was also made available to public for information. Public Exhibition of the draft approved plans was also arranged during the above period for public review.

The provisionary approved draft Master plan was also made available to the Mysore City Corporation & TMC Nanjangud. The same was also presented to the City Corporation & TMC and it was requested to offer their comments & suggestions. Discussions were made and clarifications were also given.
As a result of the above actions, a total no. of 1902 objections/ suggestions from the public & also from the several NGO’s, institutions were received .The MCC & the TMC Nanjangud have also offered their comments & suggestions on the draft Master plan.

The various suggestions / comments & objections were processed and were considered by the authority in its meeting held on 12-3-2013. The authority has resolved to consider the various objections & suggestion, accepted/rejected the cases, based on the merits of each case. Particulars of each are detailed, in a separate Annexure, appended.

The authority has resolved to resubmit the plans after finalization, by complying with the conditions imposed by the govt. & affecting other corrections, as per the decision of the authority.(Corrections affected particulars are given in a separate annexure appended to this report,as stated above.)

The Authority has, on this occasion, also resolved to thank all the concerned who have made it possible to finalize the Master Plan. Particular mention is made in respect of the Mysore City Corporation and the Town Municipal Council, Nanjangud for their suggestions offered during the presentations made before them by the Town Planner Member.

The Authority owes sincere thanks to Sri T.K. Anil Kumar, Secretary, UDD, Govt. of Karnataka, and Sri B.M. Tirakana Goudar, Director of Town and Country Planning, Bangalore, and also thankful to former Directors Sri H.B. Mukunda, Sri S. S. Topagi, Sri S. B .Honur for their valuable suggestions and modifications suggested for the Master Plan. The Authority also wishes to thank the Chairman and the Board members of MUDA, the people’s representatives of the city, various department heads of the Local Planning Area for offering their useful suggestions and support. The Authority is also thankful to Dr. C.G. Bettasurmatt (former Commissioner ,MUDA),  Sri M. N. Kumar (former TPM,MUDA) , the entire staff of the TPM Section and also SAI Consulting Engineers Pvt. Ltd. for their efforts in finalizing the Master Plan.The finalized revised Master plan for Mysore-Nanjangud local planning area is presented as follows.

1. Master Plan Report in Three Volumes,
   Vol. I- Data Collection, Analysis & Projections
   Vol. II- Proposals of Landuse and Transportation
   Vol.III- Zoning of Land-use and Development Control Regulations

2. Master Plan Maps
   Vol. I- Study Maps
   Vol. II- Proposal maps

The Authority hopes that this Master Plan will ensure an orderly and healthy development of the Local Planning Area and achive the stated objectives.

(M. C. Shashi Kumar)  
Town Planner Member  
Mysore Urban Development Authority

(Dr|| M. Mahesh)  
Commissioner  
Mysore Urban Development Authority
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<tr>
<td>BMICP</td>
<td>Bangalore Mysore Infrastructure Corridor Project</td>
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<td>BPL</td>
<td>Below Poverty Line</td>
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<td>BT</td>
<td>Bio Technology</td>
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<td>CDP</td>
<td>City Development Plan</td>
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<tr>
<td>CFTRI</td>
<td>Central Food Technology and Research Institute</td>
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<tr>
<td>CHESCOM</td>
<td>Chamundeshwari Electricity Supply Company</td>
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<td>CITB</td>
<td>City Improvement Trust Board</td>
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<td>CPHEEO</td>
<td>Central Public Health and Environmental Engineering Organization</td>
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<td>DC</td>
<td>Deputy Commissioner, Mysore District</td>
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<td>DIC</td>
<td>District Industries Centre</td>
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<td>DU</td>
<td>Dwelling Unit</td>
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<td>GIS</td>
<td>Geographic Information System</td>
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<tr>
<td>GLSR</td>
<td>Ground Level Storage Reservoir</td>
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<tr>
<td>GoI</td>
<td>Government of India</td>
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<tr>
<td>GoK</td>
<td>Government of Karnataka</td>
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<td>Information Technology enabled Services</td>
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<td>JnNURM</td>
<td>Jawaharlal Nehru National Urban Renewal Mission</td>
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<td>KIADB</td>
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<td>KPTCL</td>
<td>Karnataka Power Transmission Corporation Limited</td>
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<td>KRS</td>
<td>Krishna Raja Sagara</td>
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<td>KSRTC</td>
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<td>KUDA</td>
<td>Karnataka Urban Development Authorities Act, 1987</td>
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<td>KUWSDP</td>
<td>Karnataka Urban Water Supply and Drainage Board</td>
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<td>LPA</td>
<td>Local Planning Area</td>
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<td>MCC</td>
<td>Mysore City Corporation</td>
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<tr>
<td>MLD</td>
<td>Million Liters per day</td>
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<td>MUDA</td>
<td>Mysore Urban Development Authority</td>
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<td>NH</td>
<td>National Highway</td>
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<td>NRSA</td>
<td>National Remote Sensing Agency</td>
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<td>NTMC</td>
<td>Nanjangud Town Municipal Council</td>
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<tr>
<td>ORR</td>
<td>Outer Ring Road</td>
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<tr>
<td>PWD</td>
<td>Public Works Department</td>
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<td>RS</td>
<td>Remote Sensing</td>
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<td>RTO</td>
<td>Regional Transport Office</td>
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<td>SAI</td>
<td>SAI Consulting Engineers Private Limited</td>
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<td>SH</td>
<td>State Highway</td>
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<td>SWM</td>
<td>Solid Waste Management</td>
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<td>UDA</td>
<td>Urban Development Authority</td>
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<td>ULB</td>
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Chapter 01
Introduction
1 Introduction

1.1 History of the City

The princely state of Mysore (1399–1947 AD) was a kingdom of southern India, traditionally believed to have been founded in 1399 near the modern city of Mysore. The Wodeyar family, initially served as a vassal state of the Vijayanagara Empire, ruled the kingdom. With the decline of the Vijayanagara Empire by 1565, the kingdom became independent. The 17th century saw a steady expansion of its territory and under Narasaraja Wodeyar I and Chikka Devaraja Wodeyar; the kingdom annexed large expanses of what is now southern Karnataka and parts of Tamil Nadu to become a powerful state in the South. The maps below show the territory of Mysore Kingdom in 1703 and at the turn of the 17th century where the kingdom had shrunk and was surrounded by the British dominance areas.

Map 1-1: Mysore kingdom in the 17th Century

Source: http://en.wikipedia.org/wiki/File:Joppen1907MysoreChickDeoWadiyar1704.jpg as on 03.01.2010

In defining the individuality of Mysore City, it is difficult to avoid a comparison with Bangalore, which essentially means focusing on their contrast. Bangalore developed mainly as a British cantonment after Tipu's fall, its dominant character being that of a typical cantonment, with its largely European Classical public buildings, shopping malls, parade routes and barracks, churches and colonial bungalows. Mysore, on the other hand, has retained its studiously built character of a “native” princely city: its ambience and atmosphere are characterized largely by the towering presence of the Amba Vilas palace, the focal point of the city’s meticulous planning and symmetrical axis. There is a very palpable impression left by the Maharajas, their Dewans and the talented luminaries of their durbars, on the city’s heritage of numerous buildings, gardens, boulevards and planned markets each having a bearing to a master concept of the overall aesthetics. Apart from the royal aura of its palaces and stately public buildings, the city exudes a locally cultivated bouquet of civic planning and orchestrated architecture, which puts it
in a class by itself. It is almost as if a poet architect planner had let himself go with a computer designer and come up with an inspired mosaic of palaces, promenades, colonnaded markets, mohallas, parks, statue circles, vistas and water bodies.

Among the casualties of the modern day approach to urban planning and civic architecture; thanks to the mounting pressure on building space and the rapidly escalating land values is the time honoured principles which must dictate the spatial setting of a public building, especially a major edifice planned in a focal area of the city. It is too often forgotten that space, particularly the foreground, has to be tailor made to the size and expanse of the structure. Urban planning and architectural conceptualization of civic structures and monuments in the earlier eras - especially the era of Krishnaraja Wodeyar, Sir M. Visveswaraya and Sir Mirza Ismail in the erstwhile Mysore State are a lesson in the richly rewarding application of these principles. Examples abound in Mysore City especially in the half century of its development after 1890 of integrally planned complexes, comprising whole sections of the city, in which suitable extents of land, as dictated by the aesthetics of the structure, were assigned to individual buildings. As part of the same concern for city aesthetics, spaces measured to scale were set apart for plazas, promenades and parks in the overall setting of which they formed a part. Mysore is, besides, a city of long boulevards radiating from a well-defined central axis, with well-recessed public buildings balanced on either side: a model for any town-planner. This is prominent from the city plan of 1861 and 1902 shown below. The city is planned with boulevards and wide roads. The maps below show the growth of the city of Mysore since 1865 to 1903. Mysore also had the privilege to have the first City Improvement Trust Board to be formed in India in 20th century.

Map 1-2: Map of Mysore City, 1865
Map 1-3: Map of Mysore City, 1903

Source: T. P. Issar, The Royal City – Mysore

The civic architecture of Mysore is a blend of the Indo-Saracenic and European-Classical. There is, besides, a sprinkling of some remarkable colonial-style, ridge-roofed, “monkey-top” bungalows in the Bangalore tradition, which lend variety and distinction to the city’s architectural scene. The European Classical public buildings and mansions which came up in the
city between 1805, when the residency building was completed, and the 1940’s especially in the decades which followed the rendition of 1881 are a tribute to the cultivated building sense of their builders whether the British or the Maharajas and their Dewans. It is obvious that they wanted these structures both to enhance the city’s skyline and to proclaim a benign rule: for every stately residential mansion, palace or courtier’s residence that they built, they also built ten times as many buildings for the public.

Though many public buildings of the era were built in self consciously Hindu or pointedly Indo Saracenic style, the European-Classical became, for a long spell, the fashionable vogue, being “modern and imported”. The buildings at the beginning of the nineteenth century, were in any case built or influenced by the British Residents, Commissioners or tutors and “guardians” of royalty, who had not yet learnt to appreciate India’s own tradition of sophisticated and environment-adapted architecture. Among the European Classical buildings built in this era, the Government House and Yelwala Residency stand out for their restrained and dignified classicism unmixed with extraneous element, stylistic or decorative.

The buildings of European Classical style built by the Maharajas carry a typical quaint touch found only in Mysore City and rarely in the more British Bangalore. The Hindu motif in the Graeco-Roman pediment or other focal point of the façade much like the three piece-suited local aristocracy and bureaucracy of the times who found nothing incongruous in wearing the gold-striped Mysore turban and even the denominational mark on the forehead. The Oriental (Jubilee) Institute, the Dewan’s Katchery (District Offices, Gordon Park), Chaluvamba Vilas (C.F.T.R.I) and the Krishnarajendra Hospital are among the most remarkable buildings in this group. Lalit Mahal by far the most outstanding European-Classical building of the city outshines and towers over all the other European-Classical buildings, alike with its scale, its purity of Wren like lines, its profusion of decorative elements and its tailor-made and dream-like setting. Both Chamarajendra Wodeyar and the Maharani Regent commissioned many distinguished buildings including some remarkable buildings in the European-Classical style between 1881 and 1902. However, it is Krishnaraja Wodeyar IV, the “Saint King”, who stands out among the great builders of Mysore City and creator of its remarkable aesthetics: perhaps no other princely builders of the present century can match his record of buildings commissioned or inspired by him. The map below shows the Mysore city planned with wide road, boulevards, housing layouts, public buildings and large open green areas developed by 1930.

Map 1-4:Road Network Map of Mysore City, 1930

Source: Bangalore/T. P. Issar, The Royal City – Mysore
The residential localities of Mysore have the “Mohalla” or “Agrahara” character, which is rare to find in Bangalore, even in the older “Pettah” areas of that city. Many of these “mohallas” or “Agrahara” were founded by the earlier Maharajas some going back more than 200 years and remain with their original names and more or less the original shapes. Maharaja Krishnaraja Wodeyar III, who spent most of his long reign sulking behind the “curtain” which had been metaphorically drawn over him by the British in 1831, founded a few good “mohallas” in the city. Hayavadana Rao, author of the monumental Mysore Gazetteer, notes in 1927: “the present Hale-Agrahara, the Fort, Dodda Petta and the Lashkar Mohalla” mainly constituted the limits of the old town of Mysore in the early days of the 19th century.

It was only during the 70s and 80s of the last century that some kind of systematic improvement in the city was taken up. Schemes for decongestion of the Fort were formulated. Purnaiah’s Nalla was partially filled and the present day Sayaji Rao Road was formed over it. The ditch around the fort was similarly filled and converted into Curzon Park. The first few sewerage works were taken up. A statute to govern municipal work was introduced in 1888.

The Great Plague of 1898 infused urgency into the city improvement measures and soon after, a City Improvement Trust was set up. New extensions, parks and markets were laid out and a comprehensive system of drainage later developed and completed on elaborate lines by Sir M. Visveswaraya was adopted in 1910. The city got its electric lighting about this time. It was, again, around this time that the city’s exemplary and spacious planning was conceived and put on the drawing board. These years also mark the beginning of the City’s golden era of architecture. Work on the Amba Vilas Palace had already begun and the stately Krishnarajendra Hospital building precursors of many more imposing public buildings was to come up just a few years later.

Though a city with a hoary past, the present day Mysore, its setting and its architecture have taken shape mostly in the last century. It is an impressive saga of the work commissioned by highly cultured and public-spirited Maharajas and their Dewans a glittering string of visionary administrators. It must, however, be said to the credit of Mysore City’s architecture and city aesthetics that almost none of its new buildings obscures or undermines its distinguished predecessors. Again, the city’s newer, PWD built public buildings like the Rangamantapa building commemorating Vishwa Kannada Sammelana (1986) are better in style and elevation composition than comparable buildings in Bangalore though that may not be saying much.

Today, Mysore is Karnataka’s second largest city and according to the state government, it is poised to take off as the newest destination for investment in the industrial, educational and tourism sectors. Mysore over the past decades transformed itself into a destination for modern industries in the manufacturing, service and Information Technology sectors.

The LPA also consists of the town of Nanjangud, which is one of the historic temple towns of south India. Nanjangud is located on the bank of river Kabini. Nanjangud is a temple town well known for the Nanjundeshwara or SriKanteswara temple dedicated to Lord Shiva, which is one of the ancient temples located within the region. The great ruler of Mysore Haider Ali Khan and his son Tipu Sultan of Mysore were great patrons of the God Nanjunda of the Nanjundeshwara. A major event in Nanjangud town is the Rathotsava or the car festival of Nanjundeshwara.

Nanjangud is a home to many industries, which are mainly located in the Nanjangud Industrial Area. It all started with the now closed Sujatha Textile Mills, which at its peak used to employ about 3,000 people. However, there are other industries, which thrived. Some of the major businesses located in and around Nanjangud are Nestle India Ltd, AT&S India Pvt. Ltd., TVS
Motor Company, Bannari Amman Sugars Ltd, South India Paper Mills, S. Kumar’s, Reid & Taylor, ABB, Jubilant Organosys and Indus Fila to name a few.

1.2 Regional Setting

1.2.1 Physical Environment
Mysore district lies in the Southern maiden (Southern Plateau) and it is in the southernmost part of Karnataka State. Physiographically, the region in which the district is found may be classified as maiden and partly semi malnad (malnad hilly lands). The district forms the southern part of the Deccan peninsula with Tamil Nadu to its southeast, the Kodagu district to its west, Mandya district to its north, Hassan district to its northwest and Bangalore district to its northeast. Mysore district forms a distinct land unit, besides being a cultural entity lying between 11°30' N to 12°50' N latitudes and 75°45' E to 77°45' E longitudes. It covers an area of 6854 sq. km. that is, 3.57 per cent of the state’s total geographical area. It holds the sixth place in the state in terms of the area with a population of 2.641 million in 2001.

1.2.2 Location and Area
The region lies on the Deccan plateau, east of the hilly Malenadu region, which includes the eastern foothills of the Western Ghats range. The LPA consists of gently rolling plains, punctuated by several of the large rivers that rise in the Western Ghats and flow eastward to empty into the Bay of Bengal. Mysore region, also known as the Southern Karnataka Plateau, is made up of the low rolling granite hills from 600 to 900 meters elevation. It is bounded on the west by the Western Ghats and on the south and east by ranges of hills, and on the north it drops to the lower-elevation northern Maidan. It includes Bangalore, Bangalore Rural, Chamrajnagar, Hassan, Kolar, Mandya, Ramanagara and Tumkur districts. Most of the region is covered by the South Deccan Plateau dry deciduous forests eco region, which extends south into eastern Tamil Nadu. Some of the larger cities and towns of the Maidan include Bangalore, Mysore, Tumkur, Chitradurga, Bellary and Davangere. Agriculture and animal husbandry are the mainstays of the region, and the main crops include cotton, sorghum, millet, and peanuts. The region lies in the rain shadow of the Western Ghats, and is generally much drier than coastal Karnataka and the Western Ghats. It was originally covered by extensive, open-canopied tropical dry deciduous forests, characterized by the trees Acacia, Albizia and Hardwickia, but much of the original forest has been cleared for agriculture, timber, grazing and firewood. Overexploitation of the forests for fuel wood and fodder has resulted in much of the original forest being degraded into thickets and scrublands.

1.2.3 Linkages
Mysore is located about 140 km from Bangalore and well connected by rail and road to parts of the state and the country. A network of state highway and national highways connects the city to various nearby towns and the neighboring states of Tamil Nadu and Kerala. Bangalore is connected to Mysore via the state highway 17. This road has now been widened to a four-lane highway, which passes through towns of Ramanagara, Chennapatnam, Maddur, Mandya, Srirangapatnam and enters Mysore city from the north east side. This highway has been upgraded to a four lane recently in 2006. This has now reduced the travel time drastically than before. There is also a proposal for a Bangalore Mysore Infrastructure corridor; which will have a four lane dedicated express highway between Bangalore and Mysore. It is assumed that this express highway will reduce the travel time to 90 minutes. The state highway 88 passes through
Mysore connecting the towns of Mangalore through Hunsur. The state highway 33 passes through Mysore, Bannur, Malavalli, Kanakapura and hits in to Bangalore.
The railway line from Mysore goes to Bangalore and Arsekere in North and to Chamrajnagar in the south. At this point of time, the double tracking of the Bangalore link is under progress.
In order to improve air connectivity with the major cities of the country, up gradation and expansion of the existing airport under the first phase is completed and is open for air traffic.
Mysore is well connected to nearby towns like Hunsur, Bannur, K. R. Nagar, H. D. Kote, T. Narsipur, Mandya, Maddur, Kollegal and Malavadi.

1.2.4 Climate
The district enjoys cool and equable temperature. Mysore shares the wider climatic pattern of the state as a whole, although there are some distinctive features. The climate of the district described is essentially tropical monsoon type, which is a product of the interplay of the two opposing air masses of the southwest and northeast monsoons.
The minimum temperature in winter is around 15°C and in summer, the maximum temperature is around 35°C. Mysore gets most of its rains during the monsoon between June to September. The temperatures during the cold weather season (November to February) ranges from 16.1°C to 31.3°C. The hot weather season begins in the month of March and increases in its intensity towards the end of May. In this season, the temperature ranges from 19°C to 35°C. Land becomes very hot and there is a wide range of variations between day and night temperatures. However, there is occasional relief from pre-monsoon thunderstorms.

1.2.4.1 Southwest Monsoon
The southwest monsoon sets in about the end of June and it continues with some intervals until the end of September. It is dominant in the district and it brings heavy rains to this region. The district receives a major portion of its rainfall from the southwest monsoon. The normal annual rainfall is around 760 mm, spread over a period of four months. The annual average rainfall ranges between 600 mm and 1,100 mm.

1.2.4.2 Northeast Monsoon
The northeast monsoon commences in October and ceases by the end of December. The monsoon winds bring some rain to the eastern parts of the district. The duration of the monsoon is shorter, rains are also very low, and they are confined to smaller area of the district.

1.2.5 Temperature
Temperature influences considerably the socio economic activities of the people in a region. The district in general enjoys cool and equable temperature. In the period from March to May, there is a continuous rise in temperature. April is the hottest month with the mean daily maximum temperature at 35°C and the daily minimum at 21°C. Please refer to the table for temperature for Mysore and Nanjangud taluka.

1.2.6 Humidity
Relative humidity is generally high during the southwest monsoon season. Relative humidity is about 70 per cent throughout the year, while in the afternoons, humidity is comparatively lower except during the southwest monsoon. The period January to April is the driest part of the year with relative humidity of about 30 per cent and still lower in the afternoons.
1.2.7 Rainfall
The variation in the annual rainfall from year to year is not large during the 85 years from 1901 to 1985, the highest annual rainfall amounting to 156 per cent of the annual rainfall that occurred in 1903 and the lowest occurred in 1918. In the same 85-year period, the annual rainfall was less than 80 per cent of the normal rainfall in 7 years, none of them consecutive, considering the rainfall at the individual stations. However, two or three consecutive years of good rainfall occurred once or twice at fifty-two out of sixty-five rain gauge stations. It has been observed that the average annual rainfall in the district was between 600 mm and 900 mm in 66 years out of the 85 years. Refer to the table below for the average annual rainfall for Mysore below.

Table 1-1: Average Annual Rainfall for Mysore Taluk

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</thead>
<tbody>
<tr>
<td>Annual Average Rainfall (mm)</td>
<td>826.3</td>
<td>647.2</td>
<td>777.8</td>
<td>616.1</td>
<td>735.2</td>
<td>269.4</td>
<td>605.6</td>
<td>640</td>
<td>837.3</td>
<td>690.5</td>
<td>883.1</td>
</tr>
</tbody>
</table>

Source: Karnataka Government Bureau of Economics and Statistics

The distribution in the district is confined to the months of April to September. January receives the lowest rainfall of 2.02 mm. The rainfall from June to September constitutes only about 55.07 per cent of the annual rainfall. The rainfall during the pre-monsoon months of April and May and during the post monsoon months of October and November are as much as 25.37 percent and 15.13 per cent, of the annual rainfall respectively.

1.2.8 Special Weather Phenomena
During October and November, some of the depressions and cyclonic storms which originate in the Bay of Bengal, cross the east coast and move across the peninsula. Such depressions and storms pass through or remain in the neighborhood of the district causing widespread, heavy rains and high winds. Thunderstorms are common during the hot season and the post monsoon months.

1.2.9 Geology
Geologically, the district is mainly composed of igneous and metamorphic rocks of Pre-Cambrian age either exposed at the surface or covered with a thin mantle of residual and transported soils. The rock formation in the district falls into two groups, charnockite series and granite genesis and gneissic granite. A wide area of the district consists of charnockite series of rocks, particularly along the southeastern borders of Yelandur and Biligirirangana hills and at the western border near Hangod in Hunsur Taluk. The intervening ground consists of granitic genesis with thin beds, lenses and elongated runs of various hornblendic rocks, pyroxenites and durities containing chromate and manganese. Dolerites are in large numbers to the west of Hunsur and Gundelpet taluka. These rocks are of great economic importance because of the presence of graphite, corundum and granites in them. They extend from Bilikere region up to the southern border of the district in the south-southwest direction for nearly 50 km. Fine textured granite beds are found in Mysore taluka and around Mysore city.
1.2.10 Drainage System
Mysore district is endowed with a number of perennial and non-perennial rivers. The Cauvery and Kabini rivers are essentially the two major rivers within the LPA. The Cauvery, which is the major river system of the district, traverses the Mysore plateau from northwest to east along with its tributaries Kabini, Suvarnavathi, Laxmanathirtha and others. The total catchment area of the river is the second largest in the State and it covers nearly 18 per cent of the land area of the State. It is the only river, which has been harnessed for irrigation from ancient times, and it is estimated that as much as 95 per cent of its surface flow is put to use before it enters into the Bay of Bengal. The Kabini river passes through the LPA on the northern bank of Nanjangud town. It is one of the major sources of water supply for the Nanjangud Town.

1.2.11 Soil
Soil is a natural resource, forms base for growth of natural vegetation, agriculture crops, horticulture plantation and fodder. The soils of the districts can broadly be classified as laterite, red loam, sandy loam, red clay and black cotton soils. The laterite soil occurs mostly in the western part of the district while the red loam soils are found in the northwest. In the taluks of T. Narsipur and Nanjangud, there is deep red loam occasionally interspersed with black soils. The red soils are shallow to deep well drained and do not contain lime nodules. The black soils are 1 to 1.5 meter in bases with good water holding capacity for a longer time.

1.2.12 Natural Vegetation
Mysore has two types of forests and they are moist deciduous where the rainfall is 900-1100 mm and dry deciduous where the rainfall is 700-900 mm. Mysore district is the third richest in forest wealth in the State. The Principal species of trees in the forests are teak, honne, rosewood, dindiga, eucalyptus and sandalwood. Indirectly, forests of the region confer various ecological benefits on the land such as salubrious climate and good rainfall.

1.3 Local Planning Area of Mysore - Nanjangud
Mysore is the second largest and one of the important cities in Karnataka after Bangalore where urban sprawl is taking place at a faster pace. Realising the importance, Mysore city planning authority was first constituted in the year 1966 for the LPA for Mysore city, which included entire Mysore City Municipal Area, 13 numbers of villages of Srirangapatna and 43 villages of Mysore taluka. The LPA has been revised by government several times on the recommendations of the State Town Planning Board, in view of the need to bring these additional areas for regulation of development, from time to time. The development plans for these LPA have been prepared and enforced by the City Planning Authority as provided under the provisions of KTCP Act 1961.

The present LPA includes Mysore City Corporation area, Nanjangud Town Municipal Council area, 84 villages within Mysore taluka, 19 villages within Nanjangud taluka and 14 villages within Srirangapatna taluka. It covers an area of 509.03 sq. km. The list of various urban areas and rural areas of the Mysore Nanjangud Local Planning Area and the running boundary is given below:
Table 1-2: List of urban and rural areas within the LPA

<table>
<thead>
<tr>
<th>No</th>
<th>Name of Town/Village</th>
<th>Remarks</th>
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<tr>
<td></td>
<td>Mysore City Corporation</td>
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<tr>
<td></td>
<td>Nanjangud Town Municipal Council</td>
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**Mysore Taluka**

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<td>Remarks</td>
</tr>
<tr>
<td>----</td>
<td>------------------------------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>80</td>
<td>Vijayasripura(Deserted Village)</td>
<td>Entire Revenue village &amp; Grama thana included</td>
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<tr>
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<td>Vundavadi</td>
<td>Survey no 25-30 only</td>
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<td>Yadahalli</td>
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<tr>
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<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
<td>84</td>
<td>Yaraganahalli</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
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**Najangud Taluka**

<table>
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<tr>
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</tr>
<tr>
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<td>Bylaru</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
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<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
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<td>Chikkayyanachatra</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
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<td>Debur</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
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</tr>
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</tr>
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<td>Geekahalli</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
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<td>Golur</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
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</tr>
<tr>
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<td>Hijjige</td>
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</tr>
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<td>Kallahalli</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
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<td>Karlapura</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
<td>99</td>
<td>Kathavadipura</td>
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</tr>
<tr>
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<td>Thandavapura</td>
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<td>Thoramavu</td>
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<td>Uppanhally</td>
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<td>Yechagally</td>
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**Srirangapattanam Taluka**

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<td>Averhalli(deserted Village)</td>
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<td>Balmuri(Deserted Village)</td>
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<td>107</td>
<td>Bastipura</td>
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<td>108</td>
<td>Belagula</td>
<td>Part Village</td>
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<td>109</td>
<td>Bichanakuppe</td>
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<td>Hongalli</td>
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<td>Hulikere</td>
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<td>112</td>
<td>Hulikyatanahally</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
<tr>
<td>113</td>
<td>Jakkanakuppe</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
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<td>Kuppekada</td>
<td>Entire Revenue village &amp; Grama thana included</td>
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<td>115</td>
<td>Majjigeppura</td>
<td>Part Village</td>
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<td>Mogarahalli</td>
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<td>117</td>
<td>Pura(Deserted Village)</td>
<td>Entire Revenue village &amp; Grama thana included</td>
</tr>
</tbody>
</table>

Source: Extracts of Schedules I of Notifications of the Local Planning Area by the Government of Karnataka from time to time

Extract of Schedule- II of notification of the Local Planning Area of Mysore-Nanjangud
A line starting from the north-west corner of Bichanakuppe village boundary in Srirangapatna taluk and runs along the road from Chikkanahally to Krishnarajasagara in Vundavadi Village limits, Mysore Taluk up to RBLL canal regulator at Krishnarajasagara Dam. The line then takes a turn towards north and along the upper margin RBLL canal running in the village limits of Hongalli, Balmuri, Majjigepura and Belagula in Srirangapatna taluk and then meets M.C. Road. Further the line takes a turn towards east and runs along M.C. Road and meets the north-east corner of survey no 760 of Belagula village. The line then runs along the eastern boundary line of survey no.5 760 and 761 of Belagula village in Srirangapatna taluk meets the village boundary of Jakkanakuppe in Srirangapatna taluk at north east corner of sy no 23,further it runs along the eastern boundary line of sy no 23 and meets the taluk boundary line of Mysore-Srirangapatna at north-west corner of sy no 73 of Sadanahalli village in Mysore taluk, further the line runs along the Mysore-Srirangapatna taluk boundary line and also on the village boundary of Laxmipura and crosses Mysore-Bangalore railway line, further it runs along the same village boundary and then joins the northern boundary of Naganahalli village. The line then runs along north-eastern boundary of Naganahalli and joins Kalastavadi village boundary, the line then runs along the northern boundary of Kalastavadi crosses Mysore-Bangalore road and runs along the northern boundary of Kalastavadi, then takes a turn towards south, runs along the eastern boundary and southern boundary of Kalastavadi village along Virija nala meets the south eastern corner of Siddalingapura village boundary turn south and runs along the eastern and southern boundary of Siddalingapura village till the southernmost boundary of Siddalingapura village turn west and runs along the southern boundary Siddalingapura village crosses Mysore-Srirangapatna road runs further west along southern boundary and turns north and runs along western boundary of Siddalingapura village meets the Naganahalli village boundary and runs along south eastern boundary of Naganahalli village crossing Bangalore-Mysore Railway line and meets the northern boundary of Belavatta village turns southeast and runs along northern boundary of Belavatta village recrosses Bangalore-Mysore railway line and runs along the northern boundary of Belavatta village touches the Mysore-Bangalore highway turns south and runs along the eastern boundary of Belavatta village touches the RBHL canal(Varuna Nala) and turns east runs along the canal in Kesare village till it meets the Rammannahalli village boundary at Sy, no 191 of Rammannahalli village runs further east along the canal through the Sy no 191,184 turns south runs along eastern boundary of sy.no184 Rammannahalli till it meets the northern boundary of Hanchya village, turns east and runs further east along the northern boundary of Hanchya village and Hulikyatanahally village till it meets the northeastern corner of Hulikyatanahally and Vajamangala, Chikkanahally, Chorunanahally, Aragowdanahally and Madapura Village in Mysore taluk touches the south eastern corner of Madapura village turns west and runs along the southern boundary of Madapura village till it meets the south western corner of the same village turns south and runs along the eastern boundary of Marasettyhally and Dyavalapura till it reaches the eastern boundary of Dyavalapura village turns west and runs along the southern boundary of Dyavalapura village till it reaches the boundary of Koodanahally turns south and runs along the eastern boundary of Koodanahally and Kochanahalli till it reaches the southernmost part of Kochanahalli village and runs all along the eastern boundary of Thandavapura, Chikkayyanachattra and Thoramavu, crosses river Kabini and runs south along the eastern boundary of Nanjangud and Geekahalli after crossing the Nanjangud –T. Narasipur and Nanjangud-Yelandur road till it touches the southeast corner of Geekahalli from where it turns west and runs along the Southern boundary of Geekahalli and Golur after crossing Nanjangud-Chamarajanagar road till it touches the south-west corner of Golur village where it turns south and runs along the eastern boundary of Nanjangud till it touches the southernmost corner of Nanjangud further it runs south and touches eastern corner of Uppanahally and runs along the eastern boundary of the village till it reaches the south east corner of the village turns west and runs along the southern boundary of Uppanahally and Kalale, crosses Bangalore Nilgiri road and runs further west along the southern boundary of Kalale till it reaches the south western corner of
Kalale and turns north west and runs along the western boundary of Karlapura and Bylinga till it reaches the northern boundary of Bylinga where it touches the Kabini River turns east and runs along the northern boundary of Bylinga and Debr village from where it turns north-east and runs along the north western boundaries of Debr and Kalalahalli till it touches the South-west corner of Yechagally turns north and runs along the western boundary Yechagally till it reaches the northern most point of Yechagally where it meets southern boundary of Kadakola village and runs along western boundary of Kadakola village till it joins Dadahalley village boundary turns west and runs along the southern boundary of Dadahalley, Kalalavadi and Udburu till it reaches the south western corner of Udburu turns north and runs along the western boundary of Udburu till it reaches the south eastern corner of Dhanagalli village and turns west and runs along the southern boundary of Dhangalli village till it reaches the eastern boundary of Dariapura village boundary turns south and runs along the eastern boundary of Dharipura village till it reaches the south eastern corner of Dariapura village turns west and runs along the southern boundary of Dariapura village till it reaches the eastern boundary of Bardanaapura village turns south and runs along the eastern boundary of Bardanaapura village till it reaches the south eastern corner of Bardanaapura village turns west and runs along the southern boundary of Bardanaapura village till it reaches the south western corner of Bardanaapura village turns north and runs along the western boundary of Bardanaapura village and runs along the northern boundaries of Bardanaapura, Dariapura & Dhangalli villages till it reaches the western boundary of Kenchlagudu village turns north and runs along the western boundaries of Kenchlagudu village, Nagarthaally, Ballahalli, Gohally and K.Hemmanahally till it reaches Mysore–Bogadi-Haggadadevananakote road turns west and runs along the southern boundary of K.Hemmanahally until it reaches the south western corner of K.Hemmanahally turns north and runs along the western boundary of K.Hemmanahally till it reaches the north western corner of K.Hemmanahally turns south and runs along the eastern boundary of Manikyaapura till it reaches the south eastern corner of Manikyaapura village turns west and runs along the southern boundaries of Manikyaapura and Kamaravalli till it reaches the south western corner of Kamaravalli village turns north and runs along the western boundaries of Kamaravalli Bommenahalli and Nagavala villages till it reaches the boundary of Elavala village turns north and runs along the western boundary of Elavala village till it reaches the north western corner of Elavala village turns east and runs along the northern boundary of Elvala till it reaches the western boundary of Kurgalli village turns north east along the western boundary of Kurgalli and then joins the western boundary of Bastipura village. The line runs along the western boundary of Bastipura till it meets southwestern corner of Averhalli village in Srirangapattana taluk turns west and runs along the southern and western boundary of Bichanakuppe village till it crosses Mysore–Arasikere railway line and runs further north till it meets North West corner of Bichanakuppe village the starting point.
Chapter 02
Demography
2 Demography

2.1 Population Growth Trend

The study of population growth trends have been estimated based on the census data from the year 1961-2001 for the entire LPA. The following table gives the growth of population for various urban & rural areas in the LPA.

The Mysore-Nanjangud LPA comprises of Mysore City and it’s out growths, Nanjangud Town Municipal Council, 84 Villages of Mysore Taluka, 19 villages of Nanjangud taluka and 14 villages of Srirangapattanam taluka by covering an approximate area of 509.03 sq.km. The population trends as could be seen from the census of India records are given below.

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Mysore Urban</th>
<th>Nanjangud Urban</th>
<th>KRS Area</th>
<th>LPA Rural</th>
<th>Total LPA Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1961</td>
<td>257,052</td>
<td>18,911</td>
<td>7,725</td>
<td>69,680</td>
<td>347,507</td>
</tr>
<tr>
<td>2</td>
<td>1971</td>
<td>359,449</td>
<td>22,583</td>
<td>9,970</td>
<td>29.06</td>
<td>91,112</td>
</tr>
<tr>
<td>3</td>
<td>1981</td>
<td>479,081</td>
<td>34,939</td>
<td>13,592</td>
<td>36.33</td>
<td>113,414</td>
</tr>
<tr>
<td>4</td>
<td>1991</td>
<td>653,345</td>
<td>42,598</td>
<td>11,113</td>
<td>(18.24)</td>
<td>128,072</td>
</tr>
<tr>
<td>5</td>
<td>2001</td>
<td>799,228</td>
<td>48,232</td>
<td>13,863</td>
<td>24.75</td>
<td>161,843</td>
</tr>
<tr>
<td>6</td>
<td>2011</td>
<td>1014227</td>
<td>50598</td>
<td>161,843</td>
<td>26.37</td>
<td>1,023,166</td>
</tr>
</tbody>
</table>

2.2 Population Density 2001

The population densities of major urban areas in the LPA, i.e. Mysore city and Nanjangud Town during the year 2001is given in the tables below:

<table>
<thead>
<tr>
<th>Ward Number</th>
<th>Total Population</th>
<th>Ward Area (Ha)</th>
<th>Density (Persons/Ha)</th>
<th>No of Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward No.1</td>
<td>8,226</td>
<td>98.73</td>
<td>83</td>
<td>0</td>
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<tr>
<td>Ward No.2</td>
<td>9,278</td>
<td>34.21</td>
<td>271</td>
<td>1,878</td>
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<tr>
<td>Ward No.3</td>
<td>4,625</td>
<td>67.57</td>
<td>68</td>
<td>883</td>
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<tr>
<td>Ward No.4</td>
<td>9,179</td>
<td>111.85</td>
<td>82</td>
<td>2,059</td>
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<tr>
<td>Ward No.5</td>
<td>8,183</td>
<td>131.43</td>
<td>62</td>
<td>1,652</td>
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<tr>
<td>Ward No.6</td>
<td>9,240</td>
<td>59.90</td>
<td>154</td>
<td>1,872</td>
</tr>
<tr>
<td>Ward No.7</td>
<td>7,792</td>
<td>79.41</td>
<td>98</td>
<td>1,787</td>
</tr>
<tr>
<td>Ward No.8</td>
<td>11,546</td>
<td>53.73</td>
<td>215</td>
<td>2,541</td>
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<td>Ward No.9</td>
<td>8,835</td>
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<td>74</td>
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<tr>
<td>Ward No.10</td>
<td>9,220</td>
<td>43.41</td>
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<tr>
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<td>323.72</td>
<td>27</td>
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<td>Ward No.12</td>
<td>18,912</td>
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<td>65</td>
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<td>Ward No.14</td>
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<td>41</td>
<td>1,233</td>
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<td>147</td>
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<td>164.67</td>
<td>71</td>
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<td>15,030</td>
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<td>208</td>
<td>3,554</td>
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<tr>
<td>Ward No.</td>
<td>Population</td>
<td>Built Up Area</td>
<td>Population Density</td>
<td>Number of Bungalows</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>---------------</td>
<td>--------------------</td>
<td>--------------------</td>
</tr>
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<td>233</td>
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<td>794</td>
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<td>1,864</td>
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<td>1,285</td>
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<td>79.36</td>
<td>83</td>
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<td>2,538</td>
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<td>104</td>
<td>1,691</td>
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<td>3,263</td>
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<td>56.57</td>
<td>171</td>
<td>1,979</td>
</tr>
<tr>
<td>No.49</td>
<td>4,698</td>
<td>48.27</td>
<td>97</td>
<td>1,002</td>
</tr>
<tr>
<td>No.50</td>
<td>8,793</td>
<td>23.10</td>
<td>381</td>
<td>1,556</td>
</tr>
<tr>
<td>No.51</td>
<td>11,957</td>
<td>51.70</td>
<td>231</td>
<td>2,280</td>
</tr>
<tr>
<td>No.52</td>
<td>7,880</td>
<td>75.19</td>
<td>105</td>
<td>1,414</td>
</tr>
<tr>
<td>No.53</td>
<td>9,495</td>
<td>253.95</td>
<td>37</td>
<td>1,806</td>
</tr>
<tr>
<td>No.54</td>
<td>8,787</td>
<td>82.26</td>
<td>107</td>
<td>1,921</td>
</tr>
<tr>
<td>No.55</td>
<td>12,910</td>
<td>53.32</td>
<td>242</td>
<td>2,462</td>
</tr>
<tr>
<td>No.56</td>
<td>22,762</td>
<td>337.69</td>
<td>67</td>
<td>4,188</td>
</tr>
<tr>
<td>No.57</td>
<td>20,915</td>
<td>90.46</td>
<td>231</td>
<td>4,084</td>
</tr>
<tr>
<td>No.58</td>
<td>9,769</td>
<td>68.06</td>
<td>144</td>
<td>1,989</td>
</tr>
<tr>
<td>No.59</td>
<td>9,984</td>
<td>55.14</td>
<td>181</td>
<td>1,964</td>
</tr>
<tr>
<td>No.60</td>
<td>16,379</td>
<td>17.71</td>
<td>925</td>
<td>3,388</td>
</tr>
<tr>
<td>No.61</td>
<td>8,859</td>
<td>40.76</td>
<td>217</td>
<td>1,795</td>
</tr>
<tr>
<td>No.62</td>
<td>7,494</td>
<td>167.80</td>
<td>45</td>
<td>1,517</td>
</tr>
<tr>
<td>No.63</td>
<td>13,526</td>
<td>115.01</td>
<td>118</td>
<td>2,896</td>
</tr>
<tr>
<td>No.64</td>
<td>14,425</td>
<td>127.07</td>
<td>114</td>
<td>3,171</td>
</tr>
<tr>
<td>No.65</td>
<td>24,156</td>
<td>892.13</td>
<td>27</td>
<td>4,892</td>
</tr>
</tbody>
</table>
In the Mysore city corporation area, there are 65 corporation wards with wide variations of density. The densest ward is ward no. 60 where the density was 925 persons per hectare while the lowest dense ward was ward no. 65 which was the lowest during the year 2001. The other dense wards have variations between 208 persons per hectare to 659 persons per hectare in as many as 15 wards. The rest of the wards have relatively low density. It may be observed that the densely populated wards are in planning district nos. 1, 2, 3 and 7 located on the north eastern part of the city and in planning district numbers 12, 13 and 15 in the southern part of the city. Rest of the planning district located in the north, west and the south east have relatively low population density.

In Nanjangud Town Municipal area, there are 27 municipal wards. It is observed that there are wide variations i.e. from 694 persons per hectare in ward no. 12 to 6 persons per hectare in ward no. 27, which includes the industrial area. Ward no. 3, 9, 11, 12, 16 and 17 are observed to be relatively denser. It is observed that the old town part (southern portion is densely populated) and ward no. 12 located on the west of Bangalore-Nilgiri road also shows a high density.
2.3 Population Composition
The total population of the LPA, as per 2001 census was 1,023,166 out of which 521,758 are males and 501,408 are females. The breakup of population, age wise for Mysore urban and Nanjangud urban areas given in table 2-4 and 2-5, which shows that in Mysore urban area, the male population was 406,363 and that of female population, was 392,865. This shows a sex ratio of 967 and in the case of Nanjangud Town, the corresponding population figures were 24,393 and 23,839. The sex ratio was 977.

The sex ratios during 2001, both in Mysore (Urban) and that of Nanjangud Town very nearly tally with that of the Mysore District population sex ratio of 965. As could be seen from the above data, we may infer that the migration that might have occurred has not followed the male selective migration, which would be a probable indication of large-scale employment oriented migration. The structure of population during the year 2001 for urban areas with particular reference to Mysore city and Nanjangud Town are given in the tables below. Table showing the Age-Sex structure of the Mysore city (Urban) and Nanjangud for 2001 are given below.

Table 2-4: Age - Sex structure Mysore Urban (2001)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Males</th>
<th>Females</th>
<th>Persons</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ages</td>
<td>406,363</td>
<td>392,865</td>
<td>799,228</td>
<td>100.00</td>
</tr>
<tr>
<td>0-4</td>
<td>31,270</td>
<td>29,845</td>
<td>61,115</td>
<td>8.03</td>
</tr>
<tr>
<td>5-9</td>
<td>36,433</td>
<td>35,320</td>
<td>71,753</td>
<td>9.31</td>
</tr>
<tr>
<td>10-14</td>
<td>41,677</td>
<td>39,977</td>
<td>81,654</td>
<td>10.71</td>
</tr>
<tr>
<td>15-19</td>
<td>42,870</td>
<td>42,224</td>
<td>85,094</td>
<td>10.58</td>
</tr>
<tr>
<td>20-24</td>
<td>42,731</td>
<td>42,260</td>
<td>84,991</td>
<td>10.33</td>
</tr>
<tr>
<td>25-29</td>
<td>36,143</td>
<td>39,558</td>
<td>75,701</td>
<td>9.35</td>
</tr>
<tr>
<td>30-34</td>
<td>32,089</td>
<td>30,957</td>
<td>63,046</td>
<td>7.73</td>
</tr>
<tr>
<td>35-39</td>
<td>32,059</td>
<td>32,085</td>
<td>64,144</td>
<td>7.88</td>
</tr>
<tr>
<td>40-44</td>
<td>26,918</td>
<td>23,159</td>
<td>50,077</td>
<td>6.11</td>
</tr>
<tr>
<td>45-49</td>
<td>24,600</td>
<td>20,421</td>
<td>45,021</td>
<td>5.43</td>
</tr>
<tr>
<td>50-54</td>
<td>18,266</td>
<td>15,744</td>
<td>34,010</td>
<td>4.20</td>
</tr>
<tr>
<td>55-59</td>
<td>11,513</td>
<td>11,104</td>
<td>22,617</td>
<td>2.68</td>
</tr>
<tr>
<td>60-64</td>
<td>10,899</td>
<td>10,805</td>
<td>21,704</td>
<td>2.79</td>
</tr>
<tr>
<td>65-69</td>
<td>7,053</td>
<td>7,409</td>
<td>14,462</td>
<td>1.75</td>
</tr>
<tr>
<td>70-74</td>
<td>5,748</td>
<td>5,471</td>
<td>11,219</td>
<td>1.49</td>
</tr>
<tr>
<td>75-79</td>
<td>2,825</td>
<td>2,715</td>
<td>5,540</td>
<td>0.68</td>
</tr>
<tr>
<td>80+</td>
<td>2,976</td>
<td>3,516</td>
<td>6,492</td>
<td>0.86</td>
</tr>
<tr>
<td>Age not stated</td>
<td>293</td>
<td>295</td>
<td>588</td>
<td>0.07</td>
</tr>
</tbody>
</table>

Table 2-5: Age - Sex structure Nanjangud Town (2001)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Males</th>
<th>Females</th>
<th>Persons</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ages</td>
<td>24,393</td>
<td>23,839</td>
<td>48,232</td>
<td>100.00</td>
</tr>
<tr>
<td>0-4</td>
<td>1,865</td>
<td>1,976</td>
<td>3,841</td>
<td>8.74</td>
</tr>
<tr>
<td>5-9</td>
<td>2,334</td>
<td>2,219</td>
<td>4,553</td>
<td>9.61</td>
</tr>
<tr>
<td>10-14</td>
<td>2,805</td>
<td>2,743</td>
<td>5,548</td>
<td>11.26</td>
</tr>
<tr>
<td>15-19</td>
<td>2,731</td>
<td>2,506</td>
<td>5,237</td>
<td>10.36</td>
</tr>
<tr>
<td>20-24</td>
<td>2,298</td>
<td>2,393</td>
<td>4,691</td>
<td>9.31</td>
</tr>
<tr>
<td>25-29</td>
<td>2,124</td>
<td>2,338</td>
<td>4,462</td>
<td>8.81</td>
</tr>
<tr>
<td>30-34</td>
<td>1,879</td>
<td>1,824</td>
<td>3,703</td>
<td>7.33</td>
</tr>
</tbody>
</table>
For the purposes of analysis, the age groups, as readily available from census data are regrouped for purposes of physical planning, to access the various requirements like health & education facilities, the potential employment group, the fertile group & dependent group are given below.

Table 2-6: Age Group population – Mysore Urban (2001)

<table>
<thead>
<tr>
<th>No</th>
<th>Age Group</th>
<th>Population</th>
<th>Percentage Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Primary &amp; Higher Primary Group (5-16)</td>
<td>174,681</td>
<td>21.86</td>
</tr>
<tr>
<td>2</td>
<td>College Group (17-19)</td>
<td>68,075</td>
<td>8.52</td>
</tr>
<tr>
<td>3</td>
<td>Economic Group (20-59)</td>
<td>439,607</td>
<td>55.00</td>
</tr>
<tr>
<td>4</td>
<td>Fertile Group (Women (20-39))</td>
<td>144,860</td>
<td>18.12</td>
</tr>
<tr>
<td>5</td>
<td>Dependent Group (0-4 &amp; 60+)</td>
<td>274,527</td>
<td>34.35</td>
</tr>
</tbody>
</table>

Table 2-7: Age Group population – Nanjangud Town (2001)

<table>
<thead>
<tr>
<th>No</th>
<th>Age Category</th>
<th>Population</th>
<th>Percentage Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Primary &amp; Higher Primary Group (5-16)</td>
<td>11,148</td>
<td>23.11</td>
</tr>
<tr>
<td>2</td>
<td>College Group (17-19)</td>
<td>4,190</td>
<td>8.69</td>
</tr>
<tr>
<td>3</td>
<td>Economic Group (20-59)</td>
<td>25,549</td>
<td>52.97</td>
</tr>
<tr>
<td>4</td>
<td>Fertile Group (Women) (Women (20-39))</td>
<td>8,551</td>
<td>17.73</td>
</tr>
<tr>
<td>5</td>
<td>Dependent Group (0-4 &amp; 60+)</td>
<td>17,446</td>
<td>36.17</td>
</tr>
</tbody>
</table>

In the case of Mysore, urban area the school going age group category work out to 22% and college-going age group work out to 9% and the fertile group among women work out to 18% of the total population. The employment potential groups (age group of 20-59) work out to 55% of the total population. The respective group wise population for Nanjangud Town is also worked out and can be referred to the corresponding tables given above.

### 2.4 Occupational Structure of Population

A study of the industrial classification of workers during the census decades of 1981 & 2001 may appear relevant here, which give the pattern of employment of the city’s population in the various industrial categories of workers. However, the census categorization of workers in the secondary and tertiary sectors is not bifurcated to clearly access the sector of employment. Only
the workers participation aspect and the dominance of the urban character can be visualized. The particulars of workers in Mysore & Nanjangud urban area are extracted from the census tables and are given below for purposes of analysis. The tables below give the extract of the industrial category of workers for 1981 & 2001 for Mysore & Nanjangud urban areas.

