Chapter-III

Profile of Study Areas
3.1. Introduction

Ulhasnagar is a municipal city and headquarters of Tehsil having the same name. It is a medium sized town in Mumbai Metropolitan Region (MMR) in Thane District of Maharashtra, at a distance of 58 Kilometers from Mumbai. The city extends to Ulhas River on the North and is bounded by Kalyan in the West and Ambernath in the East and South. The area can be tracked using 19.20°N Latitude and 73.10° E Longitude. The Mumbai-Pune Central Railway line passes from side to side Ulhasnagar. The Ulhasnagar Municipal Corporation governs the city. The Ulhas River originates close to Karjat in the Western Ghats Range, and flows westward during Raigad and Thane districts of Maharashtra north to Ulhasnagar and on to Kalyan, where it turns west to Thane. At Thane the river splits into two branches which flow west and south. The main branch turns north westward to Ghodbandar, where it opens into the estuary of Vasai Creek.

3.2. History of Ulhasnagar

Ulhasnagar was built as a Military Transit Camp in 1942 throughout World War II by British Government, and was known as Kalyan Military Transit Camp. During this stage the camp accommodated 6,000 soldiers and 30,000 other army officials. There were 2,126 barracks and about 1,173 housed personals inside the camp. After the World War II, camp moved out of the municipality and the piece of land remained empty until the Independence of India was affirmed. After Independence, the Partition brought immigrants to India from newly formed West Pakistan. Hindu Sindhis who left Sindh region in West Pakistan came to Mumbai in search of shelter and livelihood. In reply to so, the Kalyan Military Transit camp was handed over to the
Relief and Rehabilitation Ministry, Government of India. These Immigrants Sindhis from Pakistan were rehabilitated and lands were chosen in Sindhunagar camp by Government of India. It was rehabilitated into a township in 1949, and was named Ulhasnagar by the Governor-General of India. Qualified members of Sindhi Community were given employment opportunities in Government institutions in Mumbai. Over the years, Community had gradually strengthened their base through involving themselves in small business within the city.

Ulhasnagar in Mumbai Metropolitan Region
3.3 Connectivity

Ulhasnagar is connected to Mumbai through sufficient Road and Rail Network. The region where Ulhasnagar town slander is accessible through one National Highway, two State Highways, and three Major District Roads.

The Kalyan-Karjat State Highway no. 34 passes from side to side the town and further connects Ambernath and Badlapur. Another significant road between northern parts of the town is Kalyan-Murbad State Highway no. 2. Ulhasnagar is a position on the Mumbai-Pune Rail route of Western Railway. The town is linked with Mumbai and its suburbs during Central main rail line of Mumbai. The Central main rail line starting from CST (Chhatrapati Shivaji Terminus) comes to Kalyan and splits in to two, from where one line passes through Ulhasnagar.
3.4. Weather

The average Temperature throughout the year remains steady and the seasonal fluctuation in Temperature is mostly unimportant. The region where the town lies experiences January coldest and May as the deep month of the year. The region usually experiences the first monsoon drizzle during the second week of June and it lasts till September end, while July and August experiences maximum Rainfall. The annual standard rainfall is around 3000 mm.

3.5. Land Development

Urban lands are subjected to diverse use. For the purpose of separation and implementation, the land uses have been secret into the basic categories, residential, commercial, industrial, public semi-public, transport and communication, public utilities, recreation, cremation and agricultural with related activities. An understanding of the use of the land, and the management practices within a land use category, provides valuable information about the reasons for alter in the condition of our natural resources. Urban land use comprises two elements: the nature of land use which relates to what performance is taking place where, and the level of spatial accumulation, which indicates their intensity and attentiveness. These functions take place at exact locations and are part of an action system. Activities have a spatial imprint, therefore. Some are routine performance, because they occur regularly and are thus unsurprising. The behavioral patterns of individuals and institutions have an power on land use.
3.6. Land under Public and Semi Public

The area under this land use covers 251.49 hectares which comes out to be 6.3 % of the total area and 7.81 % of the total developed area. This land use is enclosed by, educational institutions, religious places, government and semi government offices including three government hospitals, private hospitals within Ulhasnagar Municipal Corporation limit.

