Chapter 4

Urban Form of Mysore

The Chapter 4 deals with urban form to include imageability of the city which is reflected in the urban design elements namely landmarks, paths, nodes, axis and vistas and urban imaginaries. The chapter also deals the land use structures of city and city core of built structures that collectively contribute to the character and appearance of the built environment and heritage areas.

4.1 Introduction

Urban form refers to the physical layout and design of the city. Urban form analysis aims to understand the traditional urban fabric and the structures underlying urban growth. Urban design heavily influences urban form and it takes into consideration density, street layout, transportation and employment areas and urban design issues. Urban design helps to understand the city that how the art of creating and shaping cities, the arrangement and design of buildings, public spaces, transport systems and services have contributed. The form, shape, and character to groups of buildings, framework that orders the elements into a network of streets, squares, and blocks including architecture and landscape are emerged from the urban design. Urban design is about making connections between people and places, movement and urban form, nature and the built fabric.

Imageability is a participative technological installation investigating the relationships between special conceptions of the city, historical memory, and the continuous dynamic emergence of cultural identity. It is a tool for expressing one's own vision of the city, exploring its history, and constructing a collective. Kevin Lynch introduced the concept of imageability, which he defined as that quality in a physical object which gives it a high probability of evoking a strong image in any given observer. It is that shape, colour, or arrangement which facilitates the making of vividly identified, powerfully structured, highly useful mental images of the environment. It might also be called legibility, or perhaps visibility in a heightened sense, where objects are not

1 The urban form defined the City of Prince Albert (http://www.citypa.ca)
2 http://www.weburbandesign.com
only able to be seen, but are presented sharply to their senses. Kevin Lynch's *The Image of the City* of 1961 was also seminal to the movement, particularly with regards to the concept of legibility, and the reduction of urban design theory to five basic elements - *paths, districts, edges, nodes*, and *landmarks*.

### 4.2 Urban Form of Mysore

Mysore is designed studiously as a princely city, has an established urban form to include urban design elements, imageability of the city and built structures that contributed to the aesthetics and architecture. The city is characterized by the towering presence of Amba Vilas Palace, which is the landmark and focal point of the city. Mysore is a city of long boulevards radiating from well defined central axis with well recessed public buildings balanced on either side can be a model for any town planner. The city planning can be identified as a combination of grid iron pattern residing on the radially expanding city. It has both architectural and urban design elements namely vistas, focal points, landmarks, avenues, and plazas made it undoubtedly the prominent heritage city. Mysore is characterized by heritage buildings, gardens, boulevards, and planned markets all these are the contributions of Maharajas, Dewans, and their talented workmanship. The architectural growth in Mysore occurred from 1805 and was completed by 1940. This marvel gave the city a skyline which is proclaimed a powerful aristocracy. Though, a large number of buildings were deliberately made in Hindu style or in Indo-Sarcenic style, and European classical remained the major style of the period. Chamarajendra Wodeyar and the Maharani Regent commissioned many distinguished buildings including some remarkable buildings in European Classical style between 1881-1902. However Krishnaraja Wodeyar IV, who stands out among the great builder's of Mysore city and creators of its remarkable aesthetics. Mysore also witnesses a blend of various styles. The balanced treatment of architectural composition with a blend of man-made structures of natural features, have given the city a rare and captive beauty. The combination of different styles applied in statues, clock towers and fountains are so well executed in terms of purity of style and located in right places with the right proportion of open spaces incorporated in it. The townscape of the city viewed from Chamundi hills present a skyline of clock tower, statues, palaces, mansions, etc., which exists with its beauty. The treatment given to the public buildings are reasons of admiration inspiring state of thought about the rich past. The maintenance of
beautiful gardens in the premises enhanced the appearance of the city.

The imageability of city’s aesthetics of urban design elements are expressed through the following elements:

1. Land Marks
2. Focal Point
3. Precinct
4. Public Square
5. Public and Private Realm
6. Vista and Axis
7. Nodes
8. Edges
9. Path
10. Juxtaposition
11. Urban Imagery
   a. Street Furniture
   b. Gateways
   c. Railings
   d. Hoardings

### 4.2.1 Landmarks

“The position of a prominent or well-known object in a particular landscape is called the landmark, which attracts attention.” There are two important landmarks in the City of Mysore and they are Ambavilas Palace and Chamaraja Circle. Ambavilas Palace is a prominent landmark, a three storied structure having the tallest tower with the gilded dome rising to a level of 145 ft from the ground. It was built in Indo-sarcenic architecture style. The domes and the external elements are of Islamic architecture. But the interior of the palace is a fine example of Hindu architecture. Together, it is an aesthetic blend of Hindu and Muslim architectures. Illuminated palace stands in its full grandeur and splendour posing the majestic image to the city. The palace exhibits the following characters namely (a) most renowned Palace, (b) innermost landmark (c) reveal the strength and power of the place, (d) monumental scale (e) most visited tourist place and derives income from tourist (f) architectural style, domes, arches, decorations, carvings etc., makes it significant and (g) draws people’s attention. Chamaraja Cicle is another landmark in the city and it has straight axis to the K.R.Circle. The circle also acts as a focal point from the Ashoka road and Harding circle. It has square in composition with Dilwara-style carved brackets of elaborate design and Maharaja Chamaraja Wodeyar’s statue erected in 1920. The gold plated dome and intricate carvings makes it important.
4.2.2 Focal point

