

# URBAN ENTERTAINMENT CENTERS IN MAJOR CITIES OF KARNATAKA



## Final Pre–Feasibility Study Report

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## 1. INTRODUCTION

### 1.1. What are UECs?

Urban Entertainment Centre (UEC) can be defined as family-oriented entertainment destinations. These centres combine shopping and recreation with entertainment to form an overall experience. Retail needs entertainment to draw people in and entertainment needs retail to support the overall operation.

The goal of a UEC for a city or developer is, perhaps, to create tax revenue, or to sell food, or merchandise, but for the visitor the overriding concept is to have fun. Entertainment is the draw and a large part of what creates the unique experience of the centre. A UEC has to be created as a centre with the right balance of retail and entertainment. If the centre contained too much retail it read to the visitor as an ordinary shopping mall, conversely, if there were too many entertainment options people forget to make purchases.

UECs are created on the fundamental of partnership between retail and entertainment. Combinations of this partnership provide variations of UECs which can be adopted depending on the culture and heritage of the city.

The components that, typically, form a UEC are as listed below:

1. Movie halls
2. Restaurants
3. Sports complex
4. Shopping complex
5. Theme parks
6. Walk ways
7. Museums

### 1.2. Key Differences – Malls, Theme parks and Urban Entertainment Centres

#### 1.2.1. Malls

A shopping mall or shopping centre is a building or set of buildings which contain retail units, with interconnecting walkways enabling visitors to easily walk from unit to unit.

When the shopping mall format was first developed, signing larger department stores was necessary for the financial stability of the projects, and to draw retail traffic that would result in visits to the smaller stores in the mall as well. These larger stores are termed anchor store or draw tenant. Anchors generally have their rents heavily discounted, and may even receive cash inducements from the mall to remain open. In physical configuration, anchor stores are normally located as far from each other as possible to maximize the amount of traffic from one anchor to another. However, the concept of



heavily discounted rents for anchor stores may not hold good today, as the economic profile of the consumer has changed and therefore, the stores may in turn have pay large sums of money as rent to avail retail floor space.

Classical forming out of Mall consists of one anchor tenant each at each side. Malls are usually closed buildings with numerous passenger car parking bays.

### 1.2.2. Amusement /Theme Parks

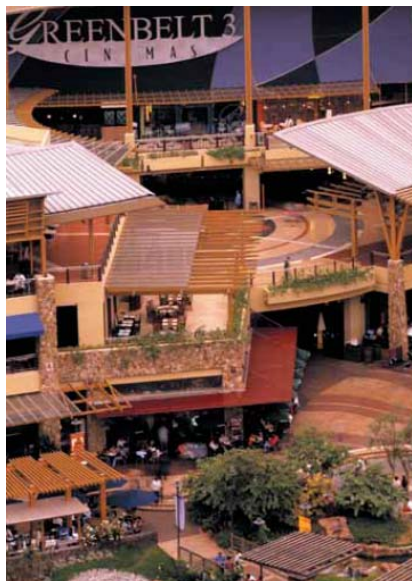
Amusement park is the generic term for a collection of rides and other entertainment attractions assembled for the purpose of entertaining a large group of people. An amusement park is more elaborate than a simple city park or playground, usually providing attractions meant to cater to adults, teenagers, and small children.



A theme park is a type of amusement park which has been built around one or more themes. Today, the terms amusement parks and theme parks are often used interchangeably.

Most amusement parks have a fixed location, as compared to traveling funfairs and carnivals. Often a theme park will have various 'lands' (sections) of the park devoted to telling a particular story. Non-theme amusement park rides will usually have little in terms of theming or additional design elements while in a theme park all the rides go with the theme of the park.

### 1.2.3. Urban Entertainment Centres (UECs)



UECs are a partnership between retail and entertainment and created by variations of retail and entertainment combinations. They are generally compared to shopping malls in almost every respect but scale.

UECs are not the stereotypical indoor climate controlled centres like malls but incorporate a variety of outdoor plazas, corridors, paths, trails, courtyards, and interior space.