3.7. Land under Open Spaces

Ulhasnagar is abounded by natural water tanks scattered in various parts of the town. The Municipal Corporation has already developed two water tanks with landscaping, wherein boating activity is also available for the citizens. The open spaces or green spaces or leisure grounds are the lungs of the town and they cater active and passive recreation need of the cities. The area under open spaces, gardens, and play fields in the town is 14.58 hectares which is 1.84% of the developed area and 1.09 % of the total area. However, large stretches of land along the Waldhuni Nallahs reserved for open seats have reduced to narrow stretches due to encroachments.

The land under burial and cremation earth admeasures 3.7 hectares which is 0.05% of the total area within the municipal restrictions.

3.8. Development Plans

The first development plan for Ulhasnagar was ready in 1969 for a plan period until 1991. However, the plan could not be implemented completely and today mixed residential land use prevails in the well-built part of the city. The reservations for open seats, natural drainage and public amenities stand encroached with residential
units. In 1969, total developed region in Ulhasnagar town admeasured 597 hectares and remaining 703 hectares were under nallahs, rivers, low deceitful lands, hills and the empty lands. While, the ground use review carried out in 1996 under the preparation of Draft Regional Development Plan, the town admeasured 1085.3 ha of total urbanized area and the undeveloped land accounted 248.8 Ha.

### 3.9. Residential Areas

Generally major part of the developed land is for residential purpose in a city. According to the information based on the Development Plan in 1996 available by UMC, Residential area covers 54% of the total area. The population of 4, 37,731 (census 2001) in Ulhasnagar is accommodated in total residential area of 721.4 hectares giving a net thickness of population of 607 persons/hectare, the gross density is 414 persons/hectare. Almost 21% of the total area of Ulhasnagar is engaged by the urban poor residing in slums. Around 133 hectares of tenements have been declared as slums. Undeclared slums comprise 156 hectares. The total area under slums is 289 hectares.

### 3.10. Commercial Establishments

The shops commercial establishments, eating houses and all such users which are found to occupy front of busy streets are incorporated in above categories. This user occupies about 57.35 hectares land which comes to 5.2% of the total urbanized area and 4.2% of the total area. Shopping activities catering day to day needs of the people have also come up on the ground floor in large housing Complexes.
3.11. Industrial Area

This user covers an area of 103.71 hectares which comes out to be 7.78% of the total area and 9.52% of the total urban area.

3.12. Population

The population has grown steadily over the decades in Ulhasnagar (as shown in charts), but after 1981 the growth rate had been lessening steadily. The factor responsible for the unexpected population growth during the 1960s was because of the influx of migrants who came to Ulhasnagar in search of employment. This was the period when opportunities were at its peak. The flux in political and administrative stability, the rapid rise from a military camp to revenue village to Municipal Corporation along with two super cessions and mergers with Kalyan -Dombivili has contributed highly in the Ulhasnagar town’s rapid growth.

The close closeness of the cities and municipal bodies within one single district in Mumbai Metropolitan Region (MMR) represents the largest metro spread in India. Due to their good connectivity and socio-economic linkages, it would be suitable to say that cities in MMR and in Thane District contribute extraordinarily to each other’s demography. The cities neighboring Ulhasnagar are Kalyan, Ambernath, Dombivili, and other small and medium towns of Thane district. The towns have skilled the increase in growth rate at first, which was also evident in the case of Ulhasnagar. Perhaps the situation also remains the same for further years where all the three towns experience a fall in growth rate in future years. The given contrast thus justifies that Ulhasnagar has almost similar socio-economic characteristics of nearby towns, and is under influence of socio-economic changes in the area.
3.12.1. Demographic Details