‘Focal point is a critical point of a distance function. Focal point focuses specifically a point of interest which makes a place unique in streets, market places of town. Focal point will be column, cross, clock tower which crystallises the situation and confirms this in the spot’. Silver Jubilee Clock Tower has been built to commemorate the Silver Jubilee of the then king Krishnaraja Wodeyar IV. Seventy Five (75') feet square tower topped with Indo Saracenic style and vertical symbol of congregation. It is located in the centre of the city and acts as a main focal point, located on the old procession street. The Krishna Rajendra circle which has the statue of the then king Krishnaraja Wodeyar as a focal point is located in the intersection of Sayyaji Rao road, Albert Victor Road and Devaraja Urs Road. Surrounding structures respond to the circle in circular form, integrating the character and stylistic unity.
4.2.3 Precinct

‘A subdivision or district of a city or town forming a particular part of an urban area is precinct. When a group of buildings placed together having different or varied styles of architecture, then the area around it forms a precinct’. Krishnarajendra Hospital is an example of an entire building having a typical architectural style, thereby forming the precincts around it. The central dome, built in Vatican model, dominates the elevation. Tuscan, Ionic and Corinthian columns and Greek architecture presents a grand look, thereby providing area surrounding it a precinct. The hospital complex consisting of group of buildings with different specialization, like Cheluvamba hospital, K.R. hospital, Ophthalmology block and surrounded by Medical College together form a precinct. The Ambavilas Palace and its group of building, temples, landscape and public space within fort forms another relevant example of a precinct due to its distinct style of architecture within the premises. The other precincts are Devaraja market along with the ‘small clock tower’ (Chikka Ghadiyara), Town Hall Precincts, Gandhi Square Precincts, Old and Present Procession Street-Precincts and many more.
4.2.4 Public Square

Public Square is a space used by the public. A public square can acts as the focal point, land mark and enclosure.

Harding Circle commemorates the Viceroy’s visit to Mysore city in 1913. The circle is geometrically designed with six gateways facing each other. The roads split into six deviations, all of which are flanked with ornamental gateways, which in turn add to
the aesthetic part of the circle. Vasavi circle in front of the Devaraja market including the Chikka Ghadighara form a public square. In an intersection wherein the JLB road and Irwin road meets near railway station, the Statue of Dr.Babu Jagajeevanram is installed in this intersection by replacing the beautiful water fountain circle with landscaped traffic rotaries which with urban form. Railway station is also a public square and it is the rendezvous point of all who board and disembark the train at this point.

4.2.5 Vista and Axis

‘Foreground linked by background through different elements like landscape, water bodies or pathways etc., closed by a mass of building and it produces a sense of power and omnipresence’. The stretch of buildings on either side of the road creates a vista, with the foreground circle. Albert Victor Road leading from Harding circle to DC office via Chamaraja circle and Krishnaraja circle forms a vista. The street axis has avenue of trees and beautiful architectural landmarks on the same street. The pathway leading from Ashoka circle is a very good example of vista.

4.2.6 Nodes and Edges

‘Nodes are strategic points in a city which the observer can enter. Primary junctions, transport transit, terminals and convergence of path. The circles and junctions forms
the nodes. There are lots of nodes and the buildings or open spaces around them form the edges’.

Fig: 4.6 Nodes and Edges

Krishna Rajendra Circle is a node, and four roads converge at this junction. The buildings at the edges respond to the node. A large number of vehicles moving towards the nodes because of proximity of location of city bus resulted in greater volume of traffic, congestion and delay. Traffic signals are installed to regulate the vehicular and pedestrian movement. Vishweswaraih circle is also a node with four roads converging at this intersection. This junction is functioning as self operating rotary without traffic signals. Harding Circle is a self operating rotary with six roads converging at this rotary and all the roads have gateways. It is installed with water fountain and traffic signals. One of the interesting characters of Mysore city is that the building responds to the road edges in K.R.Circle, Ashoka circle and other prominent places. At all these points, the buildings respond to geometry of curvilinear pattern by converging towards the focal point which can either be a fountain, statue, and island. Even though, the buildings differ in their functions, the building styles follow the pattern of uniqueness.

4.2.7 Path

‘Paths are the channels along which the observer customarily moves. Paths are nothing but pedestrian networks, which links the town together in a viable pattern. Continuity and access are always maintained’. All main roads in city core have pathways and are well regulated for the movement of traffic and pedestrians with
signal synchronisation in the central area. Paths were provided with street furniture like lamp post, railings, ornamented sign boards etc.

4.2.8 Juxtaposition

‘Juxtaposition is an act or instance of placing close together or side by side, especially for comparison or contrast. The unequal character of both is sharply brought together. It demonstrates a mixture of different elements’. Mysore has many heritage structures and these are vital for their architectural style. But due to the change in trend and demand for more commercial spaces, people started glass façade buildings by replacing old traditional architectural buildings. This change in urban form is seen more in the heritage area. Many buildings, which have come up in the recent past in the heritage area are not compatible and harmonious with the existing architecture.