Table 2-8: Industrial Classification of Workers – Mysore 1981

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Population</th>
<th>Main Workers</th>
<th>Marginal Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Main Workers</td>
<td>Cultivators</td>
<td>Agriculture Labour</td>
</tr>
<tr>
<td>Mysore Urban</td>
<td>479,081</td>
<td>131,794</td>
<td>3,769</td>
</tr>
<tr>
<td>Percentage Total Main workers</td>
<td>27.51</td>
<td>7.9</td>
<td>1.1</td>
</tr>
</tbody>
</table>

Table 2-9: Industrial Classification of Workers – Nanjangud 1981

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Population</th>
<th>Main Workers</th>
<th>Marginal Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Main Workers</td>
<td>Cultivators</td>
<td>Agriculture Labour</td>
</tr>
<tr>
<td>Nanjangud Town</td>
<td>34,939</td>
<td>10,724</td>
<td>891</td>
</tr>
<tr>
<td>Percentage Total Main workers</td>
<td>30.69</td>
<td>10.2</td>
<td>2.5</td>
</tr>
</tbody>
</table>

Table 2-10: Industrial Classification of Workers – Mysore 2001

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Population</th>
<th>Total Workers</th>
<th>Main Workers</th>
<th>Marginal Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Main Workers</td>
<td>Main Cultivators</td>
<td>Main Agricultural Labourers</td>
<td>Main Workers in Household Industries</td>
</tr>
<tr>
<td>Mysore Urban</td>
<td>799,228</td>
<td>265,973</td>
<td>253,518</td>
<td>1,013</td>
</tr>
<tr>
<td>Percentage Total Main workers</td>
<td>33.28</td>
<td>1.6</td>
<td>0.1</td>
<td>3.3</td>
</tr>
</tbody>
</table>
Table 2-11: Industrial Classification of Workers – Nanjangud 2001

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Population</th>
<th>Total Main Workers</th>
<th>Marginal Main Workers</th>
<th>Percentage Total Main Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nanjangud Urban</td>
<td>48,232</td>
<td>16,440</td>
<td>14,400</td>
<td>34.09</td>
</tr>
<tr>
<td>Percentage Total Main Workers</td>
<td>100.00</td>
<td>371</td>
<td>367</td>
<td>3.71</td>
</tr>
</tbody>
</table>

In 1981 census data in Mysore, we observe that there are 131,794 main workers in a total population of 479,081. Thus the workers participation rate was 27.51p.c. The component of the main workers other than the agricultural laborers, cultivators and household industry workers is the bulk of the main workers (i.e. 122,223), which account for 92.73% of the total main workers.

In 2001 census data in Mysore urban area, there were 265,973 workers, which constituted 33.28% of the total population. The main workers (i.e. 253,518) accounted for 95.31%. The component of other main workers (242,237) is 95.55%.

It may be observed that in 1981 the worker participation rate in Mysore was 27.51%, whereas during 2001 the same is observed to be 33.28%. In the case of Nanjangud town, during 1981, the worker participation rate was 30.69% and during 2001 it was 34.09%.

As per the age group of Population in Mysore urban and Nanjangud town worked out (vide tables 2-6 and 2-7 given above). Employment potential in the working age group (20-59), is observed to be 55% of the total population in the case of Mysore urban area, 53% of the total population in Nanjangud urban area which constitutes the working age group in the year 2001.

2.5 Population Projection Methods

The various methods, which are generally adopted, for projecting future populations by demographers are cited below. Some of these methods are used when the design period is small and some are used when the design period is large. The particular method to be adopted for a particular case or for a particular city depends largely upon the factors discussed in these methods. However, none of these methods are exact, and they are all based on laws of probability, and thus, only approximate estimates for the possible future populations can be made.

2.5.1 Arithmetic Increase Method

This method is based upon the assumption that the population increases at a constant rate: i.e. the rate of change of population with time is constant.
The population data for the last five decades, is, therefore, obtained and the population increase per decade is calculated the average of which \((X)\) is then used as the design growth rate for computing future population.

Therefore final form of Arithmetic Increase Method is: \(P_n = [P_o + n \times (X)]\)

Where
- \(P_n\) = Prospective or forecasted population after \(n\) decades from present (i.e. census 2001)
- \(P_o\) = Base Population (Census 2001)
- \(n\) = No. of decades
- \((X)\) = Average of population increases in the known decades

2.5.2 Geometric Increase Method

In this method, the per decade percent growth rate \((r)\) is assumed to be constant, and the increase is compounded over the existing population every decade. This method is, therefore, also known as uniform increase method.

The basic difference between arithmetic and geometric progression methods of forecasting future populations is that: whereas, in arithmetic method no compounding is done; in geometric method compounding is done every decade. The computations in two methods are, thus, comparable to simple and compound interest computations, respectively.

Therefore final form of Geometric Increase Method is: \(P_n = \{P_o \times [1 + r/100] \times n\}\)

Where
- \(P_n\) = Base Population
- \(P_o\) = Future population after \(n\) decades
- \(r\) = Mean growth rate (%)

2.5.3 Trend Method (Method of least squares)

The population projections made by this method is based on working out the trend of population growth experienced during the past by a statistical analysis. The projected population is given by the formulae

\[ y = ab^x \]

Where \(y\) = prospective population

\(a\) and \(b\) are the constants which can be determined by using the following two simultaneous equations namely

\[ \log y = \log a + \log b \]  
(1)

\[ y = A + Bx \]  
(2)

The normal equations to determine the values of \(A\) and \(B\) are

\[ y = NA + Bx \]  
and

\[ y = A \sum x + Bx^2 \]

2.5.4 Exponential Method

In this method, the population of the future decades is projected assuming the growth rate will follow an exponential growth. The method involves determining the growth rate using the formulae given below.

\[ P_t = P_o e^{rt} \]

where,

\(P_o\) = base population

\(P_t\) = prospective population
\[ e = \text{exponential constant} \]
\[ r = \text{growth rate} \]
\[ t = \text{time period} \]

2.6 Population Projection for 2031

Population projections as obtained from the various methods cited above are given in the table given below. The Local Planning Area for Mysore-Nanjangud is conveniently grouped under four categories for design purpose which are as follows:

- Mysore Urban
- Nanjangud Urban
- KRS Area
- Other Rural Area (LPA Rural)

Table 2-12: Population projection by Various Methods

<table>
<thead>
<tr>
<th>No</th>
<th>Areas</th>
<th>As per census</th>
<th>Geometric Method</th>
<th>Trend Method</th>
<th>Exponential Method</th>
<th>Geometric Method</th>
<th>Trend Method</th>
<th>Exponential Method</th>
<th>Geometric Method</th>
<th>Trend Method</th>
<th>Exponential Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mysore Urban</td>
<td>799,228</td>
<td>1,062,614</td>
<td>1,119,031</td>
<td>1,111,202</td>
<td>1,412,800</td>
<td>1,495,764</td>
<td>1,544,953</td>
<td>1,725,100</td>
<td>2,001,000</td>
<td>1,722,700</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud Urban</td>
<td>48,232</td>
<td>61,409</td>
<td>66,675</td>
<td>63,384</td>
<td>78,185</td>
<td>85,673</td>
<td>83,297</td>
<td>99,537</td>
<td>110,050</td>
<td>109,460</td>
</tr>
<tr>
<td>3</td>
<td>KRS Area</td>
<td>13,863</td>
<td>16,355</td>
<td>16,145</td>
<td>16,593</td>
<td>19,294</td>
<td>18,346</td>
<td>19,860</td>
<td>22,600</td>
<td>21,000</td>
<td>23,600</td>
</tr>
<tr>
<td>4</td>
<td>LPA Rural</td>
<td>148,616</td>
<td>183,902</td>
<td>196,646</td>
<td>188,444</td>
<td>227,567</td>
<td>242,429</td>
<td>238,945</td>
<td>243,000*</td>
<td>243,000*</td>
<td>243,000*</td>
</tr>
</tbody>
</table>

Note * constant growth is considered.

The projected population is an assessment based on the assumption that the rates, at which the city has grown during the previous decades would continue even during the coming decades up to the design period i.e. 2031. However, it would be more appropriate to analyse the probable situation that is likely to be during the coming years.

As is well known, Mysore and its environs have many factors which act as catalyst for further growth. To cite a few, the Mysore-Bangalore rail link is getting a boost. The number of trains between Mysore-Bangalore has increased in the recent past and the ongoing track doubling project will further increase the passengers & freight traffic. The Express Highway between the cities and the completion of the B.M.I.C.P.A proposals (i.e. the completion of the express highway project) will increase the interaction and the investments in the city and commuter traffic will increase several fold. The commissioning of the Airport, which is located in the LPA, will give further boost. Tourism sector may also grow. In view of all these infrastructure development and the existing tourism potential in the LPA, the IT-BT investments, and the proposals of KIADB to develop more industrial area may encourage further development.
On a perusal of the population projection by various methods, it is observed that the Geometric method, the exponential method and the Trend Methods (Method of least squares), more or less tally. A growth of about 39 percent is seen, based on the past trends.

However, in view of the factors cited above the most probable reality in the coming design period will not be the same as the past trends, which was the basis on which the population projections were attempted. Hence, it will be more appropriate to assume a higher growth rate for purposes of design. Therefore, a growth rate of 40 percent is assumed for the major urban areas in the LPA, i.e. Mysore city and Nanjangud Town. **At this rate of growth, the present population of Mysore urban area (i.e. for 2009) works out to 10.55 lacs and in the case of Nanjangud 63600.**

Further, it is also observed that many rural pockets immediately around the Mysore city is already showing growth trend and many pockets of land around these villages have already been either converted for non agricultural uses or they are recommended for the change of land use. The village Gramatana’s will be encircled within these developments and these Gramatana’s are sure to become urban villages. The population of these villages as per 2001 was 60,037 and their population for 2011, 2021 & 2031, as per the taluka rural growth rate works out to 71,500, 85,000 & 100,000 respectively. Therefore, the population of Mysore city for the plan period (i.e. by 2031) may be assumed as 21.00 lakhs (including the probable urban villages within the developable limits) and the population of the Nanjangud Town would be about 110,000. The population in various areas of local planning area, for design period is presented in the following table.

**Table 2-13: Population projection for LPA (2031)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mysore City</td>
<td>1,120,000</td>
<td>1,650,000</td>
<td>2,100,000²</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud Town</td>
<td>67,500</td>
<td>95,000</td>
<td>110,000²</td>
</tr>
<tr>
<td>3</td>
<td>KRS Area</td>
<td>17,000</td>
<td>20,000</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>LPA Rural</td>
<td>121,150</td>
<td>144,000</td>
<td>167,000</td>
</tr>
<tr>
<td>5</td>
<td>Total Population for LPA</td>
<td>1,325,650</td>
<td>1,909,000</td>
<td>2,377,000</td>
</tr>
</tbody>
</table>

Note1: The probable conurbation covers the KRS area and many other village habitats by the year 2031.
Chapter 03
Economic Base
3 Economic Base

3.1 Introduction
The economic base of the urban area will be best judged from the data of the occupation of the working population of the city or town. It is also important to know the trend of pattern of employment over the history of the area and also the future possibilities, to assess function of the urban area at different points of time. The definition of the worker and reference period during the various census operations are not uniform. Therefore, comparison of the available data on the industrial classification of workers is not possible. Therefore, it will be more appropriate to study the growth of the various activities or areas like the industries, trade and commerce and other tertiary activities observed from other records. An attempt is made here to analyse the various economic activities in the LPA and relate it to the land use pattern.

3.2 Industrial Sector
In Mysore local planning area, the major industrial area has been developed by KIADB, in the Hebbal Industrial Estate. Similarly such industrial estates have been developed in Thandavapura and Nanjangud. Industrial estate exists at five places namely Hebbal, Belavadi, Hootgalli, Belagola and Metagally. Major industries like Bharat Earth Movers Limited, Kirloskar, Vikrant Tyres, Jay Bearings, Automotive Axel, etc have come up here. High technology/software technology training center like Infosys, Wipro, L&T, SPI, etc. have also come up here. In Nanjangud the industrial estate is developed in north western part of the town, where industries like AT&S, Nestle, granite cutting industries, Reid and Taylor, cement building blocks, etc have come up here. The TVS Company is located in Nanjangud Taluka just outside the LPA in Sindhuhalli village limits, which is close to Kadakola. Similarly Bannari Amma Sugar factory is located just outside the LPA, on Nanjangud Chamrajnagar road. In Thandavapura, an industrial estate is being developed, where we find the South India Paper Mills, Raman Boards and a number of granite cutting industries. The table below gives the list of the various types of industries in Mysore Nanjangud obtained from the Industries Association of Mysore.

Table 3-1: Industries within Mysore Nanjangud LPA

<table>
<thead>
<tr>
<th>No.</th>
<th>Type of Industry (based on Product)</th>
<th>Number of Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Textile Industries</td>
<td>21</td>
</tr>
<tr>
<td>2</td>
<td>Food and Beverages</td>
<td>42</td>
</tr>
<tr>
<td>3</td>
<td>Engineering Products</td>
<td>196</td>
</tr>
<tr>
<td>4</td>
<td>Chemical Industries</td>
<td>51</td>
</tr>
<tr>
<td>5</td>
<td>Wood and Paper Industries</td>
<td>41</td>
</tr>
<tr>
<td>6</td>
<td>Rubber Industries</td>
<td>15</td>
</tr>
<tr>
<td>7</td>
<td>Electronics industry</td>
<td>34</td>
</tr>
<tr>
<td>8</td>
<td>Cement and Granite Industry</td>
<td>48</td>
</tr>
<tr>
<td>9</td>
<td>Heavy Industries</td>
<td>23</td>
</tr>
<tr>
<td>10</td>
<td>Other type of Industries</td>
<td>20</td>
</tr>
</tbody>
</table>

Source: Mysore Industries Association

A review of the taluka plan statistics published by the District Statistics Officer, Mysore has revealed some of the useful data regarding the industrial activity in Mysore and Nanjangud Taluka. These do not give exact picture of the figure in the LPA, but is useful to draw inference as Mysore and Nanjangud urban areas are the only urban areas in these talukas. It may be seen that there are 449 factories like textile industries, engineering products, wood and paper units,
etc. of the different employing capacities where 71,740 employees which account for 93.48% of the total employees in similar categories of Industries in the district.

Table 3-2: Number of Industries (2007)

<table>
<thead>
<tr>
<th>Taluka Name</th>
<th>Textiles</th>
<th>Chemicals</th>
<th>Engineering</th>
<th>Others</th>
<th>Total</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mysore</td>
<td>5</td>
<td>43</td>
<td>81</td>
<td>269</td>
<td>398</td>
<td>51,838</td>
</tr>
<tr>
<td>Nanjangud</td>
<td>5</td>
<td>13</td>
<td>3</td>
<td>30</td>
<td>51</td>
<td>12,894</td>
</tr>
<tr>
<td><strong>Total for the Talukas</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>64,732</strong></td>
</tr>
<tr>
<td><strong>District Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>491</td>
<td><strong>68,840</strong></td>
</tr>
</tbody>
</table>

Source: Mysore District Statics at a Glance 2006-07

Similarly, the data on small scale industrial (SSI) units of various categories registered in District Industries Center (DIC) as on 31.03.2007 show a total number of 14,179 SSI units employing 71,740 employees in Mysore and Nanjangud Talukas. It is observed that 75% of the total employed in the districts is in Mysore and Nanjangud Taluka.

In the present land use pattern (2009) of Mysore - Nanjangud LPA reveals that in Mysore, the total area under industrial use is 1194.74 Ha, out of the total area of 13959.85 Ha of urbanised area. This means that the component of the industrial use is 8.56 percent of the total developed area. Similarly, in Nanjangud town the total area under industrial use is 221.71 Ha, out of total developed area of 1021.87Ha, which is 21.53 percent of total developed area. This is a reflection of the present character of the function of the town.

3.3 Trade and Commerce

The rich agriculture belt under Cauvery and Kabini river command area surrounds both Mysore city and Nanjangud town. There are two regulated markets, one each at Mysore and Nanjangud and one sub market in Nanjangud taluka (outside LPA). The turnover in these wholesale markets is of Rs. 255.37 crores and Rs. 45.56 crores respectively. This accounts for 44.5% and 5% of the district total turnover. The table below gives the types of commercial activity in the Mysore City Corporation area.

Table 3-3: Commercial Activities in Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Type</th>
<th>Formal shops</th>
<th>Informal shops</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wholesale</td>
<td>800</td>
<td>300</td>
<td>1,100</td>
</tr>
<tr>
<td>2</td>
<td>Retail</td>
<td>17,300</td>
<td>16,500</td>
<td>33,800</td>
</tr>
<tr>
<td>3</td>
<td>Hotels/restaurants/Lodge</td>
<td>200</td>
<td>70</td>
<td>270</td>
</tr>
<tr>
<td>4</td>
<td>Service shops</td>
<td>5,000</td>
<td>3,200</td>
<td>8,200</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>23,300</strong></td>
<td><strong>20,070</strong></td>
<td><strong>43,370</strong></td>
</tr>
</tbody>
</table>

Source: Mysore City Corporation

There are number of local fruit and vegetable retail markets within the city. The area occupied and number of retail shops is given below.

Table 3-4: Detail of Markets in Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Markets</th>
<th>Area (acres)</th>
<th>Shops</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Devaraja Market</td>
<td>3.64</td>
<td>1,926</td>
</tr>
<tr>
<td>2</td>
<td>Mandi Market</td>
<td>0.08</td>
<td>187</td>
</tr>
<tr>
<td>3</td>
<td>Vanivilas Market</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>4</td>
<td>Daily Vegetable Market</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>3.72</strong></td>
<td><strong>2,113</strong></td>
</tr>
</tbody>
</table>

Source: Various market associations
The data reveal that there are 43,370 shops, which include the formal and informal shops for which trade licenses are issued, or some form of toll is collected by MCC. The data do not include the pushcart street hawkers and unauthorized hawkers on the streets or on the footpaths at several locations in the city. There is need to provide provision for informal market areas at potential identified areas in the city.

Other commercial activity in the LPA is the banking sector. It is observed that there are 98 commercial banks both national and private banks, 14 number of urban cooperative banks and a number of marketing societies, milk cooperatives and vegetable marketing society like Hopcoms.

Among the other sectors of employment we may consider the tertiary sector (both organized and unorganized) which have substantial employment potential. The important areas are:

- Construction activity in the LPA
- The transportation sector (both passenger and freight) (state and others)
- Services like health, education, etc including government service employment

Due to lack of adequate data on all these aspects, detailed analysis has not been done as to the employment generated in these sectors. However, a study of the employees in the various educational institutions in the LPA, which furnished particulars of employment in their individual institutions were studied. It is observed that 10,078 employees, both teaching and non-teaching staffs were on their rolls. This does not include the employment in the various administrative sections of the department and university, which manage the education sector.

Similar studies on the other aspects stated above may give interesting information.

**Future Possibilities**

Apart from the various specific industrial and commercial activities in the organized sector a trend is seen in the city that is the culture of departmental stores at selected potential commercial locations. The big Bazaar, Fab mall, food world, more retail, etc all products under one roof concept is becoming popular. We may observe direct and indirect employment potential in these sectors.
Chapter 04
Existing Land use Analysis
4 Existing Land use Analysis

4.1 Existing Land use 2009

In the local Planning Area, there are two major urban areas viz. Mysore City Corporation Area, the Nanjangud Town Municipal Area, and a few outgrowths in the KRS area and the industrial estate developments around Thandavapur, village between Mysore and Nanjangud. Besides, there are a number of spot developments in the rural belt and around these urban areas. For the purposes of the existing land use analysis, the entire L.P.A is divided into 45 planning districts. In the plan approved by Government, for the plan up to 2011, planning district delineation was done only for the Mysore city. Nanjangud was not included. The rest of the local planning area was considered as rural part and was not assigned any planning district number. The planning district delineation of the core part of the approved plan, in force, for Mysore City is retained, whereas the outgrowths around Thandavapur area and the industrial area around it, in a separate planning district. Three villages of Jayapura Hobli and four villages of Elvala hobli were included into the Local Planning Area in 2009. These villages are included in planning District No.38 (Jayapura Hobli Villages) and Planning District No.41 (Elvala Hobli Villages). The existing developed area around Mysore city is covered in PD nos.1 to 31 and Nanjangud Town area is covered in Planning District no. 42. The rest of the rural areas are covered in planning district 32-41, 43, 44 and 45 while delineating the planning district boundaries the existing physical boundaries (if any) or village boundaries have been considered. The land use analysis of planning districts around the two urban areas and rest of the planning districts are given separately for convenience. The land-use analysis of each planning district is also given. The existing land uses (2009) are analysed in the Conurbation limits (2031) and also in the rest of the LPA separately for convenience. The existing land-use of LPA is given below:

Table 4-1: Existing Land use LPA (2009)

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>7766.92</td>
<td>24.70</td>
<td>15.32</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>517.85</td>
<td>1.65</td>
<td>1.02</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>1882.21</td>
<td>5.99</td>
<td>3.71</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>1665.73</td>
<td>5.30</td>
<td>3.28</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>148.56</td>
<td>0.47</td>
<td>0.29</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>788.22</td>
<td>2.51</td>
<td>1.55</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>4137.04</td>
<td>13.16</td>
<td>8.16</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>13417.95</td>
<td>42.67</td>
<td>26.46</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>352.35</td>
<td>1.12</td>
<td>0.69</td>
</tr>
<tr>
<td>FOREST</td>
<td>766.50</td>
<td>2.44</td>
<td>1.51</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td>31443.34</td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>18647.94</td>
<td></td>
<td>36.77</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>617.15</td>
<td></td>
<td>1.22</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>50708.43</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>
4.2 Mysore city
As already stated the developed area of the city can be observed in 1-31 however the analysis of the existing land use of Mysore is made for the area, which include in addition PD nos. 32-41 and part of PD 43, where large areas have been permitted to be converted for non agricultural uses. The existing land use map together with the map showing the changes of landuse permitted can be viewed for analysis. The existing land use for Mysore city and environs as given below:

Table 4-2: Existing Land Use of Mysore City (2009)

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>7049.81</td>
<td>24.11</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>467.52</td>
<td>1.60</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>1320.49</td>
<td>4.52</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>1551.69</td>
<td>5.31</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>107.20</td>
<td>0.37</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>772.87</td>
<td>2.64</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>3413.73</td>
<td>11.67</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>13455.56</td>
<td>46.02</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>336.10</td>
<td>1.15</td>
</tr>
<tr>
<td>FOREST</td>
<td>766.50</td>
<td>2.62</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>29241.48</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

The existing land use pattern of the city show that the residential area (including the vacant land in the developed area) 7049.81 ha. The dominant other uses being the industrial use and the public and semi public use. While discussing the various aspects of economic base of the LPA it was observed that the industrial activity and other tertiary activity were observed to be the providers of employment among the working population of the city. In particular the various industries, the educational and health sectors and the trade and transportation sectors were all responsible for the city’s function. Thus, Mysore city has been observed to be a multi functional town having characters of trade and commerce cum industries cum administration.

4.3 Nanjangud Town
The existing land use for Nanjangud town and environs are assigned a planning district (P.D No. 42). This planning district covers the Nanjangud Urban area and the surrounding rural areas limiting to existing physical boundaries or village boundaries. The total area of the planning district is 1779.46 Ha. The total developed area is 876.11 Ha, which is 49.23% of the total area of the district.
### Table 4-3: Existing Land Use Nanjangud Town (2009) (PD 42)

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>410.74</td>
<td>46.88</td>
<td>23.08</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>32.10</td>
<td>3.66</td>
<td>1.80</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>219.92</td>
<td>25.10</td>
<td>12.36</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>60.20</td>
<td>6.87</td>
<td>3.38</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>8.00</td>
<td>0.91</td>
<td>0.45</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>3.79</td>
<td>0.43</td>
<td>0.21</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>141.36</td>
<td>16.13</td>
<td>7.94</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>876.11</strong></td>
<td><strong>100.00</strong></td>
<td><strong>49.23</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>806.23</td>
<td></td>
<td>45.31</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>97.13</td>
<td></td>
<td>5.46</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1779.46</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

The residential area is 410.74 Ha, which accounts for 46.88% of the connurbation area. (This includes a total area of 196.72ha. of vacant land). The new residential extension on the west of B-N Road and towards Hullahalli road are partially built. Many private layouts are partly developed except Deviramanahalli area, south of J.S.S College.

Industrial use is another important dominant use in Nanjangud town, which is 219.92 Ha, which accounts for 25.10 percent of total developed area. Major industrial uses are found in new industrial estate developed by KIADB located on the north west of the town at an elevated place. The major industries that have come up here are AT & S India Pvt. Ltd., Nestle, Jubiliant Organosys, Brakes India Pvt Ltd, Sujatha paper mills, Zenith textiles etc. A few other industries like rice mills, brick industry and stone crushers are also located in Hullhalli Road. The land-use pattern in Nanjangud appears to be highly inclined towards industrial character in view of the existence of the industrial estate developed by KIADB. This industrial area is more dependent on Mysore for its supporting uses, like housing etc rather than Nanjangud town. Hence the character of Nanjangud town is just any other normal town with functions like the pilgrimage cum sub-divisional head quarters with agricultural background of its hinterland with few industries oriented towards the agro based character.

Traffic and transportation use is the next major use which is 141.36 Ha, which accounts for 16.13 percent of the total developed area. The major uses are the railway yard and the goods yard, KSRTC bus stand and newly constructed bus depot and the rest are roads.

Public and semi public use accounts for 60.20 Ha, which accounts for 6.87 percent of total developed area. The religious uses forms the main use under this category which includes the central monument “The Srikantheswara Temple” and other temples around it, the bathing ghats and other religious use areas around it. The other important religious uses are the Parashurama keshthara on the left bank of Gundlu River and a few Mutts and temples south of Shrikanteshwara temple, one Mosque and a Church located on the B-N Road. The other important public uses are the government offices like the Thasildhar office, forest office, MESCOM, the sericulture office, DSP office, sub jail and others. Among the education institutions, the prominent are Government junior college, the JSS College and a number of other schools and convents. There is one government hospital located on Chamrajnagar Road, one ESI hospital close to it and one Veterinary hospital.
Commercial use accounts for 32.10 Ha, which accounts for 3.66 percent of the total developed area. The important commercial streets are the MG. Road, Bazaar Street and Rasttrapathi Road. There are few commercial establishments near Viseswaraiah circle and all along B-N Road. FCI godowns adjacent to railway track and one more go down in the old part of the Nanjangud town adjacent to the sub jail are the prominent commercial uses. There is one Ayurvedic nUrsing home cum Nature clinic located on B-N Road.

The old Nanjangud town water supply treatment works and the power grid are the two major public utility areas. There are only very few parks maintained by municipality in the new extension area. There are no public playgrounds but the play areas of the education institutions are serving at present.

4.4 Planning district wise land-use Analysis

As already stated at 4.1, the LPA is divided into 45 planning districts. The Land Use analysis for Urban Areas is already given in 4.2 & 4.3 above. The detailed planning district wise analysis (i.e. district-wise analysis) is given below.

4.4.1 Planning District No. 1

Area: 300.15 ha
Location: City core area – city center

Major Landmarks: Palace Building, Town Hall, Silver Jubilee Clock Tower, KSRTC bus stand, Jaganamohana Palace, Mysore City Corporation, K. R. Hospital, Ayurvedic College, City bus stand, Chamarajendra Technical Institute. Chamarajendra Academy of Visual Arts, Willington lodge

Planning District Boundaries:
The planning district is bound by Sawday road on the north, JLB road on the west, Chamara double road in the south and the Bangalore Nilgiri road on the east. The planning district houses the most important heritage buildings within the city of Mysore. The palace building is the main attraction and the focal point of the city which lies within this district. Other buildings of heritage importance are the Jaganamohana Palace, the town hall (Rangacharalau memorial Hall), the palace offices, the office of Mysore City Corporation, the K. R. Hospital and college, Chamundi guest house, etc. this planning district also houses the city bus stand which is the point of traffic jams and congestion within the city core area. The main roads passing through the district are the Sayyaji Rao road, Narayana Sastry road, JLB road, D. Devaraja Urs road, Albert Victor road, Irvin road and Ashoka road.

Table 4-4: Existing Landuse Use-2009-Planning District-1

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>72.19</td>
<td>24.05</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>55.41</td>
<td>18.46</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.28</td>
<td>0.09</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>75.02</td>
<td>24.99</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>24.79</td>
<td>8.26</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>72.08</td>
<td>24.02</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.38</td>
<td>0.13</td>
</tr>
<tr>
<td>FOREST</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>300.15</td>
<td>100.00</td>
</tr>
</tbody>
</table>
General description about the land uses within the planning district:
The planning district has high concentration of public buildings, residential buildings and traffic and transportation land uses. These account to almost 75% of the total planning district area. The district has the city bus stand and the suburban bus stand which occupy the major chunk of the transportation land use. The biggest land available within the area is the palace area. It occupies a considerable part of the public land use. The commercial hub of the city, the Devaraj Urs road also falls within this planning district. The Devaraja market and the Lansdowne building are the other main commercial hubs of the city and the district. The area next to town hall and surrounding the Gandhi square are fully commercial areas. The open spaces and the green areas are within the palace campus and the Freedom Fighters Park (Subbarayana Kere), Milad Park and Jeevanaraya Katte Park.

4.4.2 Planning District No. 2
Area: 207.65 ha
Location: Within the city core area.
Major Landmarks: Central jail, Mysore Lac and Paints factory

Planning District Boundaries:
The planning district is bounded by the intermediate ring road on the north and the east side, railway line and Sayyaji Rao Road on the west and Umar Quayam Road and Sawday road in the south. The planning district houses large number of industries, a huge burial ground and the central jail. The main roads within the district are Pulikesh road, Anegundi road, Chikkaveerana rice mill road, New Banimantapa road on the north edge of the district and Sayyaji Rao road. The buildings and places of importance are the central jail, burial ground, Mysore Lac and paints factory, Chikkaveeranna rice mill, Mission Hospital and MES College of Commerce and Business.

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>67.00</td>
<td>32.26</td>
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<tr>
<td>COMMERCIAL</td>
<td>12.35</td>
<td>5.95</td>
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<tr>
<td>INDUSTRIAL</td>
<td>34.28</td>
<td>16.51</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>29.25</td>
<td>14.08</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.05</td>
<td>0.02</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>23.09</td>
<td>11.12</td>
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<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>41.05</td>
<td>19.77</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.59</td>
<td>0.28</td>
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<tr>
<td>FOREST</td>
<td>0.00</td>
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<tr>
<td>TOTAL</td>
<td>207.65</td>
<td>100.00</td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The planning district has a large concentration of residential area which is about one third of the planning district area totaling 32.26 % of the district area. The residential areas include the old Banimantapa layout, Tilak nagar, Medar’s park, Jail Quarters, Mandi Mohalla and Nallashpuram. The area of traffic and transportation component is about 19.77%. The intermediate ring road forms the boundary of the planning district on two sides. The burial ground near the central jail forms the large chunk of open space within the district. The Kantharaj Urs Park and Puthina Park form the other green spaces for public use. The industrial
area within the center of the district covers an area of approx 35 ha. The industrial area has small industries like the Mysore Lac and paints, Chikkaveeranna rice mills, raja rice mills, Gajanna rice mills, groundnut oil mill and saw mills. The public and semi public land uses account to 14.08% which includes the central jail, ED Hospital, Farooqia Dental College, government school, Mission hospital and others. Small strip of commercial areas are within the edge of the residential blocks. There are small group of shops along certain stretch of new Sayyaji Rao road, Anegundi road, Rajput Street, Kalamma Temple Street and Pulikesh road.

4.4.3 Planning District No. 3

Area: 581.44 ha
Location: North West of core area

Major Landmarks: St. Philomena’s Church, Good Shepherd School, CPC Polytechnic, Forbes Transmission Station (FTS) (KPTCL Campus), P&T quarters, Subhash Chandra Bose Nagar, N R Mohalla, KSCB Quarters, RS Naidu Nagar bus stand, Infant Jesus Church and Devanur tank/lake.

Planning District Boundaries:
The planning district is bounded by outer ring road on the north, Bangalore- Mysore road on the west, Bara Kaman road and Mahadevapura road on the south, and planning district no. 4 on the east.

Table 4-6: Existing Landuse Use-2009-Planning District-3

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>248.48</td>
<td>42.74</td>
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<tr>
<td>COMMERCIAL</td>
<td>13.70</td>
<td>2.36</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>32.27</td>
<td>5.56</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>3.37</td>
<td>0.58</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>27.32</td>
<td>4.70</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>116.68</td>
<td>20.07</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>131.96</td>
<td>22.70</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>7.66</td>
<td>1.32</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>581.44</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The major land use in this planning district is residential which accounts for 42.74 % of total developed area. The other major use in this planning district is the traffic and transportation, which accounts for 20.07 % of the total developed area. The public and semipublic area such as St. Philomena Church, CPC Polytechnic and other educational institutions are located in this planning district.

4.4.4 Planning District No. 4

Area: 248.31 ha
Location: North East of the conurbation
Major Landmarks: Satagally bus depot

Planning District Boundaries:
The planning district is located towards the north east of the conurbation area adjoining the planning district no.5. It is bounded by the planning district no.3 on the west, outer ring road and Varuna canal on the north east, Mahadevapura road on the north east and south.

### Table 4-7: Existing Landuse Use-2009-Planning District-4

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>152.94</td>
<td>61.59</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>2.00</td>
<td>0.81</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>1.54</td>
<td>0.62</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>2.48</td>
<td>1.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>15.31</td>
<td>6.16</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>72.92</td>
<td>29.37</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>1.13</td>
<td>0.46</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>248.31</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**

The district has the high concentration of residential area accounting to 152.94 ha which is 61.59% of the total developed area. These are the portion of the MUDA layouts which have been allotted to various beneficiaries. There are some commercial shops and establishments within the residential areas these are sparsely located within the entire residential area. There is a water storage reservoir near the Devanur stage II layout. The traffic and transportation use occupy 72.92 ha of land, of which the Sathagalli bus depot is one of the main hubs of transportation within the district. The parks within the housing colonies form the main green open areas within the planning district. There are number of parks located within the entire district and housing layouts. There is one burial ground near the KEB colony. Schools, a couple of mosques and temples are the public and semi public uses.

#### 4.4.5 Planning District No. 5

**Area:** 232.90 ha  
**Location:** Outskirts of the city on the north east  
**Major Landmarks:** None

**Planning District Boundaries:**

The planning district is situated on the north eastern side of the city. The northern boundary of the planning district forms the LPA boundary. The planning district is bound in the north by the LPA running boundary, in the south by the outer ring road, in the east by the Mahadevapura road and in the west by the Bangalore-Nilgiri road.
Table 4-8: Existing Landuse Use-2009-Planning District-5

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>104.45</td>
<td>46.06</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.75</td>
<td>0.33</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>15.44</td>
<td>6.81</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>11.04</td>
<td>4.87</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>8.56</td>
<td>3.82</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>57.24</td>
<td>25.24</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>27.74</td>
<td>12.23</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>1.45</td>
<td>0.64</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>226.76</td>
<td>100.00</td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The total developed area in this planning district is 226.76 ha, out of which 104.45 ha is residential area (most of this developed area is yet to be built). The traffic and transportation area has 57.24 ha is the only other dominant or prominent use. Public utilities are 11.04 ha and it accounts for 4.87% of the total developed area.

4.4.6 Planning District No. 6

Area: 357.65 ha
Location: Within the city core area; east of planning district 1
Major Landmarks: Karnataka State Police Academy, Government Guest House, CPC Hospital, Police Academy Quarters, DFRL, Peoples Park, Chamundi Vihar Stadium.

Planning District Boundaries:
The planning district is bound by Mahadevapura road on the north, Bangalore Nilgiri road on the west and Bannur road in the south and western boundary of planning district no.7

Table 4-9: Existing Landuse Use-2009-Planning District-6

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>163.11</td>
<td>45.60</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>8.72</td>
<td>2.44</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>5.80</td>
<td>1.62</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>83.53</td>
<td>23.35</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.11</td>
<td>0.03</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>28.26</td>
<td>7.90</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>67.63</td>
<td>18.91</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.50</td>
<td>0.14</td>
</tr>
<tr>
<td>FOREST</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>357.65</td>
<td>100.00</td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
Residential use is the dominant use, with an area of 163.11 ha. The important residential localities are the Nazarbad area, the Police Quarters, Gayatripuram and Kyathamaranahalli areas. Public and semi public areas occupy 83.53 ha which accounts for 23.35% of total developed area.
area. The major public and semi public uses are the government office building, the police academy, the ridge house and the DFRL. There are a few education institutions. The open spaces account for 28.26 ha (7.90 %), which includes the Chammundi Vihar stadium, a Christian burial ground and a few other open spaces. The industrial use, which is 5.80 ha, accounts for 1.62 % of the total developed area. The major use under this category is the Milk diary.

The traffic and transportation use is 67.63 ha, which accounts for 18.91 % of the total developed area. Apart from roads, the major use under this category is the BSNL (telecom exchange). Commercial use exists all along the B-N Road, Shalivahana Road and Bannur road. The total area under this use is 8.72 ha, which is 2.44 % of total developed area.

4.4.7 Planning District No. 7

Area: 562.14 ha
Location: Towards east of the Mysore city area
Major Landmarks: De Paul School, Institute of Education Training, Kendriya Vidyalaya, German Press

Planning District Boundaries:
The planning district is located on the east of the Mysore city. The planning district is bound by the Mahadevapura road in the north, Bannur road in the south and outer ring road in the east. Western boundary of planning district no 6 in the west.

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>373.00</td>
<td>66.35</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>4.58</td>
<td>0.81</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>5.76</td>
<td>1.02</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>21.51</td>
<td>3.83</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>2.45</td>
<td>0.44</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>16.63</td>
<td>2.96</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>132.39</td>
<td>23.55</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1.71</td>
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</tr>
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<td>WATERBODY</td>
<td>4.12</td>
<td>0.73</td>
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<tr>
<td>FOREST</td>
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</tr>
<tr>
<td>TOTAL</td>
<td>562.14</td>
<td>100.00</td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The planning district is a residential land use zone. Most of the area except the roads is being occupied by the housing layouts. The total area for residential land use is 373.00 ha, which accounts for 66.35 % of the total developed area. The major layouts in this planning district are the KSSCB Colony, Udayagiri Layout, Gousia Nagar, Central Excise Quarters, Police Quarters, Vidyananagar, Teachers layout, Vidyashankar layout, Nehru Nagar and Aziz Sait Nagar, Satagalli extension and Kalyangiri Nagar. The commercial area is spread across the residential areas. There are a number of educational institutions and government offices within the planning district totaling to 21.51ha. The main public landuse buildings are the Kendriya Vidyalaya, De Paul’s School, Government Schools, Institute of Education Training, Central Excise and Customs Office, Beedi Hospital and Aditya Institute. The open spaces are formed by the parks within the residential areas and three burial grounds. The roads total to 23.55% of the landuses.
within the district. Majority of the roads are the layout roads except the Dr. Rajkumar Road which is a through road. There is also a water body within the Udayagiri layout. A KEB substation and a GLSR form the public utility areas.

4.4.8 Planning District No. 8
Area: 732.34 ha
Location: East of the Mysore city
Major Landmarks: Regional office of Vishveshwarya Technology University Building

Planning District Boundaries:
The planning district is situated on the eastern part of Mysore City, bounded on the east by Hanchy-Bannur Road and Varuna nala, on the south by Mysore-Bannur Road, on the west by the Outer ring road and on the north by the Mahadevapura road and the LPA boundary upto the Hanchya-Rammanahalli road. The developed area in this planning district is part of the residential scheme developed by the Authority. The total area of this planning district is 732.34 ha.

In the conurbation area, only 27.23 % belongs to developed residential land, out of which, only 5.65 % is the actual residential built land and the rest of the area is yet to be built. Transportation use is the next main Land-use in this district and accounts for nearly 11.64 % of the conurbation area.

The pattern of the existing land-use is noted below.

Table 4-11: Existing Landuse Use-2009-Planning District-8

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>189.70</td>
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<tr>
<td>COMMERCIAL</td>
<td>0.47</td>
<td>0.07</td>
<td>0.06</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>3.26</td>
<td>0.47</td>
<td>0.44</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>8.67</td>
<td>1.25</td>
<td>1.18</td>
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<tr>
<td>PUBLIC UTILITY</td>
<td>0.16</td>
<td>0.02</td>
<td>0.02</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>22.39</td>
<td>3.21</td>
<td>3.06</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>81.09</td>
<td>11.64</td>
<td>11.07</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>387.79</td>
<td>55.67</td>
<td>52.95</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>3.05</td>
<td>0.44</td>
<td>0.42</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>696.58</strong></td>
<td><strong>100.00</strong></td>
<td><strong>95.12</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>29.48</td>
<td></td>
<td>4.03</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>6.27</td>
<td></td>
<td>0.86</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>732.34</strong></td>
<td><strong>100.00</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

The Hanchya village gramatana is within this planning district, which is approachable from the outer ring road on the west and the Bannur road in the south. Dry agricultural land around Hanchya village on the eastern side of the developed area is available for future development.

4.4.9 Planning District No. 9
Area: 1346.87 ha
Location: South-East of the Mysore city.
Major Landmarks: Chamundi Reserve Forest, Chamundeshwari Temple, Mysore Race CoUrse, Sri Jayachamendra Golf Course, State Institute for Rural Development, SDM Institute,

**Planning District Boundaries:**
This planning district is delineated to include the Chamundi Hill reserve forest and the contiguous area up to Lalith Mahal. The district is bounded on the east by planning district no. 10, 34 and 35, on the south by planning district no. 35 and 36, on the east by planning district no. 13 & 12, and north by planning district no. 10 & 11.

### Table 4-12: Existing Landuse Use-2009-Planning District-9

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>85.18</td>
<td>6.32</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>35.55</td>
<td>2.64</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>27.75</td>
<td>2.06</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.03</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>34.34</td>
<td>2.55</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>67.73</td>
<td>5.03</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>328.78</td>
<td>24.41</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.31</td>
<td>0.17</td>
</tr>
<tr>
<td>FOREST</td>
<td>765.20</td>
<td>56.81</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>1346.87</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the planning District</strong></td>
<td><strong>1346.87</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

This planning district is proposed as an Eco-planning District in view of the sensitive nature of Chamundi Hill Reserve Forest area. A special agriculture zone is proposed around the Chamundi Hill reserve forest area and regulations for development are devised to serve the purpose. A “No Development Zone” of 100 meters is proposed around the forest area as shown in the Land-use plans.

The other important areas in this planning district are the Public & Semi-Public areas on the B-N Road (J.S.S College), the Police parade ground and the Lalith Mahal (a heritage building). On the top of the Chamundi Hill, the Chamundeshwari Temple & Mahabaleshwara Temple and the Bruhat Nandi are the ancient monuments. Special Development Regulations around these monuments and the heritage structures are framed and appended to the plan in Vol.III.

### 4.4.10 Planning District No. 10

**Area:** 321.24 ha  
**Location:** East of the Mysore city  
**Major Landmarks:** Teresian College, KMF Training Center, Shanthi School, Banni Mahakaleshvara temple

**Planning District Boundaries:**
The planning district lies east of the Mysore city and is bounded on the east by planning district no. 33 (proposed outer ring road) and planning district no. 34, on the south and west by planning district no. 9 and planning district no. 11 and on the north by planning district no. 6 and 7 (Bannur road). The total area of this planning district is 321.24 ha, and includes the Siddhartha and Alanahalli residential layouts. The existing land use analysis is given below.

Table 4-13: Existing Landuse Use-2009-Planning District-10

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>155.60</td>
<td>48.44</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>6.13</td>
<td>1.91</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.69</td>
<td>0.21</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>29.63</td>
<td>9.22</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.07</td>
<td>0.02</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>10.92</td>
<td>3.40</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>60.38</td>
<td>18.80</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>54.58</td>
<td>16.99</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>3.24</td>
<td>1.01</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>321.24</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>321.24</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

The dominant use in the planning district area is residential (48.44%) out of which nearly 13% is yet to be built. The traffic and transportation (roads) is 18.79%. Agriculture occupies nearly 16.99% of the total area of the district. The important use is the Terrassian College for Women and the MRC Eye Hospital.

4.4.11 Planning District No. 11

Area: 504.94 ha

Location: This planning district is located in the central part of the city. This P.D includes the Ittegegudu extension, the zoo gardens, the Karanjı Lake, exhibition grounds, race course, golf course. The PD is surrounded by planning district no.1, 6, 10, 9 & 12.

Table 4-14: Existing Landuse Use-2009-Planning District-11

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>107.46</td>
<td>21.28</td>
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<tr>
<td>COMMERCIAL</td>
<td>14.40</td>
<td>2.85</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.06</td>
<td>0.01</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>60.96</td>
<td>12.07</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.15</td>
<td>0.03</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>152.19</td>
<td>30.14</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>52.21</td>
<td>10.34</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>97.71</td>
<td>19.35</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>19.81</td>
<td>3.92</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>504.94</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>
The dominant use in this planning district is open spaces and agriculture, which together account for nearly 49.49% of the total area. In the connurbation area, residential uses account for 21.28%. The important uses are the exhibition grounds, race course and golf course, the zoo gardens and the public use like Administrative Training Institute, and State Institute for Urban Development, Postal Training Institute and the Karanji Lake.

### 4.4.12 Planning District No. 12

**Area:** 416.95  
**Location:** Located within the CBD, south of the planning district 1  
**Major Landmarks:** Hardwick High School, JSS Mutt, JSS Hospital, Silk Worm seed preservation center, Government Silk Weaving Factory, National Institute of Engineering.

**Planning District Boundaries:**
The planning district is located south of the central business district (planning district 1). The planning district is bounded by Chamaraja double road on the north, the railway line and Dr. Ambedkar Road on the west, NIE road and JLB Road on the south, Bangalore Nilgiri road on the east. The main roads within the planning district are Manandavadi Road, JLB Road, Vanivilas Road, Chavdi Street and Madavachar Road, Ramanuja Road, Chamundeshwari Road, DR. Ambedkar Road, Narayana Shastry Road, Thyagaraja Road, New Sayyaji Rao Road and Basaveshwara Road.

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>169.95</td>
<td>40.76</td>
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<tr>
<td>COMMERCIAL</td>
<td>23.37</td>
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</tr>
<tr>
<td>INDUSTRIAL</td>
<td>7.54</td>
<td>1.81</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>57.44</td>
<td>13.78</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>7.08</td>
<td>1.70</td>
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<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>102.27</td>
<td>24.53</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>48.42</td>
<td>11.61</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.87</td>
<td>0.21</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>416.95</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>416.95</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**
The district has the maximum concentration of the residential areas. The residential areas accounts for 169.95 ha which constitute 40.76% of the total conurbation area. The important residential areas are Lakshmipuram, Ashokapuram, Vidyaranyapuram, Chamundipuram, K R Mohalla, Agrahara and Krishnamurthypuram.

The major commercial area accounts for 23.37 ha, which is 5.61% of total conurbation area. The major commercial uses are the Agrahara commercial node, commercial belt along Tyagaraja Road, Narayana Shastry Road, New Sayyaji Rao Road, Chavadi Street, Ramanuja Road,
Madvachar Road, Chamundeshwari Road, Vidyaranyapuram 4th Main, Basaveshwara Road. There are few other individual commercial developments like TATA Motors Showroom, IAH Towers, Rajendra Kalyan Mantapa, and few other commercial establishments.

The public and semi public use in this planning district is 57.44 ha, which accounts for 13.78% of the total conurbation area. The major uses are JSS Hospital Complex, JSS Mutt area, Hardwicke High School, Silk Worm Seed Preservation Center, National Institute of Engineering, Chamundeshwari Temple, Arayana Bhavan (Forest Department Office), Sharada Villas education institutions and few other high schools and primary schools.

The traffic and transportation uses have a total area of 102.27 ha, which is 24.53% of total conurbation area. Apart from the road network area and the railway line area, there is one parking area which is known as the Gadi Chowka at the eastern end of Kantharaja Urs Road in Madvachar Road.

Open space constitutes 7.08 ha, which constitutes 1.70% of developed area. There are few well developed parks in residential pockets, like Ambedkar Park, Mysore Anantha Swamy Park and few other parks.

4.4.13 Planning District No. 13

Area: 577.39 ha
Location: South of Mysore city
Major Landmarks: Railway workshop, Income tax office

Planning District Boundaries:
The planning district is bounded by NIE road on the north, the railway line on the west, district no 9 on the east and district no 14 on the south.

Table 4-16: Existing Landuse Use-2009-Planning District-13

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>157.64</td>
<td>27.30</td>
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<tr>
<td>COMMERCIAL</td>
<td>12.05</td>
<td>2.09</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>89.53</td>
<td>15.51</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>25.23</td>
<td>4.37</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>29.71</td>
<td>5.15</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>14.87</td>
<td>2.57</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>109.13</td>
<td>18.90</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>136.58</td>
<td>2.33</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.64</td>
<td>0.46</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total Connurbation Area</td>
<td>577.39</td>
<td>100.00</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Total Area of the Planning District</td>
<td>577.39</td>
<td>100.00</td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The residential area is 157.64 ha, which is 27.30% of the total conurbation area. The residential area is dominant in the southern portion of the planning district, which is J.P.Nagar area. The north western part and western part of Visveshwara Nagar is also having residential concentration. The next major land use in this district is industrial use which is 89.53 ha, which accounts for 15.51% of the total conurbation area. One of the major industrial establishments of
Mysore is the state owned Sandal Oil Factory. There are a number of saw mills and wood industries, mosaic industries, rice mills, agarbathi industries and package industries exist in this planning district. The other important land use in this district is the commercial use, which is 12.05 ha, which accounts for 2.09% of the total conurbation area. Many kalyana mantaps, one Cinema Theater and a few shops exist in the northern portion of the planning district. Traffic and transportation use is 109.13 ha, which accounts for 18.90% of the total conurbation area. The major use under this category is the Mysore railway workshop and the railway yard which is located in the western part of this planning district. Open space accounts for 14.87 ha, which accounts for 2.57% of the total conurbation area. There are two burial grounds and a few maintained parks within this planning district.

4.4.14  Planning District No. 14
Area: 591.75 ha
Location: South of Mysore city
Major Landmarks: Dalvoy Lake, JSS Public School

Planning District Boundaries:
The planning district is bounded by planning district no 13 on the north, planning district no 36 on the east, Varuna Nala in the south and Mysore – Chamarajanagar railway line on the west.