1991: According to census approved out in 1991 out of the total population of 369077 male population was 138637 and female population was 105707 with male-female ratio of 762. The household size in Ulhasnagar Municipal Corporation was five with total 73986 households. 2001: According to 2001 census out of the total population of 473731 male populations was 251888 and female population was 221843 with male-female ratio of 881. The domestic size in Ulhasnagar Municipal Corporation was 5 with total 99152 households. It has been concluded through various studies that the sex ratio is lower for urban population than for rural population and still lower for the cities marching towards rapid Urbanization. The sex ratio for urban population of
Maharashtra state as per 1991 and 2001 census are 922 and 934 respectively. In Case of Ulhasnagar, the sex ratio augmented from 1991 to 2001, but was lower as compared to the State. In 1991 and 2001 census, the details of ward wise population were given based on 65 and 69 wards respectively. For the straightforwardness of future estimation, Ulhasnagar town has been divided in to 25 wards and population for these wards for 1991 and 2001 is taken.

3.13. Health Facilities

Ulhasnagar as any other city, with its growing population stress greater attention towards health facilities available. Better health facilities result into better prospects and are indicators of growth. Effects of poor facilities may hinder the growth directly resulting weakening of the city economy. In Ulhasnagar, health management is recognized as a priority by UMC and efforts are made to monitor and provide support to both public and private hospitals in the city limits. An overview of the existing health facilities available in Ulhasnagar, the comparative assessment of existing and required Health Facilities is given in this part.

There are three government hospitals, 70 private hospitals and 470 dispensaries within Ulhasnagar Municipal Corporation limit. The total numbers of beds obtainable in these hospitals are nearly 355. It is however noticed that there is no chief hospital to provide higher-level medical facilities and the people depend for such facilities obtainable in Mumbai city.
3.14. Educational Facilities

Out of total population of 4,73,731 of census 2001, 3,52,871 are literates which give a literacy rate of 74% lower than Brihan Mumbai (81%). Out of 74% total 56% are males and 44% are females in the town.

3.14.1. Primary Schools

According to the recent survey conducted, it is found that there are 132 primary schools in the town. The primary education is with the Ulhasnagar municipal corporation there are in all 64732 primary going students. In these 132 primary schools, there is 1475 teaching staff.

3.14.2. Secondary Schools

There are 47 secondary schools in the town. The primary education is with the Ulhasnagar municipal corporation there are in all 23000 primary going students. In these 47 secondary schools, there is 978 teaching staff in these secondary schools.

3.14.3. Colleges

The higher education in Ulhasnagar is sufficient to serve its resident population. Students from neighboring towns also utilize the facilities available in the town. But as the colleges in Ulhasnagar are not able to provide quality education, students do travel to Mumbai, New Mumbai or Thane city.

3.14.4. Economic Profile of Ulhasnagar

Urban poor are those people residing in urban areas, who cannot complete their family needs in open urban consumer market due to low wages, under employment
and unemployment. The Mumbai-metropolis being a state capital as well as financial capital of Nation has created opportunities in many fields and at many levels. It has naturally attracted large number of people from rural and other areas, leading to large-scale in-migration in and around the city. For provisional shelter these migrated population have opted for low cost housing and if such not available then Slums or small hutments. They have not willingly chosen these shanty structures and unhygienic environment but have been driven to this option due to compelling circumstances and unaffordable prices of housing in formal sector. These Slum and hutment dwellers undoubtedly have a share in the Growth, Status, & prosperity of the region, as they are service providers in the un-organised sector. Now they form an integral part of this lively metropolis.

Ulhasnagar being in the MMR and highly influenced by the economic development of Mumbai due to its good connectivity, has also knowledgeable similar pressure on land for housing. Similar issues regarding housing and slum dwellers remains with both the cities. Ulhasnagar city now has developed like an urban island between the Kalyan Dombivili Municipal Corporation and the Ambernath Municipal Council. There is no Scope for the City to grow through acquisition of new land for housing. The inner city of Ulhasnagar is representative of improper official housing structures while the slums areas, authorized and unauthorized, pose further stress on the alive housing stock of the City.