Fig: 4.7 Juxtaposition

4.2.9 Public and Private Realm

‘Public realm refers to the level of comfort of the public. Private realm refers to the view or perception which a person has, by looking at the exterior of the private building’. The streets used by people, their ease in using them are the public realm. The Albert Victor Road an example for this and creates a safe, attractive and accessible town at central environment. Avenue of trees, which gives a soothing view for the people who drive or walk on that way. The treatment of these areas of public realm is as important as the built development for vision.
4.2.10 Urban Imaginary: Gateways, Railings, Signage and Hoardings

4.2.10.1 Gateways: Gateways are one of the prominent urban imaginary features of Mysore acting as the welcoming element denoting power and traditional access to the Fort Area in the central. The gateways are diminishing in importance with every passing day due to lack of maintenance and roads widening.

Fig: 4.10 Gateway of Mysore

4.2.10.2 Railings: The railings in Mysore city are traditional in style with different patterns made out of cast iron. There were varieties of railings found in different roads with floral and other patterns and these railings are damaged, misplaced and even stolen due to lack of maintenance and security.

Fig: 4.11 Railing Patterns
4.2.10.3 Signages: Signages are symbols or words whose functions are to provide directions, identification, information and orientation. Signages are not addressed properly to establish harmony to outfit the heritage area due to absence of certain prototype designs which depicts some style of architecture of the place.

![Signage Image](image1)

Fig: 4.12 Signage

4.2.10.4 Hoardings
It is a large outdoor signboard structure erected for displaying advertisements. Hoardings are not compatible with the heritage area; either obstruct the view or cover the architectural characteristics of the buildings. In many places street names and valuable information about the buildings are covered by the hoardings.

![Hoardings Image](image2)

Fig: 4.13 Hoardings at different locations

4.3 Land Use
The land use plan intended as an important means of reaching physical, economical, and social community goals. A study helps in finding out the distribution of land uses
and the character of the city and decides the future pattern of development is the manner in which further growth is to be accommodated. During the reign of Chamarajendra Wodeyar the city had developed and transformed into a beautiful city during 1868-81. Krishnaraja Wodeyar further improved it into a model city of India. The city municipality was formed in the year 1862 for improvement and maintenance. The fort area, Lashkar, Mandi, Devaraj and Krishna Rajendra mohallas were the old parts of the city. The total land use area was 7.06 sq km in the year 1902 increased to 10.80 sq kms in 1930, 70.36 sq kms in 1966, 75.68 sq kms in 1995 and 141.35 sq kms in 2009. The details are given in the following table and figures.

Table 4.1: Land Use for the Period from 1966 to 2011

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Area in Hectare.</td>
<td>% age</td>
<td>Area in Hect.</td>
<td>% age</td>
</tr>
<tr>
<td>Residential</td>
<td>2997.57</td>
<td>40.40</td>
<td>3057.30</td>
<td>42.60</td>
</tr>
<tr>
<td>Commercial</td>
<td>211.25</td>
<td>2.41</td>
<td>182.23</td>
<td>3.00</td>
</tr>
<tr>
<td>Industrial</td>
<td>614.32</td>
<td>13.49</td>
<td>1021.01</td>
<td>18.73</td>
</tr>
<tr>
<td>Parks and Open Spaces</td>
<td>625.25</td>
<td>5.49</td>
<td>415.77</td>
<td>8.9</td>
</tr>
<tr>
<td>Public and Semi-Public</td>
<td>1230.67</td>
<td>11.32</td>
<td>856.45</td>
<td>17.49</td>
</tr>
<tr>
<td>Traffic and Transportation</td>
<td>911.77</td>
<td>20.22</td>
<td>1530.73</td>
<td>12.95</td>
</tr>
<tr>
<td>Public utility</td>
<td>23.87</td>
<td>0.49</td>
<td>37.26</td>
<td>0.34</td>
</tr>
<tr>
<td>Water sheet</td>
<td>37.23</td>
<td>2.41</td>
<td>182.68</td>
<td>0.53</td>
</tr>
<tr>
<td>Agricultural</td>
<td>384.45</td>
<td>3.77</td>
<td>285.34</td>
<td>5.46</td>
</tr>
<tr>
<td>Total</td>
<td>7036.38</td>
<td>100</td>
<td>7568.77</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Mysore Urban Development Authority, Mysore
Fig. 4.14. Land Uses of Mysore for Different Periods

**Land Use in 1865**

**Land Use in 1902**

**Land Use in 1930**

**Land Use in 1966**

**Land Use 1995**

**Proposed Land Use for 2011**

Source: Mysore Urban Development Authority
4.4 Directions of Growth

The growth of Mysore is happening along all the sides in a radial pattern the city's development is highly slanted towards Mysore south, including the industrial areas located in Nanjangud. Residential areas developed by MUDA have come up in areas such as Vijayanagar and J.P. Nagar. The north western part of the city is developing as the industrial area mainly Hebbal industrial area with major industries like Jk tyres, Infosys, Wipro etc. Commercial development is happening towards the north western and southern part of Mysore. Residential development is happening towards the central and eastern part of Mysore.