Table 4-17: Existing Landuse Use-2009-Planning District-14

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Conurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>186.76</td>
<td>54.90</td>
<td>31.56</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1.11</td>
<td>0.33</td>
<td>0.19</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.88</td>
<td>0.26</td>
<td>0.15</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>3.83</td>
<td>1.13</td>
<td>0.65</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>1.39</td>
<td>0.41</td>
<td>0.23</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>9.27</td>
<td>2.72</td>
<td>1.57</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>84.40</td>
<td>24.81</td>
<td>14.26</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>50.56</td>
<td>14.86</td>
<td>8.54</td>
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<tr>
<td>WATERBODY</td>
<td>2.02</td>
<td>0.59</td>
<td>0.34</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
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<td><strong>340.21</strong></td>
<td><strong>100.00</strong></td>
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</tr>
<tr>
<td>AGRICULTURE</td>
<td>206.73</td>
<td></td>
<td>34.93</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>44.81</td>
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<td>7.57</td>
</tr>
<tr>
<td><strong>Total Area of Planning District</strong></td>
<td><strong>591.75</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The total conurbation area in this planning district is 340.21 ha. In the conurbation area, the residential use which is 186.76 ha accounting for 54.90% of the total conurbation area is the dominant use. The residential area is confined to the northern portion of the planning district north of the outer ring road. The two important layouts in this district are J.P.Nagar and Siddalingeshwara layout. The next major land use in this district is the traffic and transportation use which is 84.40 ha, accounting for 24.81% of the total conurbation area. There are few pockets of maintained parks and a burial ground in this planning district. The open space accounts for 9.27 ha, which is 3.72% of the total conurbation area.
The district accounts for 257.39 ha of agriculture land outside the developed area, which itself accounts for 16.11% of the total planning district area.
4.4.15 Planning District No. 15

Area: 529.57 ha

Location: South of Mysore city

Major Landmarks: ISKCON Temple, BGS Apollo Hospital

Planning District Boundaries:
The planning district is bounded by new Kantharaja Urs Road on the north, the Mysore Chamrajnanagar railway line on the east, H.D Kote Road on the south and planning district no. 16 on the west.

Table 4-18: Existing Landuse Use-2009-Planning District-15

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
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<td>15.45</td>
<td>2.92</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>8.78</td>
<td>1.66</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>30.42</td>
<td>5.74</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.19</td>
<td>0.04</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>22.16</td>
<td>4.18</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>147.40</td>
<td>27.83</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>11.32</td>
<td>2.14</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>4.70</td>
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<td>529.57</td>
<td>100.00</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>

| Total Area of the Planning District | 529.57     |

General description about the land uses within the planning district:
The residential use is the dominant use in this planning district, which is 289.15 ha, accounting for 54.60% of the total conurbation area. The residential area consists of Kuvempunagar, Jaynagar, Vivekanandanagar and Srirampura 2nd stage areas, which includes an urban village Srirampura (Devaiahnahundi). The next major land use in this district is traffic and transportation use, which is 147.40 ha, accounting for 27.83% of the total conurbation area. The KSRTC bus depot no.2 is located in Vivekanandanagar. The railway track and the railway yard of Ashokapuram railway station are included in this district. The public and semi public uses are another dominant use which is 30.42 ha, accounting for 5.74% of the total conurbation area. The major among them are Mhadeshvara Education Trust, Cauvery College, ISKCON Temple, Somani Education Institutions, Gynaganga Education Complex, Mercy Convent and Maharshi College and Mahaveera Vidya Mandir besides other lower order education institutions. The open space use areas accounts for 22.16 ha, accounting for 4.18% is distributed uniformly throughout the planning districts, and some of these are well maintained parks by the city corporations. There are two burial grounds and one play ground in this planning district. Commercial uses account for 15.45 ha, accounting for 2.92% distributed randomly. The major in this category are the BGS Apollo hospital, three petrol bunks and few departmental stores and concentration of commercial streets like Nrupathung Road, Panchamantra Road and Kantharaja Urs Road. There are very few industrial establishments located in the south eastern part near the Ashokapuram railway station.
4.4.16 Planning District No. 16

Area: 373 ha  
Location: South east of Mysore city  
Major Landmarks: None

Planning District Boundaries:
The planning district is bounded on the north by New Kantharaja Urs Road, Paduvana Road and planning district no. 15 on the west, planning district no.18 on the south and planning district no 17 and 23 on the west.

Table 4-19: Existing Land use-2009-Planning District-16

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>228.46</td>
<td>61.25</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>4.77</td>
<td>1.28</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>11.57</td>
<td>3.10</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>2.04</td>
<td>0.55</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>18.72</td>
<td>5.02</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>103.02</td>
<td>27.62</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>2.26</td>
<td>0.61</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.17</td>
<td>0.58</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>373.00</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>373.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
Residential area is a dominant use in this planning district, which is 228.46 ha, accounting for 61.25% of the total conurbation area. Bogadhi layout and Ramakrishna Nagar layout are the major residential areas in this planning district. One of the major land uses in this planning district is traffic and transportation use, which is 103.02 ha, accounting for 27.62% of the total conurbation area. The entire use belong to the roads only, where we have the outer ring road, Vishwamanva Double Road and few other major roads in this planning district. Public and semi public is 11.57 ha, accounting for 3.10% of the total conurbation area. There are a few major education institutions and a few religious institutions like temples. Public utility areas account for 2.04 ha, which include the GLSR at two places on in Paduvana Road and one in Vivekananda Nagar and also one electric substation in Ramakrishna Nagar. The planning district accounts for nearly 20% of the developed area as vacant plots, developed by the Urban Development Authority.

4.4.17 Planning District No. 17

Area: 641.17 ha  
Location: Located on the south west of Mysore city  
Major Landmarks: Lingambudi Lake, Power grid at the junction of outer ring road and Vishwamanava Double Road.
Planning District Boundaries:
The planning district is bounded by planning district no 23 on the north, planning district no 16 and 18 on the east, southern boundary of Lingambudi village on the south, western boundaries of Lingambudi village, Ajjaiahyanahundi village and Dattagalli village on the west.

Table 4-20: Existing Landuse Use-2009-Planning District-17

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>215.42</td>
<td>33.60</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.65</td>
<td>0.10</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>3.19</td>
<td>0.50</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>5.41</td>
<td>0.84</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>1.51</td>
<td>0.24</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>23.91</td>
<td>3.73</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>104.83</td>
<td>16.35</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>216.77</td>
<td>33.81</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>69.47</td>
<td>10.84</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>641.17</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>641.17</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The total connurbation area is 641.17 ha. The major urban land use in this planning district is the residential use which is 215.42 ha, accounting for only 33.60% of the total connurbation area. A major portion of the developed area i.e. 175.45 ha, accounting for 33.71% of the connurbation area is vacant and yet to be built. They are the developed plots distributed by the Urban Development Authority to various beneficiaries. A major portion of the rest of the connurbation area is also occupied by agriculture and water body, which account for 286.24 ha accounting for 44.65% of the total connurbation area. This is a large chunk of lung space available which may be maintained as such in future also. There are few civic amenity areas (public and semi public use) like St. Mary’s High School and Church, Koutilya School and few other public institutions, totally accounting for 5.41 ha (0.84% of the total connurbation area). There is a Power Grid at the junction of outer ring road and Vishwamanava Double Road which is the only public utility accounting for 1.51 ha (0.24% of the total connurbation area).
The undeveloped portion of the planning district is covered by agriculture land accounting for 216.77 ha, which is 33.81% of the total planning district area.

4.4.18 Planning District No. 18

Area: 459.16 ha
Location: South of Mysore city
Major Landmarks: CSTRI

Planning District Boundaries:
The planning district is bounded by planning district no 15 and 16 on the north, Mysore-Chamarajanagar railway line on the east, southern boundary of Srirampura village on the south and the eastern boundaries of Chowdahally and Lingambudi villages on the west.
### Table 4-21: Existing Landuse Use-2009-Planning District-18

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>158.02</td>
<td>38.04</td>
<td>34.41</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1.37</td>
<td>0.33</td>
<td>0.30</td>
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<tr>
<td>INDUSTRIAL</td>
<td>5.59</td>
<td>1.35</td>
<td>1.22</td>
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<td>PUBLIC/SEMI-PUBLIC</td>
<td>73.70</td>
<td>17.74</td>
<td>16.05</td>
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<tr>
<td>PUBLIC UTILITY</td>
<td>0.24</td>
<td>0.06</td>
<td>0.05</td>
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<tr>
<td>OPEN SPACE</td>
<td>6.28</td>
<td>1.51</td>
<td>1.37</td>
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<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>72.53</td>
<td>17.46</td>
<td>15.80</td>
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<tr>
<td>AGRICULTURE</td>
<td>96.53</td>
<td>23.24</td>
<td>21.02</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>1.14</td>
<td>0.27</td>
<td>0.25</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
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<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>415.38</strong></td>
<td><strong>100.00</strong></td>
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</tr>
<tr>
<td><strong>AGRICULTURE</strong></td>
<td>43.78</td>
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<td>9.53</td>
</tr>
<tr>
<td><strong>WATERBODY</strong></td>
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<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>459.16</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**
The total connurbation area in the district is 415.38 ha which account for 90-47% of planning district area. The major urban use in this planning district is the residential use, which is 158.02 ha accounting for 38.04% of the connurbation area. This includes the Mahadevpura layout development in Srirampura village on the east and Srirampura 2nd stage layout west of Manandavadi Road. Public and semi public uses account for 73.70 ha, which is 17.74% of the total connurbation area. This area is the Central Silk Training Institute Campus (CSTRI) located all along the Manandavadi road. There are a few other educational institutions in Srirampura and Mahadevpura layouts. Traffic and transportation use is 72.53 ha, which is 17.46% of the total connurbation area. The outer ring road and the Manandavadi Road which passes through this planning district and a few other major roads are included in this planning district. The other major use is the industrial use which is 5.59 ha, which is 1.35% of total connurbation area. It includes a few industries located on Mahnandavadi Road and Srirampura layout. The developed area has 56.32 ha of vacant land. The planning district has 140.31 ha of agricultural land.

#### 4.4.19 Planning District No. 19

**Area:** 362.06 ha  
**Location:** West of the city core area.  
**Major Landmarks:** Kukkarahalli Lake, D.C office, MUDA office, Cosmopolitan Club, Institution of Engineers Building, JSS College, Kala Mandira, Crawford Hall

**Planning District Boundaries:**
The planning district is bounded by, on the north by Hunsur road, by JLB road on the east, by Kantharaja Urs Road on the south, Vishwamanava Double Road and Open Air Theatre Road on the west.
Table 4-22: Existing Landuse Use-2009-Planning District-19

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
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<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>86.63</td>
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<td>COMMERCIAL</td>
<td>12.34</td>
<td>3.41</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>2.10</td>
<td>0.58</td>
</tr>
<tr>
<td>PUBLIC/SEMIPUBLIC</td>
<td>60.43</td>
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<tr>
<td>PUBLIC UTILITY</td>
<td>0.71</td>
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<tr>
<td>OPEN SPACE</td>
<td>71.70</td>
<td>19.80</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>74.37</td>
<td>20.54</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>14.04</td>
<td>3.88</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>39.73</td>
<td>10.97</td>
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<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>362.06</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>362.06</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The residential area is 86.63 ha which accounts for 23.93% of the total connurbation area is the largest use and is located on the southern half of the planning district. This use includes the Chamarajapuram, Kannnegowdana Koppal (urban village) and the Saraswathipuram area. The next major use is the public and semi public use which 60.43 ha accounting to 16.69% of the total connurbation area. The major among this are educational institution like Maharani’s College, Maharaja’s Teacher's College, Maharaja & Yuvaraja Colleges and various Government and Quasi Government institutions like the D.C. Office, the Mysore Urban Development Authority office, Institution of Engineers, PWD offices, the University Administration offices (Crawford hall), the District courts, Zilla Panchayat office, the Fire brigade, JSS women’s college and a few other public and religious institutions. Open spaces is another major important use in this planning district which is 71.70 ha accounting to 19.80 percent of the connurbation total area. This includes the Parks & Playgrounds and other recreational uses. The major are ovals ground, Maharaja college playground, Manuvana park, Kukkarahalli Lake recreational area and a few other parks maintained by the city corporation. In addition, the Kukkarahalli lake area which is shown as 39.20 ha is within the Kukkarahalli recreational area. Thus, the total lung space in this planning district is 71.70 ha which accounts for 19.80 percent. The Traffic & Transportation uses account for 74.37 ha which is 20.54 percent of the total connurbation area. The major roads under this use are the JLB road, Kantharaja Urs road, Chamaraja road, Radhakrishna Avenue, Vishwamanava double road, Krishnaraja Boulevard road and Vanivilasa road.
The agricultural land in this planning district which 14.04 ha which accounts for 3.88 percent of the total connurbation area is the horticultural nUrsery maintained by the University of Mysore and the Bhoodevi farm located on the Open Air Theatre road.
4.4.20 Planning District No. 20

Area: 379.87 ha
Location: Western part of the city.

Major Landmarks: Jayalaxmi mansion, Senate Bhavan, Glades cricket ground, Open air theatre.

Planning District Boundaries:
The planning district is bounded by Hunsur road on the north the Open air theatre road (the intermediate ring road) on the east Bogadi road on the south, the outer ring road and planning district No.21 on the west.

<table>
<thead>
<tr>
<th>Existing Land Use-2009 - Planning District 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land use Category</td>
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<tr>
<td>-------------------------------</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
</tr>
<tr>
<td>COMMERCIAL</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
</tr>
<tr>
<td>OPEN SPACE</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
</tr>
<tr>
<td>AGRICULTURE</td>
</tr>
<tr>
<td>WATERBODY</td>
</tr>
<tr>
<td>FOREST</td>
</tr>
<tr>
<td>Total Connurbation Area</td>
</tr>
<tr>
<td>AGRICULTURE</td>
</tr>
<tr>
<td>WATERBODY</td>
</tr>
<tr>
<td>Total Area of the Planning District</td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:

The major land use in this district is the public & semipublic use which is 265.96 ha accounting to 70.02% of the total developed area. The major among this is the Mysore University Campus, the Jayachamrajendra Engineering college & Women’s Polytechnic, Regional Institute of Education, All India Institute of Speech & Hearing, Central Institute of Indian Languages and Karnataka State Open University. The next major use in this district is the traffic & transportation, which is 27.00 ha accounting to 7.11 percent of total developed area. Bogadi road, Open air theatre road, Chaduranga road outer ring road & Hunsur road are the important roads.

Residential area is 33.84 ha accounting to 8.91 percent of the total conurbation area is located on the north west & south west of the planning district (Vijayashreepura & Telecom layout on Bogadi road).

Agricultural land use on the south west on Bogadi & ring road amounts to 38.42 ha which is 10.11 percent of the total conurbation area.
### 4.4.21 Planning District No. 21

**Area:** 291.83 ha  
**Location:** Western part of Mysore city  
**Major Landmarks:** None

**Planning District Boundaries:**
The planning district is bounded on the north by Hunsur road, planning district no 20 on the east and south and the outer ring road on the west.

**Table 4-24: Existing Landuse Use-2009-Planning District-21**

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>151.33</td>
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<td>COMMERCIAL</td>
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<tr>
<td>INDUSTRIAL</td>
<td>3.39</td>
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</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>6.13</td>
<td>2.10</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>1.39</td>
<td>0.48</td>
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<td>OPEN SPACE</td>
<td>11.38</td>
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<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>74.84</td>
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<td>AGRICULTURE</td>
<td>31.91</td>
<td>10.93</td>
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<td>WATERBODY</td>
<td>5.18</td>
<td>1.78</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>291.83</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
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</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>291.83</strong></td>
<td></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**
The residential area which is 151.33 Ha, which accounts for 51.86 percent of the total conurbation area, is the major land use in this planning district. This planning district has 45.09 Ha of vacant land in the developed area, which accounts for 15.96 percent of the total conurbation area. Traffic and transportation uses which is 74.84 Ha, accounts for 25.65 percent of the total conurbation area includes the outer ring road, the Hunsur road and a few major roads in this planning district. A public and semi public uses account for 6.13 Ha, which is 2.10 percent of the conurbation area includes a Church, RUDSET, Vidya educational society and others. There are a few commercial uses along Hunsur Road, which accounts for 6.27 Ha (2.15%) in the conurbation area. In the southern part of the planning district an electric substation is located in an area of 0.16Ha.

### 4.4.22 Planning District No. 22

**Area:** 314.09ha  
**Location:** Western part of Mysore city  
**Major Landmarks:** University College of Fine Arts, Regional Telecomm Training Center, Kamakshi Hospital, Bisalumarrama Temple, Krishna mandira, Maruthi temple
Planning District Boundaries:
The planning district is bounded on the north by Bogadi Road, Vishwamana double road on the east, New Kantahrja Urs road on the south and the outer ring road on the west.

Table 4-25: Existing Landuse Use-2009-Planning District-22

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>175.86</td>
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</tr>
<tr>
<td>COMMERCIAL</td>
<td>10.25</td>
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<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>22.02</td>
<td>7.01</td>
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<td>PUBLIC UTILITY</td>
<td>0.14</td>
<td>0.04</td>
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<td>9.64</td>
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<tr>
<td><strong>Total Connurbation Area</strong></td>
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<td><strong>100.00</strong></td>
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<td>AGRICULTURE</td>
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<tr>
<td>WATERBODY</td>
<td>0.00</td>
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</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>314.09</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The major land use in this planning district is residential use which is 175.86 Ha, accounting for 55.99 percent of the total conurbation area. The Basaveshwara nagar, part of Saraswathipurm and Gangothri layout are located here. The next major use in this planning district is traffic and transportation use, which is 75.78 Ha, which accounts for 24.13 percent of the total conurbation area. The major roads are Paduvana road, Sahukar Channaiah road, Vishwamanava double road, the outer ring road and New Kantharaja Urs road. Public and semi public uses which is 22.02 Ha, which is 7.01 percent includes the RTTC complex, The University Fine Arts College, All India Institute of Speech and Hearing, Bimalumarrama Temple , Krishna mandira, Maruthi temple, Amrutha School and many educational institutions. There are a few commercial streets with commercial uses all along. Major commercial uses are the Kamakshi hospital cum nUrsing home, SBM bank, Coffee biotechnology center and a few other commercials establishments and few Kalyana Mantaps.

4.4.23 Planning District No. 23

Area: 452.85 ha
Location: Western part of Mysore city
Major Landmarks: Maria Niketan, Krupalaya, Hari Vidyalaya School and Christ Public School

Planning District Boundaries:
The planning district is bounded by planning district no 24 on the north, the outer ring road on the east, planning district no 17 on the south and eastern boundary of Dattagally and Bogadi on the west.
### Table 4-26: Existing Landuse Use-2009-Planning District-23

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>256.76</td>
<td>56.70</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1.99</td>
<td>0.44</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.33</td>
<td>0.07</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>14.88</td>
<td>3.29</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.13</td>
<td>0.03</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>18.45</td>
<td>4.07</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORT</td>
<td>73.34</td>
<td>16.19</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>84.55</td>
<td>18.67</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.42</td>
<td>0.53</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>452.85</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>452.85</strong></td>
<td></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**
The entire Planning District is developed, residential area accounts for 256.76 Ha which accounts for 56.70% of the conurbation area, whereas an area of 193.18 Ha, which is 42.18% of the area is vacant residential plots in the various layouts developed by the private developers and housing co-operative societies. These residential areas are located on the west of the outer ring road. They are Rajarajeshwari nagar, Rajaji nagar, Bapuji nagar, Railway layout and Ramachndranagar. Traffic and transportation uses accounts for 73.34 Ha, which is 16.19% of the conurbation area, which is mainly the road network including a portion of the outer ring road. There are very few public and semi public uses such as the Christ Public School, Sharada Public School, Hari Vidyalaya and few other small schools accounting for 14.88 Ha (3.29%).

#### 4.4.24 Planning District No. 24

- **Area:** 457.93 Ha
- **Location:** Western part of Mysore city
- **Major Landmarks:** None

**Planning District Boundaries:**
The planning district is bounded by planning district no 28 on the north, outer ring road on the east, planning district no 23 on the south and the western boundary of Basavanahalli on the west.
### Table 4-27: Existing Landuse Use-2009-Planning District-24

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>265.96</td>
<td>58.08</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>4.32</td>
<td>0.94</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>1.64</td>
<td>0.36</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>39.88</td>
<td>8.71</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>143.03</td>
<td>31.24</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.27</td>
<td>0.06</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.82</td>
<td>0.62</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Conurbation Area</strong></td>
<td><strong>457.93</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL planning District area</strong></td>
<td><strong>457.93</strong></td>
<td></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**

The total conurbation area of this planning district is 457.93 Ha out of which residential developed area is 265.96 Ha. Out of which a major portion is still unbuilt. This is Vijayanagara 4th stage 2nd phase layout. The traffic and transportation use is 143.03 Ha, which accounts for 31.24 percent of the area, which are mainly the outer ring road and other road network in the developed area.

The land earmarked for open space is 39.88 Ha, which accounts for 8.71 percent of the conurbation area. A public utility use has already come which occupies 1.64 Ha (0.36%) this includes GLSR and water storage area.

### 4.4.25 Planning District No. 25

**Area:** 519.77 ha  
**Location:** West of planning district no.1  
**Major Landmarks:** Ramakrishna Vidyashala, Railway Hospital, CFTRI, Vanivilasa water works, Vivekananda Park, City Railway station.

**Planning District Boundaries:**

The planning district is bounded by the planning district no. 26 on the north, the planning district no.1 and 2 in the east and the planning district no 19 and 20 on the south and the planning district no. 27 on the west.
Table 4-28: Existing Landuse Use-2009-Planning District-25

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>201.39</td>
<td>38.75</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>29.01</td>
<td>5.58</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>5.29</td>
<td>1.02</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>118.37</td>
<td>22.77</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>7.79</td>
<td>1.50</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>10.44</td>
<td>2.01</td>
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<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>143.52</td>
<td>27.61</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>2.13</td>
<td>0.41</td>
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<tr>
<td>WATERBODY</td>
<td>1.83</td>
<td>0.35</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>519.77</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>519.77</strong></td>
<td></td>
</tr>
</tbody>
</table>

**General description about the land uses within the planning district:**

The major land use in this planning district is the residential use which is 201.39 Ha, which accounts for 38.75 percent of the total connurbation area. This area includes the Yadavagiri area, Gokulam area, VV Mohalla, Vinayakanagar and Jayalakshmipuram. The public and semi public uses which is 118.37 Ha, which accounts for 22.77 percent of the connurbation area is the second largest use in this planning district. The major are the CFTRI, Ramakrishna Vidyashala, Railway hospital, Venkateshwara temple, Nirmala convent and a few other educational institutions. The next major land use is the traffic and transportation use which is 143.52 Ha, amounting to 27.61 percent of the total connurbation area. This includes the city railway station, the railway quarters adjacent to it, All India Radio, Doordarshan Broadcasting stations and railway tracks. The major roads are the KRS road, Kalidasa road, Temple road, Gokulam road and Hunsur road. The commercial uses accounts for 29.01 Ha, which is 5.58 percent of total connurbation area the major uses are the warehousing go downs, NSCI go downs, hotels like Metropole, Regalis, Hotel Dasprakash paradise hotel, Vikram hospital, Basappa memorial hospital, Premier studio, Gokul Theater and a belt of commercial use along temple toad, Kalidasa road. Industrial use which is concentrated in Yadavagiri only, in the northern part of the planning district accounts for only 1.02 percent. Open space which is 10.44 Ha, accounts for 2.01 percent of the connurbation area, includes a few well maintained parks in the residential areas, the major is Vivekananda park in the Yadavagiri.

**4.4.26 Planning District No. 26**

**Area:** 572.07 ha  
**Location:** North West of Mysore city  
**Major Landmarks:** PK Sanatorium hospital, ED Hospital, ESI Hospital  

**Planning District Boundaries:**

The planning district is bounded by planning district no. 28 on the north, the Mysore- Arsikere railway line on the east, the planning district no. 25 on the south and planning district no.27 on the west.

Mysore Urban Development Authority
Table 4-29: Existing Landuse Use-2009-Planning District-26

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>303.36</td>
<td>53.03</td>
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<tr>
<td>COMMERCIAL</td>
<td>18.41</td>
<td>3.22</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>23.30</td>
<td>4.07</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>67.96</td>
<td>11.88</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>2.37</td>
<td>0.41</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>17.00</td>
<td>2.97</td>
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<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>125.22</td>
<td>21.89</td>
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<tr>
<td>AGRICULTURE</td>
<td>11.07</td>
<td>1.93</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>3.40</td>
<td>0.59</td>
</tr>
<tr>
<td>FOREST</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>572.07</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>572.07</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The residential area is the predominant use in this planning district which is 303.36 Ha, accounting to 53.03 percent of the total connurbation area. The various localities are the Brundavan Extension, part of Yadavagiri, Gokulam, Mahadeshwara colony, Kumbar Koppal (Urban Village), Hebbal colony, Lokanayaka nagar. Traffic and transportation use is another dominant use in the planning district which is 125.22 Ha, accounting for 21.89 percent of the connurbation area. Major roads such as KRS road, Gokulam road, Vijayanagar main road, Hebbal main road and the other road network. Public and semi public use account for 67.96 Ha, accounting to 11.88 percent of the connurbation area, this include the PK Sanatorium, ED Hospital, KSPCB, ESI Hospital. Vidya Vardhaka College of Engineering, Kuvempu educational trust, few other educational institutions and public offices. The open space use is 17.00 Ha, accounting to 2.97 percent of the connurbation area. This includes a few developed parks, a burial ground in Kumbar Koppal area and one stadium in this planning district. The public utility uses account for 2.37 Ha (0.41%) is the Power substation located in Vijayanagar layout. Commercial uses account for 18.41 Ha (3.22%) includes the cement go downs in KRS road, a few commercial belt of shops all along Kumbar koppal main road, Hebbal main road near surya bakery, a few kalyan mantaps are included in this category. There are few pockets of industrial uses in the planning district in an area of 23.30 ha accounting to 4.07 percent of the total connurbation area. This includes the yadavgiri small scale industries estate and the industrial area located on the outer ring road.

4.4.27 Planning District No. 27

Area: 481.59 ha
Location: North western part of Mysore city.

Major Landmarks: Ground level service reservoir, Yoganarsimhaswamy temple, Bharat cancer hospital.
Planning District Boundaries:
The planning district is bounded on the north by the outer ring road, planning district No.26 and 25 on the east, Hunsur road on the south and the outer ring road on the west.

Table 4-30: Existing Landuse Use-2009-Planning District-27

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>246.84</td>
<td>51.26</td>
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<tr>
<td>COMMERCIAL</td>
<td>9.16</td>
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<td>INDUSTRIAL</td>
<td>2.84</td>
<td>0.59</td>
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<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>37.47</td>
<td>7.78</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>9.65</td>
<td>2.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>34.08</td>
<td>7.08</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>135.31</td>
<td>28.10</td>
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<tr>
<td>AGRICULTURE</td>
<td>0.54</td>
<td>0.11</td>
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<tr>
<td>WATERBODY</td>
<td>5.70</td>
<td>1.18</td>
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<tr>
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<td></td>
</tr>
<tr>
<td>Total Connurbation Area</td>
<td>481.59</td>
<td>100.00</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Total Area of the Planning District</td>
<td>481.59</td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The major land use in this planning district is residential use which is 246.84 ha accounting to 51.26 percent of total connurbation area. This includes Vijaynagara second stage layout area DRDO quarters area, lakshmikantha nagar, Vijaynagara first stage residential area. The second major land use is traffic and transportation which is 135.31 ha which accounts to 28.10 percent of the total connurbation area. This includes the outer ring road some of the major roads in the Vijayanagar extension and the network of roads in the layout. The open space accounts for 34.08 ha which is 7.08 percent of the connurbation area which includes a number of parks and belts of buffer area below high tension lines in the layouts. The public & semi public use is 37.47 ha which is 7.78 percent of the connurbation area includes the Bharat cancer hospital, ASI office, Vidyavarthaka college of Engineering, Yoganarsimhaswamy temple and a number of educational institutions. The public utility use is 9.65 ha (2.00 percent) includes the central service reservoir in Vijaynagar layout and an Electric substation located adjacent to MUDA kalyan mantap. A commercial uses include a MUDA kalyan mantap, a few other kalyan mantap and a few other commercial institutions & neighbourhood shops.

4.4.28 Planning District No. 28
Area: 3523.90 ha
Location: North West of Mysore city
Major Landmarks: Infosys Campus, BEML Industries, SRS Power Grid, JSS Urban Haat, Hebbal tank, Lakshmikantha Temple
Planning District Boundaries:
The planning district is bounded on the north and east by Mysore-Araskere railway line, on the south by the Outer Ring road from Mysore-Araskere railway line up to Basavanahalli village boundary turning west along the southern boundary of the Hinakal village and along an existing
road in Belawadi village up to western boundary of the Belawadi village turning north and running along western boundary of the Belawadi village up to Hunsur road and running along the Hunsur road up to LPA boundary turning north and running along the LPA boundary up to Mysore-Arasikere railway line. The existing Land-use of the planning district is given below:

Table 4-31: Existing Landuse Use-2009-Planning District-28

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
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<td>19.46</td>
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<td>INDUSTRIAL</td>
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<td>63.19</td>
<td>2.17</td>
<td>1.79</td>
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<td>PUBLIC UTILITY</td>
<td>27.52</td>
<td>0.94</td>
<td>0.78</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>24.49</td>
<td>0.84</td>
<td>0.70</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>283.40</td>
<td>9.73</td>
<td>8.04</td>
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<td>AGRICULTURE</td>
<td>931.74</td>
<td>31.99</td>
<td>26.44</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>23.32</td>
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</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>2912.38</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>601.33</td>
<td></td>
<td>17.06</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>10.19</td>
<td></td>
<td>0.29</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>3523.90</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:

In the connurbation area, the major land use is industrial use, which is 838.20 Ha, which accounts to 28.78 percent of the total connurbation area. This large chunk of area includes KIADB Industrial estate which houses major industries like JK Tyres, Infosys, L&T, BEML, Karnataka Tele cables, Coorg and Mysore Coffee Ltd etc. The traffic and transportation use accounts to 283.40 Ha, which is 9.73 percent of the total connurbation area; this includes the road network which is dominant in the industrial area. Residential area is confined to Korgalli, Hootgalli, Belavadi and housing board layout which amounts to 685.66 Ha (23.54% of the total connurbation area). The important public utilities in the planning district are SRS power grid in Hotgalli and the central power grid located in North West of the district along MC road. There are few other public utilities located in the planning district. The total public utility area is 27.52 Ha, accounting to 0.94 percent of the connurbation area. The public and semi public uses occupy 63.19 Ha (2.17%) of the connurbation area this includes the NIE campus on KRS road, Lakshminikantha Temple, CPET, Government Tool Training Center and few other educational institutions.

The planning district area includes 1533.07 Ha of agriculture land and 43.5 percent of the planning district area.

4.4.29 Planning District No.29

Area: 473.74 ha
Location: Northern part of Mysore city
Major Landmarks: JSS Medical College, St. Philomena Institutions, Colombia Asia hospital, KSRTC Depot
Planning District Boundaries:
The planning district is bounded in the north by the outer ring road, the old Bangalore - Nilgiri road in the east, the Bannimantap road (Intermediate ring road) on the south and Mysore-Arsikere railway line on the west.

Table 4-32: Existing Landuse Use-2009-Planning District-29

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Conurbation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>114.71</td>
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<tr>
<td>COMMERCIAL</td>
<td>31.80</td>
<td>6.71</td>
</tr>
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<td>INDUSTRIAL</td>
<td>29.33</td>
<td>6.19</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>46.97</td>
<td>9.92</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.12</td>
<td>0.03</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>43.01</td>
<td>9.08</td>
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<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>126.54</td>
<td>26.71</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>78.84</td>
<td>16.64</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.41</td>
<td>0.51</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Conurbation Area</strong></td>
<td><strong>473.74</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>473.74</strong></td>
<td></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The residential use the major land use in this district occupying 114.71 Ha, accounting to 24.21 percent of the total connurbation area. The major localities are the Hanumanta nagar, HUDCO colony, Siddique nagara, Karakushala nagara(BM Shree), Shivarathreswara nagara. The other major land uses in this district are the traffic and transportation which accounts for 126.54 ha, accounting to 26.71 percent of the connurbation area, which includes KSRTC northern bus depot, the railway goods transshipment yard and the BSNL office on B-N Road. The public and semi public use which is 46.97 Ha (9.92%) includes the JSS medical college, SVD Vidyalaya, St. Philomena, a religious institutions(Mosque) and other few educational institutions. The commercial uses accounts for 31.80 Ha, accounting to 6.71 percent of the connurbation area, the major uses under this category are the FCI go downs, the Indian oil storage depots. Columbia Asia hospital, St. Joseph hospital and a few other commercial institutions. An area of 78.84 Ha of land (16.64%) of connurbation area is under agriculture use south of the outer ring road. The industrial use is 29.33 Ha (6.19%) a few industrial establishments in the central part of this planning district.

4.4.30 Planning District No. 30
Area: 1773.95 ha
Location: Northern part of Mysore city
Major Landmarks: Reserve Bank of India (MINT)
Planning District Boundaries:
This Planning District is located in northern part of Mysore city. The planning district is bounded on the southwest by Mysore-Arasikere railway line, The KRS Road on the east and the Local planning area boundary in the north.

Table 4-33: Existing Landuse Use-2009-Planning District-30

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>173.96</td>
<td>20.35</td>
<td>9.81</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>8.27</td>
<td>0.97</td>
<td>0.47</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>104.40</td>
<td>12.22</td>
<td>5.89</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>14.91</td>
<td>1.74</td>
<td>0.84</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>5.45</td>
<td>0.64</td>
<td>0.31</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.97</td>
<td>0.11</td>
<td>0.05</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>62.95</td>
<td>7.37</td>
<td>3.55</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>479.10</td>
<td>56.06</td>
<td>27.01</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>4.65</td>
<td>0.54</td>
<td>0.26</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>854.66</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>889.53</td>
<td></td>
<td>50.14</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>29.76</td>
<td></td>
<td>1.68</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1773.95</strong></td>
<td></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

General description about the land uses within the planning district:
The total connurbation area of this planning district is 854.66 Ha. The major land uses are the residential 173.96 Ha, (20.35%), industrial 104.40 Ha, (12.22%) and traffic and transportation is 62.95 Ha, (7.37%) of the connurbation area. Agriculture and water body together accounts for 1403.04 Ha, (79.09% of the total area) constitute a major portion of this District.
The planning district covers the village limits of Hongahalli (including the PWD colony and other developments in the KRS area), Belagola, Majjigepura, Hulikere, Balamuri, Pura and Mogarahalli.

4.4.31 Planning District No. 31
This planning district is located in the northern part of the Local Planning Area and is bounded by the LPA boundary on the north, by the LPA boundary and B-N Road on the east, the existing outer ring road on the south and the KRS road on the west. The total area of the planning district is 2200.68 Ha. The major portion of this planning district is agriculture and only a portion in the southern part is built-up. The existing land use pattern is given below.
Table 4-34: Existing Landuse Use-2009-Planning District-31

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>114.88</td>
<td>14.24</td>
<td>5.22</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>13.31</td>
<td>1.65</td>
<td>0.60</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>116.49</td>
<td>14.44</td>
<td>5.29</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>161.28</td>
<td>19.99</td>
<td>7.33</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.48</td>
<td>0.06</td>
<td>0.02</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>2.76</td>
<td>0.34</td>
<td>0.13</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORT</td>
<td>56.81</td>
<td>7.04</td>
<td>2.58</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>334.50</td>
<td>41.45</td>
<td>15.20</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>6.40</td>
<td>0.79</td>
<td>0.29</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>806.92</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1362.53</td>
<td></td>
<td>61.91</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>31.23</td>
<td></td>
<td>1.42</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>2200.68</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

This planning district includes the village habitats of Lakshmipura, Kalasthawadi, Naganahalli, Siddalingapura, Metagalli, Shadanhalli, Jekkanakuppe and Pura. And are mostly within the irrigated belt of K.R.S right bank channels. The Bangalore- Mysore railway line and the railway siding of the R.B.I Mint and Bangalore-Mysore State high way passes through this district. The Naganahally railway Station is located in the district.

The connurbation area in the district is 806.92ha. The dominant use in this district is agriculture and water bodies (78.82%). In the connurbation area, the dominant uses are the public and semipublic uses (19.99%) and Industrial uses (14.44%). The Reserve Bank of India Mint, GRS Fantasy Park and a few industries are located here.

4.4.32 Planning District No. 32

This Planning District is located on the eastern part of Mysore City and is bounded on the east by the L.P.A boundary ,the Mysore-Bannur Road on the south ,the M.D.R linking Bannur Road to Rammanahally via Hanchya village on the west and the L.P.A boundry on the north The entire planning district is in the rural belt and covers the Hanchya And Hulikyathanahalli village limits. The total area of this planning district is 1002.50ha. The existing land use pattern of this district is given below.

Table 4-35: Existing Landuse Use-2009-Planning District-32

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>28.97</td>
<td>5.03</td>
<td>2.89</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.43</td>
<td>0.07</td>
<td>0.04</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>3.43</td>
<td>0.60</td>
<td>0.34</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>23.61</td>
<td>4.10</td>
<td>2.36</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>2.43</td>
<td>0.42</td>
<td>0.24</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORT</td>
<td>18.46</td>
<td>3.21</td>
<td>1.84</td>
</tr>
</tbody>
</table>
### Existing Land Use-2009 - Planning District 32

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGRICULTURE</td>
<td>491.40</td>
<td>85.37</td>
<td>49.02</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>6.85</td>
<td>1.19</td>
<td>0.68</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>575.58</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>420.18</td>
<td></td>
<td>41.91</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>6.74</td>
<td></td>
<td>0.67</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1002.50</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### 4.4.33 Planning District No. 33

The planning district is located on the eastern part of the LPA and is bounded by the Mysore-Bannur Road on the north, LPA boundary on the east and south-east, the T Narsipur Road on the south and the proposed outer ring road on the west. The village limits of Vajamangala, Bhugatagalli, and Nadanahalli are located in this planning district. The total area of this planning district is 1374.00 Ha, the existing land use analysis is given below.

Table 4-36: Existing Landuse Use-2009-Planning District-33

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>177.76</td>
<td>13.39</td>
<td>12.94</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>2.33</td>
<td>0.18</td>
<td>0.17</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>1.02</td>
<td>0.08</td>
<td>0.07</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>22.83</td>
<td>1.72</td>
<td>1.66</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.66</td>
<td>0.05</td>
<td>0.05</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>4.67</td>
<td>0.35</td>
<td>0.34</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORT</td>
<td>67.14</td>
<td>5.06</td>
<td>4.89</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1041.21</td>
<td>78.41</td>
<td>75.78</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>10.21</td>
<td>0.77</td>
<td>0.74</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>1327.83</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>42.96</td>
<td></td>
<td>3.13</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>3.21</td>
<td></td>
<td>0.23</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1374.00</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

The total connurbation area is 1327.83 Ha. The residential area is on account of the village habitats (some observations of the analysis) in the planning district.

#### 4.4.34 Planning District No. 34

This planning district is on the south-east of Mysore City and is bounded by T-Narsirpur road on the north-east, the Vajamangala Suttur Road on the east, the southern boundaries of Aragowdanahalli and Madapura villages on the south, Yandahalli and Lalithadripura village boundaries on the south west and PD No. 9 (Forest area boundary of Chamundi Hills) and the south east boundary of Allanahalli village on the north west.
The total area of this planning district is 1606.27 Ha. The village limits of Lalithadripura, Yandahalli, Choranahalli, Madapura, Aragowdanahalli and part of Chikananhalli and the gramatana’s. The existing land use is given below:

Table 4-37: Existing Landuse Use-2009-Planning District-34

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>316.14</td>
<td>22.23</td>
<td>19.68</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>5.26</td>
<td>0.37</td>
<td>0.33</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>0.41</td>
<td>0.03</td>
<td>0.03</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.08</td>
<td>0.01</td>
<td>0.01</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>9.69</td>
<td>0.68</td>
<td>0.60</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>104.93</td>
<td>7.38</td>
<td>6.53</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>967.17</td>
<td>68.00</td>
<td>60.21</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>17.06</td>
<td>1.20</td>
<td>1.06</td>
</tr>
<tr>
<td>FOREST</td>
<td>1.66</td>
<td>0.12</td>
<td>0.10</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>1422.39</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>182.84</td>
<td></td>
<td>11.38</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>1.05</td>
<td></td>
<td>0.07</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1606.27</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

4.4.35 Planning District No. 35

This planning district is on the south-east of Mysore City and is bounded by the PD No. 34 on the north-east, the LPA boundary on the east and south, and the Mysore-Suttur road (MDR) on the south and south-west and the planning district no. 9 on the north (Forest area boundary of Chamundi Hills). The total area of this planning district is 1427.46 Ha. The total connurbation area is 566.17 Ha. The gramatana’s of Uttarahalli, Hadajan, Mareshettahalli and Devlapura are the residential pockets in the connubation area. The existing land use pattern is given below.

Table 4-38: Existing Landuse Use-2009-Planning District-35

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>39.72</td>
<td>7.02</td>
<td>2.78</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.13</td>
<td>0.02</td>
<td>0.01</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.59</td>
<td>0.10</td>
<td>0.04</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>9.14</td>
<td>1.62</td>
<td>0.64</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>34.19</td>
<td>6.04</td>
<td>2.40</td>
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<td>AGRICULTURE</td>
<td>473.41</td>
<td>83.62</td>
<td>33.16</td>
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<td>WATERBODY</td>
<td>8.98</td>
<td>1.59</td>
<td>0.63</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
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</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>566.17</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>847.13</td>
<td></td>
<td>59.35</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>14.16</td>
<td></td>
<td>0.99</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1427.46</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>
4.4.36 Planning District No. 36
This planning district is located to the south of Mysore City and is bounded by the Mysore-Suttur road (MDR) on the north-east, PD. No 43 on the south, the Mysore –Chamarajanagar railway line on the west and the P.D No. 14 and B-N road on the west. The total area of this PD is 1337.38 Ha, The A.P.M.C and the grama tanna’s of Bandipalya, Hosahundi, Gudemadanahalli, Marse, and Mandakalli and the airport are located in this PD. The residential accounts for 50.09 Ha (9.70 percent) of the total connurbation area. The existing Land use is given below.

Table 4-39: Existing Landuse Use-2009-Planning District-36

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>50.09</td>
<td>9.70</td>
<td>3.75</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>66.28</td>
<td>12.83</td>
<td>4.96</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>6.10</td>
<td>1.18</td>
<td>0.46</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>0.34</td>
<td>0.07</td>
<td>0.03</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>178.11</td>
<td>34.48</td>
<td>13.32</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>213.57</td>
<td>41.34</td>
<td>15.97</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>2.09</td>
<td>0.40</td>
<td>0.16</td>
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<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>516.58</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>808.32</td>
<td>156.44</td>
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</tr>
<tr>
<td>WATERBODY</td>
<td>12.48</td>
<td>2.40</td>
<td>0.93</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>1337.38</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

4.4.37 Planning District No. 37
This planning district is located on the south of Mysore City and is bounded on the east by the Mysore-Chamarajanagar Railway line, by the PD No. 43 (village boundaries of Mandakalli and Gurur) and also the LPA boundary on the south and the western boundaries of Udburu and Kenchalagudu villages on the west and the northern boundaries of Kenchalagudu, Halalu, Chowdahalli, and Gurur villages on the north (southern boundaries of PD No. 39, 17 & 18). The total area of this planning district is 2593.94 Ha. The village limits and the graqma tana’s of Gurur, Kalalavadi, Udburu, Chowdahalli, Halalu and Kenchalagudu villages are located in this planning district. The planning district is partially under the irrigation belt of Devaraja Urs Channel network and the major area is in dry agricultural use. The existing land use analysis of the planning district is given below.

Table 4-40: Existing Landuse Use-2009-Planning District-37

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>115.34</td>
<td>8.94</td>
<td>4.45</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1.41</td>
<td>0.11</td>
<td>0.05</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>6.96</td>
<td>0.54</td>
<td>0.27</td>
</tr>
</tbody>
</table>
4.4.38 Planning District No. 38
This planning district is located to the south west of Mysore City and is bounded by the eastern boundaries of Dhanagalli Village (western boundary of planning district no 37) on the east, by the LPA boundary (Southern boundaries of Dhanagalli, Daripura, and Bardanapura Villages), the western boundary of Bardanapura village and Northern boundaries of Bardanapura, Daripura and Dhangalli villages in the north. The total area of this planning district is 1369.42 Ha. The village limits of Dhangalli, Daripura and Bardanapura are located in this planning district. The existing land use of this planning district is given below:

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>22.71</td>
<td>1.76</td>
<td>0.88</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>21.00</td>
<td>1.63</td>
<td>0.81</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.02</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>75.65</td>
<td>5.87</td>
<td>2.92</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1061.64</td>
<td>80.65</td>
<td>40.93</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>11.57</td>
<td>0.90</td>
<td>0.45</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>1316.29</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1232.54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATERBODY</td>
<td>45.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>2593.94</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

4.4.39 Planning District No. 39
This planning district is located to the west of Mysore City and is bounded on the east by Planning district no. 17 & 23 which is also the eastern boundaries of Yadahalli, Kergalli and
Martikyatanahalli villages, the southern boundary of Yadhalli, Nagarthahalli villages and the LPA boundary on the south and on the north by Mysore-Gaddige road.

The total area of this planning district is 2679.23 Ha. The entire land is in the dry agricultural belt with patches of garden land at a number of locations and is a potential area for development. The village limits and the grama tana’s of Kergalli, Nagarthahalli, Yadahalli, Balahalli, Gohalli, Kemanapura and Marthikyatanahalli are located in the planning district.

Table 4-42: Existing Landuse Use-2009-Planning District-39

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Conurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>249.99</td>
<td>10.16</td>
<td>9.33</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>5.03</td>
<td>0.20</td>
<td>0.19</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.38</td>
<td>0.02</td>
<td>0.01</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>7.81</td>
<td>0.32</td>
<td>0.29</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>1.01</td>
<td>0.04</td>
<td>0.04</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>11.09</td>
<td>0.45</td>
<td>0.41</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>113.78</td>
<td>4.63</td>
<td>4.25</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>2059.56</td>
<td>83.72</td>
<td>76.87</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>11.34</td>
<td>0.46</td>
<td>0.42</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Conurbation Area</strong></td>
<td><strong>2460.00</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AGRICULTURE</strong></td>
<td>187.73</td>
<td>7.01</td>
<td></td>
</tr>
<tr>
<td><strong>WATERBODY</strong></td>
<td>31.49</td>
<td>1.18</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>2679.23</strong></td>
<td></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

4.4.40 Planning District No. 40

This planning district is located to the west of Mysore-City and is bounded on the east by Planning district no. 23, 24 & 28, the Mysore-Gaddige and Gaddige- Manikypura roads on the South, the western boundaries of K.Hemmanahalli, Huilalu and Elvala Villages on the west, planning district no 41 and LPA boundary on the north. The village limits and grama tana’s of Madagalli, K.Hemmanahalli, Huilalu, and Elvala villages are located in this planning districts. The total area of this planning district is 2449.56 Ha. The land is dry agriculture with pockets of coconut gardens at a few places and is a potential area for development. The existing land use analysis is given below:

Table 4-43: Existing Landuse Use-2009-Planning District-40

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Conurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>174.89</td>
<td>7.96</td>
<td>7.14</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1.10</td>
<td>0.05</td>
<td>0.04</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>26.21</td>
<td>1.19</td>
<td>1.07</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>22.76</td>
<td>1.04</td>
<td>0.93</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.17</td>
<td>0.01</td>
<td>0.01</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>6.99</td>
<td>0.32</td>
<td>0.29</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>90.45</td>
<td>4.12</td>
<td>3.69</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1851.94</td>
<td>84.32</td>
<td>75.60</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>21.68</td>
<td>0.99</td>
<td>0.89</td>
</tr>
</tbody>
</table>
### 4.4.41 Planning District No. 41

This planning district is located to the north-west of Mysore-City and is bounded by planning district no. 40 (eastern boundaries of Nagavala, Bommenahalli and Manikyapura on the east, the LPA boundary on the south (southern boundaries of Manikaypura and Kamaravalli villages) The LPA boundary (western boundaries of Nagavala, Bommenahalli, Kamaravalli villages) on the west and Mysore-Hunsur road on the north. The village limits and the grama tana’s of Nagavala, Bommenahalli, Kamaravalli and Manikyapura are located in this planning district. The total area of this planning district is 2081.88 Ha, the land is generally dry agricultural land. The existing land use analysis is given below:

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>64.70</td>
<td>6.81</td>
<td>3.11</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>0.49</td>
<td>0.05</td>
<td>0.02</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>60.89</td>
<td>6.41</td>
<td>2.92</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>803.79</td>
<td>84.62</td>
<td>38.61</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>19.97</td>
<td>2.10</td>
<td>0.96</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>949.84</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>1105.82</td>
<td>116.10</td>
<td>53.12</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>26.22</td>
<td>0.27</td>
<td>1.26</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>2081.88</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

### 4.4.42 Planning District No. 42

This planning district covers the Nanjangud town and the environs around, as already discussed in 4.3. The same is given here for ready reference. The surrounding rural areas limiting to existing physical boundaries or village boundaries. The total area of the planning district is 1779.46 Ha. The total connurbation area is 876.11 Ha, which is 49.23% of the total conurbation area of the district.

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>410.74</td>
<td>46.88</td>
<td>23.08</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>32.10</td>
<td>3.66</td>
<td>1.80</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>219.92</td>
<td>25.10</td>
<td>12.36</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>60.20</td>
<td>6.87</td>
<td>3.38</td>
</tr>
</tbody>
</table>
The residential area is 410.74 Ha, which accounts for 46.88% of the conurbation area. Whereas the vacant land-use in the residential area (un-built) is 196.72 ha, which itself accounts for 22.45% of the total conurbation area. The new residential extension on the west of B-N Road and towards Hullahalli road is partially built. Many private layouts are partly developed except Deviramanahalli area, south of J.S.S College.

Industrial use is another important dominant use in Nanjangud town, which is 219.92 Ha, which accounts for 25.10 percent of total conurbation area. Major industrial uses are found in new industrial estate developed by KIADB located on the north west of the town at an elevated place. The major industries that have come up here are AT & S India Pvt. Ltd., Nestle, Jubiliant Organosys, Brakes India Pvt Ltd, Sujatha paper mills, Zenith textiles etc. A few other industries like rice mills, brick industry and stone crushers are also located in Hullhalli Road. The land-use patterns in Nanjangud appear to be highly inclined towards industrial character in view of the existence of the industrial estate developed by KIADB. This industrial area is more dependent on Mysore for its supporting uses, like housing etc rather than Nanjangud town. Hence the character of Nanjangud town is just any other normal town with functions like the pilgrimage cum sub-divisional head quarters with agricultural background of its hinterland with few industries oriented towards the agro based character.

Traffic and transportation use is the next major use which is 141.66 Ha, which accounts for 16.13 percent of the total conurbation area. The major uses are the railway yard and the goods yard, KSRTC bus stand and newly constructed bus depot and the rest are roads.

Public and semi public use accounts for 60.20 Ha, which accounts for 6.87 percent of total developed area. The religious uses forms the main use under this category which includes the central monument “The Srikantheshwara Temple” and other temples around it, the bathing ghats and other religious use areas around it. The other important religious uses are the Parashuarama keshthara on the left bank of Gundlu River and a few Mutts and temples south of Shrikanteshwara temple, one Mosque and a Church located on the B-N Road. The other important public uses are the government offices like the Thasildhar office, forest office, MESCOM, the sericulture office, DSP office, sub jail and others. Among the education institutions, the prominent are Government junior college, the JSS College and a number of other schools and convents. There is one government hospital located on Chamrajnagar Road, one ESI hospital close to it and one Veterinary hospital.