The Governments in initial reply up to the early 1970 was treating such settlement as illegal and resorting to demolition and clearance. The administration did not bother to see what happened after the slum clearance operation. The second phase of response was to tolerate the slum structures as a housing solution and provide civic amenities to
the slum dwellers as environmental improvement work. An act called The Maharashtra Slum Area Act 1971 was passed and improvement works were defined therein. In mid of eighties a programme called “Slum Up-gradation” was implemented with World Bank assistance. In this programme, the slum land was to be given on long lease of 30 years to the co-operative society of slum dwellers at nominal lease rent. Government also provided upgraded civic amenities and soft loans to the slum dwellers for renovation of their individual arrangement on as is where basis. But this did not noticeably improve the living conditions and hygiene of their settlements.

3.15. Schemes for Urban Poor

Various schemes for the upliftment of the urban poor have been initiated by the government, which includes slum development and slum rehabilitation. The special national housing programmes for the urban poor like VAMBAY and National Slum Development Programme (NSDP) were already initiated. VAMBAY is a centrally sponsored scheme for construction and up-gradation of dwelling units with sanitation facilities for urban slum dwellers living below the poverty line (BPL). The demand driven scheme has a 50:50 funding pattern between Centre and the states. Under this cost of ceiling varies from Rs.40, 000 to rs.60, 000 per unit. The minimum area for each unit should not be less than 150sqft and is applicable to EWS/BPL category only. Urban local bodies are required to prepare proposals for such schemes. National Slum Development Policy (NSDP) has been later on merged into VAMBAY scheme to frame an integrated approach in the direction of improvement of slums.
3.15.1. VAMBAY

VAMBAY is a centrally sponsored scheme for building and up-gradation of dwelling units with sanitation facilities for urban slum dwellers living below the poverty line (BPL). The demand-driven scheme has a 50:50 funding pattern between Centre and the states. Under this cost of ceiling varies from Rs.40,000 to Rs.60,000 per unit. The minimum area for each unit should not be less than 150sqft and is applicable to EWS/BPL category only. Urban local bodies are necessary to prepare proposals for such schemes. National Slum Development Policy (NSDP) has been later on merged into VAMBAY scheme to frame an integrated approach towards development of slums.

3.15.2. BSUP

Over a period, various schemes with reforms have been brought presumptuous to Special emphasize has been given to the services for the urban poor in JNNURM. Under the same BSUP (Basic Services for Urban Poor) have been launched with following objectives: 1. Focused attention to integrated development of basic forces to the urban poor, Security of tenure at affordable price, better housing, water supply, and sanitation, Convergence of services in fields of education, health and social security. 2. As far as possible providing housing near the place of job of the urban poor Effective linkage between asset creation and asset management to ensure efficiency Scaling up delivery of civic facilities and provision of utilities with emphasis on universal access to urban poor. 3. Ensuring adequate investment of funds to fulfill deficiencies in the basic services to the urban poor.
3.15.3. IHSDP

Along with JNNURM, IHSDP (Integrated Housing and Slum Development Policy) has been launched with emphasize on civic amenities and utilities to urban poor with following objectives: 1. Holistic slum development 2. Healthy and enabling urban environment 3. Adequate shelter and basic infrastructure facilities to the slum dwellers of the identified urban areas. 4. However it is evident from the policy that schemes under IHSDP will be funded for those areas only where JNNURM is not applicable. It is important to mention here that under JNNURM ceiling cost is not agreed. However IHSDP gives clear indication that ceiling cost will be Rs.80,000/- unit with area of house minimum to 269 Sq.ft, where reserved category will get benefit of 10% and others will get upto12% with a cluster approach in preparation. At the same time JNNURM fixes the share of subsidy between GOI and Government of Maharashtra to be 50:50 where as under IHSDP it is 80:20. It is interesting to note that JNNURM at one end works out the cost of house to be Rs.2 lakhs for its housing project and allied infrastructure and includes cost of forces to be Rs.20,000/- per house under BSUP.