Fig. 4.15 Growth Directions in Mysore   Source: MUDA, Mysore
4.5 The City Core/ Central Business District (CBD)

The centre of the city which is known as Core Area or Central Business District (CBD) or district no.1 of Master Plan is the heritage core area in the city of Mysore. It has Amba Vilas Palace in the centre surrounded by many historical and architectural buildings, heritage areas and precincts. The area has been declared as ‘heritage district’ by Government of Karnataka State in the year 2004. The Built Heritage structures are situated strategically in the City Core and its immediate environs. Therefore, the CBD area has very prominent, historical and architecturally important buildings like, Ambavilas Palace, Jagan Mohan Palace, Town Hall and many architecturally important buildings in this area. Evolution of Mysore city growth started from the palace as the centre of growth of CBD and the total area of the district is 281.70 hectare.

4.6 Land Use Pattern in City Core

The land use of the core area for different periods and its percentage changes is given in the above table. The three uses namely traffic and transportation (23.83%), public and semi-public (23.99%) and commercial (17.24%) uses dominates the central area,
which constitutes more than the two thirds i.e., about 68 percent of the total land use as per 1997 land use. The residential use was 34.11 percent in 2009, which has reduced from 28.78 percent in 1976 and 26.36 percent in 1986, 23.83 percent in 1997. The commercial use has increased from 11.20 percent in 1976 to 17.24 percent in 1997 and 18.50 in 2009. Also, traffic and transportation use has increased from 24.29 percent in 1976 to 26.67 percent in 1976, 26.74 percent in 1997 and reduced to 24.23 percent in 2009. On the other hand the parks and open spaces use has reduced from 7.79 percent to 6.12 percent from 1976 to 1997, but, it has increased to 8.26 percent in 2009. It is observed that residential uses is being converted into commercial uses gradually from 11.31 percent in 1976 to 18.5 percent in 2009 and thus the commercial use has an increasing trend in the central area. Also, there is a greater demand for traffic and transportation due to concentration of activities and city, sub-urban bus and railway stations are located well within the central area which created a demand for increasing the use at the cost of parks and open spaces.

Table 4.2: Land Use in the Core Area of Mysore City 1976-2009

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1976 (ODP)</th>
<th>1986 (CDP)</th>
<th>1997 (RCDP)</th>
<th>2009 (Existing)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Area in Hect.</td>
<td>% age Area in Hect.</td>
<td>% age Area in Hect.</td>
<td>% age Area in Hect.</td>
</tr>
<tr>
<td>Residential</td>
<td>80.70</td>
<td>28.64</td>
<td>74.25</td>
<td>26.36</td>
</tr>
<tr>
<td>Commercial</td>
<td>31.37</td>
<td>11.13</td>
<td>40.87</td>
<td>14.51</td>
</tr>
<tr>
<td>Industrial</td>
<td>4.39</td>
<td>1.55</td>
<td>6.79</td>
<td>2.41</td>
</tr>
<tr>
<td>Parks and Open Spaces</td>
<td>21.84</td>
<td>7.75</td>
<td>17.01</td>
<td>6.04</td>
</tr>
<tr>
<td>Public and Semi-Public</td>
<td>75.08</td>
<td>26.65</td>
<td>67.58</td>
<td>23.99</td>
</tr>
<tr>
<td>Traffic and Transportation</td>
<td>68.09</td>
<td>24.17</td>
<td>75.20</td>
<td>26.67</td>
</tr>
<tr>
<td>Water sheet</td>
<td>0.23</td>
<td>0.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>281.7</td>
<td>100.0</td>
<td>281.7</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Mysore Urban Development Authority, Mysore

4.7 Heritage Built Structures in Core Area

The CBD is located in the district number one in the centre of the city. It has an extent of 281.70 hectares. The density varies from 400-500 people per hectare. The area
being the oldest part of the city is in the main commercial hub of the city with many heritage buildings. The area attracts many tourists due to the presence of palaces, monuments, shops, cinema theatres, hotels, residences, etc. The street pattern of the core area is of radial pattern in the central region and then changes over to grid iron pattern. Ambavilas Palace is the central point of the city from where the entire city radiates. There are three major transportation hubs namely city bus stand, sub-urban bus-stand and railway station. The area is surrounded by Sawday road in the north, Chamaraja double road in the south, JLB road in the west and Bangalore road in the east. The important roads in this district running through north-south direction are Ashoka Road, Bangalore-Niligiri Road, JLB road, Chamundeshwari Road, Benki Nawab street, Sayaji Rao Road; roads running through east-west direction are Dhanvanthri Road, Devaraj Urs Road, Chamaraja double Road, Ramavilas Road, Sawday Road, Akbar Road, Kabir Road, Irwin Road and Shivrampet Road. The important public and semi public buildings are Mysore Palace, Krisnarajendra hospital, Medical College, Jayadeva pathology labs, Cauvery crafts and arts, Ayurvedic hospital, Jaganmohan palace, Central library and Town hall. The prominent open spaces including parks in Ambavilas palace precints, Medical college ground, Curzon Park, Amble Anniah Pandit Park, Kuppanna Park, Dr. Rajkumar and Dr. Vinuvardhan Parks on either side of Albert Victor road. The major circles in this district are Vishveshwaraya circle, Gandhi square, K.R circle, Harding circle, Chamaraja circle, Vanivilasa circle. The location of various important built structures in the core area is depicted in the following table.