Commercial use accounts for 32.10 Ha, which accounts for 3.66 percent of the total conurbation area. The important commercial streets are the MG. Road, Bazaar Street and Rastrapathi Road. There are few commercial establishments near Vishweshwarahia circle and all along B-N Road. FCI godowns adjacent to railway track and one more go down in the old part of the Nanjangud town adjacent to the sub jail are the prominent commercial uses. There is one Ayurvedic nUrsing home cum Nature clinic located on B-N Road.
The old Nanjangud town water supply treatment works and the power grid are the two major public utility areas. There are only very few parks maintained by municipality in the new extension area. There are no public playgrounds but the play areas of the education institutions are serving at present.

4.4.43 Planning District No. 43

This planning district is located between of Mysore and Nanjangud on the B-N Road and is bounded by on the north by planning district no.s 35, 36 & 38 (the northern boundary of Dadadahalli, Madaragalli, and the existing Marse- Dyavalapura road) on the north, the LPA boundary on the east, the Kabini river on the South(planning district no.42 & 44) and the LPA boundary on the west. The total area of this planning district is 4219.40 Ha. The present connurbation area is 865.68 Ha. In the connurbation area, the industrial uses, i.e., KIADB Industrial Estate and other industries account for 20.37% of the total connurbation area and the residential area is 124.98 Ha, which include the village habitats of Thandavapura and other village grama tana’s in the area. The existing land use analysis is given below:

Table 4-46: Existing Landuse Use-2009-Planning District-43

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>124.98</td>
<td>14.44</td>
<td>2.96</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1.10</td>
<td>0.13</td>
<td>0.03</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>176.33</td>
<td>20.37</td>
<td>4.18</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>15.98</td>
<td>1.85</td>
<td>0.38</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>2.66</td>
<td>0.31</td>
<td>0.06</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>122.30</td>
<td>14.13</td>
<td>2.90</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>421.69</td>
<td>48.71</td>
<td>9.99</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>0.65</td>
<td>0.08</td>
<td>0.02</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>865.68</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>3286.63</td>
<td></td>
<td>77.89</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>67.09</td>
<td></td>
<td>1.59</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>4219.40</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

4.4.44 Planning District No. 44

This planning district is located to the east of Nanjangud town (PD No. 42) and is bounded on the east by the LPA boundary( eastern boundaries of Thoramavu, Geekahalli, Golur, Nanjangud and Devarasanahalli) on the east Uppanahalli and Kalale village boundaries on the south, the B-N Road and planning district no. 42 on the west and northern boundary of Basavanapura, Hejjige and Thoramavu on the north. The total area of this planning district is 3279.97Ha and is predominantly wet agricultural area.

The existing land use analysis is given below:
### Table 4-47: Existing Landuse Use-2009-Planning District-44

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>76.25</td>
<td>33.04</td>
<td>2.32</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>66.25</td>
<td>28.71</td>
<td>2.02</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>0.18</td>
<td>0.08</td>
<td>0.01</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>88.08</td>
<td>38.17</td>
<td>2.69</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>230.76</strong></td>
<td><strong>100.00</strong></td>
<td><strong>100.00</strong></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>2964.77</td>
<td></td>
<td>90.39</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>84.44</td>
<td></td>
<td>2.57</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>3279.97</strong></td>
<td></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

### 4.4.45 Planning District No. 45

This planning district is located to the west of Nanjangud Town (PD No.42) and is bounded by planning district no. 42 and planning district no.43 on the east and the LPA boundary on the south, west and north-west. The total area of this planning district is 2725.14Ha, and is predominantly agricultural area. The existing land use analysis is given below:

### Table 4-48: Existing Landuse Use-2009-Planning District-45

<table>
<thead>
<tr>
<th>Land use Category</th>
<th>Area in Ha</th>
<th>Percentage to Total Connurbation Area</th>
<th>Percentage to Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>60.31</td>
<td>47.33</td>
<td>2.21</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>PUBLIC/SEMI-PUBLIC</td>
<td>2.19</td>
<td>1.72</td>
<td>0.08</td>
</tr>
<tr>
<td>PUBLIC UTILITY</td>
<td>0.18</td>
<td>0.14</td>
<td>0.01</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>0.71</td>
<td>0.56</td>
<td>0.03</td>
</tr>
<tr>
<td>TRAFFIC &amp; TRANSPORTATION</td>
<td>64.04</td>
<td>50.26</td>
<td>2.35</td>
</tr>
<tr>
<td>FOREST</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Connurbation Area</strong></td>
<td><strong>127.43</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>2491.93</td>
<td></td>
<td>91.44</td>
</tr>
<tr>
<td>WATERBODY</td>
<td>105.78</td>
<td></td>
<td>3.88</td>
</tr>
<tr>
<td><strong>Total Area of the Planning District</strong></td>
<td><strong>2725.14</strong></td>
<td></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>
Chapter 05
Traffic and Transportation
5 Traffic and Transportation
5.1 Introduction
Mysore-Nanjangud Local Planning Area, as already stated is located at a distance of about 140 km from the state capital and is approachable from different directions by both rail and road transportation network. The Mysore city has also an airport facility, which is yet to be brought under civil aviation network. The Local Planning Area has both the state road transportation and private transportation facilities. Mysore city railway station is a junction, which provides scope for transportation towards Bangalore, Arsekere (Mumbai and Mangalore) and Chamrajnagar side.

5.2 Existing Road Network

5.2.1 Mysore city
The existing road network can be grouped and conceived as a system of ring roads, in combination of several important roads of the city, including the various radial roads which emanate from the city towards the other urban centers in the region. The following are the major National and state highways that pass through the city Local Planning Area.
The Bangalore-Niligiri Road (B-N Road) (also called Ooty Road)
Mysore- Madikere/Mangalore Road
Mysore-Manandavadi (Kerala) (H.D.Kote Road)
Mysore-Bannur-Kankanapura-Bangalore Road
Mysore-T.Narasipur Road

The other important links to the Hinter land of the LPA are:
1. Mysore-Uthanallihalli Road towards Suttur
2. Mysore-Bogadhi-Gaddige-H.D.Kote Road and
3. Sreerangapatna- palahally- Belagula-Yelvala Road {M.C. Road], Linking B.N.Road to Mysore-Mangalore Road.

5.2.2 Nanjangud Town
Nanjangud town is linked to the Hinter land by the following important roads.
Nanjangud-Chamarajnagar-Satyamangalam Road
Nanjangud-Hullhalli Road
Nanjangud-Suttur-T.Narasipur Road and
The Bangalore-Niligiri Road (Towards Ooty)
The important roads in **Mysore city** is conceived by a system of ring roads using the existing important roads. These are as follows:
1. The inner ring Road, which encompasses the Central Business District, on the west of the Bangalore-Niligiri Road includes the following important roads.
   Bangalore- Nilgiri Road
   Chamaraja Double Road
   Jhansilakshmirbai Road
   Railway Station Road
   Dewan’s Road and
   Sawday Road
2. The intermediate ring road is conceived by including roads such as B-N Road, Hyderali Road, Vasantmahal Road, RacecoUrse Road (E), B-N Road(S), JLB Road, Kantharaja Urs Road,
Vishwamanava Double Road, Radhakrishna Avenue, Open Air Theater Road, Hunsur Road, Gokulam Road, Paramahamsa Road, Banimantap Road (Extension of Sayyaji Rao Road),

3. The Outer Ring Road is newly constructed and connects the Mysore-Bannur Road on the east to the B-N Road in the north, the Hunsur Road, Bogadi Road and the H.D.Kote Road on the west and is again linked to the B-N Road on the south. This ring road is proposed to be connected to Bannur Road on the east by an alignment already fixed on the south-east of Chamundi Hills via T. Narsipur Road.

The important roads of the Mysore city, including those which link the system of ring roads conceived above and identified are listed in the table given below:

Table 5-1: List of important roads in Mysore

<table>
<thead>
<tr>
<th>Important Roads of Mysore City</th>
<th>No.</th>
<th>Name of the Road</th>
<th>Average Existing Road width (m)</th>
<th>Proposed Road Width (as per approved plan in force) (m)</th>
<th>Proposed Building Line (as per the plan in force) in meters from edge of the road</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>Bangalore Nilgiri Road</td>
<td>18</td>
<td>30</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Chamaraja Double Road</td>
<td>30</td>
<td>30</td>
<td>1.50</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>J.L.B road</td>
<td>24</td>
<td>30</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Dewan’s Road</td>
<td>15</td>
<td>18</td>
<td>1.50</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Sawday Road</td>
<td>12</td>
<td>24</td>
<td>3.00</td>
</tr>
<tr>
<td>B</td>
<td>6</td>
<td>Bangalore Nilgiri Road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Hyderali Road</td>
<td>15</td>
<td>30</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Vasanth Mahal road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>M.G Road</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Race CoUrse road</td>
<td>15</td>
<td>30</td>
<td>7.50</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Bangalore Nilgiri Road</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>J.L.B road</td>
<td>24</td>
<td>30</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Kantharaj Urs Road</td>
<td>24</td>
<td>24</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>Vishwamanava Double Road</td>
<td>30</td>
<td></td>
<td>2.50</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Radhakrishna Avenue</td>
<td>24</td>
<td>30</td>
<td>4.50</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>Open Air Theatre Road</td>
<td>15</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>Hunsur Road</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>Gokulam Road</td>
<td>20.5</td>
<td>30</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>Exiting Rd. Manjunathapura</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Paramahamsa Road</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>Jawa Factory Road</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>Sayyaji Rao Road</td>
<td>30</td>
<td>30</td>
<td>3</td>
</tr>
<tr>
<td>C</td>
<td>23</td>
<td>Outer Ring Road</td>
<td>45</td>
<td></td>
<td>4.5</td>
</tr>
<tr>
<td>D</td>
<td>24</td>
<td>Other Important Roads</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>Mahadevapura Road</td>
<td>24</td>
<td>30</td>
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<tr>
<td></td>
<td>26</td>
<td>Bannur Road</td>
<td>24</td>
<td>30</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>T.Narasipura Road</td>
<td>32</td>
<td>30</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>Heggaddevana Kote Road (Manandavadi Road)</td>
<td>24</td>
<td>30</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>29</td>
<td>Bogadi Road</td>
<td>22</td>
<td>30</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>Hunsur Road</td>
<td>30</td>
<td>18</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>31</td>
<td>KRS Road(from Hootegally)</td>
<td>24</td>
<td>30</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>KRS Road (Princes Road)</td>
<td>24</td>
<td>30</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>Uttanahally Road</td>
<td>30</td>
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</table>
## Roads Linking the various Ring Roads

<table>
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<th>Roads</th>
<th>Link</th>
<th>Width</th>
<th>Attachment</th>
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<td>32</td>
<td>Sayyaji Rao Road</td>
<td>22</td>
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<td>3</td>
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<tr>
<td>33</td>
<td>Albert Victor Road</td>
<td>28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Deveraja Urs Road</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Lokaranjan Mahal Road</td>
<td>12</td>
<td>18</td>
<td>3</td>
</tr>
<tr>
<td>36</td>
<td>Lalithamahal Road</td>
<td>18</td>
<td>30</td>
<td>3</td>
</tr>
<tr>
<td>37</td>
<td>Irwin Road</td>
<td>15</td>
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<td>1.5</td>
</tr>
<tr>
<td>38</td>
<td>Narayana Shastry Road</td>
<td>18</td>
<td>18</td>
<td>3</td>
</tr>
<tr>
<td>39</td>
<td>Dhanvantry Road</td>
<td>18</td>
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<td>40</td>
<td>Ramavilas Road</td>
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<td>41</td>
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<td>42</td>
<td>Krishnavilas Road</td>
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<td>Pulikesi Road</td>
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<td>1.5</td>
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<td>44</td>
<td>Vanivilas Road</td>
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<td></td>
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<td>M.G. Road (Chavadi Road)</td>
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<td>46</td>
<td>Chamundeswari Road</td>
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<td>3</td>
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<td>47</td>
<td>N.I.E Road</td>
<td>19</td>
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</tr>
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<td>48</td>
<td>Shalivahana Road</td>
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<td>49</td>
<td>Sarvajanika Hostel Road</td>
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<td>2.5</td>
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<td>50</td>
<td>Ramanuja Road</td>
<td>15</td>
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<td>1.5</td>
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<td>51</td>
<td>Madavacher Road</td>
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<td>24</td>
<td>2.5</td>
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<tr>
<td>52</td>
<td>Basaveshwara Road</td>
<td>15</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>53</td>
<td>Dr.Ambedkar Road</td>
<td>15</td>
<td>24</td>
<td>2.5</td>
</tr>
<tr>
<td>54</td>
<td>Adi Chunchunagiri Road</td>
<td>24</td>
<td>24</td>
<td>3</td>
</tr>
<tr>
<td>55</td>
<td>Temple Road</td>
<td>24</td>
<td>30</td>
<td>3</td>
</tr>
<tr>
<td>56</td>
<td>Kalidasa Road</td>
<td>17</td>
<td>24</td>
<td>3</td>
</tr>
<tr>
<td>57</td>
<td>UdayRavi Road</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Nrupatunga Road</td>
<td>18</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>59</td>
<td>Panchamantra Road</td>
<td>18</td>
<td></td>
<td>1.5</td>
</tr>
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<td>60</td>
<td>Vivekananda Nagar Road</td>
<td>18</td>
<td></td>
<td>1.5</td>
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<tr>
<td>61</td>
<td>Sreerampura Road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>Ramakrishna Nagar Road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>Link Road between H.D Kote Road and Ooty Road</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>64</td>
<td>Akkamahadevi Road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>S.J.C.E Road</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>66</td>
<td>Paduvana Road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>67</td>
<td>Channaaiah Road</td>
<td>28.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>Valmiki Road</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>69</td>
<td>Gokulam Coutour Road</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>70</td>
<td>H.T Line Main Road</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>71</td>
<td>Shivaji Road</td>
<td>18</td>
<td>24</td>
<td>1.5</td>
</tr>
<tr>
<td>72</td>
<td>Kesre Raod</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>73</td>
<td>Rajkumar Road</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>74</td>
<td>Purandradasa Road</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75</td>
<td>Gaganachumby Double Road</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Kamakshi Hospital Road</td>
<td>20</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The important roads of Nanjangud Town are listed below:

Table 5-2: List of important roads in Nanjangud

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Road</th>
<th>Average Existing Road width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bangalore Nilgiri Road</td>
<td>30</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud Hullahalli Road</td>
<td>22</td>
</tr>
<tr>
<td>3</td>
<td>Nanjangud Chamaraja Nagar road (Deviation Road)</td>
<td>30</td>
</tr>
<tr>
<td>4</td>
<td>Nanjangud Chamaraja Nagar road (Old Road)</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>Nanjangud Suttur Road</td>
<td>20</td>
</tr>
<tr>
<td>6</td>
<td>Karlapura Road</td>
<td>20</td>
</tr>
<tr>
<td>7</td>
<td>Nanjangud Industrial Estate Main Road (East-West)</td>
<td>20</td>
</tr>
<tr>
<td>8</td>
<td>Nanjangud Industrial Estate Main Road (North-South)</td>
<td>20</td>
</tr>
<tr>
<td>9</td>
<td>Nanjangud Industrial Estate Nestle Road</td>
<td>28</td>
</tr>
<tr>
<td>10</td>
<td>Railway Station Road</td>
<td>18</td>
</tr>
<tr>
<td>11</td>
<td>Bazaar Road</td>
<td>12</td>
</tr>
<tr>
<td>12</td>
<td>Rajendra Presad Road</td>
<td>15</td>
</tr>
</tbody>
</table>

On a perusal of the existing road network of Mysore City it is observed that some of the important roads identified are not uniform in their width and some stretches needs widening to reduce congestion and ease traffic movement. This aspect has already been identified in the approved plan and the proposed widths are suggested. To achieve this objective, these important roads are listed and building lines are suggested to regulate the development and ultimately the proposed width is achieved. It is felt necessary now to review this list of the proposed building lines, road widths and any road widening proposals that may be necessary.

On a perusal of the existing road network it is observed that the Shivaji Road from Fountain Circle running towards northeast; ends at the existing burial Ground on a small access road of 9m width. This needs to be connected to the existing road proposed to be widened to 30m road as per the approved plan on the northeast which links Mahadevapura road and the Outer Ring Road. Srirampura Road from Vivekananda Circle to H.D.Kote Road which is identified as an important Road suddenly changes its width and hence needs to be widened to 18m at the southern tip from Telephone exchange upto H.D.Kote Road. Some of the schemes developed by the Urban Development Authority have wide roads which end as a cul-de-sac on the western part and south western part of the city. These wide road networks have to be linked with a new circulation pattern that has to be worked out to make the circulation complete.

The existing 24m road in Ramachandra layout near Bogadhi-Gaddige road is not linked to the major circulation network. This as to be linked to Bogadhi-Gaddige Road on the north and the existing 24m road in the Treasury House Building cooperative society layout, which is in continuation of the New Kantharaja Urs Road. Similarly an 18m road ends in a cul-de-sac in the same layout (Ramachandra Layout). This has to be properly linked to the circulation pattern.

In the approved Master plan while discussing the need, for special regulations under section 12D; to have Architectural control and building line, a few avenues have been identified for purposes of implementing the special regulations. It is also felt now that there is need for identifying additional roads and boulevards in view of the emphasis to maintain the cultural Heritage of the city. It is therefore suggested to introduce a special development regulation in this plan to take care of this aspect. In this context the following avenues and roads have been identified for purposes of covering them under this special regulation.
Names of roads boulevards listed as Heritage Roads

Table 5-3: Name of roads and boulevards in Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Name of the Road</th>
<th>Stretch of the Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dasara procession Route</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a Albert Victor Road</td>
<td>Hardinge Circle to K.R Circle</td>
</tr>
<tr>
<td></td>
<td>b Sayyaji Rao Road</td>
<td>From K.R Circle to Millennium Circle via Bannimantap Road</td>
</tr>
<tr>
<td>2</td>
<td>Krishnaraja Boulevard</td>
<td>From Kantharaja Urs Road to Hunsur Road</td>
</tr>
<tr>
<td>3</td>
<td>Narasimharaja Boulevard</td>
<td>From Zoo Garden Circle to T.Narasipura Road</td>
</tr>
<tr>
<td>4</td>
<td>Other Important Roads</td>
<td>Roads around the city Palace (Ambavilas Palace and Fort)</td>
</tr>
<tr>
<td></td>
<td>a B.N. Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b New Sayyaji Rao Road</td>
<td>From Hardwick to Rajaji Circle (Railway Station Circle)</td>
</tr>
<tr>
<td></td>
<td>c Purandhara Dasa Road</td>
<td>From M.N. Jois Circle to Vishvamanava Double Road</td>
</tr>
<tr>
<td></td>
<td>d Chamaraja Double Road</td>
<td>From J.L.B Road to Yadavagiri Circle</td>
</tr>
<tr>
<td></td>
<td>e Jansi Lakshmi Bai Road</td>
<td>From Metropole Circle to Valmiki Road</td>
</tr>
<tr>
<td></td>
<td>f Radhakrishna Avenue</td>
<td>From Albert Victor Road to Silver Jubilee Clock Tower</td>
</tr>
<tr>
<td></td>
<td>g Princess Road</td>
<td>Roads around JaganMohan Palace</td>
</tr>
<tr>
<td></td>
<td>h Vinoba Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>i Ashoka Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>j Krishnavilas Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>k Desika Road (Parkal Mutt Road)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>l JaganMohan Palace Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>m Lakshmi Vilas Road</td>
<td></td>
</tr>
</tbody>
</table>

5.3 Intersections, Junctions and Circles in Mysore City and Nanjangud Town

5.3.1 Mysore City

There are 97 circles, junctions in Mysore City, out of which 31 are signalized where as the rest are non signalized. Out of above 97 Junctions 10 are T. Junctions, three of which are signalized. It is observed that some intersections have more than four roads and there is scope for constructing a rotary with large island in the centre and road medians along all the arms of the various roads which approach the intersection for segregation of traffic at the intersection. The following such intersections are indentified:

- Harding Circle in B.N Road
- Gandhi Square in CBD
- Andolana Circle in Ramakrishnanagar
- Vivekananda Circle
- Ring Road Junction at B.N Road in the North
- Ring Road Junction at Hunsur Road
- Ring Road Junction at Bogadhi Road
- Ring Road Junction at Bannur Road
- Terracian College Circle (T. Narasipura Road Circle)

These intersections are important, as heavy traffic can be anticipated and in view of the fact that there is scope for designing roundabouts, it is desirable to workout suitable designs for constructing Rotaries with Medians on all the arms of the intersection to segregate the traffic.
movements and minimize accidents and such rotaries will obviate the need for signaling and policing at these intersections.

5.3.2 Nanjagud Town
There are seven important junctions in Nanjagud Town out of which only one is signalized.

5.4 Parking Areas
The parking areas are an important component in the urban transportation network. The parking areas become very important in the commercial activity areas and public activity area, where the traffic movement will be heavy. The location of parking area facility in demarcated areas are at six places and are identified by the Mysore city traffic police which have a total Two wheeler capacity of 1435 and LMV vehicle capacity of 540 and Heavy vehicle capacity of 50. Apart from the above demarcated parking area identified, the off street parking facilities are available in the following locations where heavy traffic movement or public activity is observed.

- Devaraja Market North Gate
- Palace Northern Gate
- Zoo Garden gate
- Mofussil Bus Stand Area which includes Taxi Stand
- City Railway Station
- Chamarajapuram Railway Station
- Ashokapuram Railway Station
- K.R. Circle parking Lot
- D.C Office
- Zilla Panchayat office
- District Courts
- University of Mysore - Crawford Hall
- Kukkarahalli South Eastern Gate
- K.R Hospital
- Palace Southern Gate
- Exhibition Ground
- Boat Club and Karanji Nature Park
- Chamundi Vihar Stadium
- Nanjaraja Bahadur Choultry
- Housing Board Complex Kuvempu Nagar
- MUDA Complexes – Ramakrishna Nagar, Vijayanagar

Regarding on street parking as many as 22 roads have been identified by the Mysore traffic police where total parking capacity of 6,305 two wheelers, 660 number of LMV vehicle are available. The actual requirement of parking is a function of the commercial activity that exists in the respective roads. The list of the names of all roads is given in table.

5.4.1 List of Kerb parking in Mysore City Roads

<table>
<thead>
<tr>
<th>Table 5-4: Parking location in Mysore</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No</strong></td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
</tbody>
</table>
It is observed that need for additional parking area is keenly felt in CBD area which is already congested with heavy traffic. In fact, since the kerb parking reduces the carriage way width, the regulation authorities take action to allow parking on one side only. There is no scope for increasing the on street parking in CBD area during peak hours. In view of this, there is need for providing off street parking facility in potential commercial areas or in close proximity in CBD area. Multi level parking can be resorted to provide the needed parking facilities. The following locations are suggested for additional parking facilities.

Table 5-5: Parking within Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Location</th>
<th>Type of Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Railway Station Parking Lot</td>
<td>Multilevel Parking with Cellar + Ground</td>
</tr>
<tr>
<td>2</td>
<td>Western side of Town Hall</td>
<td>Cellar + Ground</td>
</tr>
<tr>
<td>3</td>
<td>Willington Lodge</td>
<td>Existing Parking</td>
</tr>
</tbody>
</table>
Under the JNNURM programme, the project taken up by the State transport department, in Mysore city, has proposed to provide parking facilities at various locations, where transport infrastructure is being upgraded. Eight places have been included under this programme. The parking facilities proposed in these locations are given below.

Table 5-6: Parking facilities at Bus stand

<table>
<thead>
<tr>
<th>No</th>
<th>Areas</th>
<th>Car Parking Nos</th>
<th>Two Wheeler parking Nos</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City Bus station</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2</td>
<td>Moffusil Bus station</td>
<td>269</td>
<td>700</td>
</tr>
<tr>
<td>3</td>
<td>Sathagalli Bus Station</td>
<td>220</td>
<td>500</td>
</tr>
<tr>
<td>4</td>
<td>Kuvempunagar</td>
<td>150</td>
<td>450</td>
</tr>
<tr>
<td>5</td>
<td>R.S Naidunagar</td>
<td>25</td>
<td>150</td>
</tr>
<tr>
<td>6</td>
<td>Illawala</td>
<td>25</td>
<td>100</td>
</tr>
<tr>
<td>7</td>
<td>Chamundi hills</td>
<td>50</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: KSRTC

5.5 Growth of Vehicles

The study of the vehicle growth, as registered by the R.T.O Mysore is given below:

Table 5-7: No. of Vehicles in Mysore

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2 wheelers</td>
<td>195,327</td>
<td>209,061</td>
<td>227,551</td>
<td>229,130</td>
<td>245,728</td>
<td>267,700</td>
<td>312,811</td>
<td>326,864</td>
</tr>
<tr>
<td>2</td>
<td>3 wheelers</td>
<td>10,949</td>
<td>11,579</td>
<td>12,490</td>
<td>12,544</td>
<td>13,082</td>
<td>13,744</td>
<td>16,197</td>
<td>16,382</td>
</tr>
<tr>
<td>3</td>
<td>LMV</td>
<td>25,197</td>
<td>41,501</td>
<td>30,027</td>
<td>30,502</td>
<td>33,569</td>
<td>37,497</td>
<td>46,441</td>
<td>48,769</td>
</tr>
<tr>
<td>4</td>
<td>HMV</td>
<td>3,206</td>
<td>6,791</td>
<td>7,241</td>
<td>6,879</td>
<td>7,334</td>
<td>8,021</td>
<td>9,814</td>
<td>10,102</td>
</tr>
<tr>
<td>5</td>
<td>Others</td>
<td>3,417</td>
<td>5,743</td>
<td>5,891</td>
<td>3,519</td>
<td>3,747</td>
<td>4,293</td>
<td>5,663</td>
<td>5,934</td>
</tr>
</tbody>
</table>

Source: RTO, Mysore

The data reveals that the registration of two wheelers increased by 67.34%, during the period 2001-2008, where as the three wheelers, which include Autos and three wheel luggage carriers increased by 49.62%. Light motor vehicles (LMV) grew by 93.955% and heavy duty motor vehicles increased by 215.9%. It is evident that almost all types of vehicles have been growing steadily. It may be observed that LMV and HMV type of vehicle have been growing at relatively faster rate.

The two wheelers and three wheelers have also not lagged behind. The growth rates observed above will have a telling effect on the traffic conditions of the city roads.

5.6 Accidents on City Roads

The data in respect of road accidents that have been reported to the police department in the traffic police divisions of Mysore and Nanjangud reveal the following data
Table 5-8: Accidents in Mysore City (2003-2008)

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Number of Accidents</th>
<th>Total Number of Fatal Accidents</th>
<th>Total Number of Non Fatal Accidents</th>
<th>Total Number killed</th>
<th>Total number injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>591</td>
<td>77</td>
<td>514</td>
<td>84</td>
<td>601</td>
</tr>
<tr>
<td>2004</td>
<td>709</td>
<td>96</td>
<td>613</td>
<td>101</td>
<td>916</td>
</tr>
<tr>
<td>2005</td>
<td>870</td>
<td>105</td>
<td>765</td>
<td>108</td>
<td>899</td>
</tr>
<tr>
<td>2006</td>
<td>903</td>
<td>151</td>
<td>752</td>
<td>155</td>
<td>1011</td>
</tr>
<tr>
<td>2007</td>
<td>1050</td>
<td>156</td>
<td>894</td>
<td>167</td>
<td>1124</td>
</tr>
<tr>
<td>2008 (Up to Nov. 08)</td>
<td>873</td>
<td>139</td>
<td>734</td>
<td>147</td>
<td>934</td>
</tr>
</tbody>
</table>

Source: Mysore Traffic Divisions

Table 5-9: Accidents in Nanjangud Town (2002-2008)

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Number of Accidents</th>
<th>Total Number of Fatal Accidents</th>
<th>Total Number of Non Fatal Accidents</th>
<th>Total Number killed</th>
<th>Total number injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>30</td>
<td>4</td>
<td>26</td>
<td>4</td>
<td>32</td>
</tr>
<tr>
<td>2003</td>
<td>32</td>
<td>7</td>
<td>25</td>
<td>7</td>
<td>34</td>
</tr>
<tr>
<td>2004</td>
<td>22</td>
<td>4</td>
<td>18</td>
<td>4</td>
<td>22</td>
</tr>
<tr>
<td>2005</td>
<td>27</td>
<td>3</td>
<td>24</td>
<td>3</td>
<td>28</td>
</tr>
<tr>
<td>2006</td>
<td>45</td>
<td>7</td>
<td>38</td>
<td>8</td>
<td>45</td>
</tr>
<tr>
<td>2007</td>
<td>50</td>
<td>2</td>
<td>48</td>
<td>2</td>
<td>56</td>
</tr>
<tr>
<td>upto Nov2008</td>
<td>34</td>
<td>4</td>
<td>30</td>
<td>4</td>
<td>36</td>
</tr>
</tbody>
</table>

Source: Nanjangud Police Station

It is observed that the total number of accidents in Mysore has been steadily growing. It increased from 591, during 2003 to 1,050 during 2007. The number of accidents during 2008 up to November itself was 873. The fatal accidents also have been growing steadily. The total number of persons killed is alarming and was 167 during 2007.

In Nanjangud also the situation was no better. The number of accidents increased from 30 in 2002 to 50 in 2007. The total number killed during accident was maximum during 2006.

5.7 Transportation

5.7.1 Transportation by Road

Urban Passenger Transportation
Mysore city has a city bus transportation facility managed by state transport corporation. The city services division of the KSRTC has been operating in the city as well as suburban areas in the entire Local Planning Area, connecting the following places, namely Chamundi Hill, K.R.Sagar, Srirangapatnam, Elwala, Melapura, Mellahalli, Mahadevapura, Wajamangala, and Siddharamaiana hundi.
The city services cover the following localities in Mysore City:

Table 5-10: Areas served by City Bus service

<table>
<thead>
<tr>
<th>No</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>J.P Nagar</td>
</tr>
<tr>
<td>2</td>
<td>Kuvempu Nagar</td>
</tr>
<tr>
<td>3</td>
<td>Ramakrishna Nagar</td>
</tr>
<tr>
<td>4</td>
<td>Ramabai Nagar</td>
</tr>
<tr>
<td>5</td>
<td>Saraswathipuram</td>
</tr>
<tr>
<td>6</td>
<td>Bogadi</td>
</tr>
<tr>
<td>7</td>
<td>Vijaya Nagar</td>
</tr>
<tr>
<td>8</td>
<td>Hebbal</td>
</tr>
<tr>
<td>9</td>
<td>K.G. Koppal</td>
</tr>
<tr>
<td>10</td>
<td>Metagally</td>
</tr>
<tr>
<td>11</td>
<td>Banimantap</td>
</tr>
<tr>
<td>12</td>
<td>Naidu Nagar</td>
</tr>
<tr>
<td>13</td>
<td>Rajiv Nagar</td>
</tr>
<tr>
<td>14</td>
<td>Satagally</td>
</tr>
<tr>
<td>15</td>
<td>Siddharatha Layout</td>
</tr>
<tr>
<td>16</td>
<td>Allanally</td>
</tr>
<tr>
<td>17</td>
<td>J.C Nagar</td>
</tr>
<tr>
<td>18</td>
<td>Infosys</td>
</tr>
<tr>
<td>19</td>
<td>Wipro</td>
</tr>
<tr>
<td>20</td>
<td>Bharath Cancer Hospital</td>
</tr>
<tr>
<td>21</td>
<td>Gangotri</td>
</tr>
</tbody>
</table>

The city services division has 657 buses maintained in four bus depots. There are six major bus stations and 403 bus stops in the city transportation network. Approximately 1.80 lakh passengers travelled every day in city services and there are 4,384 trips per day during 2006, which includes the mofussil transport, in suburban areas of LPA.

The State transport department has programmes to upgrade the transport infrastructure both for the city services and the state passenger transport services. The following projects have been proposed and are in various stages under JNNURM urban renewal programme, at a total estimated cost of Rs 98.11 crores.

Table 5-11: Upgradation of bus services

<table>
<thead>
<tr>
<th>No</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Up-gradation of CBS at Mysore</td>
</tr>
<tr>
<td>2</td>
<td>Up-gradation of MBS at Mysore</td>
</tr>
<tr>
<td>3</td>
<td>IMTC &amp; PAC at Satagalli, Mysore</td>
</tr>
<tr>
<td>4</td>
<td>IMTC &amp; PAC at Kuvempunagar, Mysore</td>
</tr>
<tr>
<td>5</td>
<td>IMTC &amp; at R.S Naidunagara, Mysore</td>
</tr>
<tr>
<td>6</td>
<td>IMTC &amp; PFC at Illawala, Mysore</td>
</tr>
<tr>
<td>7</td>
<td>P &amp; TAC at Chamundi hills, Mysore</td>
</tr>
<tr>
<td>8</td>
<td>Modern Bus Shelters (100nos)</td>
</tr>
</tbody>
</table>
5.7.2 Passenger Transport (General)

Apart from the city services the transport infrastructure available in the city includes the state transport services running to different inter and intra state communication facilities. Private bus transport is also available. The transport services operated by transport corporations of Tamil Nadu, Kerala, Andhra Pradesh, are operating through Mysore using the available infrastructure. It is reported that Karnataka State Transport Corporation carries 1.78 lakhs passengers per day in its mofussil services during 2006. Private bus carriers are reported to have carried 14,677 passengers (during 2006). It is reported that other transportation modes such as Maxi cabs (697), Tempo travels (1615), Jeeps (945), Tangas (174), were the other intermediate transportation facilities plying in Mysore (as per data available).

5.7.3 Road Transport Services

The data of the vehicle population as obtained from the Regional Transport Office Mysore reveal that a total number of 7,947 transport vehicles were in Mysore taluka and 490 in Nanjungud Taluk as on 31.03.2007. The lorry and tempo association at Mysore has reported that there are 2,130 lorries and 905 tempos having membership with them and have been carrying all types of materials. From the data available it is observed that 330 lorries (180 registered in Mysore Lorries Association and 150 goods shed lorry association are engaged in carrying all materials throughout the country. The remaining lorries carry building materials to various destinations like T. Narsipur, Chikmagalur, Bannur and Hunsur. There are 905 tempos registered in Tempo association. These operate within the Local planning area. Further it may be observed that there are as many as 64 numbers of parcel carrying or miscellaneous good carrying services like TVS, Vijayananda road lines, CPC Lorry service, Mahalingeshwara transport and others which have state and interstate services.

5.7.4 Air Transport

As already stated the air transport terminal is yet to be brought under the civil aviation network. Only chartered flights and tourist flight operations during Dasara for sightseeing purposes are operational, as of now. The salient features of the airport terminal and the future proposals from the Airport Authority of India are given below.

Table 5-12: Features of Airport

<table>
<thead>
<tr>
<th>No.</th>
<th>Particulars</th>
<th>Phase - I</th>
<th>Proposed Phase - II</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Distance from City Center</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>2</td>
<td>Land acquired (acres)</td>
<td>537</td>
<td>310</td>
</tr>
<tr>
<td>3</td>
<td>Runways Length (mts)</td>
<td>1740 X 30</td>
<td>2400 X 45</td>
</tr>
<tr>
<td>4</td>
<td>Terminal Building (sq.m)</td>
<td>4368</td>
<td>11700</td>
</tr>
<tr>
<td>5</td>
<td>Apron Area (sq.m)</td>
<td>13500</td>
<td>24000</td>
</tr>
<tr>
<td>6</td>
<td>Parking slots for Aircrafts</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>Carparking Area (sq.m)</td>
<td>13600</td>
<td>21600</td>
</tr>
<tr>
<td>8</td>
<td>Total Number of Car parking</td>
<td>170</td>
<td>270</td>
</tr>
<tr>
<td>9</td>
<td>Taxi &amp; Auto Stand area (sq.m)</td>
<td>4500</td>
<td>7200</td>
</tr>
<tr>
<td>10</td>
<td>Total Number of Taxi &amp; Auto Parked</td>
<td>50</td>
<td>90</td>
</tr>
<tr>
<td>11</td>
<td>Operated and Owners</td>
<td>IDD/AAI/PWD/Private</td>
<td>IDD/AAI/PWD/Private</td>
</tr>
</tbody>
</table>
5.8 Existing Rail Network and Rail Transportation

The Indian railway transportation network with its south western division has a railway junction at Mysore; which links the Bangalore railway line, Arsikere- Mysore railway line and Chamaranagar railway line. There are eight railway stations in the Mysore- Nanjangud LPA. Mysore city and Nanjangud has goods transportation facilities. At Mysore there is a separate goods transshipment yard, located between Mysore-Bangalore and Mysore- Arsikere railway lines. In Nanjangud, the goods yard is attached to the railway station itself. There are two railway sidings at Mysore exclusively for Reserve Bank of India Mint and the FCI godowns and the Indian oil depot.

As far the passenger transportation facility is concerned, it is observed that there are 180 trains every week. This includes 118 passenger trains and 62 express trains. The express train includes one weekly express each to New Delhi (Hazrat-Nizamuddin) via Arasikere (Swarnajayanthi express), one to Mumbai (Sharavathi express), two biweekly express trains each to Ajmer and Jaipur, one weekly express train to Howrah and Shatabdi express six days a week.

Various particulars of passenger trains which serve the Mysore- Nanjangud LPA area from Mysore city Junction are given below.

Table 5.13: Particulars of Trains from Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Name of Train</th>
<th>No of Trains Per Week</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Passenger</td>
</tr>
<tr>
<td><strong>Bangalore Side</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Mysore bangalore Passenger</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>Chamundi Express</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>Jaipur Express</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>Mysore Bangalore Passenger</td>
<td>7</td>
</tr>
<tr>
<td>5</td>
<td>Tippu Express (super fast)</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Mysore veshwantpur Express</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>Shatabdi Express (except on Tuesday)</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>Mysore Bangalore Passenger (except sundays)</td>
<td>6</td>
</tr>
<tr>
<td>9</td>
<td>Mysore Thanjavur Express</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>Mysore Nizamuddin(New Delhi)</td>
<td>-</td>
</tr>
<tr>
<td>11</td>
<td>Tirupathi Fast Passenger</td>
<td>7</td>
</tr>
<tr>
<td>12</td>
<td>Mysore Tuticori Express</td>
<td>-</td>
</tr>
<tr>
<td>13</td>
<td>Bangalore Passenger</td>
<td>7</td>
</tr>
<tr>
<td>14</td>
<td>Cauvery Express</td>
<td>-</td>
</tr>
<tr>
<td>15</td>
<td>MysoreBangalore Passenger</td>
<td>7</td>
</tr>
<tr>
<td>16</td>
<td>Mysore Ajmer Express</td>
<td>-</td>
</tr>
<tr>
<td>17</td>
<td>Mysore howrah</td>
<td>-</td>
</tr>
<tr>
<td><strong>Nanjangud - Chamnarajanagar side</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Mysore Chamrajanganagar Passenger</td>
<td>28</td>
</tr>
<tr>
<td>19</td>
<td>Mysore Nanjangud Passenger</td>
<td>28</td>
</tr>
<tr>
<td><strong>Hassan - Arsakere side</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Mysore Mumbai Sharavathi Express</td>
<td>-</td>
</tr>
<tr>
<td>21</td>
<td>Mysore Arsekere Passenger</td>
<td>7</td>
</tr>
<tr>
<td>22</td>
<td>Mysore Shimoga Town Pasenger</td>
<td>7</td>
</tr>
<tr>
<td>23</td>
<td>Mysore Arsekere Passenger</td>
<td>7</td>
</tr>
<tr>
<td>24</td>
<td>Mysore Dharwad Express</td>
<td>-</td>
</tr>
</tbody>
</table>

Total Trains from Mysore: 118 Passenger, 62 Express
A study of the regular passenger commuter traffic can be visualized from the data available in Mysore city railway booking offices in regard to monthly and quarterly season ticket users. This is not a complete picture of the movement from Mysore junction, as the data pertain to the outward passenger to which the season tickets are issued at Mysore railway station. The number of such seasons tickets purchased from Bangalore and en-route railway stations and similarly from Arsekere railway station and Chamrajnagar railway stations are not included in this data. It is observed from the data of last three years (i.e., 2006-07, 2007-08, and 2008-09) that the quarterly season ticket holders varied between 160-180. Similarly, the monthly season ticket holders varied between 2,008 to 2,647 (this data pertain to the season tickets issued at Mysore city railway station).

There are two reservation counters in Mysore, one at the city railway station and one at the Kuvempunagar. As for the passenger movement in passenger and express trains are concerned, the average yearly inward passengers were 4.77 lacs and yearly outward passengers were 4.70 lacs population (during the period 2006-07 to 2008-09).

It may be observed that the transportation by rail is becoming more popular, as the movement is relatively fast, safe and cheaper. The general observation that could be made is that the gauge conversion and increase of the speed, capacity of trains and the increase of frequency has increased in the recent past. Further, if the ongoing doubling of the rail tracks between Bangalore and Mysore is completed, there is no doubt about the increase in interaction between Bangalore and Mysore further.

The data in respect of the freight movement is not discussed here for want of adequate information. However, with the increase of population of Mysore and the demand for the essential commodities in Mysore-Nanjangud LPA and the corresponding growth in the hinterland, the essential commodities like food, fuel, cement, steel, etc., increases. These commodities usually are moved by rail transport.

In view of this aspect, it is very necessary to demark additional land for rail goods transport yard adjacent to the existing goods yard at Mysore for future development.
Chapter 06
Housing
6 Housing

6.1 Existing Scenario for Housing

Being recognized as an emerging IT hub in Karnataka, Mysore like any developing market is witnessing sustained real estate demand in all segments. The proposed Bangalore Mysore Infrastructure Corridor along with the coming of IT giants in Mysore, have transformed the Residential Market Scenario of the city.

City of Mysore spread over 20 kms. Radius, it’s a well spread city. The heritage nature of the city brings about a natural liking to design structures with an architectural flavour. While the growth of apartments is a recent phenomenon, there is a restriction on very high rise buildings as it endangers the heritage value of the city. The most important residential localities of the city are listed below:

1) Siddhartha Nagar: Siddhartha Nagar is situated on the foothills of famous Chamundi Hills and adjacent to Historical Lalitha Mahal Palace, beautiful Karanji Lake, and Race CoUrse. The most popular adjoining localities are Alanahalli Extension, JSS Lay out, Teachers Lay out, Nandini Lay out, Netaji Nagar Phase-I and Phase II, KSRTC Lay out and many more. Siddhartha Nagar is located in Mysore East.

2) Gokulum, Jayalakshmi Puram, and Ontikopal: These are situated adjacent to one another on KRS Road. It is just 3 K.M. away from Mysore City centre and two kms from Mysore Railway Station. Gokulum is situated in Mysore Central and North.

3) Saraswathi Purum: Saraswathi Purum is just 2 K.M. from Mysore City centre and it is adjacent to Kukkarahalli Lake, Mysore University Campus. Saraswathi Purum is located in Mysore Central and West.

4) Kuvempu Nagar: It is the biggest and most popular place in Mysore. Kuvempu Nagar has several blocks and is spread out at around 5 km area. The centre point is 8 K.M. from the Mysore Central. The most popular adjoining localities are Ramakrishna Nagar, Aravind Nagar, SBM Colony, LIC Colony, and TK Lay out, Sharadadevi Nagar, CFTRI layout, Gangotri Lay out, Bogadi and many more. Kuvempu Nagar is situated in Mysore West and South.

5) Vijayanagar: Vijayanagar Phase I, II, III, IV gained popularity after Mysore became IT hub and after Infosys started their world famous Centre in 250 Acres of land. Vijayanagar is 8 kms from the Mysore Central. The most popular adjoining localities are Hebbal, Railways Colony, Hootagalli, Elaval and many more. Vijayanagar is situated in Mysore West.

6.2 Growth of Real Estate

Mysore, the City of Palaces has been the cultural capital of Karnataka. Mysore due to close proximity to India’s Silicon Valley Bangalore and blessed with exotic natural beauty, is gaining recognition as to be the next attractive destination for IT & ITES Sector in the State. This city's emergence as one of the fastest growing real estate destinations in India has provided investors with an opportunity to make good profits.

Over the last three years, property prices and rentals in Mysore have witnessed an unprecedented boom. With the advent of large investment projects in and around the city, other players have also shown keen interest in properties in Mysore.

The landscape of Mysore City is fast changing, also because of builders and developers stepping up their activity. There are many major groups like Brigade, Sankalp, Mittal, etc. who have already completed many projects. Many more are in the pipeline. The price boom is not limited
to the city but it is extending to the suburbs such as Vijayanagar, Yadavgiri, Saraswathipuram, Vivekananda Nagar and Siddhartha Layouts.

Migration of IT companies to Mysore due to its proximity to Bangalore (150 km) is driving residential and retail real estate developments and pushing up prices in some parts of the city.

Mysore is to get heritage funding under the 'Jawaharlal Nehru National Urban Renewal Mission' and in addition to this, a number of other infrastructure projects like the completion of the Bangalore-Mysore expressway, upgradation of the existing airport and doubling of the Bangalore-Mysore railway track, are expected to boost the city's growth. Once the commuting time between Bangalore and Mysore is reduced, the scope for office market development will increase in the city in the view of increasing number of corporates planning to expand their operations in Mysore. Due to the availability of land at relatively competitive rates, a number of Bangalore-based developers have entered the real estate market in Mysore, but it is local players who are already working on strategies to promote Mysore as a second home to individuals and corporates in Bangalore. Mysore is emerging an important educational, commercial and administrative centre with a high literacy rate of 84.5 percent, greater than the state average.

The city currently boasts of major IT and non-IT campuses like Infosys, L&T Infotech, Wipro and Software Paradigm India. In addition to this, Mysore houses many non-IT companies like Reid & Taylor, L&T Electronics, S. Kumars, Kirloskar Gensets, Bharat Earth Movers, Venlon Polyster, Automotive Axles and South Indian Paper Mills.

During the last few years, Mysore has been witnessing unprecedented growth in real estate, with a large number of housing co-operative societies having secured land for development of residential colonies. This has set the base for the city to propel on its own.

Property prices in Mysore have doubled during the year 2005-2009 as compared to price range 2000-2004. IT professionals from Bangalore are looking at parking their money in property here with a second or even third site. Nearly 7,000-8,000 sites are up for grabs in Mysore today. The scenario in the apartment market too is buoyant. Nearly Rs 600-700 crores is being pumped into these private housing projects in the city by property developers.

Of the enquiries real estate consultants receive, nearly 30 percent are from IT professionals, and that too from techies based in Bangalore. Most of these IT professionals are looking at making a second or third investment here, and 15 percent of these techies are actually investing in the city. The real estate market is the city is on an upswing. Property dealers say prices are surging and they will continue to do so in the near future.

In the light of strong and proactive initiatives from the State Government, including providing quality infrastructure and a rapidly responsive administrative system, Mysore has emerged as a front-runner in attracting investments. Vijayanagar Stage IV, Dattagalli, Srinagar, and Rajivnagar, with substantial off take, have registered increases in prices. While a majority of the investors are keen on investments in developed land, others prefer built units. 60 percent of the people are looking for residential properties. 70 percent are short-term investors, while 30 percent are long-term investors. Investors today are very knowledgeable. They are looking at buying sites in areas where development is happening.

Most of the IT professionals who are buying property here, are working in Bangalore, and have invested here, in anticipation of the city being tipped to take a good share from the IT capital in a matter of few years. The Bangalore-Mysore Infrastructure Corridor Project which will reduce travel time to an hour and a few minutes has also been a factor that has worked on the minds of
investors. The introduction of AC buses to commute between the two cities has given the city a major thrust.

The Ring Road is today a hotspot for potential investment. The Outer Ring Road that runs along the city's periphery, where land is available, is a good place to invest in. With the city rapidly growing, and the city's old localities already bursting at their seams, it's time to look beyond. With the Bangalore-Mysore Infrastructure Corridor Project, IT belt, Textile Park, and airport located in the vicinity of the Outer Ring Road, the potential of development along this stretch is immense. It is for this reason that sites are being picked up in Vijayanagar Stage IV, Dattagalli, Srinagar, and Rajivnagar. Currently, there are three types of layouts available in the city. Layouts developed by Mysore Urban Development Authority and Karnataka Housing Board are well-developed layouts that will be available after around 15 years from the time of application. Then there are the layouts formed by Societies.

6.3 Supply Demand Analysis for Mysore

Mysore has always been considered as Pensioner’s Paradise due to its laid back life. It provides a restful environment to all residing population. But the scenario is rapidly changing with increased number of industries and in migration. This is changing the housing scenario within Mysore and its surroundings. To keep up with the supply of the housing needs it will be essential to have the required housing availability for the future. For the calculation of the housing needs within Mysore and Nanjangud the data from various sources such as MCC, MUDA, KSCB, KHB, NTMC have been taken.

As of 2009, as per the Mysore City Corporation the total properties are about 1.88 lacs. For the purpose of the LPA which is beyond the MCC limits we need to consider the existing conurbation area. This includes areas developed outside the existing MCC limits. Hence for the purpose of the analysis, the housing requirements will be calculated for the urbanized area as of December 2009. Hence, adding these areas to the MCC area an approximate number of dwelling units to be considered will be two lacs for the existing Mysore conurbation.

6.4 Supply Demand Analysis for existing Mysore Conurbation

The following factors are taken into consideration while arriving at the supply demand analysis for the housing in Mysore.

The number of households for 2009, 2011, 2021 & 2031 has been estimated / projected by assuming the average size of the household as 4.75.

The number of houses as available from the corporation sources in 2009 was 188,000. From this total housing stock of 188,000, 2.5 percent of the total housing stocks have been deducted due to structural conditions which are not fit for living.

After deducting this, it is assumed that 10 percent of the total houses have more than one dwelling unit. Therefore, the total number of dwelling units as on 2009 has been arrived.

To calculate the housing shortage for 2011, the existing housing stock (dwelling units) the annual addition to the housing stock has been assumed by taking into consideration the number of licenses issued by City Corporation, MUDA and the number of dwelling units built by central and state government departments (examples: Railways, Housing Board, PWD, CFTRI, DFRL, Education Institution, etc) The following table shows the Supply and Demand for existing Mysore conurbation area:
Table 6-1: Demand Analysis for Housing in Mysore

<table>
<thead>
<tr>
<th>Sl No</th>
<th>Year</th>
<th>Projected Population</th>
<th>Projected Households</th>
<th>Housing Shortage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011</td>
<td>1,120,000</td>
<td>235,789</td>
<td>21,740</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>1,650,000</td>
<td>347,368</td>
<td>32,100</td>
</tr>
<tr>
<td>3</td>
<td>2031</td>
<td>21,00,000</td>
<td>4,42,100</td>
<td>41000</td>
</tr>
</tbody>
</table>

6.5 Supply Demand Analysis for Nanjangud Town

The number of households for 2011, 2021 and 2031 have been estimated/projected by assuming the average size of the household as 5.