3.16. Slums in Ulhasnagar

Almost 21% of the total area of Ulhasnagar is busy by the urban poor residing in slums. Around 133 hectares of tenements have been affirmed as slums. Undeclared slums constitute 156 hectares. The total area under slums is 289 hectares. UMC has implemented a few schemes under slum development programmes. As a part of the same water supply, public toilets, drainage, roads and street lightening is provided in the slum pockets or in the rehabilitated areas. Under the aegis of VAMBAY, the
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UMC is implementing the scheme prepared by the Government to get better the slum housing sector in the city. The cut-off being slum dwellers eligible to declare their presence or existing on or before January 1, 1995, and belonging to backward class communities, i.e., Scheduled Castes, Scheduled Tribes and Other Backward Classes as well as Economically Weaker Sections /Below Poverty Line (BPL), Physically Handicapped are deemed to be eligible for the scheme. The UMC has been implementing the scheme comprising.

(a) construction of new houses having area of not more than 225 square feet
(b) repairs to existing houses and
(c) Construction of latrines in slums.

3.17. Approaches to overcome Urban Poverty

There are two approaches to overcome problem of urban poverty.

1. To provide affordable city services, city infrastructure to these people by proposing low level of forces, in terms of road, sewage, water supply, power, land, education and health etc. In some necessary services, such as health and education there is needed to have subsidy, as good health and good education are essential tools of human resource development and productivity. It is state welfare approach. It can be designed as cross subsidy by raising the cost of these services to rich & middle class and to those who desire higher level, five star services.

2. To increase and improve their output, skills and tools of production, so that they can earn better wages / income which commensurate with the cost of living in the city and the market prices of various needs. It needs, move towards like Antodaya, means reaching the weak of the weakest to resolve problem of poverty. Firstly, we
must understand their social, economic and work skills and culture. Most of them is rural migrant of first and second age group they come to cities because of lack of opportunity in rural area, socially stratified static society, poor law and order and lack of anonymity and small in numbers. On the country, in city, they have plethora of opportunities, good law and order open society, good anonymity in city for doing any work. Most of these people work in bottom level service sector serving needs of local population. They are mostly unorganized and in small sector from domestic servant, rag picker to unskilled and semiskilled contract Labour in industry and office sector. Under this City Development Plan, BSUP is considered.

3.18. Economic Development of Urban poor

Urban poor are depended on service oriented works generated in city like housekeeping, house made, preservation of building, hawking. Since earning in this sector is just keep them hand to mouth hence there is no surplus available with them to afford the house on rent or on own, this is how slums are created. To upgrade their life one has to strengthen their economic activity by as long as training centers of above services so that their capacity and earning can be increased and they can able to give the better service to the society. These training centers could be for construction labour, maintenance labour, housekeeping etc. Hawking does not need training but they need a proper place with facility and easy licenses from the ULB. Licenses to the hawkers should be made available easily and at smallest amount daily amount so that it will be affordable and regular business and with guarantee of license, they can make hawking decent way. For the same, more figure of daily bazaar sites with toilet facility needs to be created certain issues still missing holistic approach to slums in
terms of services and utilities, which still need attention. The public facilities and amenities are equivalent to zero. The unskilled labour inhibiting in these slum areas is deprived of the basic facilities like access roads, safe drinking water and toilets. Since the land is crucial matter, using higher FSI, multi storied housing blocks can be constructed which will lessen the infrastructure cost also and will make housing more affordable and cheaper. In addition, compact development permits a larger concentration of people within walking distance of a mass transportation stop and shortens the access time to other facilities.

3.19. Ulhasnagar City Development Vision and Plan

The vision for UMC area is to be formulated by study of existing situation of the city along with the SWOT analysis. Also the stakeholder’s contribution had a major contribution in developing vision for the city.

3.19.1. SWOT Analysis

It is important to analyse the strengths, weaknesses, Opportunities, and threats to assess the future and to recognize the way in which the city wants to grow and develop. SWOT Analysis for the municipal corporation and also for the city is done. The same was presented to the stakeholders in an effort to orient them towards the use.

**Strengths**

- Secondary sector industries
- Good rail connectivity to Mumbai
- Good road connectivity
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**Weaknesses**

- Very high density
- No land available for further development / urban infrastructure
- Insufficiency in infrastructure.