Fig: 4.17 Heritage Resources in City Core
4.8 Land Value
The central area is dominated by higher order of economic activities. The wholesale and retail business activities take place in the areas like Santhepet, Shivarampet, Devaraja market, and Ashoka road. Besides, many public and semi public buildings like Town Hall, Palace, Palace offices, and many other buildings attract public as well as tourists. Even recreational activities like Cinema theatre, hotels, are also concentrated in this area. The land values in important locations named were Rs. 6500 per square feet in K.R. Circle followed Rs.5500 in Shivarampet main road and Bangalore-Nilagiri Road, Rs.4000 per sft in Ashoka Road, Irwin Road etc. The land values of Rs1250 per square feet in Akbar road and Krishnaiah road. The land value is very high in the central area when compared to other parts of the city, because of higher order of activities.

4.9 Conditions of Buildings
Palace is the focal point and around city starts growing outwards. Many of buildings in this area have completed over hundred years and some of them even more than 150 years. Majority of the houses are single storied buildings, tile roofed, Mangalore tiled and Madras terraced, country tiled erected on mud and brick walls and RCC terrace erected on brick with lime mortar or cement mortar. About 50 percent of these buildings are structurally bad in condition as it was noticed from the primary survey and visual analysis. Many buildings, situated behind Devaraja Urs road, nearby Devaraja market and Ramavilas road areas, Irwin road, Akbar road and Halladakeri area are in dilapidated condition. Also, the architecturally important buildings which have completed more than 100 years are in verge of deterioration and there is no proper maintenance of these buildings. A higher order economic activity in the central area forces the people to undertake illegal and unauthorized constructions, encroachments, which spoil the aesthetic beauty of these buildings. This calls for an urgent need of conservation measures to safeguard the rich heritage buildings of this area.

4.10 Concentrations of Activities
The central area is also known for concentration of major activities like, whole sale and retail business, private as well as K.S.R.T.C. and city bus stations, cinema theaters (11 number), hotels and lodges, tourist places viz. Ambavilas palace, Jagan
Mohan palace. These activities attract more number of people as well as vehicles, which creates congestion and traffic problems in the area. There is a growing informal sector activity, which attracts even economically weaker section people who have settled close to their work place creating squatter settlements near to central area. Also, the concentration of people and activity near K.R. Circle and Devaraja Market area is very high. Within a span of 10 ft, the number of persons at peak hours is found out be 25 to 35 and time taken to walk 10 ft distance is 15 to 20 seconds. Whereas, in the same road near Visweswaraiah circle only 10 to 12 persons and time taken to cover the same distance is only 7-9 seconds. This shows that the mobility of people is very high near K.R. Circle and Devaraja Market area.

In case of vehicle traffic movement, vehicle can travel at 40 km per hour on Albert Victor Road, where as on Ashoka road and Sayyaji Rao Road vehicles even cannot move more than 20 km per hour and as well in Bangalore-Nilgiri and Irwin roads. The slow movement is due to increasing number of vehicles on the road in addition to concentration of activities on either side of the road. The width of these roads is hardly 12-15 mts and roads are also not straight. Besides, these roads carry mixed flow of traffic vehicles including the fleet of public transportation. The increase number of vehicles in these roads has resulted in more number of accidents. As the city is catering to the regional needs of the commercial activities, the activities have concentrated near K.S.R.T.C. Bus station, Wesley church circle and city bus station, Gandhi Square, Shivarampet, Dhanvanthri road, Santhepet, clock tower, Harsha road and Pulkesi road and their nearby areas to meet the requirements of floating population in addition to city’s population for various purposes.

4.11 Land Uses in Heritage Core

The Core Area or CBD (ward No. 1) area is the district number one and the hard core area of the city. The population of the city core as per 2001 census was 8226 and 1743 households. The core area being the oldest part of the city, the area has a main commercial hub with many heritage buildings, which attracts many tourists due to the presence of palaces, shops, cinema theatres, hotels, residences, etc commercial activities both wholesale and retail not only from the city but also from the region, The daily commuters to the core area is about 3,00,000 people, with a density of 500 persons per hectares. The land use pattern of the core area is of radial pattern where
palace is the central point from these roads radiates to the immediate next areas of adjacent zones; and the street pattern was designed in grid iron pattern.