The number of houses as available by projection for 2009 was 12,733.

From this total housing stock of 12,733, 2.5 percent of the total housing stocks have been deducted due to structural conditions which are not fit for living. By considering the annual addition to the housing stock, based on the number of licences issued by the local body, the requirement of dwelling units are worked out. The following table shows the Supply and demand for Nanjangud TMC.

Table 6-2: Demand Analysis for Housing in Nanjangud

<table>
<thead>
<tr>
<th>Sl No</th>
<th>Year</th>
<th>Projected Population</th>
<th>Projected Households</th>
<th>Housing Shortage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011</td>
<td>67,500</td>
<td>13,500</td>
<td>1,138</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>95,000</td>
<td>19,000</td>
<td>1,620</td>
</tr>
<tr>
<td>3</td>
<td>2031</td>
<td>110000</td>
<td>22000</td>
<td>1870</td>
</tr>
</tbody>
</table>

From the above analysis of the housing shortage it can be noted that the existing (2009) housing shortage is about 20,000 dwelling units in the case of Mysore. This shortage is likely to increase to about 40000 by the year 2031. It may be observed from the existing land use that adequate developed land is available for residential development.

But the scenario for Nanjangud is very different from the shortage of housing in Mysore. The existing (2009) population for Nanjangud is approximately 63,000 and the shortage of housing is only 1138 dwelling units. This is likely to increase to about 1870 by the year 2031.

With real estate business in Bangalore reaching the point of saturation and becoming unaffordable for common man, buyers are targeting the second largest city in the state, Mysore. This has increased the demand for residential property in Mysore. The common practice in Mysore is to buy land and keep it vacant for future development and this practice is still continuing. The landscape of Mysore City is fast changing due to speculation and increased activity by builders and developers. There are many major groups like Brigade, Sankalp, Mittal, etc. who have already completed many projects. Many more are in the pipeline. The cost for per square foot for an apartment was about 1500 in August 2005; now it is Rs. 2300. Similarly, a 50 x 80 site available for about 8 lakh three years back is now costing Rs. 45 lakh to Rs. 60 lakhs. Demand of residential is high in newly developed residential areas like Vijaynagar, Kovampu Nagar, Laxmipuram, Jaylaxmipuram and Saraswathipuram. Central Mysore is more or less saturated.

Residential land market is most active in Mysore. The general aspiration of people in Mysore is to own their own land and construct house on it. This has caused increase in land prices all across the micro markets. Plotted ventures are mostly coming up in and around the outer ring.
road. At present these areas are target of lower and middle class population segment. The apartment culture which was trickling down slowly has suddenly gained momentum and a number of new entrants to the city are looking at developing residential properties. The influx of IT/ITeS professionals is predominantly cited as instrumental in driving the demand for residential property in Mysore. Land rates are comparatively low when compared to Bangalore which is one reason for the movement of ITeS companies to the secondary cities like Mysore.

As Mysore City that has developed over the past 150 years, Mysore comprises a diversity of housing styles and stock, and residential environments. Consideration of housing issues must incorporate urban growth, urban consolidation, neighborhood character and opportunities to facilitate new development within the existing urban fabric.

There is also a greater need to focus on housing for the lower and middle income group of families. Most of the private layouts and the MUDA layouts have large plot sizes which are impossible for the middle income and lower income groups to have a house.

In Mysore city increase in household size and broad changes in family structures over the past decades have placed differing demands on housing and its provision. Consumer preferences have also changed with many people now seeking to move into residential apartments. This will provide opportunities for residential apartments to form part of mixed use development. Some of these areas / housing layouts where the apartment buildings are coming up are Yadavagiri, Siddhartha nagar, Jayalaxmipuram, Gokulam and parts of Kuvempunagar. This is also a positive sign for re densification of the existing low density areas within the city.

### 6.6 Slum Details of Mysore City

In Mysore city, there are totally four zones of slums namely, Narasimharaja, Chamaraja, Krishnaraja and Chamundeshwari. In Mysore city totally 47,931 people live in slums. The area of slum in Mysore city is 91.13 acre with Narasimharaja zone has an area of 33.03 acre of land occupied by slums and with a population of 19,321 with dwelling units of 3,595. Chamaraja zone has an area of 27.38 acre with a population of 13,980 and with dwelling units of 2,602. Slums occupy an area of 13 acre in Krishnaraja Zone with a population of 11,310 and number of dwelling in this zone is 2,103. In Chamundeshwari zone, the slum area occupies an area of only 4 acres with the population of 3,320 and the number of dwelling units in this zone is 612.

The following table gives the details of slums in Mysore city as of details collected from KSSCB till September 2008.

Table 6-3: Slum Details of Mysore City

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Zone</th>
<th>Total Number of Slums</th>
<th>Area of Slum (Acre)</th>
<th>Number of Dwelling Units</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Narasimharaja</td>
<td>25</td>
<td>33.03</td>
<td>3,595</td>
<td>19,321</td>
</tr>
<tr>
<td>2</td>
<td>Chamaraja</td>
<td>20</td>
<td>27.38</td>
<td>2,602</td>
<td>13,980</td>
</tr>
<tr>
<td>3</td>
<td>Krishnaraja</td>
<td>13</td>
<td>19.26</td>
<td>2,103</td>
<td>11,310</td>
</tr>
<tr>
<td>4</td>
<td>Chamundeshwari</td>
<td>4</td>
<td>11.46</td>
<td>612</td>
<td>3,320</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>62</strong></td>
<td><strong>91.13</strong></td>
<td><strong>8,912</strong></td>
<td><strong>47,931</strong></td>
</tr>
</tbody>
</table>

Source: Karnataka State Slum Clearance Board, Mysore

### 6.7 Slum Details in Nanjangud Town

In Nanjangud town, there are totally 12 slums located in different wards. The total population of people living in slums in Nanjangud town accounts to 18,017 and the total number of dwelling units are 4,380 as of September 2008. The following table gives the details of slums in Nanjangud TMC limits.
Table 6-4: Slum Details of Nanjangud TMC

<table>
<thead>
<tr>
<th>Sl no</th>
<th>Name of the slum</th>
<th>Ward Number</th>
<th>Total Population</th>
<th>Number of Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ashoka Puram</td>
<td>24</td>
<td>2,559</td>
<td>800</td>
</tr>
<tr>
<td>2</td>
<td>Rajaji colony</td>
<td>12</td>
<td>2,083</td>
<td>423</td>
</tr>
<tr>
<td>3</td>
<td>Shankarpura</td>
<td>18</td>
<td>2,275</td>
<td>591</td>
</tr>
<tr>
<td>4</td>
<td>Halladakeri</td>
<td>1</td>
<td>2,116</td>
<td>523</td>
</tr>
<tr>
<td>5</td>
<td>Chamalapura</td>
<td>26</td>
<td>2,774</td>
<td>901</td>
</tr>
<tr>
<td>6</td>
<td>Thopina beedi,Kurubageri</td>
<td>6</td>
<td>875</td>
<td>175</td>
</tr>
<tr>
<td>7</td>
<td>Nayankshthriya</td>
<td>7</td>
<td>1,050</td>
<td>210</td>
</tr>
<tr>
<td>8</td>
<td>Gangamathastharabeedi</td>
<td>9</td>
<td>950</td>
<td>90</td>
</tr>
<tr>
<td>9</td>
<td>Medarabeedi</td>
<td>10</td>
<td>600</td>
<td>120</td>
</tr>
<tr>
<td>10</td>
<td>Srirampura</td>
<td>17</td>
<td>975</td>
<td>195</td>
</tr>
<tr>
<td>11</td>
<td>Neelakantanagar</td>
<td>19</td>
<td>1,050</td>
<td>210</td>
</tr>
<tr>
<td>12</td>
<td>Sarswathi Colony</td>
<td>13</td>
<td>710</td>
<td>142</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>18,017</strong></td>
<td><strong>4,380</strong></td>
</tr>
</tbody>
</table>

Source: Nanjangud TMC

Housing for Slums under various schemes is taken up the year 2008. As per the details available from KSSCB, under JNNURM, there are totally 4,229 houses are built for Economically Weaker Section (EWS) and for Low Income Group (LIG), HUDCO is building 4,771 houses and in VAMBAY scheme there are 767 houses are being built.
Chapter 07
Urban Infrastructure
7 Urban Infrastructure

Introduction
The urban infrastructure of the LPA is discussed in the following chapters. Urban infrastructure include
1. The economic infrastructure like water supply, underground drainage, storm water drain, solid waste management and power. These aspects are discussed in the following pages.
2. Social infrastructure like health service and educational service

7.1 Water Supply
Mysore City mainly receives the treated water from the Cauvery river source with intake and treatment units located at various locations downstream of Krishnarajasagar Reservoir. The city of Mysore got its first treated piped water during the year 1896 from the Belagola water works. As the city grew new water supply schemes were added at frequent intervals. After Belagola phase I commissioned, keeping the same source second and third phase schemes were commissioned in the year 1924 and 1998. Further augmentation of the water supply system has been taken up under ADB assistance with intake works at Melapura on the right bank of Cauvery River downstream of Srirangapatnam.

Nanjangud town receives mainly water from Kabini River. The present water supply to Nanjangud town is from a old intake well on the right bank of Kabini river in the town itself and from a new intake works at Debur village on the right bank of the Kabini river.

The water supply to various villages in the Local planning area is through a system of bore wells and service reservoirs located in the villages itself. The villages such as Belagola, Balamuri, Hongally and Majjigepura in Srirangapattana taluk, which are located close to the intake works located at Hongally and Belagola are supplied with treated water from the intake itself.

7.1.1 Mysore
The salient features of the existing Water supply system of Mysore
The water supply system of Mysore has been taken up in different stages and the various particulars of the water supply schemes are given below.

First Stage Water Supply Scheme from Belagola
This scheme was executed in three phases; the various particulars are given below.
Location: Near Belagola village
Intake : Devaraya canal from Krishnarajasagara, Intake headwork located at MC road Between Belagola and Palahalli.
Capacity: The total capacity is 52.24 MLD done in three phases as follows.

<table>
<thead>
<tr>
<th>No</th>
<th>Phase</th>
<th>Year of commission</th>
<th>Capacity in MLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>First phase</td>
<td>1896</td>
<td>4.55</td>
</tr>
<tr>
<td>2</td>
<td>Second phase</td>
<td>1924</td>
<td>11.37</td>
</tr>
<tr>
<td>3</td>
<td>Third phase</td>
<td>1998</td>
<td>36.32</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>52.24</td>
</tr>
</tbody>
</table>

Source: KUWS & DB

The raw water from Devaraya irrigation canal is tapped and pumped to Vanivilasa treatment works Located at Mysore city.
Second Stage water Supply Scheme from Hongally:-
This scheme was executed in two phases and particulars are as follows:
Location : Near Hongally village
Intake : Right bank low level canal from KRS and Cauvery River.
Capacity : The total capacity is 90.87 MLD in two phases as follows.

<table>
<thead>
<tr>
<th>No</th>
<th>Phase</th>
<th>Year of commission</th>
<th>Capacity in MLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>First phase</td>
<td>1959</td>
<td>36.32</td>
</tr>
<tr>
<td>2</td>
<td>Second phase</td>
<td>1979</td>
<td>54.55</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>90.87</strong></td>
</tr>
</tbody>
</table>

Source: KUWS & DB

The treatment works are located adjacent to the intake and the treated water is pumped to the ground level reservoirs in Mysore.

Third Stage water supply from Melapura:-
This scheme was planned in three phases and two phases are executed and details are as follows.
Location : Near Mealapura village
Intake : Cauvery River just downstream of Srirangapattana (near the confluence point of the north and southern branches of Cauvery River)
Capacity : The total capacity of 100MLd is executed in two phases and details are as follows.
The treatment works are located at Rammanahalli village of Mysore taluk and treated water is pumped to the Devanoor and Germen press ground level service reservoirs in Mysore. In addition to the above said water supply schemes, within the MCC limits around 651 nos. of bore wells fitted with the power pumps are working and total output from these bore wells is around 4.55MLD.

Figure 7-3: Head works at Mealapura

### 7.1.1.1 Balancing reservoirs

The balancing reservoirs to receive the treated water from the various intakes stated above are located in Mysore city and the various particulars of the balancing reservoirs are given below. Within the Mysore city urban limits there are 10 balancing reservoirs at 5 locations and the details are as follows.

<table>
<thead>
<tr>
<th>No</th>
<th>Balancing Reservoirs</th>
<th>Type</th>
<th>Capacity in Million Liters</th>
<th>Source of supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>High level reservoir in Yadavgiri Reservoir</td>
<td>GLSR</td>
<td>22.73</td>
<td>Hongally 2nd Stage</td>
</tr>
<tr>
<td>2</td>
<td>Central Service Reservoir in Vijay nagar</td>
<td>GLSR</td>
<td>54.55</td>
<td>Hongally 3rd Stage</td>
</tr>
<tr>
<td>3</td>
<td>German Press Reservoir</td>
<td>GLSR</td>
<td>16.87</td>
<td>Melapura Phase I and II</td>
</tr>
<tr>
<td>4</td>
<td>Near Teresian college</td>
<td>GLSR</td>
<td>11.37</td>
<td>Hongally 3rd Stage</td>
</tr>
<tr>
<td>5</td>
<td>Kuvempu nagar Reservoir</td>
<td>GLSR</td>
<td>11.37</td>
<td>Melapura Phase I and II</td>
</tr>
<tr>
<td>6</td>
<td>Devnur Reservoir</td>
<td>GLSR</td>
<td>9.09</td>
<td>Belagola</td>
</tr>
<tr>
<td>7</td>
<td>Vanivilasa Reservoir</td>
<td>GLSR</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total capacity</strong></td>
<td></td>
<td><strong>125.98</strong></td>
<td></td>
</tr>
</tbody>
</table>

### 7.1.1.2 Distribution System

The distribution system has a total length of 1281 km of pipe line of different diameters laid in a total area of 120 Sqkm in different localities of the city. The various particulars of the service reservoirs located in different localities of the city are given below. These service reservoirs
receives treated water supply or/and the pumped water directly from the bore wells from different localities.

Table 7-5: Existing water supply in Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Location of the Reservoir</th>
<th>Type</th>
<th>Capacity (lac liters)</th>
<th>Source of supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bannimantapa B. Layout (Shivaratreshwara Colony)</td>
<td>OHT</td>
<td>12</td>
<td>From HLR Yadavgiri</td>
</tr>
<tr>
<td>2</td>
<td>Saraswathipuram Double Rd.</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Kergalli Layout</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Kuvempu Nagar- M block</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Kuvempu Nagar- KHB Block</td>
<td>OHT</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Ashokapuram (Silk factory OHT)</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Chamraja Seva Kendra Compound</td>
<td>OHT</td>
<td>25</td>
<td>Kuvempu Nagar MBR</td>
</tr>
<tr>
<td>8</td>
<td>Nachanahalli/ J P Nagar</td>
<td>GLSR</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Jailaxmipuram</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>V.V. Puram</td>
<td>OHT</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>J C College Area</td>
<td>OHT</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Hebbal 2nd Stage</td>
<td>OHT</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Vijay Nagar 4th Stage-3rd phase</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Vijay Nagar 4th Stage-1st phase</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Vijay Nagar 4th Stage-2nd phase</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Vijay Nagar 3rd Stage</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>K.H.B Colony (Hootagalli Area)</td>
<td>OHT</td>
<td>5</td>
<td>CSR Vijay nagar</td>
</tr>
<tr>
<td>18</td>
<td>K.H.B Colony (Hootagalli Area)</td>
<td>GLSR</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Yaraganahalli and Kalyanagiri</td>
<td>OHT</td>
<td>12</td>
<td>German press MBR</td>
</tr>
<tr>
<td>20</td>
<td>Gayatripuram</td>
<td>OHT</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Kythmanahalli Tank (Huliamma Temple)</td>
<td>OHT</td>
<td>10.5</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Kalyanagiri (KHB Colony)</td>
<td>OHT</td>
<td>6</td>
<td>Devanoor GLSR</td>
</tr>
<tr>
<td>23</td>
<td>Siddhartha Nagar.( In park nr. Rd. Jn.)</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Alanahalli</td>
<td>OHT</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>K C Layout</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Rajendranagar (Kanniah Ram Mandira Park)</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Kesare (Naidu Nagar.)</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Rajivnagar</td>
<td>OHT</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Veeranagere</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>N. R. Mohalla (Shivaji park)</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Subhash Nagar tank</td>
<td>OHT</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total Capacity</strong></td>
<td></td>
<td><strong>356.5</strong></td>
<td></td>
</tr>
</tbody>
</table>

### 7.1.2 Nanjangud

The main source of water supply is Kabini river as already stated and the intake works located at Debur village on the right bank of Kabini river was commissioned in the year 1999. The existing water supply intake well and treatment works in Nanjangud town proper is serving only part of
the town. The various particulars of the intake works at Debur village and treatment works are given below.

**Location**: Near Debur village  
**Intake**: Right bank of Kabini River  
**Capacity**: 10.96MLD

<table>
<thead>
<tr>
<th>No</th>
<th>Phase</th>
<th>Year of commission</th>
<th>Capacity in MLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kabini river</td>
<td>1999</td>
<td>10.96</td>
</tr>
<tr>
<td>2</td>
<td>Bore wells located in the town</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>14.96</strong></td>
</tr>
</tbody>
</table>

Source: Nanjangud TMC

Figure 7-4: Intake works near Debur Village (left), Treatment plant at Deveerammanagudda (right)

### 7.1.2.1 Distribution System

The treated water supply is distributed to 76% of the TMC area and the water through bore wells is distributed for the rest of the area. The total length of distribution network is around 48 kms. The total no’s of water supply connection is 5518 out of which domestic connections are 5080,315 are public fountains and rest is commercial connections. The particulars of existing service reservoirs are given below.

<table>
<thead>
<tr>
<th>Particulars of existing service reservoirs in Nanjangud</th>
<th>Location</th>
<th>Type</th>
<th>Capacity (ML)</th>
<th>Source of supply</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Near TMC</td>
<td>OHT</td>
<td>0.9</td>
<td>Deveerammanagudda WTP</td>
</tr>
<tr>
<td></td>
<td>Near temple</td>
<td>OHT</td>
<td>0.45</td>
<td>Deveerammanagudda WTP</td>
</tr>
<tr>
<td></td>
<td>Main road</td>
<td>OHT</td>
<td>0.9</td>
<td>Deveerammanagudda WTP</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>2.25</strong></td>
<td></td>
</tr>
</tbody>
</table>

The population studies discussed in chapter 2 reveals that the designed population by 2031 is 23,77,000 for the local planning area, out of which Mysore city’s population is 21,00,000 and Nanjangud town is 1,10,000. For purposes of working out the adequacy of the water supply, a per capita supply of 135 LPCD and 15% treatment plant and transmission losses is considered, as per national norms. As on date, the probable population of Mysore city is 10 Lacs and at the above rate the capacity required is 171 MLD.

To meet the requirement of prospective population by the year 2031, the total capacity required for the Mysore city urban area works out to 283.5MLD. Similiarly, the Nanjangud town needs a
total capacity of 14.85MLD by the year 2031. The existing system of water supply, as already discussed above has a capacity of 251MLD in Mysore urban area and a capacity of 14.96MLD in Nanjangud urban area. The present supply level in the Mysore city works out to be around 190LPCD. Similarly for Nanjangud TMC the supply level is 188LPCD. The present water supply system has been designed by the concerned department to meet a much larger population and is found to be adequate for the present. The particulars of the existing and required water supply are given below.

Table 7-8: Supply Demand – Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Demand in MLD</th>
<th>Total available in MLD</th>
<th>Excess available in MLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2010</td>
<td>166.89</td>
<td>247.66</td>
<td>80.77</td>
</tr>
<tr>
<td>2</td>
<td>2016</td>
<td>203.38</td>
<td>351.66</td>
<td>148.28</td>
</tr>
<tr>
<td>3</td>
<td>2021</td>
<td>256.16</td>
<td>351.66</td>
<td>95.50</td>
</tr>
<tr>
<td>4</td>
<td>2031</td>
<td>283.5</td>
<td>351.66</td>
<td>68.16</td>
</tr>
</tbody>
</table>

Table 7-9: Supply Demand – Nanjangud

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Demand in MLD</th>
<th>Total available in MLD</th>
<th>Excess available in MLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2010</td>
<td>9.63</td>
<td>14.96</td>
<td>5.33</td>
</tr>
<tr>
<td>2</td>
<td>2016</td>
<td>11.33</td>
<td>14.96</td>
<td>3.63</td>
</tr>
<tr>
<td>3</td>
<td>2021</td>
<td>12.89</td>
<td>14.96</td>
<td>2.07</td>
</tr>
<tr>
<td>4</td>
<td>2031</td>
<td>14.85</td>
<td>14.96</td>
<td>0.11</td>
</tr>
</tbody>
</table>

Proposed water supply Schemes under different Projects:

It may be stated here the authorities have proposed following proposals of treated water supply schemes.

1. The Zilla panchayath Mysore is implementing the treated water supply scheme to cater the villages around Elawala. The particulars are as follows.

   **Location**: Intake on the right bank of the Cauvery River in Balamuri village.

   Treatment plant at Elawala village.

   **Villages Covered**: Elawala, Kurgalli, Belawadi and Huilalu

   Per capita supply: 55LPCD

2. Under the JnNURM, the project proposal to draw the water to Mysore city from Kapila River near Bidargodu village of Nanjangud taluk with an ultimate capacity of 185MLD by 2039 in 3 phases has been approved by central government. Tender process have already been started. Under this project it is proposed to supply 57MLD for present, 64 MLD for Intermediate and 64MLD for ultimate year i.e. 2039. The Ist phase is expected to be commissioned by the end of 2015. II phase by 2024 and III phase by 2039.

3. Similarly, there is a proposal for drawing the 50MLD of water from the Melapura water supply scheme in addition to the existing 100MLD (ie the capacity of 150MLD for which it was designed). The DPR is submitted and early approvals are expected.

Under the circumstances explained above the gross quantum of water required and available at different horizon years of master plan is calculated and are tabulated below.
Similarly in Remodeling of distribution system package, it is proposed to replace or discarded some of the existing distribution pipes. The existing pipes which are very old and in dilapidated

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Belagola Phase III</td>
<td></td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
</tr>
<tr>
<td>4</td>
<td>Hongally IInd Stage</td>
<td></td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
<td>36.32</td>
</tr>
<tr>
<td>5</td>
<td>Hongally IIrd Stage</td>
<td></td>
<td>0</td>
<td>54.55</td>
<td>54.55</td>
<td>54.55</td>
<td>54.55</td>
<td>54.55</td>
<td>54.55</td>
</tr>
<tr>
<td>6</td>
<td>Melapura IVth Stage Ist Phase</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>7</td>
<td>Melapura IVth Stage II Phase</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>8</td>
<td>Melapura IVth Stage III Phase</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>9</td>
<td>Bore wells fitted with Power Pumps 651no'sX850X4</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4.55</td>
<td>4.55</td>
<td>4.55</td>
</tr>
<tr>
<td>11</td>
<td>Kabini Phase I</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>54</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>88.56</td>
<td>143.11</td>
<td>143.11</td>
<td>143.11</td>
<td>247.66</td>
<td>351.66</td>
<td>351.66</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Prospective population (lacs)</th>
<th>Capacity of treatment plant required (MLD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2010</td>
<td>10.75</td>
<td>166.89</td>
</tr>
<tr>
<td>2</td>
<td>2016</td>
<td>13.1</td>
<td>203.38</td>
</tr>
<tr>
<td>3</td>
<td>2021</td>
<td>16.5</td>
<td>256.16</td>
</tr>
<tr>
<td>4</td>
<td>2031</td>
<td>21</td>
<td>283.5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Prospective population (lacs)</th>
<th>Capacity of treatment plant required (MLD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2010</td>
<td>0.62</td>
<td>9.63</td>
</tr>
<tr>
<td>2</td>
<td>2016</td>
<td>0.73</td>
<td>11.33</td>
</tr>
<tr>
<td>3</td>
<td>2021</td>
<td>0.83</td>
<td>12.89</td>
</tr>
<tr>
<td>4</td>
<td>2031</td>
<td>1.1</td>
<td>14.85</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Demand (MLD)</th>
<th>Total quantum available (MLD)</th>
<th>Excess available (MLD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2010</td>
<td>166.89</td>
<td>247.66</td>
<td>80.77</td>
</tr>
<tr>
<td>2</td>
<td>2016</td>
<td>203.38</td>
<td>351.66</td>
<td>148.28</td>
</tr>
<tr>
<td>3</td>
<td>2021</td>
<td>256.16</td>
<td>351.66</td>
<td>95.5</td>
</tr>
<tr>
<td>4</td>
<td>2031</td>
<td>283.5</td>
<td>351.66</td>
<td>68.16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Demand (MLD)</th>
<th>Total quantum available (MLD)</th>
<th>Excess available (MLD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2010</td>
<td>9.63</td>
<td>14.96</td>
<td>5.33</td>
</tr>
<tr>
<td>2</td>
<td>2016</td>
<td>11.33</td>
<td>14.96</td>
<td>3.63</td>
</tr>
<tr>
<td>3</td>
<td>2021</td>
<td>12.89</td>
<td>14.96</td>
<td>2.07</td>
</tr>
<tr>
<td>4</td>
<td>2031</td>
<td>14.85</td>
<td>14.96</td>
<td>0.1</td>
</tr>
</tbody>
</table>
condition particularly pipes of material CI, GI, AC etc. The total length of distribution mains proposed is about 1072 Km with diameters varying from 110 mm HDPE to 559 mm OD MS. The storage capacity of the existing service reservoirs within the MCC limits is found to be 35.60ML, to meet the CPHEEO standards. 31 no’s of new elevated service reservoirs have been proposed inside MCC limits with a total capacity of 40.00ML.

With the aim of Supply drinking water to all consumers in all wards and extensions of Mysore Municipal Corporation limits 24 hoUrs a day and 7 days a week, Mysore city Corporation has entrusted the work of 24X7 water supply scheme to JUSCO. The particulars and objectives of the schemes are as follows.

1. Conversion of all water connection to 24x7 continuous water supply.
2. Improvement in collections of water charges.
3. To reduce the difference between the quantity of bulk water supplied and the quantities for which revenue is collected (to reduce Non-Revenue water)
4. To respond to the complaint within 24 hoUrs in the 24/7 continuous water supply zone.
5. To reduce the leakages in the 24/7 continuous water supply zone to 20%.
6. To maintain the qualities of water to 100% in the 24/7 continuous water supply zone.
7. To maintain the minimum residual pressure of 7mtr at the consumer point in the 24x7 continuous water supply zone.

Under the circumstances explained above and from the analysis it is found that the total quantum of water available at different horizon years is well above the demand and the per capita water supply is above the CPHEEO standards.

It may be suggested here to adopt the same scheme of 27/7 to the entire conurbation area of both Mysore city and Nanjangud town.

7.2 Sewerage System

7.2.1 Mysore City

The Mysore City was one of the earliest cities to have Underground drainage System in India. The first efforts for providing UGD were made during 1904 and core areas of city were provided with UGD. In 1955 comprehensive scheme for providing UGD was under taken and the areas like Ashokapuram, Mandimohalla, Narasimharaja Extension, Gandhinagar, Vanivilasa puram and Paduvara halli were covered. There were two Sewage Treatment plants located one at sewage farm in Vidyaranya puram and one more in the Kesare sewage farm to facilitate the treatment of sewage.

During the year 2000-01-2002 under the ADB assisted KUID project the entire Mysore city corporation limit was divided into four drainage districts namely A, B, C and D and three sewage treatment plants at Rayanakere for drainage district A & D, Vidyaranya puram sewage farm for the drainage district B and Kesare along the outer ring road were constructed.

7.2.2 Salient features of the Existing sewerage System in Mysore City

The Existing Sewerage system covers the 75% of the total Mysore city corporation area and some of areas under MUDA; the sewer net work caters to an area of approximately of 84 Sq kms and covers approximately 70% of the total population. Presently the entire MCC and out growth area, is divided into drainage districts A,B,C&D and there are 3 nos of Treatment plants.

7.2.2.1 Drainage District A & D

Location of treatment plant : Near Rayanakere on Manandwadi road
Areas covered: MCC wards 8, 9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 33, 35
Total area covered: 48.44 Sqkm
Total capacity: 60MLD
Total length of sewer lines: 167.45Kms

Figure 7-5: Sewage treatment plant in Rayanakere

7.2.2.2 Drainage district B
Location of treatment plant: At Vidyaranya puram inside the sewage farm
Areas covered: MCC wards 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 19, 35, 37, 38, 39, 40, 41, 57, 58, 59, 62, 63, 64, and 65
Total area covered: 27.21 Sqkm
Total capacity: 67.65MLD
Total length of sewer lines: 64.54Kms

Figure 7-6: Sewage treatment plant in Vidyaranyapuram
7.2.2.3 Drainage district C
Location of treatment plant : At Kesare, side of the outer ring road
Areas covered : MCC wards, 30, 31, 32, 34, 38, 39, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 59, 60 and 61
Total area covered : 24.56Sqkm
Total capacity : 30MLD
Total length of sewer lines : 122.65Kms

Under the urban renewal project Mysore City Corporation has proposed to take up the new sewage treatment plant for the drainage district E. The drainage district E covers the areas coming under MCC wards no’s 55 and 56, part of the MUDA layouts like Alanahalli, Sathagalli, Yaraganahalli and the areas all along the TN pura road and Bannur road. Approximate area covering under this drainage district is 6.06 sq km and is proposed to be located at the point 4 km ahead of the outer ring road junction on Bannur road. Similarly the drainage district G covers the MCC wards 26 and Hebbal surroundings. For this drainage district treatment plant is proposed along the Mysore-Arsikere railway line near Infosys training center.

7.2.2.4 New Schemes Proposed
Under the J.N. Urban renewal mission programs three more drainage districts are proposed to be added for the Mysore city and its out growth, which partly covers the existing city area.

Covering the three drainage districts under the above JNNURM program and the likely conurbation that may surround the existing Mysore city,( as could be seen from the present growth trend) all round the city, for this plan period (i.e 2031), is identified. The areas draining towards north east and south east (east of Chamundi hills), southern part of the city, north west and north of the city needs to be provided with land to locate new STP’s for the proposed conurbation. i.e. 2031

(The Karnataka Urban Water Suppy And Drainage board has to work out the actual requirement and location of new sites for the location of STP’s, for this proposed conurbation. In the absence of the actual sites to be provided for siting the new STP’s, lands are suggested for location of new STP’s in the Master Plan at the probable outfalls to suit the topography , in the respective valleys,as follows.)

1. North east drainage district

In addition to the existing Kesare STP in the north, the north east flowing valley covers catchment north of Bannur road towards Huralikyathanahally needs a new STP. Adequate land in Hurallikyathanahally , is suggested for this purpose .

2. The catchment, which covers east and south of T.narsipur road , drains towards south east. Two locations are found suitable for location of new STP’s they are
   a) Chikanahally.
   b) Madapura

3. The area east of Mysore Nanjangud railway line drain towards east (dalvoy tank). This area needs a new STP. An area of 8 acres is earmarked in Mandakalli village for this purpose.

4. The south western part of the city, i.e. the area covering Udbur, Baradanapura, Dhanagally, Daripur and Kallalwadi needs a new STP. An area of 16 acres of land in Udbur village is earmarked for this purpose.
5. The western part of Mysore city south of Mysore Hunsur road, flows towards south east whereas the catchment towards north of Elwala village flows towards north east. An additional land of 47 acres is reserved for an additional STP to augment the existing Rayanakere STP in Kallalwadi village, for the south-east flowing valley and

6. As far as the north east flowing valley, from Hunsur road needs an STP, which is provided for, in Bichanakuppe and Averanahally villages.(16 acres.)

7. The area towards north of Gokulam, Hebbalu and other neighbouring areas needs an STP in the north flowing valley and the same is provided in Anagally village (34.32 acres) for this purpose.

The statement of land reserved for the new STP’s and augmentation projects at Rayanakere is given below.

Table 7-15: Particulars land for location of new STP’s

<table>
<thead>
<tr>
<th>No</th>
<th>Name of the village</th>
<th>Area in Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Huralikayathanahally</td>
<td>15.10</td>
</tr>
<tr>
<td>2</td>
<td>Madapura</td>
<td>21.06</td>
</tr>
<tr>
<td>3</td>
<td>Chikanahally</td>
<td>16.03</td>
</tr>
<tr>
<td>4</td>
<td>Mandakally</td>
<td>8.06</td>
</tr>
<tr>
<td>5</td>
<td>Udbur</td>
<td>16.00</td>
</tr>
<tr>
<td>6</td>
<td>Kallawadi (Ryanankere additional STP)</td>
<td>47.35</td>
</tr>
<tr>
<td>7</td>
<td>Bichanakuppe &amp; Averanahally</td>
<td>16.10</td>
</tr>
<tr>
<td>8</td>
<td>Anagally</td>
<td>34.32</td>
</tr>
</tbody>
</table>

7.2.3 Nanjangud Town

Nanjangud Town does not have UGD system. Some of the house owners have their own individual latrines with septic tank. Nanjangud TMC has taken up the underground sewerage scheme for the town and it’s out growth.

Under the new scheme, town and its Out growth is divided into two Zones based on the catchment as Zone- A and Zone- B. The Zone A is designed for the ultimate projected population of 78754 by 2016. The sewage from this zone is collected in the existing 8mts dia wet well situated on Chamarajanagar road. The treatment plant for the Zone A is proposed to be located at 3km from this point on the Chamarajanagar road. Similarly the Zone B covers the area around the Deveerammanahalli and its layout, to cater the treatment of the sewage from this zone the treatment plant is proposed on the Gundlupet road.

7.2.3.1 Zone- A

Location of the treatment plant: 3 km from the town adjacent to Chamarajanagar road

<table>
<thead>
<tr>
<th>Areas covered</th>
<th>Old Town</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population covered</td>
<td>78754</td>
</tr>
<tr>
<td>Total capacity</td>
<td>6.54MLD</td>
</tr>
</tbody>
</table>

7.2.3.2 Zone-B

Location of the treatment plant: Adjacent to Gundlupet road

<table>
<thead>
<tr>
<th>Areas covered</th>
<th>Deveerammanahalli and its surrounding s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population covered</td>
<td>5836</td>
</tr>
<tr>
<td>Total capacity</td>
<td>0.49MLD</td>
</tr>
</tbody>
</table>
The total length of the sewer lines proposed for both the zones A and B is 62 km. The above discussion reveals that the present sewerage system in Mysore city is adequate to cater the present population requirement. The future requirement of sewerage treatment works capacity is worked out based on the water supply norms adopted for the design of treated water supply system of the city & also taking into consideration about 10% of the norms for untreated sources like borewells etc. and allowing for infiltration, a total capacity of 262 MLD of sewerage will be generated by the year 2031.

The existing capacity of the sewage treatment plant in the city is 200MLD in the drainage districts already created. The JnNURM projects on hand, together with the additional capacity required has to meet the future requirement, i.e. for the year 2031. It is suggested that additional capacity has to be created. The capacity of the Rayanakere (A & D drainage districts) STP and anew STP for district E can meet the requirement. It is necessary to achieve an ultimate target of 269MLD by the year 2031. Necessary lands for the new STP is suggested in the land use plans, for increasing the capacity and also the new STP.

Similarly Nanajangud town needs a total capacity of 7.03Mld by the year 2031.

### 7.2.4 Rural Areas of LPA

At present, the villages in the LPA are not covered under any of the UGD system. The rural sanitation scheme has been adopted in many of these villages. It may be observed that some of the villages, which are in the immediate surroundings of the Mysore city, are likely to be enveloped and are the probable urban villages (as discussed in demography chapter 2). Such villages, which are outside the conurbation, the decentralized system is suitable and the same would be adopted under any of the state schemes.

**Table 7-16: Supply Demand – Mysore**

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Prospective population (lacs)</th>
<th>Capacity of treatment plant required (MLD)</th>
<th>Existing capacity (MLD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011</td>
<td>11</td>
<td>136.62</td>
<td>158</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>16.5</td>
<td>204.93</td>
<td>158</td>
</tr>
<tr>
<td>3</td>
<td>2031</td>
<td>21</td>
<td>269</td>
<td>158</td>
</tr>
</tbody>
</table>

**Table 7-17: Supply Demand – Nanajangud**

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Prospective population (lacs)</th>
<th>Capacity of treatment plant required (MLD)</th>
<th>Existing capacity (MLD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011</td>
<td>0.68</td>
<td>8.38</td>
<td>7.03</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>0.95</td>
<td>11.8</td>
<td>7.03</td>
</tr>
<tr>
<td>3</td>
<td>2031</td>
<td>0.95</td>
<td>1.1</td>
<td>7.03</td>
</tr>
</tbody>
</table>

### 7.3 Storm Water Drains

#### 7.3.1 Mysore City

The Topography of the Mysore is characterized by series of well defined natural Valleys which radiates from the ridge on high ground profile and fall gradually in all the direction. It is observed that the general slope is from North to South. The general ground elevation of the city varies from North West to North East portion with level difference of 40mt. Similarly, North to South with difference in elevation of 25mt. The storm water form Mysore city and its out growth follow well defined twelve important valleys. Valleys from North and Northeastern part of the Mysore city like Kesare, Yadavgiri, Kumbarakoppalu, Hebbal, R S Naidu nagar Kalyanagiri etc.
are discharging in to the Cauvery River after passing through the series of tanks or nalas. Similarly the rest of the south, south eastern and south western part valleys are discharging in to the Kabini River.

In the Mysore city corporation limits most of existing Roads have been provided with primary drains and are connected to the secondary drains. The particulars of the primary drains and important valleys are given below.
### Table 7-18: Existing Primary Drains within Mysore

<table>
<thead>
<tr>
<th>Ward No</th>
<th>Name of the area</th>
<th>Road Length (Km)</th>
<th>Drain length (Km)</th>
<th>Percentage of SWD to Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>D Agrahara</td>
<td>13.05</td>
<td>25.04</td>
<td>95.94</td>
</tr>
<tr>
<td>2</td>
<td>Agrahara (S Math)</td>
<td>8.29</td>
<td>15.2</td>
<td>91.68</td>
</tr>
<tr>
<td>3</td>
<td>Sunnadakeri</td>
<td>7.05</td>
<td>15.6</td>
<td>110.64</td>
</tr>
<tr>
<td>4</td>
<td>Laxmipuram</td>
<td>27.59</td>
<td>54.02</td>
<td>97.9</td>
</tr>
<tr>
<td>5</td>
<td>Chamundipuram (Mader block)</td>
<td>8.21</td>
<td>10.74</td>
<td>65.41</td>
</tr>
<tr>
<td>6</td>
<td>Hosa Bandikeri</td>
<td>8.6</td>
<td>15.8</td>
<td>91.86</td>
</tr>
<tr>
<td>7</td>
<td>Fort mohalla</td>
<td>15.29</td>
<td>22.93</td>
<td>74.98</td>
</tr>
<tr>
<td>8</td>
<td>Gundu Rao Nagar</td>
<td>17.8</td>
<td>33</td>
<td>92.7</td>
</tr>
<tr>
<td>9</td>
<td>Vidyaranya Puram</td>
<td>11.07</td>
<td>15.12</td>
<td>68.29</td>
</tr>
<tr>
<td>10</td>
<td>Vidyaranya Puram</td>
<td>9.74</td>
<td>18.1</td>
<td>92.92</td>
</tr>
<tr>
<td>11</td>
<td>Vishweshwara Nagar</td>
<td>22.95</td>
<td>40.95</td>
<td>89.22</td>
</tr>
<tr>
<td>12</td>
<td>JP Nagar (N Palya)</td>
<td>62.17</td>
<td>72.4</td>
<td>58.23</td>
</tr>
<tr>
<td>13</td>
<td>Ashoka Puram</td>
<td>15.68</td>
<td>28.68</td>
<td>91.45</td>
</tr>
<tr>
<td>14</td>
<td>Ashoka Puram (KR Vana)</td>
<td>10.46</td>
<td>22</td>
<td>105.16</td>
</tr>
<tr>
<td>15</td>
<td>Jayanagara</td>
<td>12.02</td>
<td>19.14</td>
<td>79.62</td>
</tr>
<tr>
<td>16</td>
<td>Kuvempu Nagar (KG Koppal)</td>
<td>32.46</td>
<td>48.15</td>
<td>74.17</td>
</tr>
<tr>
<td>17</td>
<td>Kuvempu Nagar</td>
<td>22.06</td>
<td>40.06</td>
<td>90.8</td>
</tr>
<tr>
<td>18</td>
<td>Sri RamPura (Madhuvana)</td>
<td>81.58</td>
<td>154.8</td>
<td>94.88</td>
</tr>
<tr>
<td>19</td>
<td>Dattagalli</td>
<td>79.9</td>
<td>162</td>
<td>101.38</td>
</tr>
<tr>
<td>20</td>
<td>ThonachiKoppal</td>
<td>42.79</td>
<td>70.3</td>
<td>82.15</td>
</tr>
<tr>
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<td>Manasa Gangothri</td>
<td>51.68</td>
<td>32.75</td>
<td>31.69</td>
</tr>
<tr>
<td>22</td>
<td>Saraswathi Puram</td>
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<td>50.3</td>
<td>107.39</td>
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<tr>
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<td>Chamarajapuran</td>
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<td>25.9</td>
<td>94.39</td>
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<td>24</td>
<td>Subbarayana kere</td>
<td>9.78</td>
<td>18.6</td>
<td>95.09</td>
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<td>25</td>
<td>Devrajamohalla</td>
<td>18.27</td>
<td>27.4</td>
<td>74.99</td>
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<tr>
<td>26</td>
<td>Devrajamohalla (Jaladarshini)</td>
<td>16.11</td>
<td>8.69</td>
<td>26.97</td>
</tr>
<tr>
<td>27</td>
<td>Kumbarkageri</td>
<td>8.19</td>
<td>12.28</td>
<td>74.97</td>
</tr>
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<td>28</td>
<td>Lashkarmohalla</td>
<td>16.05</td>
<td>25.03</td>
<td>77.98</td>
</tr>
<tr>
<td>29</td>
<td>Kamatageri</td>
<td>9.24</td>
<td>17</td>
<td>91.99</td>
</tr>
<tr>
<td>30</td>
<td>Bamboo Bazar</td>
<td>7.8</td>
<td>16</td>
<td>102.56</td>
</tr>
<tr>
<td>31</td>
<td>Yadagiri</td>
<td>18.4</td>
<td>27.6</td>
<td>75</td>
</tr>
<tr>
<td>32</td>
<td>Yadagiri (MN Pura)</td>
<td>31.04</td>
<td>45.56</td>
<td>73.39</td>
</tr>
<tr>
<td>33</td>
<td>Metagalli</td>
<td>37.06</td>
<td>51.25</td>
<td>69.14</td>
</tr>
<tr>
<td>34</td>
<td>MG Koppal (Hebbal)</td>
<td>140.33</td>
<td>225.1</td>
<td>80.2</td>
</tr>
<tr>
<td>35</td>
<td>Kumbarkoppal</td>
<td>18.89</td>
<td>38</td>
<td>100.58</td>
</tr>
<tr>
<td>36</td>
<td>Jaylakshmi Puram</td>
<td>22.24</td>
<td>41.6</td>
<td>93.53</td>
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<tr>
<td>37</td>
<td>VV Puram</td>
<td>58.83</td>
<td>93.57</td>
<td>79.53</td>
</tr>
<tr>
<td>38</td>
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<td>23.86</td>
<td>36.2</td>
<td>75.86</td>
</tr>
<tr>
<td>39</td>
<td>Paduvarahalli</td>
<td>9.56</td>
<td>25.28</td>
<td>132.22</td>
</tr>
<tr>
<td>40</td>
<td>Kylasapuram</td>
<td>6.01</td>
<td>15</td>
<td>124.79</td>
</tr>
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<td>41</td>
<td>Mandi Mohalla</td>
<td>5.5</td>
<td>9.63</td>
<td>87.55</td>
</tr>
<tr>
<td>42</td>
<td>Mohammed sait Block</td>
<td>8.64</td>
<td>15.1</td>
<td>87.38</td>
</tr>
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<td>Tilak Nagar</td>
<td>15.18</td>
<td>29.32</td>
<td>96.57</td>
</tr>
<tr>
<td>44</td>
<td>Bannimantap Extnt</td>
<td>15.93</td>
<td>20.7</td>
<td>64.97</td>
</tr>
<tr>
<td>No</td>
<td>Name of the Catchment Area</td>
<td>Area of catchment (ha)</td>
<td>Existing Storm water drains(km)</td>
<td></td>
</tr>
<tr>
<td>----</td>
<td>----------------------------------</td>
<td>------------------------</td>
<td>--------------------------------</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Lingambudi tank</td>
<td>4,500</td>
<td>35.4</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Dalvoy tank</td>
<td>3,600</td>
<td>25.4</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Bannimantapa</td>
<td>2,500</td>
<td>12.93</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Shettykere</td>
<td>1,700</td>
<td>32.28</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Hebbal tank</td>
<td>1,800</td>
<td>8.88</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Kempayyanahundi kere</td>
<td>800</td>
<td>8.5</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Kurugali tank Valley</td>
<td>300</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Yandahalli</td>
<td>600</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Uthanahalli</td>
<td>900</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Metagalli catchment</td>
<td>900</td>
<td>-</td>
<td></td>
</tr>
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<td>11</td>
<td>Rajiv nagar catchment</td>
<td>700</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Varuna tank catchment</td>
<td>1,500</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>19,700</strong></td>
<td><strong>123.39</strong></td>
<td></td>
</tr>
</tbody>
</table>

Table 7-19: Important Valleys in and around Mysore

**Particulars of Important Valleys with in and around Mysore city**

1. **Lingambudi Tank Catchment**

Lingambudhi tank is situated on the south western region of the city and very close to Dhattghalli layout. It covers the major portion of the western region of the city and this catchment area is the largest of all the areas. Three minor tank catchments, viz., Hinkel Tank, Rayara tank and Mariyappana tank forms part of this catchment area. Belavadi, Hotagalli, portion of Vijayanagara, Vijayashreepura, portion of ManasaGangothri area, Roopanagara, Bogadi, Basavanahalli, Tonachikoppalu, Shardhadevinagara, Dhattagalli, Ramakrishnanagara, Srirampura, portion of J.P.Nagara, B.E.M.L. Layout, Ajjaiahnahundi and Mudhuvana forms the
contributory areas of this. The total catchment area is about 4500 ha. There are about 16 nos. of drains comprising a drain length of about 35Kms and majoerity of the length is lined with masonry wall.

Figure 7-7: The out flow of Bogadhi tank

2. Dalavoy Tank Catchment
Dalvoy tank is situated on the south region of the city adjacent to Nanjangud road. It covers the major portion of the Central and south eastern region of the city and this catchment area is the third largest of all the areas. Karanji tank forms part of this catchment area. Foot hills of Chamundihill hill also forms part of the catchment area and runoff from this area contributes significantly. The topography of the catchment area generally slopes from North to South average slope of the terrain vary from 3% to 5%. The total catchment area is about 3600 ha. There are about 18 nos. of drains comprising a drain length of about 25 Km. Jyothinagara, Nazarbad, Kurabarahalli, Sidharthanagara, J.C. nagara, Ittegegudu, Indiranagara, Doddakere maidana, Mohamed sail block, Mandi Mohalla, LashkarMohalla, Railway station area, Devamba Agrahara, Santhepete, Devaraja Market, Haladakeri, Mahaveernagara, Sunnadakeri, Chamara Mohalla, Subbarayanatank, Kannegowdanakopplu, Chamaraajapura, Jayanagara, Ashokapura, Lakshmipura, Krishnamurthypura, Nanjumalige, Agrahara, Ramunaja road, Chamundipura, Vidyaranyapura, Vishveshwaranagara, Industrial suburb, Nachanahallipalya, Gunduraonagara, J.P. Nagara forms the contributory areas of this catchment.

Figure 7-8: Drain through the Exhibition grounds

Figure 7-9: Drain near chamundivana

3. Bannimantapa Catchment / Devaraya Canal Catchment
It covers the major portion of the Central and North eastern region of the city and this catchment area is the second largest of all the areas. Two minor tank catchment, viz., Kyathmaranahalli tank & Devanoor tank forms part of this catchment area. The topography of the catchment area generally slopes from North West to North East. The total catchment area is about 2500 ha. There are about 22 nos. of drains comprising a drain length of about 35Kms and major portion of the drain is lined. Kumbarakopplu, Metagahalli, Brindavan Extension, Gokula, Vanivillas Mohalla, CityRailway station, Yadavagiri, Bamboo bazaar, Medar block, Thilaknagara, BB Tank, Banimantapa,
Hanumanthanagara, Shivarathrishwanagara, Siddique Mohalla,Narashimaraja Mohalla, Subashnagara, Rajendranagara, Kesare, Gandhinagara,Jalapuri, Gayathripura, Jockey quarters, Shanthinagara, Kyathmaranahalli, Rajivnagara, Devanuru, Udayagiri, Beedi Karmikara colony, Pushpa ashrama and Kalyanagiri forms the contributory areas of this catchment

Figure 7-10: Sewage carrying Drain across the KRS road

4. Shetty Kere Catchment
Shettykere is situated on the south region of the city situated on Nanjangud road. It covers the major portion of the Central and southern region of the city and this catchment area is the fourth largest of all the areas. Kukkarahalli tank forms part of this catchment area. The topography of the catchment area generally slopes from North to South. The total catchment area is about 1700 ha. There are about 7 nos. of drains comprising a drain length of about 14 Km and major part of the drain is lined with SSM masonry. Jayalakshmpura, Ontikoppalu, Paduvarahalli, CFTRI campus, D.C. Office Compound, Manasa Gangothri Campus, Saraswathipura, Tonachikoppalu, Kuvempunagara, Jayanagara, Maduvana, Ashokapura, Railway coach factory/workshop and J.P.Nagara forms the contributory areas of this catchment

Figure 7-11: The outfall of Kukkarahalli Lake through Kuvempu nagar

5. Hebbal tank Catchment
Hebbal tank is situated on the North western region of the city situated on KRS road. The over flow from Hebbal tank joins Devaraya canal and further flows towards Virija nala. The topography of the catchment area generally slopes from North West to North East. The total catchment area is about 1800 ha. There are about 5 nos. of drains comprising a drain length of about 10 Km and major portion of the drain lined. Major portion of the catchment area comes under the jurisdiction of KIADB & portion of MCC & MUDA. The development of land in these localities lies in the category of pervious, built up area with sparse vegetal cover. Portion of Vijayanagar layout and Hebbal area forms the contributory areas of this catchment.
6. Kempayyanahundi tank Catchment
Kempayyanahundi tank catchment is situated on the North Eastern region of the city situated on Mahadevapura road. The over flow from Kempayyanahundi tank flows into agricultural fields and further towards Cauvery River. The topography of the catchment area generally slopes from North east to North. The total catchment area is about 800 ha. There are about 6 nos. of drains comprising a drain length of about 10 Km.
North Eastern region of the catchment area comes under the jurisdiction of MCC &MUDA. The development of land in these localities lies in the category of pervious, built up area with sparse vegetal cover. A Small portion of the catchment area i.e., on the eastern side of the city of the catchment is still under cultivation Yaraganahalli, and Hanchya Village forms the contributory areas of this catchment.