**Opportunities**

- Demand for Manufactured Goods
- Popularity for affordable home equipment and garments
- Large housing stock

**Threats**

- Poor recovery of tax
- Poor regulatory and control
- Flooding along nallahs through monsoons & heavy rains

The Vision for Ulhasnagar is ‘To make Ulhasnagar a city favorable for trade and commerce, by development of quality infrastructure, better urban management and affording safety and good standard of living to its people’

The priority projects for the city which emerged from the participatory processes with the residents of the city include better surface drainage, water supply and sewerage systems. Development of the truck fatal will remove congestion make the area organised for the goods movement in the city. Other parking improvement schemes will help organize traffic near retail hubs.

‘Improvement in overall public health, safety and environmental hygiene’
Projects for Improvement in overall public health, safety and environmental hygiene are prime focus for Ulhasnagar and its municipal corporation. Besides better subsurface infrastructure, the area improvement schemes, nallahs revival schemes, better design of roads and included drainage network will get better levels of urban hygiene. Efficient solid waste management will ensure more frequent clearance of garbage coupled with better management of bins. Redevelopment of Waldhuni nallahs banks will create better utility of open spaces along the widen. The upgradation of Sewage treatment plants will ensure that untreated sewage do sent flow into the nallahs and hence improve environmental hygiene levels in the city.

3.20. Efficient Transportation System

The present rank of traffic and transportation system in the city needs improvement, proper management and proposals to make it safe and efficient. Decongestion of traffic by widening of roads, construction of flyovers, stipulation of parking lots to avoid on street parking and traffic congestion, facilitation of heavy vehicle parking, provision of ROB’s (Road over bridge) & footpaths for making the city pedestrian friendly, Such proposals are necessary to make the transportation system safe and efficient. ‘Housing for Urban poor’ Provide affordable city services, city infrastructure to these people by proposing minimum level of services, in road, sewage, water supply, power, land, education and health etc. In some essential services, such as health and education there is needed to have subsidy, as Good health and Good education and necessary tools of human resource development and productivity. It is welfare state approach. It can be designed as cross subsidy by rising the cost of these services to rich & middle class and those who desire higher level, five star services.
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Increase productivity of the people by right of entry to better health and educational facilities by, so that can earn better wages, income which commensurate with the cost of living in the city of the market prices of various needs. It needs, move towards like Antodaya, means reaching the weak of the weakest to resolve problem of poverty.

Total number of  NPOs are registered in Ulhasnagar are (Taluka) of Thane District are 1852 (approx) as on Oct.2016. (As per the Information Collected from Charity Commission Office ,Thane)

3.21. Few Names of NGO in Ulhasnagar

1) Siddhant Samaj Vikas Sanstha, Ulhasnagar.
2) Manav Vikas Samajik Seva Sanstha, Kurla Kamp, Ulhasnagar.
3) Baal, Mahila Shikshan prasarak Mandal, Ulhasnagar.
4) UFC Group, UNR-4
5) Life gain Laxmi Govind Therapy, UNR.
6) Swami Shewdal Charitable Trust.
7) Rotary Club of Ulhasnagar.
8) Indian Red Cross Society UNR.
9) Nirbhay Samajik Sanstha, UNR.
10) Swami shanty Prakash Ashram UNR.
11) Sai Baba Educational Trust, UNR.
12) Sindhu Varsha Foundation, UNR.
13) Sindhu Ut circle UNR.
14) Jeev Daya Sansthan, UNR (Behind Monica selection).
15) Jeev Daya Sansthan, UNR
16) Thalassaemia Children welfare society, UNR.

17) Harikirtan Darbar Trust, UNR.

18) Navjeevan Circle Trust, UNR.

19) Leelawati Clinic, UNR.