### 1.3. Project Idea

In order to provide better entertainment and shopping facilities to tourists (both domestic and foreign) in Karnataka, it was suggested that an integrated system such as an Urban Entertainment Center (UEC) should be developed in major cities in Karnataka. Most cities in Karnataka have reasonable shopping and entertainment facilities<sup>1</sup> like amusement parks etc. However, there is no integrated centre where the visitors can take the advantage of entertainment as well as retail shopping.

The facilities envisaged to be provided to the visitors of the UECs are retail stores, theme/amusement parks, multiplexes, restaurants etc. In addition to these facilities which may be common to all UECs, city/district specific components may also be added for eg: a UEC in Mysore may contain a heritage specific retail store or museum.

### 1.4. Approach & Methodology

The approach and methodology adopted for the pre-feasibility study is indicated in the figure below:

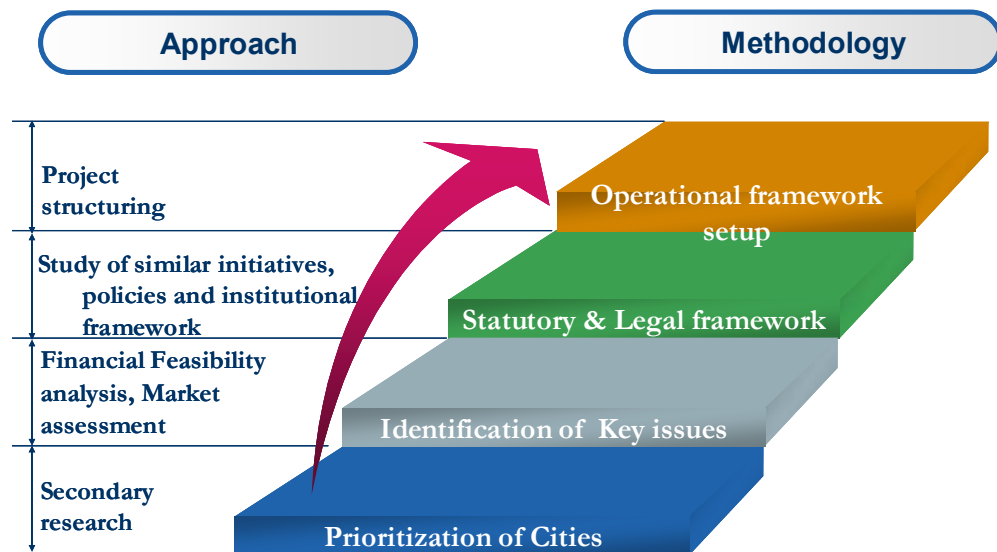


Figure 1: Approach and Methodology

The approach for adopted for preparing the pre-feasibility report for developing UECs in Karnataka is as detailed as below:

#### ❖ Market study, Data collection and analysis

The objective of this study would be to assimilate the available information and assess the existing facilities and arrive at relative advantages, constraints, issues for identification/ finalization of project requirements.

<sup>1</sup> Research report submitted by ACNielsen ORG-MARG Pvt. Ltd to the Ministry of Tourism, Government of India for the state of Karnataka for a period of twelve months i.e May 2005- April 2006

**❖ Study of similar initiatives, policies and institutional framework**

Past studies conducted, similar projects developed on a PPP model and growth directions would be examined in order to review the findings and directions for the proposed study.

**❖ Financial feasibility analysis**

Based on the data collection, analysis and discussions with stakeholders concerned a financial model would be prepared. Suitable assumptions regarding the cost, revenue sources and expenses would be made. A preliminary financial feasibility would be undertaken to assess the development potential of the site. The financial feasibility analysis would consist of

- Cost Estimation
- Revenue Streams
- Viability Assessment
- Scenario Analysis

**❖ Risk analysis**

The economics of the project would be reviewed to identify the key risks associated with the financial viability of the project and indicative mitigation strategies and risk sharing arrangements would be set out.