7. Koorgalli Catchment
Koorgalli catchment is situated on the North western region of the Mysore Taluk flows in agricultural fields towards Anagalli and Pura Villages of Srirangapattana Taluk and drained off in to Hongally tank and ultimately in to Cauvery river. The total catchment area is about 2650 ha. There are about 10 nos. of drains comprising a drain length of about 25 Km. Entire region of the catchment area comes under the jurisdiction of MUDA LPA, most of the land is still under agriculture and part of the Koorgalli is developed for residential and industrial purposes. The contributory areas of this catchment are Koorgalli in Mysore taluk, Anagalli, Pura, Kuppedada, Averahalli, Hullikere, Beechanakuppe and Hongally in Srirangapattana Taluk. As the maximum portion of the drains passes through agricultural land no drain developments have been done except some parts in Hootgalli.

8. Yandahalli Tank Catchment
Yandahalli catchment is situated on the Eastern region of the LPA situated on southern side of Mysore- T Narasipura road. The topography of the catchment area generally slopes from North to South. The total catchment area is about 1100 ha there are about 5 nos. of drains comprising a drain length of about 12 Km.

As most part of the Catchment area is underdeveloped and still under cultivation improvement of SWD is not been done unlined valleys runs in agriculture fields and drained off in to the Yennehole. Choranahalli, Yandahalli, Aragowdanahalli and Madapura Villages forms the contributory areas of this catchment.

9. Uthanahalli Tank Valley

Uthanahalli tank valley catchment is situated on Eastern side of Chamundihill hill and runs from north to south. The topography of the catchment area generally slopes from Northeast to East. The total catchment area is about 1900 ha; there are about 12 nos. of drains comprising a drain length of about 22 Km.

North Eastern region of the catchment area i.e., Lalithadripura, Uthanahalli, Chamundihill and Kurubarahalli comes under the jurisdiction of MCC &MUDA. A Small portion of the catchment area i.e., on the Southern side of the catchment is still under cultivation. Lalithadripura, Eastern side of Chamundihill, Uthanahalli, Marasetty halli and Kochanahalli of LPA forms the contributory areas of this catchment.

10. Metagalli catchment

Metagalli catchment Northern side of Mysore taluk and lies in between Mysore- Arsikere and Mysore- Bangalore railway line is situated on northern side of Mysore city. Excluding Siddalingapura village rest of the area is developed. Metagalli, Part of Hebbal village Belawatha and Siddalingapura villages of LPA forms the contributory areas of this catchment.

11. Rajivnagar Valley

Rajivnagar valley catchment situated on North eastern part of Mysore and lies on Northern part of Mysore –Mahadevapura road and runs from Northeast to Northwest. Most part of the catchment area comes under command area of KRS canal net work no remarkable development is observed and most of the drains run in the agricultural land. Rammanahalli, Kesare and kalastwadi villages of LPA form the contributory areas of this catchment.

Figure 7-14: Poorly maintained Drains in Rajivnagar

12. Varuna Tank valley

Varuna tank valley is situated on the eastern part of the Mysore taluk and on eastern side of Mysore –T Narasipura road. The Drainage system starts from the Bhugathgalli village runs northeast to Southeast and joins the valley from Nadanahalli and drained in to Varuna tank, this
catchment also includes the overflow from the Vajamangala tank. The total catchment area is about 2500 ha there are about 9 nos. of drains comprising a drain length of about 12 Km. As most part of the Catchment area is under developed and still under cultivation improvement of SWD is not been done unlined valleys runs in agriculture fields and drained off in to the Varuna tank and Bhugathgalli, Nadanahalli, Vajamangala and Chikkanahalli villages forms the contributory areas of this catchment.

Figure 7-15: The Lined and unlined Drain in Alanahalli Layout

7.3.2 Nanjangud Town

In Nanjangud Town limits, around 60% of the existing roads are provide with side drains. These drains are connected to the secondary drains or major storm water drains. Ultimately these drains are drained to the Hullahalli canal or Kabini River.

From studies it is understood that, the poor annual maintenance like de-silting and de-weeding of the drains leads to artificial flooding and stagnation of water. Unauthorized occupancy adjacent to the valleys, cause hindrance in regular maintenance of drains such as de-silting, de-weeding, etc., results in artificial flooding even for little intensity of rainfall.

As the sewer lines follows the storm water drain, puncturing the adjacent sewer line and letting the waste water in to drain whenever the sewer line chokes up putting the drains under ugly and hazardous condition. These practices of letting the sewage in to the drains are causing pollution of important tanks inside and periphery of the Mysore city beyond the limits. As the maximum quantity of sewage is flowing through the drains and valleys the sewage treatment plants are not working for their ultimate capacity.

During the previous developments of sewerage system, sewer lines are laid inside the storm water drains with anchor blocks. Theses anchor block and sewer lines have reduced the carrying capacity of the drain and causing artificial flooding.

In the light of above it is desired that all the roads needs to be provided with the side drains of required cross section and valleys to be preserved.

Similarly, the Nanjangud town, which is fairly on the plain terrain, needs proper drainage network.

Most of the drains in the town are found to be carrying the sewage and sullage and this has posed severe health hazard in public. As the implementation of the sewerage system in the town is nearly completion the local authority should take the steps to make arrangements to divert all the sewage in to the sewer lines and keep the storm water drains for carrying the rain water only. In
addition, the efforts should be taken to cover all the roads with side drains and lead off to the major valleys.

7.4 Solid Waste Management

7.4.1 Mysore City
In Mysore city, prior to 2001, the municipal solid waste generated was dumped near the sewage farm without any type of treatment. As a part of Municipal Solid Waste Management (MSW) Program taken up under ADB assisted KUID Project. MSW treatment facility with a capacity of 200 TPD is established inside the sewage farm. In addition to the above-centralized processing unit, there is a unit at Kumbarakoppalu having the capacity of handling the 2 MT of waste.

7.4.1.1 Salient features of the Solid Waste Management in Mysore
The solid waste management activity in Mysore consists mostly of Door to Door collection and partly of throwing the waste to nearby MS Containers. The pourakarmikas and other privatized agencies sweep the streets, drains and collect the waste from households transfer the waste in to small wheeled syntax bins and same is transferred in to the higher capacity MS containers. The waste is lifted from the bins, containers and other waste collection points using a combination of trucks, tractors and Hydraulic Dumper placers.

Figure 7-16: Primary Collection (left), Secondary Collection (right)

The SWM collected from the city is transported to the Compost plant situated in Sewage farm near Vidyaranyapuram. The Compost Plant is working with an ultimate capacity of 200MT daily. Mysore City does not have the land fill site; the non degradable remaining of the waste after it is composted is dumped in nearby open land. In view of above Mysore City Corporation has identified 110acre of land in Bettadabeedu village of Heggadadevanakote taluk for the scientific land fill site. District commissioner has been requested for allotment of this land. This village is outside the local planning area. Hence the name is not included in the local planning area map. It is also desireable to identify similar sites in the eastern & north western part of the city, preferably beyond the proposed conurbation of the city. The local body needs to take on this aspect at an early date, in consultation with district authorities. No specific land for this purpose is proposed in this plan, as the area is desireable to be located beyond the present local planning area.
7.4.2 Nanjangud Town

In Nanjangud town the municipal solid waste generators throw the waste to the community RCC bins placed at various locations of the town. Street sweepings done by Pourakarmikas are dumped in to the community bins. The waste from community bins and street sweepings are transported through tractors to land fill site. At no point segregation of waste is carried out. The details of existing vehicles for handling the Municipal solid waste are given in the table below.

The Nanjangud town does not have the Engineering sanitary land fill site for the disposal of waste. Under the MSW management act TMC Nanjangud has proposed establish the new Engineering /sanitary Land fill site at Mahadevanapura. The proposed land fill site is located at distance of 5.5 km from the Town area is around 7.2 acres. In the proposed land fill site Provisions are made for composting of wet waste, recovery of recyclable waste and disposal of inert in land fill.

The population studies discussed in chapter 2 reveals that the designed population by 2031 is 23.77 lakhs for the local planning area, out of which Mysore city’s population is 2100000 and Nanjangud town is 110,000. For purposes of working out the adequacy of the Composting plant and Engineering sanitary land fill site a per capita municipal solid waste generation is considered as 300gm/capita/day. As on date, the probable population of Mysore city is 11 lacs and at the total solid waste generation in the Mysore City is 300 MT. Similarly for the Nanjangud town for the probable current population of 67,500 the solid waste generation is around 20 MT.

To meet the requirement of prospective population by the year 2031 the total capacity of treatment units required for the Mysore city urban area works out to 630 MT. Similarly, the Nanjangud town needs a total capacity of 33 MT by the year 2031. The existing system of solid waste management as already discussed above has a capacity of 202 MT in Mysore urban area and no treatment unit in Nanjangud urban area. The particulars of the existing and required capacity of the Solid waste management units are given below.
Table 7-20: Supply-Demand for Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Prospective population (lac)</th>
<th>Capacity of treatment plant required (MT)</th>
<th>Existing capacity (MT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011</td>
<td>11</td>
<td>330</td>
<td>202</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>16.5</td>
<td>495</td>
<td>202</td>
</tr>
<tr>
<td>3</td>
<td>2031</td>
<td>21</td>
<td>630</td>
<td>202</td>
</tr>
</tbody>
</table>

Table 7-21: Supply-Demand for Nanjangud

<table>
<thead>
<tr>
<th>No</th>
<th>Year</th>
<th>Prospective population (lac)</th>
<th>Capacity of treatment plant required (MT)</th>
<th>Existing capacity (MT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2011</td>
<td>0.68</td>
<td>20.25</td>
<td>0</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>0.95</td>
<td>28.5</td>
<td>0</td>
</tr>
<tr>
<td>3</td>
<td>2031</td>
<td>1.1</td>
<td>33</td>
<td>0</td>
</tr>
</tbody>
</table>

As per the CPHEEO manuals standards and field data for the medium income cities, the putrescible organic matter (Food waste) amounts 20-60% of total weight of the waste. 15-45%, of the waste is recyclable waste like paper, plastic and rubber. Hence around 80% of the total waste produced can be used as a raw material for the production of a useful by product like organic manure, paper, plastics etc., and rest needs to be disposed scientifically in the sanitary land fill site.

From the above it reveals that segregation of Solid waste at the source needs to be done. Composting and recovery of recyclable materials shall be expedited to reduce the load on the dumping yard. Similarly the steps need to be taken for early completion of proposed landfill sites.

### 7.5 Power Supply and Telecommunication

#### 7.5.1 Power Supply - Existing Scenario

The Karnataka Power Transmission Corporation Limited (KPTCL) is responsible for power transmission in the state. While Chamundeshwari Electricity Supply Corporation (CHESCOM) is the nodal agency for the power distribution within Mysore and Nanjangud. In Mysore Power Grid Corporation supplies power through its 400 KV substation located at Maidanahalli and Bastipura.

Power is a basic infrastructure influencing the growth of industrial, agricultural and service sectors and ultimately the economic development. One of the determinants for quality of life is the level of availability and acceptability of affordable and continuous power supply. It is one of the sectors, to which Government is giving priority in fixing the plan outlays at National as well as State levels.

#### 7.5.2 Existing Scenario

Mysore is one of the earliest cities in the state to have the supply of electricity. CHESCOM supplies the power supply to Mysore which has five types of connections i.e., residential, commercial, small-scale industries, large scale industries and temporary services. The total number of connections within Mysore is over 3.5 lacs and 4.5 lacs units of power supplied for the year 2008. Power supply covers most part of the Mysore city. During summer season, interruption of power supply is very high because, generation of electricity for Mysore and Nanjangud is through hydropower station, which is exclusively dependent on southwest
monsoon and tapping the power supply from other states. If the monsoon fails or is less for a particular year, it causes a major electricity problem within the city. The tables below show the breakup of the number of connections and the power consumption for various sectors within Mysore for 2008.

Table 7-22: Electricity consumption in Mysore – 2008

<table>
<thead>
<tr>
<th>No.</th>
<th>Sector</th>
<th>Total Number of Connections</th>
<th>Total Consumption (Units)</th>
<th>Percentage Consumption</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Residential Areas</td>
<td>279,854</td>
<td>11,249,667</td>
<td>25.04%</td>
</tr>
<tr>
<td>2</td>
<td>Commercial Areas</td>
<td>50,027</td>
<td>2,071,167</td>
<td>4.61%</td>
</tr>
<tr>
<td>3</td>
<td>Small Scale Industries</td>
<td>4,895</td>
<td>2,560,809</td>
<td>5.70%</td>
</tr>
<tr>
<td>4</td>
<td>Large Scale Industries</td>
<td>11,211</td>
<td>28,731,675</td>
<td>63.96%</td>
</tr>
<tr>
<td>5</td>
<td>Temporary Connections</td>
<td>2,898</td>
<td>304,953</td>
<td>0.68%</td>
</tr>
<tr>
<td></td>
<td>Total number of connections</td>
<td>348,885</td>
<td>44,918,271</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: CHESCOM

Table 7-23: Electricity consumption in Nanjangud – 2008

<table>
<thead>
<tr>
<th>No.</th>
<th>Sector</th>
<th>Total Number of Connections</th>
<th>Total Consumption (Units)</th>
<th>Percentage Consumption</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Residential Areas</td>
<td>142,881</td>
<td>2,093,815</td>
<td>19.46%</td>
</tr>
<tr>
<td>2</td>
<td>Commercial Areas</td>
<td>23,225</td>
<td>422,134</td>
<td>3.92%</td>
</tr>
<tr>
<td>3</td>
<td>Small Scale Industries</td>
<td>2,216</td>
<td>753,887</td>
<td>7.01%</td>
</tr>
<tr>
<td>4</td>
<td>Large Scale Industries</td>
<td>3,132</td>
<td>7,479,760</td>
<td>69.51%</td>
</tr>
<tr>
<td>5</td>
<td>Temporary Connections</td>
<td>400</td>
<td>10,498</td>
<td>0.10%</td>
</tr>
<tr>
<td></td>
<td>Total number of connections</td>
<td>171,854</td>
<td>10,760,094</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: CHESCOM

The table shows that the maximum number of connections within Mysore and Nanjangud are for residential use. It is also indicating that the maximum power consumption is being utilized by the large-scale industries both in Mysore and Nanjangud. This is because there are majorly engineering based industries within Nanjangud that require high power consumption. While in Mysore there, are IT and ITes related industries that are growing and they are power intensive industries. The power demand for the industries is about 2.5 that of the residential areas.

Power supply is through several sub stations within Mysore and Nanjangud. Mentioned below is the list of sub stations for the supply of power.

Table 7-24: Location of sub stations in Mysore & Nanjangud

<table>
<thead>
<tr>
<th>No.</th>
<th>Location of Electricity Sub Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hebbal</td>
</tr>
<tr>
<td>2</td>
<td>Vijayanagar</td>
</tr>
<tr>
<td>3</td>
<td>MCF</td>
</tr>
<tr>
<td>4</td>
<td>Bllikere</td>
</tr>
<tr>
<td>5</td>
<td>KHB</td>
</tr>
<tr>
<td>6</td>
<td>Metgalli</td>
</tr>
<tr>
<td>7</td>
<td>FTS</td>
</tr>
<tr>
<td>8</td>
<td>Devanur</td>
</tr>
<tr>
<td>9</td>
<td>Mysore South</td>
</tr>
<tr>
<td>10</td>
<td>D.K. Maiden</td>
</tr>
<tr>
<td></td>
<td>Place</td>
</tr>
<tr>
<td>---</td>
<td>-------------------</td>
</tr>
<tr>
<td>11</td>
<td>RK Nagar</td>
</tr>
<tr>
<td>12</td>
<td>Datagalli</td>
</tr>
<tr>
<td>13</td>
<td>Nanjangud</td>
</tr>
<tr>
<td>14</td>
<td>Devnur</td>
</tr>
</tbody>
</table>

Source: KPTCL

Figure 7-18: Hebbal Substation (left), Kadakola sub station (right)

Figure 7-19: Location of Power main Station & sub Stations – Mysore & Nanjangud

Source: KPTCL
The two main receiving stations for power supply for Mysore and Nanjangud is Hootgalli and Kadakola. The Hootgalli station receives 163 MW supply and the Kadakola station receives 111 MW of power supply. These are the two main receiving stations for distribution of power to Mysore and Nanjangud. Other sources of power supply are from the Power grid corporation which has a 400 KV line supply, the 220 KV KPTCL supply line, Karnataka Power Corporation supply from the Shivasamudra hydro power station. There are other captive power generating stations by private sources. They use the power for their industries and supply to the main grid. They list of private sources supplying power to Mysore and Nanjangud is mentioned below.

Table 7-25: Power generation through private sources

<table>
<thead>
<tr>
<th>No.</th>
<th>Places</th>
<th>Locations</th>
<th>Power Generation (MW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>South India Paper Mill</td>
<td>Nanjangud</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Bhoruka Hydro Electric Power</td>
<td>T.Narasipura</td>
<td>4.5</td>
</tr>
<tr>
<td>3</td>
<td>Bannari Amman Sugar</td>
<td>Nanjangud</td>
<td>26</td>
</tr>
<tr>
<td></td>
<td><strong>Total power generation from private sources (MW)</strong></td>
<td></td>
<td><strong>38.5</strong></td>
</tr>
</tbody>
</table>

Source: KPTCL

Mysore receives its power mainly from the hydropower generation. Hence, it is dependent on the rainfall and water availability. Hence, there is a necessity of either another parallel source of power generation or tapping it from other sources. This is essential for the economic development and the growth of Mysore. Due to the IT and ITeS based industries there is a necessity of a continuous supply of power. This is related to the investments and the quality of life of people staying within the city.

There are also many unauthorized developments observed within the right of way of the high-tension lines passing through the city. It has been observed at Ragavendra Nagar, Yaraganahalli, Gandhi Nagar, J.P. Nagar, Belavadi and Hootgali.

7.6 Communication

Most part of the Local Planning area has well developed communication system. Post, telegraph and telephone service is available.

Table 7-26: Total Number of BSNL Land line Connections-2001 to 2008

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Residential</td>
<td>39,834</td>
<td>43,404</td>
<td>46,095</td>
<td>48,719</td>
<td>51,776</td>
<td>55,436</td>
<td>62,279</td>
</tr>
<tr>
<td>2</td>
<td>Commercial/Industrial</td>
<td>8,653</td>
<td>8,982</td>
<td>9,271</td>
<td>9,412</td>
<td>9,816</td>
<td>10,897</td>
<td>12,171</td>
</tr>
<tr>
<td>3</td>
<td>Central Government</td>
<td>523</td>
<td>556</td>
<td>590</td>
<td>602</td>
<td>632</td>
<td>698</td>
<td>723</td>
</tr>
<tr>
<td>4</td>
<td>State Government</td>
<td>1,143</td>
<td>1,229</td>
<td>1,463</td>
<td>1,835</td>
<td>1,932</td>
<td>2,136</td>
<td>2,271</td>
</tr>
<tr>
<td>5</td>
<td>Public Telephone</td>
<td>1,614</td>
<td>3,121</td>
<td>5,218</td>
<td>6,727</td>
<td>8,628</td>
<td>10,229</td>
<td>12,144</td>
</tr>
<tr>
<td>6</td>
<td>Broad Band</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>13</td>
<td>1,763</td>
<td>3,676</td>
<td>8,458</td>
</tr>
<tr>
<td></td>
<td><strong>Grand Total</strong></td>
<td><strong>51,767</strong></td>
<td><strong>57,292</strong></td>
<td><strong>62,637</strong></td>
<td><strong>67,308</strong></td>
<td><strong>74,547</strong></td>
<td><strong>83,072</strong></td>
<td><strong>98,046</strong></td>
</tr>
</tbody>
</table>

Source: BSNL, Mysore
Table 7-27: Airtel Voice Connection 2006 -2008

<table>
<thead>
<tr>
<th>No</th>
<th>Sector</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Corporate</td>
<td>27</td>
<td>1488</td>
<td>1256</td>
</tr>
<tr>
<td>2</td>
<td>Residential</td>
<td>5743</td>
<td>6365</td>
<td>7154</td>
</tr>
<tr>
<td>3</td>
<td>Commercial</td>
<td>3359</td>
<td>3891</td>
<td>4137</td>
</tr>
<tr>
<td>4</td>
<td>PCO</td>
<td>6314</td>
<td>6083</td>
<td>5652</td>
</tr>
<tr>
<td>5</td>
<td>SME</td>
<td>2203</td>
<td>3437</td>
<td>3333</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>17646</strong></td>
<td><strong>21264</strong></td>
<td><strong>21532</strong></td>
</tr>
</tbody>
</table>

Source: Bharti Airtel Limited, Mysore

It is seen from the table above that there has been increase within the phone connections since 2001. This is an indicator of the good quality of life and the increasing purchasing power. The number of residential connections has doubled since 2001 from 39,000 to 62,000 in 2008. The number of public phones has increased almost six times from 1600 to 12,000 in eight years.

7.7 Education

7.7.1 Mysore City

Before the advent of the English system of education in Mysore, during the periods of earlier Wodeyar, Agraharas imparted the Vedic system of education to Hindus and Madrasas served as centers of learning for Muslims. Modern education saw its beginning in Mysore when a free English school was established in 1833. The first college was set up for Higher Education in Mysore was called the Maharaja College, founded in 1864. In 1868, the Mysore state decided to establish Hobli (Administrative head quarter of villages group) schools to extend education to the masses. Under this scheme schools were established in each Hobli, and the education was free. In 1881 a high school exclusively for girls was established and this was later converted into the Maharani’s Women’s College. In 1892, the Industrial school, the first institute to impart Technical Education in the city was started and this was followed by the Chamarajendra Technical Institute in 1913 while the modern system of education was making inroads in the city colleges such as the Mysore Sanskrit College which was established in 1876 continued to provide Vedic education.

Figure 7-20: Sir M. Visveswaraya Wodeyar

Figure 7-21: Sri Nalwadi Krishnaraja
7.7.2 University of Mysore

The education system in Mysore received further boost when the University of Mysore was established in 1916. The University of Mysore is among the foremost institutions of its kind, and is an enduring symbol in the sphere of higher education in India. It was founded by the then Maharaja of Mysore, Sri Nalwadi Krishnaraja Wodeyar and his Dewan, the renowned engineer-statesman, Sir M.Visvesvaraya, on July 27, 1916. The Maharaja of Mysore became its first Chancellor.

Figure 7-22: Crawford Hall

Figure 7-23: Dr. K. V. Puttappa

The University of Mysore became the first University outside the domain of the English administration in India, the sixth University in India as a whole, and the first ever University in Karnataka. In due course, two satellite campuses were set up in response to the demands of post graduate education from semi-urban/rural areas: Sir M.Visvesvaraya Post Graduate Centre at Tubinakere in Mandya, and the Mysore University Post graduate Centre at Hemagangotri in Hassan.

The University now encompasses 122 affiliated colleges and 5 Constituent Colleges (with an aggregate of 53,000 students). In addition, the University has 37 post graduate departments, 8 specialized research & training centers and 2 post graduate centers that together offer about 55
regular academic programs to 3,500 students. It also runs a number of employment-oriented diploma courses and certificate programs.

7.7.3 Karnataka State Open University
Karnataka state Open University is situated at the North–Western end of the Manasagangotri campus, the Open-Distance-Learning (ODL) system is a unique mode of education offered at the University level. This system provides ample opportunities for those who desire to have University education at their place of work or residence. This method is popularly known as Distance Education. To achieve the objectives of Distance Education, the University at present has established the Regional Centers / Study Centers in various parts of Karnataka State.

7.7.4 Other Educational institutes
Education in the field of engineering was started in Mysore with the establishment of the National Institute of Engineering in 1946. Currently, the city has five engineering colleges, including the GSSS Institute of Technology and Engineering for Women, the only engineering college for women in the state of Karnataka. Medical education started in 1930 when the Mysore Medical College was transferred from Bangalore to Mysore. Other institutes in the city include the Central Food and Technical Research Institute, the Central Institute of Indian Languages and the All India Institute of speech and hearing.

JSS Mahavidyapeetha of Suttur village in Nanjangud Taluk is one of the pioneers in the field of education with more than 300 educational institutions to its credit in the state. The Union Ministry of Human Resources has recently accorded permission for establishment of JSS deemed university in Mysore situated in JSS Medical College Campus. And at present JSS Medical College, Dental college and Pharmacy colleges would come under the JSS University.

Similarly the educational institutions like NIE, Sharadavilasa, Banumiah, SDM, Adichunchanagiri, St Joseph, Teresian, CPC, Farooquia, Mahajana, St Philomena, Vidyavardaka, Vidyavikasa, GSS etc., are imparting the quality education.

In the Mysore- Nanjangud LPA limits, 563 primary/secondary schools and 235 high schools exist, accommodating approximately 97,000 students. 79 Pre university/1st grade colleges, 15 Teachers training Colleges, 4 Law colleges, 3 Business management colleges, 6 Engineering colleges and 2 Medical colleges are functioning. Among the above, Mysore city has the lion share of around 324 primary/ secondary schools, 175 high schools accommodating approximately 85000 students. 70 Pre university/1st grade colleges, 15 Teachers training Colleges, 4 Law colleges, 3 of Business management colleges, 6 Engineering colleges and 2 Medical colleges are functioning.

The educational institutions in the Mysore city are found to be unequally distributed. Concentration of institution is more in the South and western part of the city where University of Mysore, Karnataka open University, JCE, NIE, Sharadavilasa colleges, SVEI, Mahajana, Vidyavardaka, SDM, Cauvery, JSS 1st grade college, JSS law colleges, Joseph college etc., are located. In the central business district area the educational institution like Mysore Medical college, Marimallappa, Maharaja’s Maharani’s Dalvoy school, Sanskrit college, Banumiah etc. are located. North and Eastern part of the Mysore is housing colleges like St Philomena, JSS Medical College, CPC polytechnic, Vidyavikaasa institutes, and Farooquia institutions, Teresian college etc.
7.7.5 Nanjangud Town

Nanjangud is a temple town with Karnataka’s biggest temple dedicated to Lord Sri Nanjundeshwara; the town is situated on the right bank of Kapila River a tributary to the river Cauvery. Suttur a holy place of Jagadguru Sri Shivarathreeshwra mutt is situated in Nanjangud taluk and the mutt run JSS Mahavidyapeetha which is known nationwide for its uplifting of rural poor by providing the free education, food and accommodation is playing an important role in the education sector of Nanjangud. JSS matt has established a number of educational institutions from primary school up to the graduation, technical institutions like Polytechnic and Industrial training institutions are also functioning under various organization. As per the details available with TMC and education department there are 36 primary schools, 12 high schools, 3 colleges and 1 technical institution exists in the TMC limits.

7.7.6 LPA Villages

In the LPA villages the educational facility is limited to the High school levels and for the higher education the rural population is depending on either Mysore city or Nanjangud town. The Educational facilities existing and to meet the prospective population requirement for the year 2021 in the Mysore city and Nanjangud town are arrived and compared with the UDPFI guidelines and the results are tabulated below.

Table 7-28: Existing ducation Institutions in LPA

<table>
<thead>
<tr>
<th>No</th>
<th>Demand Area</th>
<th>Projected Popn.</th>
<th>Primary Schools</th>
<th>Secondary/High schools</th>
<th>Colleges</th>
<th>Technical institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mysore Urban</td>
<td>10,000,000</td>
<td>320 324</td>
<td>75 162</td>
<td>22 183</td>
<td>1 6</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud TMC</td>
<td>63,000</td>
<td>19 36</td>
<td>5 12</td>
<td>1 3</td>
<td>0 0</td>
</tr>
</tbody>
</table>

Table 7-29: Proposed Education Institutions in LPA

<table>
<thead>
<tr>
<th>No</th>
<th>Demand Area</th>
<th>Popn.</th>
<th>Primary Schools</th>
<th>Secondary/High schools</th>
<th>Colleges</th>
<th>Technical institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mysore urban</td>
<td>21,00,000</td>
<td>466 324</td>
<td>140 125</td>
<td>42 183</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud TMC</td>
<td>110,000</td>
<td>25 36</td>
<td>8 12</td>
<td>2 3</td>
<td>1 0</td>
</tr>
</tbody>
</table>

7.8 Health

7.8.1 Mysore City

The Hospitals in Mysore offer great medical facilities to the locals and the tourists as well. In fact, the city has all the major medical facilities that can help out in tackling various stages, at varied stages. There are, in fact, about 70 Hospitals and around 700 clinics in Mysore, providing
remarkable medical and health services to the patients. The Hospitals in Mysore, cater to not only the locals, but provide a lot of support and proper medical attention to the visiting patients too. In fact, the pleasing behavior, and the care taken of patients by the doctors, and the assisting staff at the hospitals in Mysore is such that the fame of the Hospitals in Mysore has spreads far and wide. In fact, the Hospitals in Mysore have become one of the reasons that attract tourists to this city.

The city of Mysore has achieved remarkable achievement in the field of health, a number of advanced operations like open Heart surgery, Kidney care, Oncology, cosmetic care etc., are undertaking by the distinguished Hospitals like KR Hospital, JSS Hospital, Kamakshi hospital, Mission hospital, Vikram hospital, Apollo hospital, newly functioning Columbia Asia hospital, etc.

In recent years Mysore city is acquiring prominent place in the field of Ayurvedic treatment facility. The pioneers in the field of Ayurvedic treatment like Indus valley Ayurvedic center, Kottakal Aryavaidhyashala, Brindavan Ayurvedic center, JSS Ayurvedic Hospital, Government Ayurvedic Hospital are imparting the treatments such as traditional therapeutic, beauty treatments, etc. These centers are even providing the opportunity to plan health and leisure activities or even extend your holidays.

7.8.2 Nanjangud Town

Health facility in Nanjangud town includes the Government, private, cooperative and mission run hospitals. There are 3 hospitals, 3 polyclinics, 5 NUrsing homes and 8 dispensaries functioning in the wide range. Nanjangud town is also famous for the Ayurvedic medicines manufactured by the Late Sri. B.V.Pandit, the Sadvaidyashala established by him serves people very successfully. Ayurvedic medicines produced here are marketed all over India.

Figure 7-24: K.R Hospital

Figure 7-25: Government Ayurvedic Hospital

Figure 7-26: Dhanvanthri Hospital Nanjangud
7.8.3 LPA Villages
Out of 51 villages of LPA in Mysore taluk, which are lying beyond the MCC and its out growth limits, seven (7) villages are having Community Health centers. In the LPA villages of Nanjangud and Srirangapattana taluk two villages have the health facility. The existing Health institutions and the requirements as per the UDPFI guidelines for the prospective population of year 2031 is calculated and tabulated below.
Table 7-30: Existing Health facilities LPA (2009)

<table>
<thead>
<tr>
<th>No</th>
<th>Demand Area</th>
<th>Popn.</th>
<th>General Hospitals</th>
<th>Intermediate Hospital Category (A)</th>
<th>Intermediate Hospital Category (B)</th>
<th>Polyclinic with observation beds</th>
<th>Nursing Homes</th>
<th>Dispensary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Hospital with 500 beds</td>
<td>Hospital with 200 beds</td>
<td>Hospital with 80 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Required</td>
<td>Existing</td>
<td>Required</td>
<td>Existing</td>
<td>Required</td>
</tr>
<tr>
<td>1</td>
<td>Mysore Urban</td>
<td>1,000,000</td>
<td>7</td>
<td>4</td>
<td>11</td>
<td>8</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud TMC</td>
<td>95,000</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

Table 7-31: Projected Health facilities LPA (2031)

<table>
<thead>
<tr>
<th>No</th>
<th>Demand Area</th>
<th>Popn.</th>
<th>General Hospitals</th>
<th>Intermediate Hospital Category (A)</th>
<th>Intermediate Hospital Category (B)</th>
<th>Polyclinic with observation beds</th>
<th>Nursing Homes</th>
<th>Dispensary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Hospital with 500 beds</td>
<td>Hospital with 200 beds</td>
<td>Hospital with 80 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Required</td>
<td>Existing</td>
<td>Required</td>
<td>Existing</td>
<td>Required</td>
</tr>
<tr>
<td>1</td>
<td>Mysore Urban</td>
<td>2,100,000</td>
<td>8</td>
<td>4</td>
<td>12</td>
<td>8</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>2</td>
<td>Nanjangud TMC</td>
<td>110,000</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

7.8.4 Socio Cultural facilities

The city of Mysore is considered the cultural capital of Karnataka state. Since 14th century with the establishment of Wodeyar dynasty by Yaduraya the City of Mysore is developing as a center of arts, culture and tourist. The rulers of Mysore state have given it most attention for the creation of Socio-cultural infrastructure and still most of them are witnessing their contribution. Mysore city has got good numbers of Auditorium and cultural centers such as Jagan mohana palace, Ragacharlu bhavana, Kalamandira, Veenneshshanna bhavana, Nadhabrmha Vasudevacharya bhavana, University's open air theater etc,. Similarly twenty-six (26) community halls, eleven (11) libraries, twenty-seven (27) cinema theatres, and thirteen (13) yoga and meditation centers and more than 18 recreational clubs are serving the citizens.

In Nanjangud town eight (8) theater/cultural centers, nine (9) community halls and good numbers of recreational centers exists.
The world famous Dasara festival during Navarathri brings Lacs of people from all the corner of the world to the city. Even during other seasons, also Mysore city attracts more number of tourists just because of its pleasant climate and accessibility throughout the year. The city of Mysore has provided the base for the tourist to visit the other nearby places such as Nagahole national park, Bandipura national park, famous Brindavan garden, Rangana thittu, BR hills etc. Addition to the natural and heritage beauty of the city, tourists around world are impressed with rich art and culture of Mysore city. To promote and spread the fragrance of rich art and culture of the Mysore and to attract more number of tourists additional infrastructure related to the Socio cultural activities needs to be created. Similarly the Nanjangud town also needs quick attention in this regard as the town attracts more number of tourists and pilgrims.

7.9 Distribution of Services

The city of Mysore has good network of distribution services such as Petrol pumps, Milk distribution and LPG. For the future requirements in both Mysore city and Nanjangud a detail study and appropriate proposal needs to be made for their even distribution.

7.9.1 Police

The city of Mysore has four (4) police subdivisions namely Devaraja, Narasimharaja, Krishnaraja and Traffic subdivision seventeen (17) police station and namely Vijayanagar, Udayagiri, Women police station, Lakshmipuram, Narasimharaja, Devaraja, Mandi, VV puram, Metagalli, Krishnaraja, LaskarMohalla, Ashokapuram, Saraswathipuram, Nazarabad, Kuvempu nagar and Jayalkshimpuram police stations and three (3) traffic police stations namely Devaraja, Narasimharaja and Krishnaraja. As per the UDPFI guidelines for the present the numbers of police stations existing are found to be adequate. The distribution of stations is moderately even. For the prospective population of 2021 the proposals need to be worked out for new areas. Similarly the Nanjangud town has the one city and one rural police station and found to be adequate for the present.

7.9.2 Fire Service

In the Mysore city three (3) fire service stations are functioning namely Saraswathipuram, Bannimantapa and Reserve bank of India fire stations. As per the UDPFI guidelines the existing numbers of fire service stations are found to be less by 3 numbers and unevenly distributed. The western, southern and eastern parts of the city are away from the existing fire stations. Hence, there is need to provide for a fire station on the south or western part of Mysore city. Proposals care shall be taken to locate the fire stations evenly and nearer to the residential areas. Similarly, the Nanjangud town is served with one fire station and found to be adequate, for the prospective population of 2021 the suitable proposal shall be made as per the requirements.
Chapter 08
Heritage and Tourism
8 Heritage and Tourism

8.1 Background
Known for its magnificent Palaces and Majestic buildings, sprawling gardens and tree lined boulevards, shimmering silks and sandalwood the “City Royale” (Mysore) always figures in the tourist’s itinerary. It conjures up the visions and memories of the resplendent glory of the illustrious Wodeyar Kings. This former state capital is a seamless blend of old-world charm and modernity. Mysore is the second biggest city in the state of Karnataka. Mysore is the cultural capital of Karnataka. The city of Mysore is well known for its unusual rich and varied heritage buildings and assets.

Urban heritage comprises archeological sites, remains ruins and monuments protected by the Archeological Survey of India and their counterparts in the states, and also a large number of unprotected buildings, group of buildings, neighborhoods, public space including landscapes and natural features which provide distinctive identity to the city.

Mysore is a tourism hot spot within the state of Karnataka and also acts as a base for other tourist places in the vicinity of the city. The city receives the maximum number of tourists during the period of the Dasara festival when festivities take place for a period of 10 days, tourist from all over the world visit to see the Mysore Dasara. One of the most visited monuments in India; the Ambavilas Palace (also known as Mysore Palace) is the center of the Dasara festivities.

8.2 Dasara
The Dasara festivities were first started by the Vijayanagar Kings in 15th Century, after the fall of Vijayanagar Kingdom. The Wodeyar's of Mysore continued the Dasara Festival by, Raja Wodeyar I (1578-1617) in the year 1610. The Mysore Palace is lit up on all the 10 days of Dasara. The festivities begin with the Wodeyar royal couple performing a special puja to Goddess Chamundeshwari in the Chamundi Temple located on the top of Chamundi Hill at Mysore. This would be followed by a special durbar (royal assembly). It was during the reign of Krishnaraja Wodeyar III in the year 1805, when the king started the tradition of having a special durbar in the Mysore Palace during Dasara which was attended by members of the royal family, special invitees, officials and the masses. This tradition has been continued even now with the current scion of the Wodeyar family, Srikantadatta Narasimharaja Wodeyar holding a private durbar during Dasara. The ninth day of Dasara called as Mahanavami is also an auspicious day on which the royal sword is worshipped and is taken on a procession involving elephants, camels and horses.

Figure 8-1: Mysore Dasara Procession, 2008 (location: at the palace ground)
By definition (KT&CP Act 1961), heritage buildings means a building possessing architectural, aesthetic, historic or cultural values which is declared as heritage building by planning authority within whose jurisdiction such building is situated. The term heritage literally means, that which is inherited, inherited by the people of a State or nation. So, a building which has its own history reflecting may be the culture of the people when it came into existence. Naturally such structures have to be preserved for the benefit of the future. They are dynamic and evolving, they reflect the socio cultural history of the community and provide a sense of belonging and they also often have scenic qualities. This wealth of heritage buildings is central to each community’s character. There are innumerable heritage buildings spread across Mysore city. Mysore city, one of the prime heritage cities, in the country combines historical facts and anecdotes with a harmonious combination of both natural and built heritage. In spite of the causalities of the modern-day approach to urban planning and civic architecture owing to lack of building space the city continues to retain its special characteristics as a native princely city. These buildings and palaces are well maintained and are used for different purposes like housing government offices, hotels, law courts, research institutes etc., The architecture of these buildings reflect the styles of Indo-Saracenic, Greco-Roman, Traditional Hindu, Gothic and European Classical Styles. They add to the beauty of the city and are the reminders of the bygone era.

There are a few churches in Mysore built by the Europeans and St. Philomena’s Cathedral, built in gothic style is the most notable among all. Mysore also houses a few mosques. The Kutchi Momein mosque built by the traders from Kutch (Gujarat) is a highly attractive structure.

Thanks to a local population who are vehemently passionate about their culture, much of Mysore’s architecture remains intact, making it perfect for city walks, toUrs and to wander around marveling the architectural splendors of the city. Mysore can boast of over 200 historical structures. Most of the heritage buildings are repainted before Dasara every year. The palaces, which were built for the kings and their families, were not for the pleasure but they are glowing with artistic beauty, hence they attract people from all parts of the world. Mysore being a heritage city and to preserve the heritage for times to come the Archaeological Survey of India have marked some of the buildings and preserved under the ASI monument protection Act. The list of protected monument is given below.
Table 8-1: List of protected monuments within LPA

<table>
<thead>
<tr>
<th>No.</th>
<th>Place</th>
<th>State Monument</th>
<th>ASI Monument</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chamundi Hill</td>
<td>Chamundeshwari Temple and Mahabaleshwara temple on the Chamundi hill</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Chamundi Hill</td>
<td>The Colossal Bull at The chamundi Hill</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Mysore</td>
<td>Wellington Lodge</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Mysore</td>
<td>Mysore Fort</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Mysore Fort</td>
<td>Laxminarayana Temple within the Mysore Fort</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Mysore Fort</td>
<td>Parasanna Krishnaswamy Temple within the fort</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Mysore Fort</td>
<td>Trinayaneswara Temple within the Mysore fort</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Mysore Fort</td>
<td>Varahaswamy Temple within the Mysore fort</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Wellington</td>
<td>Wellington Lodge State Monument</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Kalale</td>
<td>Lasmikanta Temple and adjoining temples and Sandalwood door of Sati Temple</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Marse</td>
<td>Temples</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Nanjangud</td>
<td></td>
<td>Sri Kanteshwara Temple</td>
</tr>
</tbody>
</table>

A number of heritage buildings have been identified by”The Mysore Heritage Area Development and Preservation Expert Committee”, constituted by government. This committee has recommended that these heritage buildings be preserved by the MUDA under the KTCP Act 1961.

These buildings have been graded for heritage importance. This grading of the buildings has been done by the Heritage Department of the Government of Karnataka. The above list of Heritage buildings identified by the above expert committee includes various buildings, such as palaces, institutions, residential, commercial & public buildings (hospitals, schools, colleges, university buildings etc.), places of religious importance (temples, churches), hotels, educational institutions, government offices, etc.

Table 8-2: Buildings listed by Heritage department

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Heritage Buildings</th>
<th>Location</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Amba Vilas Palace</td>
<td>Palace Complex</td>
<td>I</td>
</tr>
<tr>
<td>2</td>
<td>Public Offices</td>
<td>New Sayyaji Rao Road</td>
<td>I</td>
</tr>
<tr>
<td>3</td>
<td>Maharaja's Snskrit College</td>
<td>New Sayyaji Rao Road</td>
<td>II</td>
</tr>
<tr>
<td>4</td>
<td>City Corporation Offices</td>
<td>New Sayyaji Rao Road</td>
<td>I</td>
</tr>
<tr>
<td>5</td>
<td>Banumaiah's School</td>
<td>New Sayyaji Rao Road</td>
<td>II</td>
</tr>
<tr>
<td>6</td>
<td>Janatha Bazar</td>
<td>New Sayyaji Rao Road</td>
<td>I</td>
</tr>
<tr>
<td>7</td>
<td>Central Telegraph Office</td>
<td>New Sayyaji Rao Road</td>
<td>I</td>
</tr>
<tr>
<td>8</td>
<td>Rangacharlu Memorial Hall</td>
<td>Ashoka Road(Curzon Park)</td>
<td>I</td>
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<td>9</td>
<td>Silver Jubliie Clock tower</td>
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<td>10</td>
<td>Free Mason's Club</td>
<td>Ashoka Road</td>
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<td>11</td>
<td>Chamarajendra Circle</td>
<td>Junction Of Albert Victor Rd and Ashoka Rd Opposite Palace North</td>
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<td>No.</td>
<td>Name of the Heritage Buildings</td>
<td>Location</td>
<td>Grade</td>
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<td>12</td>
<td>Woolands Cinema Hall</td>
<td>Junction Park Lane and Church Rd</td>
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<td>13</td>
<td>Hardinge circle</td>
<td>Nishat Bagh</td>
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<td>14</td>
<td>Gun House</td>
<td>South of Palace</td>
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<td>Jagadguru Suttur Sri Shivaratreeshwara Mutt</td>
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<td>16</td>
<td>Sri Jayachamarajendra Art Gallery</td>
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<td>Sri Brahmantra Swatantra Parakal Mutt</td>
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<td>18</td>
<td>Devaraja Market</td>
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<td>19</td>
<td>C.P.C.Builing</td>
<td>Gandhi Square</td>
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<td>20</td>
<td>Cauvery pattnam Choultry</td>
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<tr>
<td>21</td>
<td>Wesley Cathedral And Hall</td>
<td>Church Rd</td>
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<td>22</td>
<td>St.Barthalomew's Church</td>
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<tr>
<td>23</td>
<td>Vanivilas Ladies Club</td>
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<td>24</td>
<td>Institute of Education</td>
<td>Nazarbad</td>
<td>II</td>
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<tr>
<td>25</td>
<td>Residence Of Captian K.R.Krishna</td>
<td>Nazarbad</td>
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<td>26</td>
<td>Band House</td>
<td>Mirza Rd</td>
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<td>27</td>
<td>Landowne Building</td>
<td>New Sayyaji Rao Road</td>
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<td>28</td>
<td>Railway Station And Railway Offices</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<td>29</td>
<td>Haripriya Agarbattis</td>
<td>Mahatma Gandhi rd</td>
<td>II</td>
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<td>30</td>
<td>Kiran Nursing Home</td>
<td>Mahatma Gandhi rd</td>
<td>III</td>
</tr>
<tr>
<td>31</td>
<td>Park House</td>
<td>Mirza Rd</td>
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<td>Ittigegud</td>
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<td>Attara Katchri</td>
<td>Gordon Park</td>
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<td>Crawford Hall</td>
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<td>Yuvaraja's College</td>
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<td>Union Building</td>
<td>Gordon Park</td>
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<td>39</td>
<td>Old University Office Building &amp; Council Hall</td>
<td>Mysore University</td>
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<tr>
<td>40</td>
<td>Maharaja's Junior college &amp; High school</td>
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<tr>
<td>41</td>
<td>Maharani's Science College</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>42</td>
<td>&quot;High View&quot;</td>
<td>Vinoba Rd</td>
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<td>43</td>
<td>&quot;Jalasannidhi&quot;</td>
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<td>44</td>
<td>Jaladarshini&quot;</td>
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<td>45</td>
<td>Professor's Quarters University Bungalow</td>
<td>Old Kanthraj Urs Rd</td>
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Mysore Urban Development Authority
<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Heritage Buildings</th>
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<th>Grade</th>
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<tbody>
<tr>
<td>46</td>
<td>Law Courts</td>
<td>Krishnaraja Boulevard</td>
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<tr>
<td>47</td>
<td>District Board Office</td>
<td>Krishnaraja Boulevard</td>
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<tr>
<td>48</td>
<td>Sri Chamrajendra Ursu Boarding School</td>
<td>Krishnaraja Boulevard</td>
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<tr>
<td>49</td>
<td>Maharaja's College Hostels</td>
<td>Chamaraja Double Rd</td>
<td>II</td>
</tr>
<tr>
<td>50</td>
<td>Maharaja's College Hostels Warden's Qtrs</td>
<td>Chamaraja Double Rd</td>
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<td>51</td>
<td>Office of the Joint Director of Public Instruction</td>
<td>D.Subbaiah Rd,K.R.Mohalla</td>
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<tr>
<td>52</td>
<td>Office of the Conservator forests</td>
<td>Dewan's Rd</td>
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<td>53</td>
<td>&quot;Padmalaya&quot;</td>
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<tr>
<td>54</td>
<td>Dewan Sheshadri Building</td>
<td>Dewan's Rd</td>
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<tr>
<td>55</td>
<td>Chamundi Guest House (Staff Qts)</td>
<td>Dewan's Rd</td>
<td>I</td>
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<tr>
<td>56</td>
<td>Chamundi Guest House (East Building)</td>
<td>Dewan's Rd</td>
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<tr>
<td>57</td>
<td>Chamundi Guest House (West Building)</td>
<td>Dewan's Rd</td>
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<tr>
<td>58</td>
<td>Nanjaraja Bahadur's Chatram</td>
<td>Vinoba Rd</td>
<td>I</td>
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<tr>
<td>59</td>
<td>Hotel Mayura</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<td>Hotel Metropole</td>
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<tr>
<td>61</td>
<td>Mysore Sports Club &amp; Qtrs</td>
<td>Lalitha Mahal Rd</td>
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<tr>
<td>62</td>
<td>Mysore Race Club,Office Bldg</td>
<td>Race Course Rd</td>
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<td>63</td>
<td>Mysore Race Club, Grand Stand</td>
<td>Race Course Rd</td>
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<td>64</td>
<td>Mysore Race Club,Fodder House</td>
<td>Race Course Rd</td>
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<td>65</td>
<td>Mounted Police Head Qtrs</td>
<td>Lalitha Mahal Rd</td>
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<td>K.S.R.P Qtrs</td>
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<td>67</td>
<td>The &quot;Ramble&quot;</td>
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<td>68</td>
<td>Office of the Commandant</td>
<td>Lalitha Mahal Rd</td>
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<tr>
<td>69</td>
<td>&quot;Baharchin&quot;</td>
<td>Lalitha Mahal Rd</td>
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<tr>
<td>70</td>
<td>Shankar vilas</td>
<td>Lalitha Mahal Rd</td>
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<tr>
<td>71</td>
<td>Guru Mandir</td>
<td>Lalitha Mahal Rd</td>
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<tr>
<td>72</td>
<td>Govt.Certified school for Girls</td>
<td>Lalitha Mahal Rd</td>
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<tr>
<td>73</td>
<td>&quot;Krishna Prasad&quot;</td>
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<tr>
<td>74</td>
<td>&quot;Devi Nanjunda Bhavan</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>75</td>
<td>Professors Quarters, University Bungalow</td>
<td>Sarawathipuram</td>
<td>I</td>
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<tr>
<td>76</td>
<td>Hardwicke High School</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>77</td>
<td>&quot;Brindavan&quot;</td>
<td>447/Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>78</td>
<td>Residence of C.N.S.Rao</td>
<td>451, Jhansi Rani Lakshmi Bai rd</td>
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</table>
### List of Heritage Building in Mysore