3.23. Study Area II- Kalyan

Kalyan is a part of the Thane District of Maharashtra state in India. It is also recognized for being the Mumbai region's way out station to North India and South India. Kalyan is within the administrative division (tahsil) at a taluka level of the Thane District. Kalyan and its adjacent township of Dombivli jointly form the Kalyan
It is considered a part of the Mumbai Metropolitan Region, along with Vitthalwadi, Bhiwandi, Thane, Ulhasnagar and the municipal councils of Ambernath and Badlapur. Kalyan is the 7th biggest city in Maharashtra and 28th in the country. Kalyan served as a port city for many centuries until siltation and the rise of Bombay eclipsed it and its sister ports – Nallasopara, Thane, Bhiwandi. Abandoned lighthouses used to guide sea transfer still exist along the riverbanks of Ganesh Ghat.
The port was ruled by the Maurya and Gupta Empires of north India and afterwards was part of a Konkan principality vassal to the Yadava dynasty of Daulatabad, Deogiri. After the Khilji sack of Deogiri, the Yadavas fled into the Konkan region and set up their base at Mahikawati, modern Mahim; Kalyan was a part of the short Yadava state of Mahikawati. Mahikawati was conquered by the Muslims who set up petty coastal principalities.

It came under Portuguese sway for a short time before being re-conquered by the Muslim allies of the Mughal, and was later under enemy control by the Marathas, who made it one of their planned centers because of its geographical location and renamed the city back to Kalyan.

The city of Kalyan was surrounded by a fort wall, the building of which began during Shah Johan’s reign and was ended during Aurangzeb's reign in 1694 A.D. This city wall, which ran in excess of 2000 yards, 2123 to be precise, was protected by 4 gates and 11 towers. The fort wall enclosed an area of 70 acres and on a high mound near the Kalyan creek, where the current Ganesh Ghat stands, was a fine fort while as early as 1570.

Under the Marathas (1760–72), a new gate about 150 feet (46 m) to the south of the Ganesh gate was opened near the mansion of Ramji Mahadeo Biwalkar, the Peshwa's Governor. In the fortress of the fort Marathas built a small wooden temple of Durgadevi behind the mosque, and called the fort Durgadi Killa in honour of the goddess, a name which it still bears. The fort measures 220 feet (67 m) in length and somewhat less in width. Under the English rule, the fort wall was dismantled and stones carried to build the Kalyan and Thane piers and a dwelling for the customs examiner in the west of the Kalyan fort.
In pre-independent India, the administration spelled Kalyan as *Kallian, Callian* and sometimes as *callianee*. The city has been attacked by various foreign armies including the Mughal, the Portuguese and the British. The Marathas were held in far above the ground regard by the locals for being the only line of defense against invasions. This town (callianee) sustained many sieges throughout the wars between the moghuls and the Marathas, and is bounded by the ruins of various sorts. It is still a populous town and carries on some traffic in coconuts, oil, coarse cloths, brass and earthenware. Its external look indicates a former state of superior opulence; Kalyan is rich for its ancient culture and is known as the place Shivaji Maharaj resided. And its Maharastrian dominated place "Agri\Koli" culture

Kalyan also found magnetism among European Christian Missionaries. The port of Kalyan landed them well within the mainland through boats in their attempt to increase Christianity across the other side of Konkan.

The majority of Kalyan Citizens are Hindus with a fair alternative of Muslims and Buddhists. The main language spoken and understood is Marathi. Also, Hindi is unspoken by most of the people. As per 2011 Census, Kalyan is a highly literate city with literacy rate of 93.06%

Total No. of NPO’s are Registered in Kalyan and Dombivali Area are 5264 (Approx) as on October 2016. (As per the collection of Information from Charity Commission office, Thane)

3.24. Few names of NGO in Kalyan

1. Samaj Kalyan Samiti Singhaul

2. Vimal Manav Kalyan Sanstha Purnea
3. Social Upliftment and Development of Health Action

4. Abhyudaya Integrated Rural Development Society

5. Sindhu Social Sevak foundation 402, Kalyan.


7. Sindhi shiksha and Sahitya Sangat.

8. Swami Pritam, Gobindram parmarthi.

9. Gurunanak Charitable Dental Clinic (Nanik Seva Sanstha).

3.25. Study Area III- Dombivali

Dombivli's history dates back to the medieval period and no major archaeological evidences of her early habitation have been found. The earliest habitant known was addalal. Dombivli was first recognized in the year 1075 by King Harpal Dev on stone inscriptions, situated at Mahul village near the Turbhe port. Though, the stone writings in Dombivali referring to its existence during the years 1396-97 confirm the fact. The Portuguese stationed themselves at some places when they came to Dombivali. Existence of Dombivali can also be traced back approximately in the year 1730 during the Peshwa rule. In the 19th century, farmers refined paddy and sold it in the areas from Kalyan to Mumbai.