Most of the structures are of Ground + 1 and Ground + 2 floor in height. The height is restricted around the Palace, i.e. within the 100 meters, wherein the height of any building should not exceed the height of the tower of the Palace. This was implemented through the Mysore ancient and Historical monuments and Archaeological sites and Remains Act 1961. The commercial street (Devraj Urs Road) constructed under redevelopment scheme has similar types of buildings whose structures are similar in terms of external façade, and materials used. The height of the structure is restricted to Ground plus mezzanine plus one (G+M+1) on this road. In Harsa road, there are many good hotels and lodges, but they are built at a height up to G+3 floors. Though, there are well designed/built, they are in contrast with the palace architecture. This has been creating a sort of mismatch to the prestigious palace.

4.11.1 Residential Land Use

Residential land use in the central area is about 72.34 hectares which constitute about 24 percent of total area. Residential land use in the central area is decreasing from 81.07 hectares in the year 1976 to 67.14 hectares in 1997 due to the expansion of commercial activities. The residential areas in the city core were developed more than 100 to 150 years ago. The majority of people, work within the central areas. The plot dimensions are small in size, the majority of the houses constructed on row-houses without side setbacks. The dimension of the plot measures about 9m x 12m which extend from one road to another that is to rear road or conservancy service road. Many of the plots have been subdivided due to family division which led to increase in density. Many of the service roads and conservancy roads have been used for access to their houses without much of development to the service roads and have been used for cattle rearing and other household activities led to the congestion on these roads. This is a typical character in older residential pockets like Agrahara, Deewan’s street and D.Subbaiah Road. On northern part of the residential areas, no order in plot dimension was established. The residences were closely constructed with a high density of more than 500 persons per hectare when compared to the other areas in Mysore. Streets are very narrow in the residential areas with no footpaths; either paved or unpaved and has been extensively used for day to day happenings like
washing clothes, cleaning utensils, cattle rearing etc., does not meet the present day planning standards. Almost all streets are not maintained according to the standards and some streets are stone paved.

Most of the Residential buildings found in the central area are of MIG and LIG category. It is found that people who do their job in Santhepet or Shivarampet or any other trade in the central area do reside within the vicinity of their working place. The buildings along the roadsides have been converted into commercial building for profit. This has happened in all residential pockets of the district. The mixed land use residential and commercial and other private enterprises are the future of the central area. Commercial in the ground floor and residences in the upper floor has become obligatory to meet the demand and also for profits. The change of land use is from residential to commercial is a common trend. Though, there is a transition, it has increased the mixed land use and has created congestion, thus spoiling the image of the Mysore City.

![Residential Land Use](image)

**Fig: 4.18 Dynamics of Residential Land Use in the Core Area**

### 4.11.2 Commercial Land Use

As per the present estimates, commercial land use in the Central Business District is about 55.51 hectares, which constitutes about 18.5% of the total area in 2009. The
The district has more commercial activities compared to any other district in Mysore City. As inferred from the review of literature and case studies of many cities and towns, that CBD forms the central place and grows outward, it is true in the City of Mysore that older city in the central place being converted into commercial place and city has grown in the radial pattern with palace in the centre as focal point. The commercial land use has shown increasing trend and there is a rapid transformation of residential land use to commercial land use in the central areas. The commercial use has increased from 11.20 percent in 1976 to 17.24 percent in 1997.

![Commercial Land Use and its Dynamics in the Core Area](image)

The important aspect of land use in the central area is commercial land, which acts as the nerve centre of an urban area. This statement is true with regard to cultural cities like Mysore. People are the consumers of goods which demands for commercial land at convenient and strategic locations to meet the services satisfactorily. As the population of an urban centre increases, there would be a corresponding increase in the land devoted to commercial purposes. This will be done either by increasing the net area devoted for commercial purposes or by intensifying the use in existing areas. The primary reason for a spatial commercial structure is the ease with which an area...
could become commercial. Firstly, the frontage of the residential buildings themselves forms the commercial establishments. Often the front wall is demolished by replacing the garage doors to make the front room as a shop and subsequently transformation in the adjoining rooms at a higher rate in the central area.

There was a change in activities in the northern and eastern parts of the city. Ashoka road which housed retail as well as wholesale markets of all sorts began to develop certain specialties due to shifting of certain retail trades to some other locations close to it and wholesale grains close to Railway Station. The road retained wholesale clothing, hardware and paint stores and jewellery shops. Though, the area started as general trade area, it became specialized not by its own efforts but by the desertion of other trades. An added feature was that as wholesaling increased, the need for warehousing facilities was felt and the area in the rear was converted into warehouses interspersed with many residential quarters. There are many types of commercial activity in central area like wood works. Furniture’s, cloth centres, automobile service centres, and jewellery shops.

The trade and commerce of this district not only serves the city but also the whole region. It is noted that Mysore is a tourist place and attraction of tourists to this central area is very high. The main commercial streets are, Devraj Urs Road, Sayyaji Rao Road, Ashoka Road, Bangalore-Nilgiri Road, Chamaraja Double Road, Irwin Road, Dhanvantri Road, Vinoba Road, Shivarampet, Devaraja Market, Mandi Mohalla etc., Commercial activities concentrated along Sawday Road, Kabir Road, Akbar Road, Kallamma Temple [K.T.] street, Benkinavaba street on the either sides. Though, the trade is through retail business in most of the places, the Santhepet area and Mannar’s market in Shivrampet are the places of wholesale business. The core of commercial is more around K.R.Circle and radiates along Devaraj Urs Road, Sayyaji Rao Road, Ashoka Road and Irwin Road. The City Bus stand located in the K.R. Circle (Origin & Destination point) providing good access and this has contributed to the concentration of commercial activity in the circle.