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Heritage Buildings</th>
<th>Location</th>
<th>Grade</th>
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<tbody>
<tr>
<td>79</td>
<td>Govt. Tamil Higher Primary school</td>
<td>Vani Vilas Rd</td>
<td>III</td>
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<tr>
<td>80</td>
<td>Sathyanarayana Nilaya</td>
<td>1131, Ambedkar Rd</td>
<td>II</td>
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<tr>
<td>81</td>
<td>Police Station</td>
<td>1979, Ambedkar Rd</td>
<td>III</td>
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<tr>
<td>82</td>
<td>Residence</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<td>83</td>
<td>&quot;Lakshmi Nilaya&quot;</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>84</td>
<td>Govt. Boys Higher primary School</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>85</td>
<td>Mahila Samaj</td>
<td>Jhansi Rani Lakshmi Bai Rd</td>
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<tr>
<td>86</td>
<td>Residence</td>
<td>Narayanashasthri Rd, Lakshmipuram</td>
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<td>87</td>
<td>Residence of Urdu Brothers</td>
<td>Kantharaja Urs Rd, Lakshmipuram</td>
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<td>88</td>
<td>&quot;Mallikarjuna Prasada&quot;</td>
<td>921, Kanthrajara Rd</td>
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<td>Ranga Vilas</td>
<td>Kantharaja Urs Rd, Lakshmipuram</td>
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<td>Ramanuja Rd</td>
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<td>Vani Vilasa Market</td>
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<td>92</td>
<td>Residence</td>
<td>No 939 II Main, Lakshmipuram</td>
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<td>Shanti Vilas</td>
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<td>94</td>
<td>Residence, Dept. of Sericulture</td>
<td>Narayanashasthri Rd, Lakshmipuram</td>
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<tr>
<td>95</td>
<td>Sawday Lodge</td>
<td>Vani Vilas Rd, Lakshmipuram</td>
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<td>96</td>
<td>Hardwicke Church</td>
<td>Vani Vilas Rd, Lakshmipuram</td>
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<td>Seetha Vilas Sardanada Dharmashala</td>
<td>Chamaraja Double Rd</td>
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<td>Govt. Higher Primary Girls School</td>
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<td>Residence</td>
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<td>100</td>
<td>Chamarajendra Technical Institute</td>
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<td>101</td>
<td>Krishnarajendra Hospital</td>
<td>Sayyajirao Rd</td>
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<td>102</td>
<td>Sri Muthia Chettiar Pphthalmic Block</td>
<td>K.R. Hospital, Sayyajirao Rd</td>
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<td>103</td>
<td>Sir Ismail Sait Outpatient Dispensary</td>
<td>K.R. Hospital, Sayyajirao Rd</td>
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<td>104</td>
<td>Sri Jayadeva Murugaraajendra Pathological Labs</td>
<td>K.R. Hospital</td>
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<td>105</td>
<td>Cheluvamba Hospital</td>
<td>K.R. Hospital Complex</td>
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<td>106</td>
<td>Govt. College of Indian Medicine &amp; Hospital</td>
<td>Sayyajirao Rd</td>
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<td>107</td>
<td>Govt. Medical college</td>
<td>Irwin Rd</td>
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<td>108</td>
<td>Govt. Boys Higher primary School</td>
<td>Princes Rd, Yadavgiri</td>
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<td>109</td>
<td>Jayalakshmi Vilas Mansion</td>
<td>Manasagangotri</td>
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<td>cheluvamba Vilas</td>
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<td>111</td>
<td>Holdsworth Memorial Hospital (Weslyan Mission Hospital)</td>
<td>Idgah</td>
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<tr>
<td>112</td>
<td>St. Joseph's Cathedral</td>
<td>North of palace</td>
<td>I</td>
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<tr>
<td>113</td>
<td>Forbes Transformer</td>
<td>Narasimharaja Mohalla</td>
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<td>Name of the Heritage Buildings</td>
<td>Location</td>
<td>Grade</td>
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<td>Vanivilas Water Works(Filter Stn)</td>
<td>K.R.Sagar Rd</td>
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<td>115</td>
<td>Wellington Lodge</td>
<td>Irwin Rd</td>
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<td>116</td>
<td>Govt.House</td>
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<td>Karanjí Mansion</td>
<td>Nazarbad</td>
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<td>Vasantha Mahal</td>
<td>Nazarbad</td>
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<td>119</td>
<td>Lalith Mahal</td>
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<td>120</td>
<td>Rajendra vilas</td>
<td>Chamundi Hills</td>
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<td>121</td>
<td>Madhuvan Epitaphs</td>
<td>West Nanajangud Rd(South Of Doddakere)</td>
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<td>Yelwal Village</td>
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<td>Dhobi Ghat, opp. Kukkarahalli lake</td>
<td>Sarawathipuram</td>
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<td>124</td>
<td>Old Adult Education Council Bldg/Publication Division</td>
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<td>Veda Griham, dr.Muthu's House</td>
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<td>No.872,Besides Preethi Cancer center</td>
<td>M.G.Rd</td>
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<td>No.943,Opp.siddappa Square</td>
<td>M.G.Rd</td>
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<td>No.159,&quot;Bnashankari sadana&quot;*</td>
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<td>Hoysala Karnataka Sangha</td>
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<td>Kyathanahalli Sahukar Pre-Boarding School</td>
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<td>Fire Brigade Bldg</td>
<td>Sarawathipuram</td>
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<td>No.1332,Besides K.R.Ploce station</td>
<td>M.G.Rd</td>
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<td>137</td>
<td>Krishnaraja Police stn</td>
<td>M.G.Rd</td>
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<td>138</td>
<td>Vani Vilas Maternity &amp; Child Center</td>
<td>M.G.Rd</td>
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<td>140</td>
<td>Duffrin Clock Tower</td>
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<td>141</td>
<td>Amble Annaiah Pandit Hostel</td>
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<td>142</td>
<td>Bldg adjacent To Coir Shop,Tataiah Circle</td>
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<td>143</td>
<td>Hayagreeva Mandira *</td>
<td>J.L.B.Rd</td>
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</tr>
<tr>
<td>No.</td>
<td>Name of the Heritage Buildings</td>
<td>Location</td>
<td>Grade</td>
</tr>
<tr>
<td>------</td>
<td>---------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>144</td>
<td>Medical College Hostel Warden's House(Opp.MUDA)</td>
<td>Ramavialas Rd</td>
<td>II</td>
</tr>
<tr>
<td>145</td>
<td>Residence of Late Kuvenpu</td>
<td>No.3604, &quot;Udaya Ravi&quot; 5th Main,12th Cross,V.V.Puram</td>
<td>I</td>
</tr>
<tr>
<td>146</td>
<td>Residence Of H.C.Dasappa</td>
<td>No.2655,&quot;Yasho Vilasa&quot;,2nd Main V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>147</td>
<td>Residence of Subramanya Iyer</td>
<td>No.2635,Opp.Cheluvaamba Park,Yadavagiri</td>
<td>I</td>
</tr>
<tr>
<td>148</td>
<td>Vittal Vihar</td>
<td>No.26323,Besides Sapthagiri apartments (Opp. Railway Hospital),V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>149</td>
<td>House N0 42</td>
<td>Besides Shanthi Kuteera, Opp. Railway Hospital,,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>150</td>
<td>Ramakrishna Ashram Bldg</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>151</td>
<td>VRC17,&quot;Sahyadri&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>152</td>
<td>VRC 18,&quot;Hemadri&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>153</td>
<td>VRC 19;&quot;Rajatadri&quot;</td>
<td>DRMs Residence,Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>154</td>
<td>VRC 20,&quot;Shringadri&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>155</td>
<td>VRC 22,&quot;Thunga&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>156</td>
<td>VRC 23,&quot;Bhadra&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>157</td>
<td>VRC 24,&quot;Kapila&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>158</td>
<td>VRC 25,&quot;Kaveri&quot;</td>
<td>Railway Qtrs,V.V.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>159</td>
<td>Ramakrishna Institute of Moral &amp; Spiritual Education</td>
<td>K.R.S.Rd</td>
<td>I</td>
</tr>
<tr>
<td>161</td>
<td>Sri Balasubramanyaswamy temple</td>
<td>K.R.S.Rd</td>
<td>II</td>
</tr>
<tr>
<td>162</td>
<td>Ramakrishna Vidyashala</td>
<td>Yadavagiri</td>
<td>II</td>
</tr>
<tr>
<td>163</td>
<td>C.J.Devanath</td>
<td>Paramahamsa Rd,(Behind Hotel Dasprakash Paradise),Yadavagiri</td>
<td>II</td>
</tr>
<tr>
<td>164</td>
<td>Dr.Nagendra No.95</td>
<td>3rd cross,paramahamsa Rd,Yadavagiri</td>
<td>II</td>
</tr>
<tr>
<td>165</td>
<td>Residence Of Late R.K.Narayan Writer</td>
<td>No.13, vivekananda Rd,Yadavagiri</td>
<td>I</td>
</tr>
<tr>
<td>166</td>
<td>Dr. Mohan,Residence of Yashodhara Dasappa's Daughter</td>
<td>No.33, GEETHA,vivekananda Rd,Yadavagiri</td>
<td>II</td>
</tr>
<tr>
<td>167</td>
<td>Dr.H.V.Ramaswamy,&quot;Kalyani&quot;</td>
<td>Vivekananda Rd</td>
<td>II</td>
</tr>
<tr>
<td>168</td>
<td>House No 898</td>
<td>Nanjumalige Circle ,K.R.Mohalla</td>
<td>II</td>
</tr>
<tr>
<td>169</td>
<td>Sattar Ghulam Mahammed Bldg</td>
<td>Madhvachar Rd,K.R.Mohalla</td>
<td>I</td>
</tr>
<tr>
<td>170</td>
<td>Krishnarajendra Bank</td>
<td>V.V.Market Circle</td>
<td>I</td>
</tr>
<tr>
<td>171</td>
<td>Jaideva Bldg</td>
<td>V.V.Market Circle</td>
<td>I</td>
</tr>
<tr>
<td>172</td>
<td>Bus Shelter</td>
<td>V.V.Market Circle</td>
<td>I</td>
</tr>
<tr>
<td>173</td>
<td>Kailas Vihar Bldg</td>
<td>No.374, thyagaraja Rd</td>
<td>II</td>
</tr>
<tr>
<td>174</td>
<td>Bldg No 705</td>
<td>thyagaraja Rd</td>
<td>III</td>
</tr>
</tbody>
</table>
### List of Heritage Buildings in Mysore

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Heritage Buildings</th>
<th>Location</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>175</td>
<td>Sri Vaishnava Temple</td>
<td>thagaraja Rd</td>
<td>II</td>
</tr>
<tr>
<td>176</td>
<td>Late G.S.Rajan's House</td>
<td>No.307, Sri Dhanvanthri, Ramanuja Rd</td>
<td>II</td>
</tr>
<tr>
<td>177</td>
<td>Kasi Viswanathaswami Temple</td>
<td>Ramanuja Rd</td>
<td>I</td>
</tr>
<tr>
<td>178</td>
<td>J.S.S.Ayurveda Hospital</td>
<td>M.G.Rd</td>
<td>II</td>
</tr>
<tr>
<td>179</td>
<td>Sri Chamundeshwari temple</td>
<td>M.G.Rd</td>
<td>II</td>
</tr>
<tr>
<td>180</td>
<td>Nishad Bagh Park</td>
<td>Near Hardinge circle</td>
<td>I</td>
</tr>
<tr>
<td>181</td>
<td>House of T.R.Irani,'Krupalaya'</td>
<td>Nazarbad</td>
<td>I</td>
</tr>
<tr>
<td>182</td>
<td>House Of S.K.Dinesh</td>
<td>Nazarbad</td>
<td>I</td>
</tr>
<tr>
<td>183</td>
<td>RUKMALAYA</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>I</td>
</tr>
<tr>
<td>184</td>
<td>House Behind Nazar Police Stn</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>II</td>
</tr>
<tr>
<td>185</td>
<td>House Opp, chamundi vihar Stadium</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>II</td>
</tr>
<tr>
<td>186</td>
<td>House Opp, chamundi vihar Stadium(Little Birds Play Home)</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>II</td>
</tr>
<tr>
<td>187</td>
<td>No.634</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>II</td>
</tr>
<tr>
<td>189</td>
<td>No.638,&quot;Chamundi Cottage&quot; Opp. Chamundhi Nihar Stadium</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>II</td>
</tr>
<tr>
<td>190</td>
<td>Guard Room, Chamundi Vihar Near Chamundi Vihar Stadium</td>
<td>Haider Ali Rd, Nazarbad</td>
<td>II</td>
</tr>
<tr>
<td>191</td>
<td>RITZ House, QTRs of Police Commissioner</td>
<td>Nazarbad</td>
<td>I</td>
</tr>
<tr>
<td>192</td>
<td>Guard house, Gate Way, Lalitha Mahal entrance</td>
<td>Lalitha Mahal Rd</td>
<td>I</td>
</tr>
<tr>
<td>193</td>
<td>Dalvoy school</td>
<td>Thyagaraja Rd</td>
<td>I</td>
</tr>
<tr>
<td>194</td>
<td>Bidaram Krishnappa Rama Mandira</td>
<td>Narayanashasthri Rd</td>
<td>I</td>
</tr>
<tr>
<td>195</td>
<td>Ram Mandira</td>
<td>Srirampet</td>
<td>II</td>
</tr>
<tr>
<td>196</td>
<td>Chittaranjan Mahal</td>
<td>Hunsur Rd</td>
<td>II</td>
</tr>
<tr>
<td>197</td>
<td>Fort Wall &amp; Bastions</td>
<td>Near CPC Polytechnic</td>
<td>I</td>
</tr>
<tr>
<td>198</td>
<td>Hamilton Bldg Police Stn</td>
<td>Irwin Rd</td>
<td>I</td>
</tr>
<tr>
<td>199</td>
<td>Mission Bungalow</td>
<td>N. 20,(New No. 14, Govt, House Road,</td>
<td></td>
</tr>
</tbody>
</table>

*Nazarbad*

*These heritage buildings do not exist on date.

Source: Department of Heritage and Museums, Mysore Division

Note: The buildings colored in red are private residential buildings/houses.
On perusal of the above list it may be observed that the various buildings listed are distributed over the entire city. Some of these buildings have monumental character of imposing strature owned by the government (State / Central / Quasi government), private institutional (religious & educational) & private individual residences.

It is also observed that many of the private individual buildings do not have an imposing character and are normal residential buildings, having no historical background or ancient value but appears to be fancy adoption by the individual owners to emulate the royal character in the construction of their own buildings.

As per the definition in the Act, some of these identified buildings becomes eligible to be classified as Heritage buildings, by virtue of their aesthetic character but are surrounded by normal buildings and do not command any influential effect on the surrounding development.

As for the monumental structures located in large precints, and other similar character buildings or precints, the heritage character is pronounced and have influence on the development in the surrounding area. The control of development in such situations under section 12(f) is inevitable.

But, atmost care is required in classifying an individual, private, residential or other building with no influence on the surrounding development as a heritage structure, may become a burden on the authority (the number of such private individual building is very large i.e. 71. Out of these 3 buildings do not exist as on date).

On publication of the draft approved plan, a number of objections were received on the inclusion of private properties. Also, there were objections for including private residential buildings by council members of the city corporation.

The planning authority, has therefore desided to delete, from the above list, the individual private residential buildings. However, the important popular buildings(private & institutional), are included as heritage structures. The private residences / buildings, deleted from the above list are given below (Wide serial nos of the above list. Serial nos – 10,12,19,20,25,29,30,67,69-71,73,74,77,78,80,82,83,85-90,92,93,95,99,122,127-134,136,138,139,141-143,145-149,160,163,164,166-169,171,173-174,176,178,181-189

The important popular Heritage buildings given below are included as Heritage buildings
1. Gunhouse (14)
2. Westley Cathedral & hall (21)
3. Saint Barthalomew’s Church (22)
4. Lokranjan Mahal (32)
5. Hardwicke Church (96)
6. Holdsworth Memorial hospital (Weslyum mission Hospital) (111)
7. Saint Joseph’s Cathedral (112)
8. Karanji Mansion (117)
9. Vasanth Mahal (118)
10. Rajendra Vilas (120)
11. Chittaranjan Mahal (196)

Places of Heritage importance

1. Amba Vilas Palace (Mysore Palace)
The city of palaces is proud home to many of historical palaces known for its architectural and historical elegance. Mysore Palace, the most famous among them is the biggest attraction for the tourists of historical city of Mysore. Known as Amba Vilas, it is one of the most magnificent monumental edifices of the country. Rebuilt magnificently (several part of the palace was burnt to ashes) by Krishnaraja Wodeyar king in 1912, the palace regained its architectural beauty as well as its royal importance. Modeled on Indo-Saracenic design style, the artwork in every part of the palace boasts of its incomparable beauty.

The Amba Vilas Palace stands as a monument to the living tradition of skills of the local artisans, chisellers and engineers who instantly grasped and meticulously executed the somewhat unfamiliar design ideas of Saracenic inspiration, which they were bidden to incorporate in the elevation. At the same time, they proved, while sculpting, carving and molding innumerable native design ideas, particularly in the interiors that the skills, which went into the temple craft of the Hoysala era, have all been there to be tested and employed. The impressive three-storied building with the height of 245 feet and breadth of 150 feet respectively is endowed with series of square towers and arches covered by domes. The open courtyard in the centre of the building has gold plated domes magnifying its architectural beauty. The most splendid thing is the collection of art work which includes paintings and portraits of the palace.

Figure 8-2: Buildings Amba Vilas Palace (Mysore Palace)

2. Karanji Vilas Palace

This palace was constructed for the second princess. The construction started in 1902 and was completed in 1914. It is Indo-Greek style and encompasses 38 acres of land. This palace is located next to “Karanji tank”. The elevation is remarkable for highly ornate features and painstakingly executed embellishments and a variety of cusped arches and sun-shades, stone hewn balconies, each resting on a lotus base, intricately carved stone columns and brackets. A rich mix of Saracenic and Hindu elements, each somewhat overdone but all of them combining to produce a balance and quality pleasing elevation.
3. **Jagan Mohan Palace**

Jagan Mohan Palace was constructed in the year 1861 by Krishna raja Wodeyar III as an alternate retreat for the royal family. The Mysore Palace, which was the original home of the royal family, was burnt down in a fire and the construction of a new palace in its place was started in the year 1897. Till the new palace was completed in 1912, the Jaganmohan Palace was used by the royals as their home. The palace was used for his daily durbar by the king and also the special Dasara durbar during the Dasara period. In 1915, the palace was converted into an art gallery, which was later renamed in 1955 in the name of Jayachamarajendra Wodeyar, as the Sri Jayachamarajendra Art Gallery. The early convocations of the Mysore University were also held in this palace. The first session of the Legislative Council of the Mysore state was held here in July 1907.

4. **Jayalakshmi Vilas Palace**

It is located in the green surroundings of Manasagangotri, the campus of the University of Mysore. It rises on a hillock on the west side of Kukkarahalli Lake. The Jayalakshmi Vilas Mansion houses a museum of priceless collections of artifacts.
The mansion was built in 1905, during the period of Krishnaraja Wodeyar IV, for princess Jayalakshmi Ammanni. The location was intentionally chosen to be on top of a small hillock above Kukkarahalli lake. It was originally called 'the First Ramkumar Mansion'. The mansion was acquired by the University of Mysore to establish a postgraduate centre in its campus known as Manasagangotri.

Figure 8-5: Jayalakshmi Vilas mansion in Manasagangotri

5. Oriental Research Institute
The Oriental Library was started in 1891 on instructions from Chamaraja Wodeyar, the then Maharaja of Mysore State. It is located at one end of the road Krishnaraja Boulevard, in the architecturally attractive building to commemorate the golden jubilee of queen Victoria`s accession to the British throne. It was a part of the Department of Education until 1916, in which year it became part of the newly established University of Mysore. The Oriental Library was renamed as the Oriental Research institute in 1943. The tiled roof of the building is supported by the King Port Trusses.

Figure 8-6: Oriental Research Institute

6. Maharaja’s and Yuvaraja’s Colleges
Though built nearly 40 years apart the foundation stone of Maharaja’s College was laid back in 1889 by the visiting Prince Albert. The two buildings are almost identical in the major stylistic features of arcaded verandahs on two floors, ventilators niches with circular opening set with remarkably beautiful cast iron work, a central roof of the Mansard kind, and projecting end-blocks with smaller conical turrets.

Figure 8-7: Maharaja’s College
7. Lalit Mahal Palace
This is the second largest palace in Mysore located near the Chamundi Hills on eastern side of the city. The palace's construction was completed in 1931, by Krishnaraja Wodeyar-IV. It was specifically built to house the king's guests. The palace is eye-catching by its whiteness, which comes from the granite stone brought from Italy for the construction of the building. The building is a majestic two storey composition of twin ionic columns, a projecting porch on the ground floor on which rests a slightly-recessed pediment pavilion on the first floor and spherical domes with lanterns, placed on colonnaded drums. The central dome, which dominates the elevation, rises above the circular entrance hall.
After Indian independence, and the integration of the Mysore state with the Union of India, the palace became a property of the state Government of Karnataka. It is now one of the elite hotels in Mysore.

Figure 8-8: Lalit Mahal Palace

Source: T P Issar; The Royal City; 1991

8. Cheluvamba Vilas (CFTRI)
This palace was built for the third princes in the year 1910 - 1911 and is beautiful to view. The dome atop the palace adds to the beauty of the palace. This palace is now CFTRI (Central Food Technology and Research Institute). The palace hosts the office of CFTRI and surrounded by the CFTRI housing quarters and office.

Figure 8-9: Cheluvamba Villas (now CFTRI)
9. Devaraja Market

Devaraja market is situated adjacent to Sayyaji Rao Road and is the oldest market in Mysore. The market can be accessed from four places (D Devaraja Urs Road, Sayyaji Rao Road, Dhanavatri Road and Santhepet). The building was constructed in early 1900’s. The buildings retain their old charm but have lost some sheen after years of it being used for commercial activity. The market is spread across five acres with innumerable shops and vendors dotting the area. The market has different sections for fruits, vegetables, flower, groceries, meat etc. The heritage building is slowly deteriorating and facing a number of problems with growing pressure on it from the day-to-day usage and activity within the area. The walkway between the shops buildings have been occupied by hawkers. It attracts a large crowd every day, particularly in morning and evening shopping hours. During festivals, it becomes over crowded. The traders within the market are facing space problem and lack of certain basic requirement for trading. The market area is not cleaned regularly which leads to decaying of the organic waste dumped in and around the shops. Lack of proper walking space for customers, and lack of space for vehicles coming inside the market for loading and unloading makes the whole market very congested.
Mysore boasts of a large number of public buildings. The rulers of Mysore made ten times more number of buildings then they made for themselves. Most of the buildings are today utilized for the same purpose as it was constructed. Some examples of these buildings are the K.R. Hospital, The law courts, Public offices, Crawford hall, Chamarajendra Academy of Visual Arts, etc. mentioned below are some of the buildings.

10. Crawford Hall
Crawford Hall is the administrative seat of the University of Mysore. The prominent crafted Corinthian columns add to the beauty and grandeur of the building. A heavy Multiple molded entablature and wide spanned plaster relief picture of goddess Saraswati distinguish the center block. The building was constructed in 1947.

11. Krishnarajendra Hospital
Krishna Rajendra Hospital popularly known as the K R Hospital and Cheluvamba Hospitals are both tertiary referral centers and teaching hospitals attached to the Mysore Medical College in Mysore. Built in 1876, this stately building is pronouncedly Greco Roman revivalist. A huge dome resting on an octagonal drum, dominates the elevation. Set in a vast ground, the edifice deserves a well laid out garden.
12. St. Philomena’s Cathedral

St. Philomena’s is one of the grandest churches within India. Designed in the gothic style its constructed began in 1933. Located in the north of the city, on Cathedral Road, is St. Philomena’s Cathedral, among the most majestic churches in India. The Reverend Rene Feuge designed drawing inspiration from Germany’s Cologne Cathedral, this colossal church built in the neo-Gothic style. The twin spires of the Cathedral, 175 feet in height, are seen from miles around making it a distinctive city landmark. The main hall is designed to seat more than 800 worshippers, is as awesomely handsome as the cathedral’s richly crafted exterior. The multiple-molded columns, bisected by Corinthian capitals, end in stately arches, which in turn guide the eye to vaults which spring from a sumptuous architrave, converging 55 feet above the flooring.

Mysore is the key city and a focal point of all the tourist and visitors within Mysore and its surroundings areas. Mysore is the key city where tourist stay and pass by to visit the excursions like Srirangapatnam, Krishnaraja Sagara Dam (Brindavan Garden), Bandipur forest, Nagarhole reserve forest, etc,. In this context, there are some necessities of infrastructure that have to be considered for the tourists. Infrastructure like hotels of all grades (low budget to five star hotels), conference halls, business centers, permanent exhibition centers, art galleries and museums need to be designed and constructed to promote Mysore as a tourist destination coupled with strong local economic development.

There are issues of parking within the tourist places; the most prominent of them is the Mysore Palace, which does not have a designated parking area. There must be requirements for parking fulfilled where the tourists are major generators of traffic congestion. Hence, land requirement needs to be made available for the same.

Within the city core, area where most of the buildings are of heritage importance it is necessary to streamline the control regulations to safeguard the old structures and the construction of new structures in accordance to the already existing. An example of the same is a new building constructed near the Makaji chowk on the backside of the Town hall. This is a very new building and has no resemblance to the town hall or its surrounding buildings. In addition, there is a dispute over the height of the building. Hence, this type of construction will degrade rich heritage character of the old Mysore city.

Many buildings and palaces like Lokaranjan Mahal, Rajendra Villas Palace, Gun House etc., are lying in dilapidated condition and need immediate attention to revive and conservation of these dying buildings.

It should also be examined if some part of the old Mysore city especially near the palace can be made pedestrian and decongest the city center area.
With the construction of the new city bus stand there is a little sigh of relief for the traffic congestion created by the city buses. However, there is a dire need to move the city bust stand and relocate it.

The existing development control regulations do not have any regulations for the heritage and old city area. Hence, the special regulations for the heritage area need to be considered for a better planning and urban conservation within Mysore.

8.4 Tourism

Mysore has always mesmerized the tourists with its quaint charm, rich heritage, magnificent palaces and grand buildings. Not only Mysore but also its surroundings do have an impact on the tourists. Tourism is one of the main industries within Mysore. The places of sightseeing, historic and religious importance in and around Mysore draw huge number of tourists every year both domestic as well as international. Dasara is the main attraction for the tourists to visit Mysore. Tourists who visit Mysore also visit the surrounding areas of interest such as Brindavan gardens, Bandipur forest, Nagarhole tiger reserve, Ooty, Ranganthittu bird century, etc.

Of the total tourists visiting Mysore about 14 lakhs are domestic while 43800 are international tourists as per a survey conducted by the tourism department of Karnataka. A projection of the tourist traffic made by the tourism department is given in the table below.

Table 8-3: Tourism Traffic in Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Patriculairs of Tourism Traffic in Mysore city - 2006 and Projections for the year 2010</th>
<th>Location</th>
<th>Projected Tourists For the Years as per the Projection factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Number of Domestic Overnight Visitors</td>
<td>Total Mysore</td>
<td>1,400,367</td>
</tr>
<tr>
<td>2</td>
<td>Number of Foreign Overnight Visitors</td>
<td>Total Mysore</td>
<td>43,783</td>
</tr>
<tr>
<td>3</td>
<td>Location wise number of Day tourists</td>
<td>Location</td>
<td>Projected Tourists</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Zoo</td>
<td>349,190</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Palace</td>
<td>416,349</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cahnundi Hill</td>
<td>384,331</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vrindavan Garden</td>
<td>346,871</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sriranga pattana</td>
<td>429,589</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ShivanaSamudra</td>
<td>533,875</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>3,904,355</td>
</tr>
</tbody>
</table>

Note:-The Annual Projection factor for Domestic tourists and Foreign tourists is cosidered as 35% and 50% respectively

Source: The Annual report for Collection of Domestic tourism statistics for the state of Karnataka

Other major spots within the city are St. Philomena’s Church, Zoo Gardens, Balmuri, etc. There are many tourist attraction centers in and around Mysore and Nanjangud, which attracts a large number of tourists. Mysore city acts as a connecting link for tourist from all over the world to these tourist spots like Bandipur National park, which is connected via NH 212, Nagarhole National Park, is connected through Kodagu district and Kabini River Resorts comes in Mysore Ooty road.

8.5 Major Tourist Centers in and around Mysore

1. Chamarajendra Zoological Garden

The Mysore zoo is one of the attractions within the city. Houses with some of the rare species of birds and animals it was set up by Chamaraja Wodeyar. The access to the zoo is from Lokaranjan
palace road. Since the access of the zoo is on the road, it becomes congested and gets blocked by vehicles and the visitors. There is necessity of proper parking within the zoo premises. The area can also be organized for hawkers and vendors.

2. Chamundi Hills

A very well known landmark 1050 meters (approx. 3400 feet) high, Chamundi Hills can be viewed from all the corners of Mysore City. At the top of the hill is a 12th century temple of Chamundeshwari, the patron goddess of the Wodeyars. The hills hence got their name and a temple of the goddess was built on the top. In earlier days, the Maharajas of Mysore would ride the ceremonial Dasara elephant during the annual Dasara festival. A 13km road or 1,000 steps can reach Chamundi hills. Half way up along the stone steps is Nandi, Lord Shiva’s Bull a majestic 4.8-meter monolith. Nandi statue is one of the major attractions of Chamundi hill.

The Chamundi hill is a reserved forest under the forest department covering an area of 6.4 sq. km. hence there is no development allowed except for the village of Chamundi next to the temple atop the hill. The popularity of the Chamundi hill among pilgrims and tourist has increased over the years and the number of visitors increased to almost six lacs in 2007 - 2008.

Figure 8-13: Nandi atop Chamundi Hills

Figure 8-14: Chamundi Hills (left) and the temple (right)
**Key Issues**

1. The temple area has been encroached by informal shops and hawkers encroaching on the road to the temple.
2. There is lack of proper arrangements for organized parking near the temple. There is requirement of a larger parking space dedicated for four wheelers and buses.
3. Solid waste generated on the hilltop is not collected and dumped properly, due care and necessary action has to be taken immediately.
4. The physical infrastructure like sanitation facility, hotels for lodging and boarding are required
5. The telecommunication towers have been erected within the Chamundi hill area
6. The solid waste is dumped within the hill area, which is a threat to the ecosystem of the area over long period.
7. The conversion of the land use within the reserved area need to be checked and restricted immediately.

Following measures are suggested to improve the environment of the area around the temple complex on the top of the hill

1. To meet the contingency of the tourist traffic and to reduce the pressure on the physical infrastructure, ecology and aesthetic appeal of the temple region, it is necessary to remove the street hawking business, dabbas, etc and hawking shall be prohibited and only controlled business be permitted under supervision.
2. Throwing of plastic shall be totally prohibited
3. Any type of development shall be regulated as per the special regulations to be enforced under this plan.
4. Spots of earth caving in and slips on the hill slopes occurring during monsoon shall be identified and suitable action be taken to prevent them.
5. Grazing of livestock in the region shall be prohibited and action should be taken to increase the tree cover on the top of the hill. The existing flora and fauna on the hill shall be maintained.

3. **Krishnarajasagar (KRS)**

Krishna Raja Sagar is the first irrigation dam project in India constructed in 1924. Sir M. Vishweswariah, the engineer who designed and built this dam, has shown his acumen in converting a dam site into an ornamental garden with colorful fountains and ponds downstream, called Brindavan Gardens. The dam serves as a means of irrigation for Mandya and Mysore districts as well as a drinking water source for Mysore and Bangalore districts.
4. **Brindavan Gardens**

Brindavan Garden is located 18 km northwest of Mysore city. It lies adjoining to the Krishnarajasagar dam. As per the data available, it is visited by close to two million tourists per year. The garden is one of the major attractions near the city. It is spread across an area of 60 acres. The main attraction of the garden is the musical fountain in which bursts of water is synchronized to the music of songs.

Many tourist spots near Mysore are easily accessible and are just a few hours away. Some of the important and frequented places are mentioned below.

1. **Kabini River Resort**

Kabini River resort is located at the south eastern end of Nagarhole, by the back-waters of Kabini River 69 Km from Mysore. This area is well known for elephants, about 1500 of them roam free in the jungles. Another extraordinary thing about the Kabini area is the existence of 60 sq.km of static water inside the forest precincts, the result of a dam built across the river Beechanhalli. The area is under the control of State Forest Department, and has all necessary facilities for the tourist.

2. **Bandipur National Park**

Bandipur National Park (B.N.P.) is one of India's best known protected areas and is an important Project Tiger reserve. It is located in the Chamarajanagar district of southern Karnataka in South India, and is contiguous with the Mudumalai National Park in the neighboring state of Tamil Nadu, the Wynad Wildlife Sanctuary in Kerala. In 1973, Bandipur became the first Tiger
Reserves in India and the southernmost of the nine reserves specially established under Project Tiger. In 1974, it was declared under the Wildlife Protection Act to notify it as a national Park.

3. Nagarhole National Park
Nagarhole National Park, also known as 'Rajiv Gandhi National Park,' is located 94 km from Mysore. It is spread between Kodagu and Mysore districts. Located to the northwest of Bandipur National Park, Kabini reservoir separates the two. The exclusive hunting reserve of the former rulers of Mysore, the park has rich forest cover, small streams, valleys, and waterfalls. It stretches over 640 km², protecting the wildlife of Karnataka. Together with the adjoining Bandipur National Park (870 km²) and Mudumalai National Park (320 km²), it forms the largest protected area in southern India.

4. Ranganthittu Bird Sanctuary
Ranganthittu is an important tourist attraction from Mysore City and is barely 20 km away. The bird sanctuary is situated on the banks of the Cauvery River, includes a group of six islets as well. The islets came into being when a dam across Cauvery River was built in 1700's. The ornithologist Dr. Salim Ali observed that the isles formed an important nesting ground for birds and persuaded the Wodeyar the kings of Mysore to declare the area a wildlife sanctuary in 1940.

5. Balmuri and Edmuri
Located on the way to K.R.S from the Mysore City, 3 km away from the main road, there are small waterfalls which are the hot spots for the students and nature lovers. People visiting Balmuri get an opportunity to visit an ancient Ganesh temple in the vicinity.

6. Himavad Gopalswamy Betta
It is located 70 km away from Mysore, situated in one of the chains of Western Ghat and is a fine hill station at the height of 4769 ft surrounded by a fort. The temple on top is dedicated to Lord Krishna. Throughout the year the hill top will be covered by a veil of cloud or mist and hence the name “Himavad”.

7. Shivanasamundra
Shivanasamundra near Malavalli in Mandya district is fast attaining its splendor following an increase in the quantum of water discharged from the Kabini reservoir. Situated in a rocky terrain with traces of vegetation, Shivanasamundra is nature at its best during rainy season, with heavy rainfall expected in the catchment areas of the Cauvery during monsoon and coupled with a good discharge from the Kabini reservoirs. Located about 60 km from Mysore, Shivanasamundra is an alluring spot where the Cauvery branches off into two streams, each of which make a descent of about 200 ft with a roaring sound when the river is in full flow.

Key Issues
1. One of the requirements for the easy access to the tourist places is the improvement of the access and connectivity to places like Ooty, Bandipur and Nagarhole. There is also a requirement for hotels of various grades and categories to cater to different tourists visiting. Lack of lodging and boarding facilities for different categories is required. Need for dormitories are also required for tourist plying from nearby rural villages.

2. With increase in floating population of the city, the pressure on infrastructures like water supply, drainage and waste management etc will be more, the same needs to be taken care during designing the new system.

3. Guesthouses and restaurants are suggested at places like Shivanasamundra, Srirangapatnam to attract more tourists.
4. There is a lack of solid waste management in major public places creating debris and waste littering on the roads and open areas.

5. There is only one tourist information center near the railway station. There is a necessity for information center near important tourist places.
Chapter 09
Urban Environment
9 Urban Environment

9.1 Introduction

Sustainable development in the City of Mysore begins with a respect and understanding of the natural systems that provide us with the resources necessary to function and grow, and that support our outstanding natural environs. These include basic functions such as clean air and water, but also include stable and fertile soils and irreplaceable natural communities. These resources and natural systems not only provide drinking water, breathable air, habitats, and agricultural opportunities, but also serve as the cornerstone to enhancing our overall quality of life. They offer numerous recreational opportunities and enhance our competitive advantage for future growth and prosperity. Traditionally, planning for the environment and natural resources has focused on specific issues affecting public health (water quality, toxic reduction, air pollution, etc.) and the protection of individual sites or species. What these approaches often fail to consider is the fact that everything is interconnected.

Mysore city recognizes its environment and natural landscape as part of an “urban ecosystem.” This ecosystem includes not only natural resources, habitats, but also human adaptations and enhancements such as street trees, culverts, and storm water runoff. Environmental problems associated with urban planning can be classified into two categories, namely, strategic planning and urban management.

9.2 Water bodies

Mysore city has a good green cover and has eight lakes that add to the beauty and calmness of the city. Mysore has eight major tanks/lakes, which are a source of open areas within the rapid urbanizing city. Of these eight lakes, the most frequented are Kukkarahalli and Karanji. These are popular among citizens as picnic spots, family outings, walking, jogging and other activities. These tanks were majorly created for the purpose of drinking water to the city of Mysore in the early 19th century. The list of lakes and their details is given below:

Table 9-1: Lakes in and around Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Name of the Water Body</th>
<th>Catchment Area</th>
<th>Flow</th>
<th>Water Spread area</th>
<th>Usage</th>
<th>Maintained by</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kukkarahalli</td>
<td>160.70</td>
<td>16.07</td>
<td>55.00</td>
<td>Recreation</td>
<td>University of Mysore</td>
</tr>
<tr>
<td>2</td>
<td>Lingambudi Tank</td>
<td>4,377.45</td>
<td>45.10</td>
<td>52.40</td>
<td>Irrigation</td>
<td>Forest Department</td>
</tr>
<tr>
<td>3</td>
<td>Karanji Tank</td>
<td>852.71</td>
<td>20.25</td>
<td>55.00</td>
<td>Recreation</td>
<td>Zoo authority</td>
</tr>
<tr>
<td>4</td>
<td>Hinkal Tank</td>
<td>315.60</td>
<td>7.50</td>
<td>NA</td>
<td>Irrigation</td>
<td>MUDA</td>
</tr>
<tr>
<td>5</td>
<td>Hebbal Tank</td>
<td>514.00</td>
<td>8.60</td>
<td>NA</td>
<td>Irrigation</td>
<td>MUDA</td>
</tr>
<tr>
<td>6</td>
<td>Dalvoy Tank</td>
<td>3,557.17</td>
<td>14.30</td>
<td>54.00</td>
<td>Irrigation</td>
<td>Minor irrigation</td>
</tr>
<tr>
<td>7</td>
<td>Bogadi Tank</td>
<td>1,096.50</td>
<td>37.25</td>
<td>5.00</td>
<td>Irrigation</td>
<td>MUDA</td>
</tr>
<tr>
<td>8</td>
<td>Shetty kere (Yenne hole)</td>
<td>1,652.70</td>
<td>92.06</td>
<td>NA</td>
<td>Irrigation</td>
<td>Minor irrigation</td>
</tr>
<tr>
<td>9</td>
<td>Devanur Tank</td>
<td>345.10</td>
<td>27.60</td>
<td>NA</td>
<td>Irrigation</td>
<td>MCC</td>
</tr>
<tr>
<td>10</td>
<td>Kyathamaranahalli Tank</td>
<td>110.00</td>
<td>0.75</td>
<td>NA</td>
<td>Irrigation</td>
<td>MCC</td>
</tr>
<tr>
<td>11</td>
<td>Rayana Kere</td>
<td>1,652.70</td>
<td>92.06</td>
<td>NA</td>
<td>Irrigation</td>
<td>MUDA</td>
</tr>
</tbody>
</table>
Figure 9-1: Karanj Lake (left), Lingambudi Lake (right)

Figure 9-2: Kukkarahalli Lake (left), Dalvoy Lake (right)

One of the nonexistent lakes today; the Doddekere tank near the palace, stands testimony to the royal dynasties who took keen interest in providing healthy drinking water to the citizens. Doddekere tank was one of biggest lakes in the city that was a value addition to Mysore Palace. It was a source of water for inhabitants around. Located to the east of the Mysore Fort, it was in use some 100 years ago. Surrounded by open space mainly used by rulers of Mysore, the water body was a remarkable sight. In its surroundings are Summer Palace, Vasanth Mahal, Palace stables, which is now KSRP head quarters, and Karanji Mansion, the villa of sister of Nalwadi Krishnaraja Wodeyar. Doddekere now being converted and is used for the purpose of exhibition.

9.2.1 Water Bodies within LPA

In India, both in urban and rural area tanks and lakes are an important aspect of water supply for drinking and irrigation. In Mysore city, Kukkarahalli, Karanji, Lingambudi, Dalvoy, Devnoor are the five manmade lakes. These lakes were constructed during Maharaja’s rule during 19th century to fulfill the needs of water supply for drinking, irrigation, industries and other related works. The source for those lakes was mainly rainwater and urban runoff. By 1910 with the introduction of electrical services and pumped freshwater from river Cauvery, reduced drinking water dependency on these lakes. These lakes also enhanced the ground water table.

However, today the fresh water lakes have been the dumping ground for release of sewage, garbage and silt inflow. There have also been cases of land encroachment or diversion of natural runoff from the lakes, illegal construction, cutting of foreshore trees leading to soil erosion, discharge of sewage, silting are the major problems faced by these lakes. The photos below show the dumping of sewage into the Kukkarahalli and Hebbal lake.
Kukkarahalli Lake

Kukkarahalli lake is located in the heart of the Mysore city, adjoining University of Mysore, the Kalamandir (Rangayana) and the Central Food Technological Research Institute (CFTRI) campus (separated by the Hunsur Road). The lake has a water spread area of 55 ha. The lake used to be a source of water supply to the city of Mysore but over the years, sewage, excessive land encroachments and blockage of water flow sources have led to the degradation of the water quality. The University of Mysore is taking necessary steps to rejuvenate the lake. Currently the University of Mysore is preparing a DPR for the upgradation of the foreshore of area of the lake and improve the water quality for providing a better environment to the visitors of the lake. The lake serves as a recreational centre for the public, with the jogging path providing space for people for walk.
Karanji Lake

Figure 9-5: Location Map, Karanji Lake

Karanji Lake is one of the favorite haunts of migratory birds like herons and egrets. The lake started getting polluted when sewage from the nearby residential areas were let into the lake. This pollution led to the destruction of aquatic life in the lake and with the food source getting depleted, the migratory birds started to avoid the lake. The lake, which is surrounded by a nature park consisting of a butterfly park and a walk through aviary the biggest in India. There is also the Regional Museum of Natural History, which is located on the banks of this lake. The total area of Karanji Lake is 36.4 ha. While water spread area is about 22 ha, the foreshore area measures about 14 ha. Karanji lake is owned by the Mysore Zoo Authority.

Government approved the proposal of Restoration & Development of Karanji Tank under ‘Asian Development Bank Project’ through ‘Karnataka Urban Infrastructure Development Finance Corporation’ (KUIDFC). The important works taken up include cleaning and protection of damaged portion of the feeder channel, improvement to feeder channel, construction of wetland, visitor’s facilities etc.

Lingambudi Lake

Figure 9-6: Location Map, Lingambudi Lake

The lake was constructed by Krishnaraja Wodeyar-III in 1828 AD in memory of his wife, Lingajammanni. The lake is spread over 52 ha, is being conserved and developed by Minor
Irrigation Dept and the Zoo Authority. It is one of the biggest and oldest lakes in Mysore, home to wide variety of water birds. Despite heavy rains in the catchments, only small quantities of rainwater can be seen in the lake. Six island formations are within the tank bed for the promotion of bird’s habitation and wild life in that area. A unique feature of the lake is the Herbal Park, which is of great use to the research students and scholars.

**Hebbal Lake**

Figure 9-7: Location Map, Hebbal Lake

Hebbal Lake is situated on the North of the existing KIADB Hebbal industrial area. The Hebbal Lake is constantly polluted by untreated sewage from the nearby residential layouts. The lake has potential to receive industrial effluents due to its proximity with the industrial area. There were two sewage inlets to the lake.

**Devanur Lake**

Figure 9-8: Location Map, Devanur Lake

Devanur Lake is situated between N.R Mohalla and Udayagiri area. It is one of the most polluted Lakes in Mysore city, and it has turned into a breeding ground for mosquitoes. With feeder,
canals that bring fresh water into it are virtually blocked due to dumping of solid waste into the lake, mainly plastic papers and bottles. Refer to the photo below.

Figure 9-9: Blockage of feeder canal near the eastern side (left) and weeds within the lake (right)

The storm water channels mostly carry sewage from the nearby layouts, which encourages the growth of weeds, which intern hampers the visibility of the lake. Sewage is supposed to enter the lake from the eastern side through the storm water drain and exit into other on the western side. The absence of underground drainage system seems to be the major problem leading to the pollution of the lake.

**Dalvoy Lake**

Figure 9-10: Location Map, Dalvoy Lake

Dalvoy Lake is located 5km south of Mysore city towards Nanjangud on the Bangalore Nilgiri road. The total catchment area of the lake is approximately 360 acres. The main source of water to this lake is rainfall, urban runoff from elevated areas through storm water drains. The lake is primarily fed by storm water through drains from the major part of the city. The major quantum of water/sewage generally enters into the lake through one of its inlet drain. The lake water is used for agricultural purpose towards the eastern side of the lake through a sizable earthen bund. 40 MLD of sewage water into the lake and two outlets having discharge of same quantum of water.
9.3 Protection of Natural Resources / Forest

Mysore and its surroundings are rich in flora and fauna. Mysore has managed to save large tracts of land as reserved forests and open areas. Within the LPA, there are reserved forests and conserved green areas. The largest of them is the Chamundi Betta Reserved Forest, which covers an approx. area of 613 ha. Rest of the areas is within the west of the LPA at Yelwala, Bommanahalli and Bastipura. The total area of coverage of the reserved forest under the Forest Department is 950 ha. Mentioned below is the table showing various areas under the reserved forest and notified under the Karnataka Forest Act 1963.

Table 9-2: Notified Forest

<table>
<thead>
<tr>
<th>No</th>
<th>Names of the block</th>
<th>Village Name</th>
<th>Extent (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Mysore Range</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Yelwala S.F</td>
<td>Yelwala</td>
<td>214.48</td>
</tr>
<tr>
<td>2</td>
<td>Bastipura S.F</td>
<td>Bastipura</td>
<td>74.05</td>
</tr>
<tr>
<td>3</td>
<td>Bommanahalli S.F</td>
<td>Manikyapura</td>
<td>4.85</td>
</tr>
<tr>
<td>4</td>
<td>Bommanahalli S.F</td>
<td>Manikyapura</td>
<td>4.45</td>
</tr>
<tr>
<td>5</td>
<td>Bommanahalli S.F</td>
<td>Bommanahalli</td>
<td>39.26</td>
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<tr>
<td></td>
<td><strong>Sub Total of Mysore Range (1-5)</strong></td>
<td></td>
<td><strong>337.09</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Green Urban Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Chamundi S.F</td>
<td>Chamundi Betta</td>
<td>101.91</td>
</tr>
<tr>
<td>7</td>
<td>Chamundi S.F</td>
<td>Chamundi Betta</td>
<td>85.53</td>
</tr>
<tr>
<td>8</td>
<td>Chamundi S.F</td>
<td>Chamundi Betta</td>
<td>87.52</td>
</tr>
<tr>
<td>9</td>
<td>Chamundi S.F</td>
<td>Chamundi Betta</td>
<td>130.77</td>
</tr>
<tr>
<td>10</td>
<td>Chamundi S.F</td>
<td>Hosahundi</td>
<td>29.94</td>
</tr>
<tr>
<td>11</td>
<td>Chamundi S.F</td>
<td>Uttanhhali</td>
<td>44.55</td>
</tr>
<tr>
<td>12</td>
<td>Chamundi S.F</td>
<td>Sakkahalli</td>
<td>132.88</td>
</tr>
<tr>
<td>13</td>
<td>Chamundi S.F</td>
<td>Sakkahalli</td>
<td>0.41</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total of Chamundi Forest (6-13)</strong></td>
<td></td>
<td><strong>613.51</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Total area under Reserved Forest</strong></td>
<td></td>
<td><strong>950.6</strong></td>
</tr>
</tbody>
</table>

Source: Forest Department, Areas notified as per the Karnataka Forest Act, 1963
Chamundi Reserved Forest
The Chamundi Hills Reserve Forest comprises an isolated range of hilllocks, popularly known as Chamundi Betta, with a periphery of 613 ha, situated southeast of Mysore city. Being an overpowering geographical feature of the landscape, Chamundi Hill’s influence on the ecology of the region plays a crucial role in the microclimate of Mysore. Chamundi Hills not only provides green cover and lung space for Mysore, but is also a major watershed and helps in ground water recharge and regulating the micro climatic conditions. It is a prominent part of the Cauvery River basin, and an important watershed for the lakes and tanks. The Karnataka state forest department presently protects the reserve forest. Chamundi Hills' fragile eco-system is already under threat due to encroachments. Several buildings have come up in the region increasing encroachment upon the buffer zone. It is imperative to draw a buffer zone to prevent encroachment and conserve its pristine environs. The Chamundi Hills is already under tremendous stress due to land encroachment at the foothills and construction works taken up on the top.

Thousands of pilgrims visit the hills during the weekdays and about 20,000 during weekends. Mysore is in danger of losing its green cover as large tracts of forestland around the Chamundi Hills have been encroached upon and destroyed. The hills are an intrinsic part of the environmental, cultural and spiritual heritage of Mysore. Garbage menace Heaps of non-degradable garbage is dumped on and around the hills. Even today, the authorities concerned are unable to handle the garbage left by tourists and devotees at the top and on the way up to hills. Below is the photo showing the garbage dumped on the side of hill.

The village of Chamundi is also facing threat with the construction of new houses and the increased pressure on infrastructure like provision of water supply, solid waste management, sewerage, etc. the demolition of old houses and construction of new houses is changing the face of the hill top. The dumping of construction material and impermeable surface also will affect the surface runoff and hence affect the ground water table.

9.4 Open spaces within the LPA
Increase in population and unbridled urbanization of Mysore city has eaten away open spaces and agricultural areas around the Mysore city, as the city continues to expand horizontally. The Mysore Urban Development Authority has proposed new residential layouts on the periphery of the city, which is an indication of vanishing of more agricultural land around the city. The city has open green areas as parks, gardens and water bodies. It is mandatory for all the housing layouts constituted by MUDA or private developers to reserve areas for parks and open within them. These areas are taken over by MUDA or MCC to be converted into parks for public use. The authority then provides the infrastructure facilities. Due to this, there are many green spaces within the Mysore city. Some of the parks are maintained by MUDA and MCC as part of large public spaces. The total area of the parks, play grounds and other open spaces within Mysore urban area is 700.25 Ha and Nanjangud is 2.68 Ha. Other open areas are the glades cricket ground, the oval playground, open ground of the Maharajas College and spaces within the University of Mysore campus. The water bodies like Kukkarahalli, Karanji, Lingambudi, etc also form the part of the open areas. Chamundi Vihar stadium, the Race Club and the Golf club are other big open spaces within the city. With rapid urbanisation and increased land prices, there is a serious need to save and conserve these spaces within the LPA.

Mysore also lacks spaces for sports such swimming pool. It has one swimming pool at Saraswathipuram maintained by the university of Mysore. Places like sports clubs are missing.
Zoo is another lung space that the city has. The list of selected parks and open green spaces within the city of Mysore are described in the table below.