Dombivali is surrounded by the ruins from the following villages.

1. Chole village, Thakurl (W)

2. Ayre village towards East,

3. Patharli village towards South, and

4. Thakurl East towards North
Dombivli witnessed the residence of many extraordinary people, like late Shri Manohar Govind Mokashi who was a freedom fighter, also was the creator member of "Rashtriya Shikshan Sanstha" and chief promoter for "Dombivli nagari sahakari bank Ltd".

Unclear of how the city got her name, some historians consider that the stringent caste system, then prevailing in India gave Dombivli her individuality. During the 14th century, Thakur lived in an area called “Thakurli” today, whereas “Patharwats” lived in today's “Patharli”. Lower caste people or “Dombas” lived in “Dombivli”. Since
“Dombas” was amongst such sub castes so it is supposed that the presence of these settlers at the place gave this municipality its present-day name “Dombivli.

The Khidkaleshwar Temple located at Shil-phata Road, dating back to 17th Century AD, dedicated to Lord Shiva was built by the Pandavas during their Aranyakasam. The shrine is bounded by the Khidkali Lake and the localities feed bread to tortoises and fishes reproduction in this lake. Temple Trustee of the Khidkaleshwar Temple organizes fairs on the eve of Maha Shivratri which attracts devotees from far off seats.

"Shree Ganesh Temple" is situated in Dombivli east, in between Dombivli-Thakurli railway stations. People consider it as "Gram Daivat" of Dombivli city. In the festival of Diwali & Gudipadwa people visited there with lot of trust and respect. Dombivli city is a pioneer of "Gudipadwa Shobha yatra" all religion's people involved in this Yatra; it’s a pride of Dombivli. This Shobha yatra starts in many dissimilar areas of the city and it ends at Shree Ganesh Temple. The Shobha yatra tradition is found by Shri Aabasaheb Patwari.

Dombivli / Dombivali is the most literate municipality in Maharashtra and second most literate town in India. It is one of the urban centers in the MMR. It is situated about 48 km from Mumbai CST. The population of the Kalyan-Dombivli City at the 2011 census counted to 1,246,381 (52% males and 48% females).

The industrial part of this put has a number of factories manufacturing dyes, paints, and industrial and agricultural chemicals. Heavy metal factories manufacturing a wide variety of equipment are also based in this region. A few nationally famous industrial establishments that have developed plants in Dombivli are Gharda Chemicals, Vicco Labs, Lloyd Steel and Deepak Fertilizers. The city has three railway stations beneath her direct jurisdiction: Dombivli, Thakurli, Kopar, and upper Kopar railway station.
(on Diva-Bhiwandi-Vasai and Panvel-Dahanu-Boisar lines). Dombivli is one of the best developing center in MMR.

Dombivli is served by Mumbai Suburban railway network, i.e. it slander on the main line of the central section of Mumbai suburban railway network. Dombivli railway station was built in 1887. Fast local trains on Central Railway route halt at Dombivli. Though none of the long journey expresses trains halt here, it is well linked to Mumbai and Navi Mumbai through Thane. Dombivli is the busiest railway station on the central line in Mumbai suburban railway network. Though during rush hours the station is an insufficiently over crowded affair.

Dombivli is linked by state highway to Panvel and Kalyan. The Kalyan-Dombivli Municipal Corporation (KDMC) provides local bus transport service (KDMT) within the city and to areas in Navi Mumbai. NMMT buses connect main Navi Mumbai suburbs. The Maharashtra State Transport service (ST) connects to near cities of Thane, Bhiwandi and Panvel.

### 3.26. Few names of NGO in Dombivali

1. Jhnvis Multi Foundation
2. National Health Law Research Institute
3. Nasrugi Charitbale Trust
4. Shirodkar Hospital Trust
9. Shree Ganesh Mandir Dombivili (E)

10. Wajood Foundation, Veena Apt,

11. Shri Ramdev Shikshan Sansthan.