Commercial activities of this district is mixed land use i.e., with residential and public and semi public. The part of the residential is converted into commercial; part of the public places is being converted into commercial since places there is greater demand for commercial uses in the central area. Multipurpose land use is not simply due to a
supply demand market mechanism but more importantly due to the fact that the land situated at the focal centre of the city is most conveniently accessible to the largest number of urban dwellers and in turn, is most conveniently or residential areas—all of which provide it with a unique degree of accessibility on an urban scale. Private sector owners have added, almost entirely through private investment, industrial facilities, commercial and shopping centre, theatres and other capital works. Due to all this land value has increased.

Bus terminal (suburb) and railway stations located in this district have given scope for more number of restaurants and lodges in this area. In this area, commercial activities like restaurants, lodges, and clothing & jewellery shops have increased. The building coverage is about 80 to 100% in the commercial area. Maximum height found in this district is Ground plus four. The building line as per building bylaws is not followed on many roads since there is conversion of land use from residential to commercial. Compared to other areas there is higher concentration of all types of commercial activities in the central area. All these reveal that, the threshold in this area is maximum. More theatres and restaurants attract public and younger crowd of the city and the region. Many educational institutions located in this area support these types of commercials and it is to be noted that this area is easily accessible by different modes of transport.

Street Vendors/hawkers have occupied the foot path area near the bus stand and along Sayyaji Rao Road, Sri Harsha Road and around the small clock tower near Devaraja market. This informal commercial activity is creating lots of problems to the pedestrians and creates nuisance in the central area. There is no proper place for this kind of informal sector and has led to the business on the roadside. Commercials like telephone booths, computer centers, bars, lodges exist near the bus terminal. These kinds of activities have business for 24 hrs in the central area is predominant. It is observed that the commercial activity is increasing year by year and there is a change in the land use and in the type of commercial activity i.e., from traditional to modern. The commercial in the central place is serving the whole city and responding to their day to day needs and demand. When we analyzed the problems confusion arose because there is a scattering of different activities in the whole area. Land value is based on the commercial activity and it is observed that it is more along the sites
abutting to the road. The land value is more around K.R.Circle, Sayyaji Rao Road and Devaraja Urs Road and it is observed that as the distance increases from the K.R. Circle, the land value is decreasing.

![Fig: 4.20 Hawkers in City Core](image)

Commercial activities are taking place in city core everywhere to meet the necessities of the people. The broad roads designed are not responding to the adjacent land use and have become the stretch of congestion, because of higher density. Since more commercial threshold exists in this area, commercial activities are spreading towards the periphery of the area. The commercial streets at the centre are fully occupied and this area cannot be increased vertically, because of the historical monument i.e. Palace located at the centre and this restricts height of the buildings around 100mts diameter. Commercial streets are increasing in the central area at the cost of peaceful living of the local residents. People are oriented towards the monetary benefits and changing the part of land use from residential to commercial, where proper accessibility to their residences is not clearly defined. Devarja Market located at the city centre, the
problems of parking, garbage disposal, and circulation including hawkers is more pronounced. The vendors and hawkers have occupied the footpaths obstructing the pedestrians, since no space is allotted for informal business sector. The small clock tower, which is the place of attraction between the commercial centres, is being used for car parking and vendors.

4.11.3 Public and Semi-Public Use
The city core has many public buildings including semi-public and these include palaces, government offices, education and other institutions, religious buildings etc. The Palace area occupies about 8% of the total area and it was the seat of administration and government offices. Educational institutions have increased the percentage of public and semi-public land use in the core district. The places for public and semi-public are about 67.58 hectares, which constitutes about 23.98% of total area of this district land use.

![Fig: 4.21 Public and Semi Public Use in the Urban Core](image)

Public places have come up around the palace since palace was the main hub of all administrative activities ever since the Royal rule. The important buildings in the central area are Amba vilas palace, Jagan Mohan palace, Rangacharlu memorial hall, Silver jubilee clock tower, Corporation buildings, Palace offices, Gun house, Educational institutions, Guest houses, Mysore medical college and Krishna Rajendra
Hospital.

Each of building has different architectural style and has its own identity. Amba vilas palace and Jagan Mohan palace is the prime tourist places and attracts the people form worldwide at an average of 25,000 people/month. Town hall is a majestic building in the whole area, located in the grandeur foreground landscaped area. Town hall, clock tower, Palace, K.R Circle, Chamaraja Circle, Palace offices, Banumaiah’s school, Janatha Bazaar, corporation offices has unique feature of monumental scale and forms the chain of grandeur and architectural buildings along the street. This character at city centre is different from any other city centres and this is the unique feature of the central area of Mysore City.