Table 9.3: Details of selected parks in LPA

<table>
<thead>
<tr>
<th>No.</th>
<th>Name Of The Park</th>
<th>Location</th>
<th>Total Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Water Tank Park</td>
<td>Kuvempunagar</td>
<td>1.36</td>
</tr>
<tr>
<td>2</td>
<td>Kuvempunagar Park</td>
<td>Kuvempunagar</td>
<td>0.39</td>
</tr>
<tr>
<td>3</td>
<td>Linga Budhi Kere Park</td>
<td>Behind Linga Budhi Kere</td>
<td>1.00</td>
</tr>
<tr>
<td>4</td>
<td>Adolana Circle Park</td>
<td>Ramakrishna Nagar</td>
<td>4.86</td>
</tr>
<tr>
<td>5</td>
<td>4th Main Park</td>
<td>Ramakrishna Nagar</td>
<td>0.97</td>
</tr>
<tr>
<td>6</td>
<td>Jayalakshmi Somyuktha Padhavi College Park</td>
<td>Ramakrishna Nagar</td>
<td>0.34</td>
</tr>
<tr>
<td>7</td>
<td>Telecom Badavane Park</td>
<td>Telecom Badavane</td>
<td>1.42</td>
</tr>
<tr>
<td>8</td>
<td>Ashoka Circle Park</td>
<td>Krishnamurthy Puram</td>
<td>1.70</td>
</tr>
<tr>
<td>9</td>
<td>South 2nd Main Park</td>
<td>Kesae</td>
<td>0.47</td>
</tr>
<tr>
<td>10</td>
<td>Kaveri Depatmental store Park</td>
<td>Shadhadevi Nagar</td>
<td>0.34</td>
</tr>
<tr>
<td>11</td>
<td>Tataiah Park</td>
<td>Sayaji Rao road</td>
<td>0.46</td>
</tr>
<tr>
<td>12</td>
<td>Mathura Park</td>
<td>KRS Road</td>
<td>0.77</td>
</tr>
<tr>
<td>13</td>
<td>Gokulam 2nd stage park</td>
<td>Gokulam</td>
<td>0.94</td>
</tr>
<tr>
<td>14</td>
<td>Vijaya Nagar Narasimhaswamy Park</td>
<td>Vijaya Nagar</td>
<td>6.12</td>
</tr>
<tr>
<td>15</td>
<td>Vijaya Nagar Park</td>
<td>Vijaya Nagar</td>
<td>1.01</td>
</tr>
<tr>
<td>16</td>
<td>P.K.Colony Park</td>
<td>Gokulam</td>
<td>0.40</td>
</tr>
<tr>
<td>17</td>
<td>Puthli Park</td>
<td>Bannimantap</td>
<td>1.69</td>
</tr>
<tr>
<td>18</td>
<td>Shivaratheswara Park</td>
<td>Shivaratheswara Nagar</td>
<td>0.44</td>
</tr>
<tr>
<td>19</td>
<td>HUDCO Park</td>
<td>Kalyanagiri Nagar</td>
<td>0.48</td>
</tr>
<tr>
<td>20</td>
<td>Bangalore Road Park</td>
<td>Bannimantap Extension</td>
<td>1.54</td>
</tr>
<tr>
<td>21</td>
<td>Jogi Siddaiah Park</td>
<td>Gandhinagar</td>
<td>0.57</td>
</tr>
<tr>
<td>22</td>
<td>Gnadhinagar Park</td>
<td>Gandhinagar</td>
<td>0.60</td>
</tr>
<tr>
<td>23</td>
<td>Rajiv Nagar 1st Park</td>
<td>Gandhinagar</td>
<td>2.00</td>
</tr>
<tr>
<td>24</td>
<td>Shanti Nagar Park</td>
<td>Shanti Nagar</td>
<td>0.59</td>
</tr>
<tr>
<td>25</td>
<td>Pump house Park</td>
<td>N.R.Mohala</td>
<td>5.20</td>
</tr>
<tr>
<td>26</td>
<td>2nd stage park</td>
<td>Gnadhinagar</td>
<td>0.71</td>
</tr>
<tr>
<td>27</td>
<td>Basavalingappa Park</td>
<td>Vidyaranya Puram</td>
<td>0.57</td>
</tr>
<tr>
<td>28</td>
<td>Chamundeshwari Park</td>
<td>Ramakrishna Nagar</td>
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</tr>
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<td>29</td>
<td>K.E.B Colony Park</td>
<td>N.R.Mohala</td>
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</tr>
<tr>
<td>30</td>
<td>Gayatripuram Park</td>
<td>Gayatripuram</td>
<td>1.49</td>
</tr>
<tr>
<td>31</td>
<td>Almahally Layout Park</td>
<td>T.Narasipura Road</td>
<td>0.53</td>
</tr>
<tr>
<td>32</td>
<td>P.T.Park</td>
<td>Siddhartha Nagar</td>
<td>0.79</td>
</tr>
<tr>
<td>33</td>
<td>P.T.Park</td>
<td>T.Narasipura Road</td>
<td>0.91</td>
</tr>
<tr>
<td>34</td>
<td>K.H.B Park</td>
<td>Kalyanagiri Nagar</td>
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</tr>
<tr>
<td>35</td>
<td>EWS Park</td>
<td>Kalyanaganagar</td>
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<td>36</td>
<td>EWS 2nd Stage Park</td>
<td>Kuvempunagar</td>
<td>0.54</td>
</tr>
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<td>37</td>
<td>Vijaynagar 3rd stage Park</td>
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</tr>
<tr>
<td>38</td>
<td>Vijaynagar 3rd stage Park</td>
<td>Vijaynagar</td>
<td>0.71</td>
</tr>
<tr>
<td>39</td>
<td>Vijaynagar 4th stage Park</td>
<td>Vijaynagar</td>
<td>2.95</td>
</tr>
<tr>
<td>40</td>
<td>Sri Rampura Park</td>
<td>Sri Rampura</td>
<td>2.48</td>
</tr>
<tr>
<td>41</td>
<td>J.P.Nagar 1st Stage</td>
<td>J.P.Nagar</td>
<td>6.67</td>
</tr>
<tr>
<td>42</td>
<td>Kythamaranahalli HUDCO Layout Park</td>
<td>Gayatrinagar</td>
<td>0.84</td>
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</tbody>
</table>
### Details for selected open spaces in Mysore

<table>
<thead>
<tr>
<th>No</th>
<th>Name Of the Park</th>
<th>Location</th>
<th>Total Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>Sathagalli Layout 1st Stage</td>
<td>BTS Rao Layout</td>
<td>0.50</td>
</tr>
<tr>
<td>44</td>
<td>Datagalli Park</td>
<td>Datagalli</td>
<td>2.29</td>
</tr>
<tr>
<td>45</td>
<td>Devnur Park</td>
<td>Rajeev Nagar</td>
<td>1.50</td>
</tr>
<tr>
<td>46</td>
<td>Vijayanagar 2nd Stage</td>
<td>Vijayanagar</td>
<td>1.50</td>
</tr>
<tr>
<td>47</td>
<td>Vijayanagar 2nd Stage</td>
<td>Vijayanagar</td>
<td>0.99</td>
</tr>
<tr>
<td>48</td>
<td>Vijayanagar 2nd Stage</td>
<td>Vijayanagar</td>
<td>1.63</td>
</tr>
<tr>
<td>49</td>
<td>Hebbal 2nd Stage</td>
<td>Hebbal</td>
<td>0.82</td>
</tr>
<tr>
<td>50</td>
<td>Basavanagudi Park</td>
<td>Hebbal</td>
<td>2.90</td>
</tr>
<tr>
<td>51</td>
<td>Hebbal 3rd Stage</td>
<td>Hebbal</td>
<td>1.03</td>
</tr>
<tr>
<td>52</td>
<td>Kesare 1st Cross Park</td>
<td>Kesare</td>
<td>0.49</td>
</tr>
<tr>
<td>53</td>
<td>Kesare Park</td>
<td>Kesare</td>
<td>1.22</td>
</tr>
</tbody>
</table>

#### 9.5 Agricultural lands within the LPA

Major agriculture areas situated in the east and west between the developed areas of Mysore and the LPA boundary either have got approval for the Conversion of land use or is under consideration for the approval for change of land use from agriculture to non agriculture use. On the east side of the LPA the villages of Hanchya, Vajamangala, Bhugatagally, Chikkanahally, Choranahalli, Lalithadripura, Yandahally, Uthanalli, Madapar, Hosahundi, Bandipaliya and Marasatthanally are the ones where most of the agricultural land has been given the approval for the non agriculture use. While on the west of the LPA, the villages of Elwala, Huiyalu, Belavadi, Madagally, K. Hemanahally, Martikyanahally, Kergally, Nagarathanally, Yadahalli, Halalu, Kenchanagudu and Dadahally are the ones, which have most of the lands that are deemed to be converted to the non-agricultural use. While the villages of Bastipura, Hulikere, Belagula, Hongalli, Mogarahalli in the north and Mandakalli, Gude Madanahalli and Kadakola in the south have been reserved for natural growth of these villages for urbanisation. It may be noted that the urbanisation trend for the city of Mysore will be more toward west as there are more dry lands as compared to North and east. The north portion of LPA has wetlands under the KRS irrigation channels.

#### 9.6 Air Quality

Mysore was one of the cities with major green areas and open spaces. Mysore has now been undergoing rapid urbanisation and hence it is necessary to understand the air quality within the city. The ambient air quality monitoring is necessary as it is related to the health of the citizens, spread of diseases and other conditions within a city. In Mysore, the air quality has been within the permissible limits specified by the Pollution Control Board. In Mysore, the Karnataka State Pollution Control Board (KSPCB) is the authority responsible for the monitoring of air quality. There are three monitoring stations at Mysore one at KSPCB office building in Hebbal Industrial area, second at KSRTC building at Krishnarajendra circle and the third at Government First Grade College building at Kuvempunagar, which is in the midst of a residential locality. The parameters analyzed are Sulphur dioxide ($SO_2$), Oxides of Nitrogen ($NO_x$), Suspended Particulate Matter (SPM), Respirable Suspended Particulate Matter (RSPM). The table below describes the air quality in Mysore city for the last ten years, which has been monitored by KSPCB.
Table 9-4: Air Quality in Mysore City

<table>
<thead>
<tr>
<th>Standards(µg/m³)</th>
<th>SO₂</th>
<th>NOx</th>
<th>SPM</th>
<th>RSPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998-1999</td>
<td>32</td>
<td>28</td>
<td>89</td>
<td>0</td>
</tr>
<tr>
<td>1999-2000</td>
<td>31</td>
<td>27</td>
<td>81</td>
<td>49</td>
</tr>
<tr>
<td>2000-2001</td>
<td>30</td>
<td>30</td>
<td>109</td>
<td>64</td>
</tr>
<tr>
<td>2001-2002</td>
<td>20</td>
<td>29</td>
<td>103</td>
<td>72</td>
</tr>
<tr>
<td>2002-2003</td>
<td>20</td>
<td>27</td>
<td>107</td>
<td>61</td>
</tr>
<tr>
<td>2003-2004</td>
<td>11</td>
<td>18</td>
<td>96</td>
<td>54</td>
</tr>
<tr>
<td>2004-2005</td>
<td>11</td>
<td>20</td>
<td>51</td>
<td>92</td>
</tr>
<tr>
<td>2005-2006</td>
<td>22</td>
<td>34</td>
<td>48</td>
<td>93</td>
</tr>
<tr>
<td>2006-2007</td>
<td>16</td>
<td>22</td>
<td>48</td>
<td>93</td>
</tr>
<tr>
<td>2007-2008</td>
<td>13</td>
<td>19</td>
<td>46</td>
<td>85</td>
</tr>
</tbody>
</table>

Source: K.S.P.C.B, Mysore

The ambient air quality of the Mysore city is well within the permissible limits. With the increase in the vehicular traffic and traffic load, it is evident that the pollution limits will increase. The concentration of all the four parameters is well within the prescribed standards of the pollution control board. The reason for the decreasing in concentrations may be use of advanced equipments in the industrial sector, green areas with in the city and awareness of the citizens.
Chapter 10
Location of Identified Problems
10 Location of Identified Problems
There are a few HT line alignments in the city area, where certain stretches have residential developments below them. These are undesirable developments. These have to be got vacated and clear buffer, as required under the Electricity board rules, have to be provided in the urban limits in the LPA.

10.1 Industry
There are no non-conforming industries in residential areas. The nuisance is only limited to the location of the workshops and most of these are car service & car repair establishments and then location of meat shops which are unhygienic. The hopcoms outlets and fish selling outlets located on the footpath, milk both, cobbler shops located on the footpath need to be suitably relocated.

10.2 Urban Flooding
1. Khythamanahalli Kere area and Devanur Kere area
2. JSS Hospital road junction
3. Vidayaranyapuram – Back side of sewage farm
4. Opposite fire brigade under bridge
5. Arch Gate junction – Near inter-city Bus Stand

Table 10-1: Location of Identified Problems

<table>
<thead>
<tr>
<th>No</th>
<th>Unauthorized Developments Below HT Lines</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alanahalli Area</td>
</tr>
<tr>
<td>2</td>
<td>Belavadi Area</td>
</tr>
<tr>
<td>3</td>
<td>Elvala Area</td>
</tr>
<tr>
<td>4</td>
<td>Gandhi Nagar Area</td>
</tr>
<tr>
<td>5</td>
<td>Gourishankar Nagar Area</td>
</tr>
<tr>
<td>6</td>
<td>Hutagalli Area</td>
</tr>
<tr>
<td>7</td>
<td>Kumarakuppalu Area</td>
</tr>
<tr>
<td>8</td>
<td>Kurgali Area</td>
</tr>
<tr>
<td>9</td>
<td>Nachanahalli Area</td>
</tr>
<tr>
<td>10</td>
<td>Ragavendra Nagar Area</td>
</tr>
<tr>
<td>11</td>
<td>Rajendra Nagar Area</td>
</tr>
<tr>
<td>12</td>
<td>Yaraganahalli Area</td>
</tr>
<tr>
<td>13</td>
<td>Geometric Design of Intersection/Junctions Needs to be Improved</td>
</tr>
<tr>
<td>14</td>
<td>Fire Station Junction</td>
</tr>
<tr>
<td>15</td>
<td>Yelathotta Junction</td>
</tr>
<tr>
<td>16</td>
<td>Vasanth Mahal Junction</td>
</tr>
<tr>
<td>17</td>
<td>T.Narsipura Junction</td>
</tr>
<tr>
<td>18</td>
<td>Kuvempu Nagar Housing Board Complex Junction</td>
</tr>
<tr>
<td>19</td>
<td>Widening the Bridge &amp; Realignment</td>
</tr>
<tr>
<td>20</td>
<td>Railway Under Bridge (KRS road)</td>
</tr>
<tr>
<td>21</td>
<td>Railway Under Bridge (New Kantharaja Urs Road)</td>
</tr>
<tr>
<td>22</td>
<td>Railway Under Bridge (Udya Ravi Road)</td>
</tr>
<tr>
<td>23</td>
<td>Shifting the Bus Stops</td>
</tr>
<tr>
<td>24</td>
<td>Shyam Studio Juction (K.G Koppal road)</td>
</tr>
<tr>
<td>25</td>
<td>Shanthisagar Food Complex Junction</td>
</tr>
<tr>
<td>26</td>
<td>Sterling Theatre Road Junction</td>
</tr>
<tr>
<td>Urban Flooding Area</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>24 Kuvempu Nagar (K &amp; N block)</td>
<td></td>
</tr>
<tr>
<td>25 Paduvarahalli</td>
<td></td>
</tr>
<tr>
<td>26 Mahavir Nagar, Albertvictor Rd, Ashoka Rd, BN Rd</td>
<td></td>
</tr>
<tr>
<td>27 Kyathamaramanahalli</td>
<td></td>
</tr>
<tr>
<td>28 Udayagiri, Shanthi Nagar</td>
<td></td>
</tr>
<tr>
<td>29 N.R Mohalla, Subashchandra Bose Nagar</td>
<td></td>
</tr>
<tr>
<td>30 Behind Java Factory, Medar Block</td>
<td></td>
</tr>
<tr>
<td>31 Bannimantap</td>
<td></td>
</tr>
<tr>
<td>32 Agranahara</td>
<td></td>
</tr>
<tr>
<td>Missing Links in the Major Road Network in Different Localities - 20 Missing Links are Identified</td>
<td></td>
</tr>
</tbody>
</table>
Appendix

1. Notification
No. LMA 128 MNP 65, dated 20-4-1966
S.O. 4498:- In exercise of powers conferred by sub-section (1) of section 4-A of the Karnataka Town and Country Planning Act, 1961 (Karnataka Act No. 11 of 1963 as amended by the Act 14 of 1964), the Government of Karnataka hereby declares with effect from 1st May, 1966 that the area comprising the City of Mysore and other areas indicated in Schedule I to be a Local Planning Area for the purpose of the said Act, which shall be called by the name of the Mysore City Planning Area and the limits of the said Planning Area shall be as indicated in Schedule II.

**SCHEDULE I**
Statement showing the list of villages and towns to be included within the proposed Local Planning Area of Mysore

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Name of the villages and towns which come under Local Planning Area</th>
<th>R.S. No. which come under Local Planning Area of Mysore</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Mysore City Municipal Area</td>
<td>Entire Area</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Bastipura</td>
<td>Entire revenue village including gramatana</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Averhalli (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Bichanakuppe</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Hangalli</td>
<td>S. Nos. 1 to 12, 15, 36, 71 to 83, 86 to 91, 122 to 124, 129 to 222 and 288 to 306 including gramatana</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Majjigrpura</td>
<td>S. Nos. 1 to 39, 53 to 55, 65 to 71, 75 to 92, 100, 101, 104 to 107 including gramatana</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Balrnuri (Deserted village)</td>
<td>S. Nos. 29, 32 to 44, 120 and 121 including Old Poorniah Nala Kharab</td>
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<tr>
<td>8.</td>
<td>Belagula</td>
<td>S. Nos. 1 to 22, 35 to 47, 56 to 58, 139 to 142, 760, 761, 964 to 1229 and 1232 to 1246 including gramatana</td>
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<tr>
<td>9.</td>
<td>Jakkanakuppe</td>
<td>Entire revenue village including gramatana</td>
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<tr>
<td>10.</td>
<td>Hulikere</td>
<td>-do-</td>
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</tr>
<tr>
<td>11.</td>
<td>Kuppekada</td>
<td>-do-</td>
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<td>12.</td>
<td>Pura (Deserted village)</td>
<td>-do-</td>
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</tr>
<tr>
<td>Sl. No</td>
<td>Name of the villages and towns which come under Local Planning Area</td>
<td>R.S. No. which come under Local Planning Area of Mysore</td>
<td>Remarks</td>
</tr>
<tr>
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<td>----------------------------------------------------------</td>
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<tr>
<td>(1)</td>
<td></td>
<td></td>
<td>(4)</td>
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<tr>
<td>13.</td>
<td>Anagali (Deserted village)</td>
<td>-do-</td>
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<tr>
<td>14.</td>
<td>Mogarahalli</td>
<td>-do-</td>
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<tr>
<td>15.</td>
<td>Vundavadi</td>
<td>S. Nos. 25 to 30 only</td>
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<tr>
<td>16.</td>
<td>Sadanahalli</td>
<td>Entire revenue village including gramatana</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Naganahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>Laxmipura</td>
<td>-do-</td>
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<td>19.</td>
<td>Kalastavadi</td>
<td>-do-</td>
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<tr>
<td>20.</td>
<td>Kesare</td>
<td>-do-</td>
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</tr>
<tr>
<td>21.</td>
<td>Devanur (Deserted village)</td>
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</tr>
<tr>
<td>22.</td>
<td>Satagahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>23.</td>
<td>Yaraganahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>24.</td>
<td>Alanahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>25.</td>
<td>Nadanahalli</td>
<td>-do-</td>
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</tr>
<tr>
<td>26.</td>
<td>Lalithadripura</td>
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<tr>
<td>27.</td>
<td>Uttanahalli</td>
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<td></td>
</tr>
<tr>
<td>28.</td>
<td>Bandipura</td>
<td>-do-</td>
<td></td>
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<tr>
<td>29.</td>
<td>Hosahundi</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>30.</td>
<td>Gude Madanahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>31.</td>
<td>Marse</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>32.</td>
<td>Mandakalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>33.</td>
<td>Gurur</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>34.</td>
<td>Srirampura</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>35.</td>
<td>Lingambudi (Deserted village)</td>
<td>S. Nos. 23 to 31 only</td>
<td></td>
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<tr>
<td>36.</td>
<td>Ajjanahundi</td>
<td>Entire revenue village including gramatana</td>
<td></td>
</tr>
<tr>
<td>37.</td>
<td>Dattagalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>38.</td>
<td>Bogadi</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>39.</td>
<td>Basavanahalli (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>40.</td>
<td>Hinkal</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>41.</td>
<td>Hutagalli</td>
<td>-do-</td>
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<tr>
<td>42.</td>
<td>Kurgalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>43.</td>
<td>Hebbalu Hamlet villages (a) Manchegowdana Koppal (b) Kumbara Koppal (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>44.</td>
<td>Metagalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>45.</td>
<td>Siddalingapura</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>46.</td>
<td>Kuppalur</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>47.</td>
<td>Chamundi Betta</td>
<td>-do-</td>
<td></td>
</tr>
</tbody>
</table>
### SCHEDULE II

**Description of running boundary of Local Planning Area of Mysore.**

A line starting from the north-west corner of Bichanakuppe village boundary in Srirangapatna taluk and runs along the road from Chikkanahalli to Krishnarajasagar in Vundavadi village limits, Mysore Taluk up to R.B.L.L. canal regulator at Krishnarajasagar Dam. The line then takes a turn towards north and along the upper margin of R.B.L.L. canal, running in the village limits of Hogali, Balmuri, Majjigeppura and Belagula in Srirangapatna taluk and then meets M.C.Road. Further the line takes a turn towards east and runs along M.C.Road and meets the north-east corner of Survey No.760 of Belagula village. The line then runs along the eastern boundary line of Survey Nos. 760 and 761 of Belagula village in Srirangapatna taluk and meets the village boundary of Jakkanakuppe in Srirangapatna taluk at north-east corner of S. No.23; further it runs along the eastern boundary line of S.No 23 and meets the taluk boundary line of Mysore-Srirangapatna at the north-west corner of S.No.73 of Sadanahalli village in Mysore taluk. Further, the line runs along the Mysore-Srirangapatna taluk boundary line and also on the village boundary of Laxmipura and crosses Mysore-Bangalore railway line, further it runs along the same village boundary and then joins the northern boundary of Naganahalli. The line then runs along the north-eastern boundary of Naganahalli and joins Kalastavadi village boundary; the line then runs along the northern boundary of Kalastavadi, crosses Mysore-Bangalore road and runs along the northern boundary of Kalastavadi, then takes a turn towards south and runs along the eastern boundary of Kalastavadi village crossing Mysore-Melapura road and runs along the Mysore-Melapura road in the east; and then meets Kesare village boundary at south-east corner of S.No.377 of Kesare village and then runs along the village boundary of Devanur after crossing the proposed channel. The line then runs along the eastern boundary of Devanur village and then joins the village limits of Satagahalli in the north. It runs along the northern boundary of Satagahalli village, crosses Mysore-Mahadevapura road and then turns towards south running along the eastern boundary of Satagahalli village and joins the northern boundary of Larganahalli village. The line further runs along the eastern boundary of Yaraganahalli and then joins northern boundary of Alanahalli village.

Further the line runs along the northern boundary of Apanahalli village and joins Nandanahalli village in the north. It runs along the northern boundary of Nandanahalli village, takes a turn

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Name of the villages and towns which come under Local Planning Area</th>
<th>R.S. No. which come under Local Planning Area of Mysore</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td></td>
<td>(2)</td>
<td>(3)</td>
</tr>
<tr>
<td>(48)</td>
<td>Irrengere</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(49)</td>
<td>Vijayasripura (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(50)</td>
<td>Maragowdanahalli (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(51)</td>
<td>Belavatta (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(52)</td>
<td>Kyathammanahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(53)</td>
<td>Kurubarahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(54)</td>
<td>Naganahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(55)</td>
<td>Chikkaharadahalli (Deserted village)</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(56)</td>
<td>Malavadi</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>(57)</td>
<td>Kukkarahalli</td>
<td>-do-</td>
<td></td>
</tr>
</tbody>
</table>
towards south and runs along the eastern boundary of Nadanahalli village. It crosses Mysore-Bennur road and further runs along the eastern boundary of Nadanahalli and crosses Mysore-T.Narasipur road in the south and further runs along the eastern boundary of Nadanahalli village and joins Lalithadripura village boundary. It runs along the eastern boundary of Lalithadripura and joins Uttanahalli village boundary. Further, the line runs along the southern boundary of Uttanahalli and joins Bandipalya village boundary in the south. It further runs along the southern boundary of Bandipalya village and joins Hosahundi village boundary. Further it runs along the southern boundary of Hosahundi village and then joins Gudemadanahalli village boundary. It runs along eastern boundary, Gudemadanahalli village turns towards south and then runs along the southern boundary of Marse village and then crosses Mysore-Nanjangud road. Further, the line runs along the southern boundary of Marse village and joins Mandakalli village boundary in the south. It runs along the southern boundary of Mandakalli village and crosses Mysore-Nanjangud railway line the line running along the southern boundary of Mandakalli and then joins Gurur village boundary in the south. Then the line runs along the southern boundary of Gurur village and take a turn towards west, further runs along the south-eastern boundary of Gurur village and then runs along the western boundary of Gurur village, joining south-western boundary of Srirampur village. The line the crosses Mysore-Manantody road in 93rd mile and then it runs towards north along the western boundary of Srirampur village. Then the line meets the left bank of Lingambudi tank and takes a turn towards west and runs along the tank-bund and joins the village boundary of Dattagalli. Further the line turns towards west and runs along the south-western boundary of Dattagalli, turns towards north and then joins western boundary of Ajjanaahundi village. Further the line runs along the western boundary of Ajjanaahundi and then joins the western boundary of Dattagalli again. Then it runs towards north running along the western boundary of Dattagalli and then joins western boundary of Bogadi village. Further it runs along the western boundary of Bogadi village crosses Mysore-Bogadi-Gaddige road in the 5th mile and continues to run towards north along the western boundary of Bogadi village and then joins western boundary of Basavanahalli village. The line then further runs towards north running along the western boundary of Basavanahalli and then joins the western boundary of Hinkal village. The line then runs towards north along the western boundary of Hinkal village and then joins western boundary of Hutagalli village. The line the runs towards north along the western boundary of Hutagalli and then joins western boundary of Kuragalli village. The line further runs towards north along the western boundary of Hutagalli and then joins the western boundary of Kuragalli village. The line further runs towards north along the western boundary of Kuragalli village. The line further runs towards north along the western boundary of Kuragalli village. The line further runs towards north along the western boundary of Kuragalli village. The line crosses the road at Hunsur and continues to run towards north along the western boundary of Kurgalli and then joins the western boundary of Bastipuri village. The line then runs along the western boundary of Bastipuri and then joins the western boundary of Averahalli. It then runs along the western boundary of Averahalli and joins the western boundary of Bichanakuppe village. The line then turns towards north-west and runs along the western boundary of Bichanakuppe, crosses Mysore-Arasikere railway line and meets the north-west corner of Bichanakuppe village boundary and then joins the starting point in Bichanakuppe village boundary.
2. Notification
GOVERNMENT OF KARNATAKA
Karnataka Government Secretariat,
Mini Tower, Vishveshwaraya Centre,
Dr.B.R.Ambedkar Veedhi,
No.HUD 301 TTP 81
Bangalore, dated 5th April 1983

NOTIFICATION

In exercise of the powers conferred by sub-section(1) of section 4A of the Karnataka Town and Country Planning Act, 1961 (Karnataka Act No.11 of 1963), the Government of Karnataka hereby declares that with effect from 17.3.1983, the area comprising the Nanjangud Town and other areas indicate in Schedule I to be a local planning area for the purposes of the said Act, which shall be called by the name of the Nanjangud Town Planning Area, and the limits of the said planning Area, shall be as indicated in Schedule-II.

By order and in the name of the Governor of Karnataka,

Sd-
Under Secretary to Government,
Housing & Urban Development Deptt.

To,
The Compiler, Karnataka Gazette, Bangalore for publication in Part IV-section 2(ii) of the Gazette in the next issue and to supply 25 copies each to (1) the Director of Town planning, Bangalore (2) the Deputy Commissioner, Mysore and (3) Housing & Urban Development Deptt. (BD Section) K.G.S. Bangalore.

Copy to:
1. The Director of Town Planning, Bangalore
2. The Chairman, Karnataka State Town Planning, Board, Anand Rao Circle, Bangalore.
3. The Divisional Commissioner, Mysore Division, Mysore.
4. The Deputy Commissioner, Mysore.
5. The Assistant Director of Town Planning, Mysore.
6. The Chief Officer, Town Municipal Council, Nanjangud, Mysore District
7. The President, Taluk Development Board, Nanjangud- Mysore District.
8. S.G.F.
**SCHEDULE – I**

List of villages /towns included within the Local Planning Area for Nanjangud and environs

<table>
<thead>
<tr>
<th>Sl.No</th>
<th>Name of Village/Town</th>
<th>Taluk in which it is located</th>
<th>Extent of the area included in the Local Planning Area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Nanjangud</td>
<td>Nanjangud</td>
<td>Entire revenue village including Municipal area</td>
</tr>
<tr>
<td>2.</td>
<td>Chamalapura</td>
<td>“</td>
<td>Entire revenue village including Gramathana</td>
</tr>
<tr>
<td>3.</td>
<td>Debur</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>4.</td>
<td>Kallahalli</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>5.</td>
<td>Kathavadipura</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>6.</td>
<td>Chikkayyanachatra</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>7.</td>
<td>Thandavapura</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>8.</td>
<td>Basavanapura</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>9.</td>
<td>Hijjige</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>10.</td>
<td>Thoramavu</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>11.</td>
<td>Geekahalli</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>12.</td>
<td>Golur</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>13.</td>
<td>Deveeramanahalli</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>14.</td>
<td>Handuvinahalli</td>
<td>“</td>
<td>“</td>
</tr>
<tr>
<td>15.</td>
<td>Kadakola</td>
<td>Mysore</td>
<td>“</td>
</tr>
<tr>
<td>16.</td>
<td>Madaragalli</td>
<td>“</td>
<td>“</td>
</tr>
</tbody>
</table>

Sd-
Under Secretary to Government,
Housing & Urban Development Deptt.
SCHEDULE II
Description of running boundary of the Local Planning Area for Nanjangud and environs
The boundary line starts from the north-west corner of Madaragalli village and runs east along the northern boundary of Madaragalli till it meets the north-east corner of the same village from where it turns south and runs along the eastern boundaries of Madaragalli, Kadakola, Thandavapura, chikkayyanachatra and Thoramavu, crosses river Kapila and runs further south along the eastern boundaries of Nanjangud and Geekahalli after crossing Nanjangud –T.Narsipur and Nanjangud –Yalandur road till it touches the south-east corner of Geekahalli from where it turns west and runs along the southern boundaries of Geekahalli and Golur after crossing Nanjangud –Chamrajanagar road till it touches the south-west corner of Golur village from where it turns south and runs along the eastern boundary of Nanjangud till it touches the south-east corner of Nanjangud, from where it turns west and runs along the southern boundaries of Nanjangud, deveerammanahalli and Handuvanahalli after crossing Nanjangud-Gudlupet road till it touches west corner of Handuvanahalli from where it turns south-west and runs along the southern boundary of Debur till it touches the south-west corner of Debur from where it turns north and runs along the western boundary of Debur, crosses Hullahalli-Nanjangud road and meets the north-west corner of Debur from where it turns north-east and runs along the north western boundaries of Debur and Kallahalli till it touches the north-west corner of Katawadipura from where it turns north and runs along the western boundaries of Thandavapura, Kadakola and Madaragalli village till it joins the north-western corner of Madaragalli village, the starting point.
3. Notification

ANNEXURE - R1

GOVERNMENT OF KARNATAKA

No. HUD 30 TTP 84

Karnataka Government Secretariat,
Mini Tower, Visveshwaraya Centre,
Dr. Ambedkar Veedhi, Bangalore-1

Dated: 26th April, 1984.

NOTIFICATION

In exercise of the powers conferred by sub- section (3) of section 4A of the Karnataka Town & Country Planning Act, 1961 (Karnataka Act, No.11 of 1963), the Government of Karnataka hereby amalgamate the "Mysore City Planning Area" declared in Notification No. PLM 128 MNP 65 dated 30.4.1966 and "Nanjangud Planning Area" declared in Notification No. HUD 301 TTP 81 dated 5.4.1983. The amalgamated local planning area shall be called by the name of "Mysore-Nanjangud Planning Area". The names of the village/towns included in the amalgamated local planning area are indicated in Schedule - I and the limits of the said planning area shall be as indicated in Schedule - II Annexured.

By Order and in the name of the
Governor of Karnataka

sd/-

(K.H.MUNI REDDY)
Under Secretary to Government,
Housing & Urban Development Department.

The Complier Karnataka Gazette, Bangalore for publication in the ensuring gazette and to supply 100 copies each to the Chairman, Planning Authority for Mysore and the Director of Town Planning, Bangalore.

Copy to:
1. The Chairman, Planning Authority, Mysore
2. The Divisional Commissioner, Mysore Division, Mysore.
3. The Deputy Commissioner, Mysore Dist. Mysore.
4. The Director of Town Planning, Bangalore.
5. The Commissioner, Corporation of the City of Mysore, Mysore.
7. The Tahsildar, Nanjangud Taluk, Nanjangud.
8. The Asst. Director of Town Planning, Mysore.
10. Spare
SCHEDULE - I

Statement showing the list of villages and towns to be included within the proposed Local Planning Area of Mysore-Nanjangud.

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name of the villages and Towns</th>
<th>R.S. which come under Local Planning Area</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>NANJANGUD TALUK</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Nanjangud</td>
<td>Entire revenue village including Municipal Area.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Chamalapura</td>
<td>Entire revenue village including Gramtana</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Dehur</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Kallahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Kathavadiipura</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Chikkayyanachatra</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Thandavapura</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Basavanapura</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Hijjige</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Thoramavu</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Geekahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Golur</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Deveramanahalli</td>
<td>-do-</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Handuvinahalli</td>
<td>-do-</td>
<td></td>
</tr>
</tbody>
</table>

/COPY/
A line starting from the north-west corner of Bichanakuppe village boundary in Srirangapatna Taluk and runs along the road from Chikkanahalli to Krishnarajasagar in Vundavadi Village limits Mysore Taluk upto R.B.LL.Canal regulator at Krishnarajasagar dam. The line then takes a turn towards north and along the Upper margin of R.B.LL.Canal, running in the village limits of Hongalli, Balamuri Majjigepura and Belagula in Srirangapatna Taluk and then meets M.C. Road. Further the line take a turn towards east and runs along M.G. Road and meets the north-west corner of Survey No. 760 of Belagula Village. The line then runs along the eastern boundary line of Survey No. 760 and 761 of Belagula village in Srirangapatna taluk and meets the village boundary of Jakkanakuppa in Srirangapatna Taluk at north. east corner of S.No.23; further it runs along the eastern boundary line of Sr.No.23 and meets the taluk boundary line of Mysore Srirangapatna at the North-west corner of S.No.73 of Sadanahalli Village in Mysore Taluk. Further, the line runs along the Mysore Srirangapatna Taluk boundary line and also on the village boundary of Laxmipura and crosses Mysore-Bangalore Railway line, further it runs along the same village boundary and then joins the northern boundary of Naganahalli. The line then runs along the North-Eastern boundary of Naganahalli and joins Kalastavadi Village boundary; the line then runs along the northern boundary of Kalastavadi, crosses, Mysore-Bangalore road and runs along the northern boundary of Kalastavadi, then takes a turn towards south and runs along the eastern boundary of Kalastavadi, then takes a turn towards south and runs along the eastern boundary of Kalastavadi village crossing Mysore Melapura road and runs along the Mysore-Melapura road in East; and then meets Kesare village boundary at South-east corner of S.No.377 of Kesare Village and then runs along the village boundary of Devanur after crossing the proposed channel. The line then runs along the eastern boundary of Devanur village and then joints the village limits of Satagahalli in the north. It runs along the northern boundary of Satagahalli village crosses Mysore-Mahadevapur road and then turns towards south running along the eastern boundary of Satagahalli village and joins northern boundary of Larganahalli village. The line further runs along the eastern boundary of Yaraganahalli and then joins northern boundary of Alanahalli Village.

Further, the line runs along the northern boundary of Apanahalli village and joins Nadanalli village in the north. It runs along the northern boundary of Nadanalli Village, takes a turn towards south and runs along the eastern boundary of Nadanalli Village. It crosses Mysore Bannur Road and further runs along the eastern boundary of Nadanalli crosses Mysore-T.Narasipur road in the south and further runs along the eastern boundary of Nadanalli village and joins Lalithadripura village boundary. It runs along the eastern boundary of Lalithadripura and joins Uttanahally village boundary. Further, the line runs along the eastern boundary of Uttanahally village, takes a turn towards south and runs along the southern boundary of Uttanahally and joins Bandipalya village boundary in the South. It further runs along the southern boundary of Bandipalya village and joins Hosahundi village boundary. Further, it runs along the southern boundary of Hosahundi village and then joins Gudemadanahalli village boundary. It runs along the eastern boundary, Gudemadanahalli village, turns towards south and then runs along the southern boundary of Gudemadanahalli and joins south-eastern boundary of...
Marase Village. Then the line runs along the eastern boundary of Marase Village takes a turn towards south runs along the eastern boundary of Marase village.

The further south along the eastern boundaries of Madaragalli, Kadakola, Anandapura, Chikkayyanachatra and Thoramavu, crosses river Kapila and runs further south along the eastern boundaries of Nanjangud and Geekahalli after crossing Nanjangud-T.Narasipur and Nanjangud-Yelandur road till it touches the south-east corner of Geekahalli from where it turns west and runs along the southern boundaries of Geekahalli and Golur after crossing Nanjangud-Chamarajanagar road till it touches the south-west corner of Golur Village from where it turns south and runs along the eastern boundary of Nanjangud till it touches the South-east corner of Nanjangud from where it runs west and runs along the southern boundaries of Nanjangud. Devveramanahalli and Handuvanahalli after crossing Nanjangud-Gundlupet road till it touches the south west corner of Handuvanahalli from where it turns the south west corner of Handuvanahalli from where it turns south-west and runs along the southern boundary of Debur till it touches the south west corner of Debur from where it turns north and runs along the western boundary of Debur crosses Hullahalli-Nanjangud road and meets the north-west corner of Debur from where it turns north-east and runs along the north western boundaries and Debur and Kallalahalli till it touches the north-west corner of Katawadipura from where it turns north and runs along the western boundaries of Thandavapura, Kadakola and Madragalli village till it touches the north western corner of Madargahalli towns west and runs along the southern boundary of Mandakalli village then crosses Mysore-Nanjangud railway line the line running along southern boundary of Mandakalli and then joins Gurur village boundary in the South. Then the line runs along the southern boundary of Gurur village and take a turn towards west, further runs along the south-eastern boundary of Gurur village and then runs along the western boundary of Gurur village, joining south-western boundary of Srirampur village. The line the crosses Mysore-Manantody road in 93rd mile and then it runs towards north along the western boundary of Srirampur Village. Then the line meets the left bank of Lingambudi tank and takes a turn towards west and runs along the tank bond and joints the village boundary of Dattagahalli. Further the line turns towards west and runs along the south-western boundary of Dattagalli, turns towards north and then joins western boundary Ajjanahandi village. Further the line runs along the western boundary of Ajjanahandi and then joins the western boundary of Dattagahalli again. Then it runs towards north running along the western boundary of Dattagahalli and then joins western boundary of Bogadi village. Further it runs along the western boundary of Bogadi village crosses Mysore-Bogadi Gaddige road in the 5th mile and continues to run towards north along the western boundary continues to run towards north along the western boundary continues to run towards north along the western boundary of Bogadi village and then join western boundary of Basavanahalli village. The line then further runs towards north running along the western boundary of Basavanahalli the then joins the western boundary of Hinkal village. The line then runs towards north along the western boundary of Hinkal village and then join western boundary of Hutagalli village. The line then runs towards northern running along the western boundary of Hutagalli, crosses Mysore-Hunsur road in the 7th mile. Further it continues to run along the western boundary of Hutagalli and then joins the western boundary of Kuragalli village. The line further runs towards north along the western boundary of Kuragalli crosses the road at Hunsur and continues to run towards north along the western boundary of Kuragalli and then joins the western boundary of Bastipur village. The line then runs along the western boundary Bastipur and then joins the western boundary of Averahalli. It then runs along the
western boundary of Averahalli and joins the western boundary of Bichanakuppe village. The line then turns towards north-west and runs along the western boundary of Bichanakuppe, crosses Mysore-Arasikere railway line and meets the North-West corner of Bichanakuppe Village boundary and then joins the starting point in Bichanakuppe village boundary.

sd/-
Secretary
Planning Authority,
Mysore.

sd/
(K.H.MUNI REDDY)
UNDER SECRETARY TO GOVERNMENT,
HOUSING & URBAN DEV. DEPARTMENT.

/COPY/
ANNEXURE - R3

HOUSING AND URBAN DEVELOPMENT SECRETARIAT

Notification No.HUD 877 TTP 87(I)
Bangalore dated 18th August, 1988

In exercise of the powers conferred under Sub Section I of Section 4(A) of Karnataka Town and Country Planning Act, 1961 (Karnataka Act 11 of 1963) the Government of Karnataka hereby declare the Local Planning Area for the environs of the Mysore-Nanjangud Local Planning Area. The name of villages included in the Local Planning Area are indicated in Schedule - I and the Running Boundary of Local Planning Area in Schedule - II Annexures.

By order and in the name of the
Governor of Karnataka

sd/-
(S.C.ASWATHA REDDY)
UNDER SECRETARY TO GOVERNMENT
HOUSING AND URBAN DEVELOPMENT DEPARTMENT
(DEVELOPMENT AUTHORITY)
SCHEDULE - I

Statement showing the list of villages within Local Planning Area for the Environs of the Mysore Nanjangud Local Planning Area

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name of the Village</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Mysore Taluk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>xxx xxx xxx</td>
<td></td>
</tr>
<tr>
<td>27.</td>
<td>Mandagally</td>
<td>Entire revenue village</td>
</tr>
<tr>
<td></td>
<td>xx xxx xxx</td>
<td></td>
</tr>
</tbody>
</table>

(S.C.ASWATHA REDDY)
UNDER SECRETARY TO GOVERNMENT HOUSING AND URBAN DEVELOPMENT DEPARTMENT
(DEVELOPMENT AUTHORITY)
4. Notification

SCHEDULE II

The Running boundary of the Local Planning Area for the Environs of the Mysore-Nanjangud
Local Planning Area.

EASTERN ENVIRONS

The running boundary starts from the northern most corner of Belavadi village in Srirangapatna
Taluk runs eastwards along the northern boundary of Belavadi till it reaches the north eastern
corner of Belavadi turns south and runs along the eastern boundary of Belavadi village till it
reaches the northern boundary of Hampapura village turns east and runs along the northern
boundary of Hampapura crosses Mysore Taripura road runs further south along the eastern
boundary of Hulikyatanahally of Srirangapatna Taluk and further runs along the eastern
boundary of Vajamangala in Mysore Taluk crosses Mysore Bannur road and runs further south
along the eastern boundaries of Vajamangala, Chikkanahally, Chorahally, Aragowdanahally and
Madapura village in Mysore Taluk touches the south eastern corner of Madapura village turns
west and runs along the southern boundary of Madapura village till it meets the south western
corner of the same village turns south and runs along the eastern boundary of Marasettyhally
Dyavalapura till reaches the eastern boundary of Dyavalapura village turns west and runs along
the southern boundary of Dyavalapur village till it reaches the boundary of Koodanahally turns
south and runs along the eastern boundary of Koodanahally and Koochanahally till it reaches the
southern most part of Koochanahally where it touches the existing Local Planning Area
boundary of Mysore Nanjangud turns north and runs along the existing local Planning Area
boundary of Mysore Nanjangud along the western boundaries of Koochanahally, koodanahally,
Hadjana, Marasettyhally, Yandahally, Chikkanahally, Bhugathahally, Hanchya and
Kammanahally of Mysore Taluk and runs further south along the western boundary of Belavadi
in Srirangapatna Taluk till it reaches the northern most point of Belavadi village where the
eastern environment boundary started.

SOUTHERN ENVIRONS

The Local Planning Area starts from the eastern corner of Uppanahally and runs along the
eastern boundary of the village till it reaches the south east corner of the village turns west and
runs along the southern boundary of Uppanahally and Kalale, crosses Bangalore-Nilgiri road and
runs further west along the southern boundary of Kalale till it reaches the south western corner of
Kalale and turns north west and runs along the western boundary of Karlapura and Bylaru till it
reaches the northern boundary of Bylaru where it touches the Kabini river turns east and runs
along the northern boundary of Bylaru touches the Mysore Nanjangud Local Planning Area
boundary and turns south and runs all along the southern boundary of Mysore Nanjangud Local
Planning Area along the eastern boundary of Bylaru, northern boundary of Karlapura, Kalale and
Uppanahally till it reaches the north eastern corner of Uppanahally where the boundary of the southern environment started.

WESTERN ENVIRONS

1. The boundary starts from the northern corner of Elvala village and runs south and all
along the western boundary of the existing Local Planning of Mysore Nanjangud along the
eastern boundary of Elvala, Belavadi, Madagally, Martikyatanahally, Kergally, till it reaches the
village boundary of Lingambudi turns east and runs along the northern boundary of Lingambudi
turns east and runs along the northern boundary of Lingambudi until it reaches the western tip of
Survey Nos. 23 and then runs along the southern boundary of Survey No.23 till it reaches the
eastern boundary of the village turns south and runs along the eastern boundary of Lingambudi,
Chowdahally, Kalalavadi, Dodadahally, until it reaches the southern most point of Dadadahally, turns west and runs along the southern boundary of Dadadahally, Kalalavadi and Udbur till it reaches the south western corner of Udbur turns north and runs along the western boundary of Udbur crosses Mysore Mananthody road and runs along the western boundary of Kenchalagodu, Nagarthahally, Bellahally, Gohally and K.Hemmanhally till it reaches the Mysore, Bogadi Haggadadevanakote road turns west and runs along the southern boundary of K.Hemmanhally until it reaches the south western corner of K.Hemmanhally turns north and runs along the western boundary of K.Hemmanhally till it reaches the north western corner of K.Hemmanhally turns east and turns along the northern boundary of K.Hemmanhally till it reaches the south western corner of Huyilalu turns north and runs along the western boundaries of Huyilalu and Elvala crosses Mysore Hunsur road runs further north along the western boundary of Elvala till it reaches northern most corner of Elvala turns east and runs along the northern boundary of Elvala till it reaches the starting point.

2. The boundary starts from the north eastern corner of Yechagahally of Nanjangud Taluk and runs along the eastern boundary of Yechagahally (i.e. along the existing Local Planning Area Boundary) till it reaches the Kabini river turns west and runs along the southern boundary of the village till it reaches the south western corner of Yechagahally turns north and runs along the western boundary Yechagahally till it reaches the northern most point of Yechagahally, meets the existing Local Planning Area of Mysore Nanjangud turns east and runs along the northern boundary of Yechangahally village till meets the north eastern corner of the village where the boundary started.

Sd-
Under Secretary to Government,
Housing & Urban Development Deptt.
5. Notification

[Image of the document page]
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*Note: This is a sample table. The actual content of the document may vary.*
6. Notification
Deccan Herald Dated: 18 Sep 09

Mysore Urban Development Authority
JLB Road, Mysore – 05
No: MUDA/TP/RMP/47/0708 Date 10th Sep 2009

Corrigendum Notification

Regarding Preparation of Master Plan Revision II under Karnataka State Planning Authority Regulation Act 1965 Clause 32(A)
Subject: Preparation of Master Plan for Mysore – Nanjangud LPA Revision II.
Reference: Karnataka State Gadget Notification published on 7th June 2007
No: MUDA/TP/RMP/47/0708 dated 10th April 2007

With respect to above in view of some defects found in the notification wide letter under reference the notification is revised and published as follows

As per the KT&CP Act 1961 under clause 13(D) MUDA intends for the revision of Master plan 1 hence the above matter is being brought to the notice of general public under the KT & CP Act 1961 under clause 10(1). Therefore this is to bring to the notice of general public that any suggestions / queries may be brought to the notice of MUDA during the office working hours or through registered post within 60 days from the date of this Notification.

Signature

Chairman MUDA Commissioner MUDA
7. Notification

Proceedings of Karnataka State Government
Sub: Revision of Local planning area limits of Mysore to meet the requirements of the probable satellite towns’ reg.,
Read: Letter No; Urban development Department 431 MUDA 2009 dated 1-10-2009 of Director of Town and Country planning Bangalore.
Proposal: In the letter referred above The Director Town and Country planning Bangalore has informed the Government that the Mysore Urban Development Authority has taken up the revision of the Master plan for Mysore-Nanjangud Local planning area and in this context the Authority has felt the need for three alternative satellite Urban units, in view of the developments in two hobli namely Jayapura hobli (3 villages) and Elawala hobli( 4 villages) limits adjacent to the existing Local planning area, hence the authority has sent a proposal to extend the limits of the local Planning area to include theses 7 Villages. Mysore city being the second largest and important city center at a distance of 140kms from the state capital and that the city is a center of tourism, education and administration, the city’s growth at this stage is considered as prime and in the days to come the control of developments may become difficult if the planning efforts are not made properly.
The express Highway project between the Mysore and Bangalore under BMICPA is in progress and the Bangalore –Mysore railway track is being doubled and if these projects are completed the Mysore city has high growth potential, it is necessary to take all the precautions and frame the policies. It is also necessary to control the developments in the Gram panchayaths adjoining the Local planning area. Under These circumstances The Director Town and country planning Bangalore has recommended to declare the area of these seven revenue villages as Local planning area.
Government Order No: UDD 431 MUDA 2009 dated 24-12-2009
In View of the reasons cited above the Mysore city Local Planning area has been extended to include seven revenue villages as per the schedule I appended to this order and declare it as the Local planning area under section 4(a)(1) of KT&CP act 1961

By order in the name of Governor

Sd-
C.T NARAYANASWAMY
Under Secretary
Urban development Department Bangalore

SCHEDULE - I

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| 1      | Jayapura| 1)Dhangalli  
2)Daaripura  
3)Baradanapura | 1531 Acre 16 Guntas  
723 Acre 14 Guntas  
787 Acre 22 Guntas |
| 2      | Elawala | 1)Nagawala  
2)Kamarahalli  
3)Manikyapura  
4)Bommenehalli | 2287 Acre 23 Guntas  
748 Acre 39 Guntas  
521 Acre  
1700 Acre 20 Guntas |
8. Notification