The road from the Railway station to Medical college complex, with the railway offices and the medical college on one side and K.R. Hospital complex on the other is connected to the Sayyaji Rao Road, a shopping avenue, which leads to the new statute square flanked by multi-storeyed shopping complex. Many reputed educational institutions like Banumaiah’s school, Maharani’s college, Marimallappa’s Junior College and Mysore Medical collage are the main public area in this zone. This is why the youth’s crowd is more in the central area and this in turn is supporting many other activities. Because of easy accessibility to the schools/colleges, these institutions have attracted not only the Mysore City students but form the whole region. Krishna Rajendra Hospital near to Vishweshvaraiah circle, serves for the larger population of the Mysore District. Old temples, churches and other religious places which were existed from the past 100 years are scattered in the central area. It is observed that there is change in architectural style from traditional to modern in the new built structures.

4.11.4 Street Pattern and Circulation System

The streets pattern in the central area resembles more or less of the Grid-Iron-Pattern with arterial roads radiating from the centre of the city out-wards in all directions. Palace is the focal point from where all the arterial roads starts and run radially outwards in all directions leading to different towns and cities. Majority of the roads in the central area, are very narrow and congested. Only Devaraja Urs Road, Sayyaji Rao Road and Chamaraja Double Roads are wide roads with 24-30 mts of road width.
Remaining roads are of maximum of 15mts wide and some roads are even 9mts width, with improper alignment. Due to the location of the city bus station, K. S. R. T. C and private bus station in the central area, traffic congestion and accidents are occurring frequently. Also higher order of economic activities like wholesale, retail business activities takes place in the central areas of Devaraja market, Shivarampet, Santhepet areas creates more congestion and traffic problems. As the road widths are remaining same over the years, whereas the number of vehicles is at an alarming rate, this leads to too many traffic problems in the central area. Most of the inner roads are designed for Tonga’s and will not suit exactly to the hi-tech automobiles of today.

The streets of Mysore are the best evidences of the tradition, culture and history. Each of the streets has its own stories and significances in the history. The streets were designed in the earlier days for tongas and animal driven vehicles and they are comparatively narrow roads in the old residential areas.

4.11.5 Landscapes, Parks and Playgrounds

The parks and open spaces include public parks, palaces gardens, institutional open spaces and water body. Parks and open spaces in the central area constitute about 6.15% covering an area of 17.25 hectares. Parks are much concentrated around the palace, most around the fort are later maintained as parks. Parks like Curzon Park and People’s parks are located in the central part of the city where large numbers of
people spend their leisure. These parks serve as a place of relaxing for the visitors in the central area and it is observed that vendors and hawkers occupy these areas. The part of open space in front of Town hall has given a magnificent look to the building. There is a small patch of green area beside K.R. Hospital and another along the 100 feet road (Chamaraja double road). This open space serves as a playground for children. There are no open spaces or parks found in the residential areas Amble Anniah Pandit Park, Kuppanna garden, Thatiah Park in front of Lansdowne building, Chamaraja circle, and parks around palace are the important public parks in the central area. The Hardinge circle commemorates the viceroy’s visit to the Mysore city in 1913 and the gardens were laid down in this period. The Palace Gardens are important landscapes, which has lot of space for gardening purposes. Mysore Maharaja Palace and Jagan Mohan Palace are having gardens in the central area. Vishveshwaraya circle, Gandhi square, K.R circle, Harding circle, Chamaraja circle, etc., are landscaped areas. In Mysore urban, there are five manmade lakes. These lakes were constructed during king’s rule during 19th century to fulfil the needs of water supply for drinking, irrigation, industries and other related works. Kukkarahalli Lake, Karanji Lake, Dalvoy Lake, Lingambudhi Lake and Bogadi Lake are the five important manmade lakes. Only Karanji Lake and Lingabudi lake have been regenerated but other lakes are being planned for conservation measures.
4.12 Issues of Urban Form

The commercial land use has shown increasing trend and there is a rapid transformation of residential land use to commercial land use in the central areas. From the study it has been observed that traditional built forms are under threat due to expansion of commercial activities, vertical growth of high rise buildings, encroachments of public space, violation of building bye-laws including miss use and abuse of public spaces. Heritage buildings are demolished or altered to accommodate commercial developments due to great demand for commercial activities in the core area. Residential areas are undergoing a major transformation from traditional to commercial uses which resulted in diminishing neighbourhood environment in the core heritage area. The architectural characteristic of buildings and urban design elements are affected greatly and diminishing their importance day by day.

4.13 Conclusions

Mysore City is a royal city, and it was established over 150 years ago. It is developed with a Palace as a centre point the around which the developments have come up with glorious monuments, buildings, precincts, areas including natural and aesthetics elements of the city. It has strong roots of urban design elements viz. landmarks, path, nodes, axis and urban imaginary which contributed significantly for good imageability of the city. The major heritage buildings, precincts and areas are located in the core area of the city. The development from 1860 to 1930 has contributed to the city’s aesthetics, architecture, and beatification of the city and cultural heritage of the city. The Central area has emerged as a place of tourism, place of commercial, place of living and place of education over the years. The core is slowly transforming into more commercial developments by altering the character and image of the city which is a threat and losing its character. This calls for an urgent initiation of conservation measures to safeguard the valuable heritage in the core area to revive the glory.