Based on the market assessment and preliminary financial feasibility analysis the type of PPP frameworks best suited for development would be identified. For the suitable PPP option, the risk analysis and mitigation measures would be studied. Indicative qualification and selection criteria for the private developer would be set out

The methodology adopted is as follows:

a) Desk Review of cities identified

Data on profile of the cities including key economic indicators would be reviewed. Tourists' profile, socio-economic profile of the existing population, demographics etc. would be collected and analyzed.

b) Prioritization of Cities

Based on the above analysis, cities in which UECs may be developed on priority basis will be identified.

c) Identification of key issues for project development

Depending on the local conditions, key issues will be identified for the development of UEC.



d) Review of statutory and legal framework

The various legislations/ Acts and Rules governing development of UECs in the cities would be reviewed.

e) Market Assessment

A preliminary market assessment would be carried out to understand the perceptions of the industry and identify the potential opportunities for the project.

## 2. SECTOR PROFILE

### 2.1. Industry Overview

Urban Entertainment Centers have combined both the shopping and recreation with entertainment to offer an overall experience to the visitors. Retail needs the entertainment to draw people in and entertainment needs retail to support the overall operation. Hence UEC falls on the crossroads of both the entertainment and retail industry. The entertainment component in UEC consists of Multiplexes (Movie halls), Theme parks, etc. as depicted below.

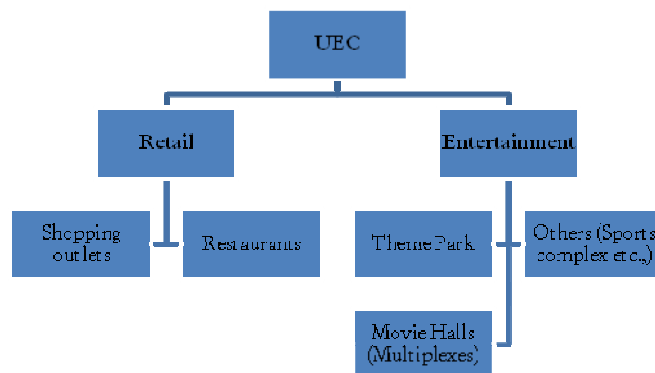


Figure 2: Components of UEC

#### Retail Industry

The retail sector in India is highly fragmented and organized retail in the country is emerging at a faster pace. Organized retail is growing at estimated 25% growth year-on-year in the country. It is set to penetrate tier II and tier III cities of the country. The great Indian retail story, an Ernst & Young report on the retail sector released recently, says the number of malls across the country is likely to increase with retailers firming up plans to exploit the potential in tier II cities. In a survey carried out by Jones Lang LaSalle Meghraj, a real estate consultancy firm, it reports that 328 new malls are expected to come up in metros and Tier I, II, III cities by 2010. Around 600 malls were anticipated to get opened in India by the end of 2009. Between 2009 and 2010, an additional area of 31,846,504-square feet of mall space is planned across India through just over 100 new shopping centers<sup>2</sup>.

#### Entertainment Industry

Entertainment industry in India is projected to be one of the major economic driving forces of the country.

##### *Multiplexes*

The entertainment industry in India is growing at a fair clip amongst which multiplex segment is touted to be one of the fastest growing segments. Despite the current

<sup>2</sup> Report on 'Mall Realities India 2010'

slowdown, the number of multiplexes in India grew by 80-100% in calendar year 2008, contributing to 28-35% of the overall domestic box-office collections<sup>3</sup>. There were 73 multiplexes operating in India with 276 screens during the year 2005. “Up to 97 percent of urban youth prefer to watch movies in multiplexes,” says a report recently released by the Confederation of Indian Industry (CII). There are only 11 multiplexes for every million people in the country as compared to 117 in USA and 77 in France. Multiplexes are one of the anchor tenants in large format malls, as their presence increases footfalls by approximately 40-50%<sup>4</sup>

#### *Theme parks/Amusement parks*

The size of the Indian Amusement Park business is estimated to be around Rs 4000 crore and is expected to grow 6% annually till 2010<sup>5</sup>. There are over 150 amusement and theme parks in the country. In the next five years, sustained growth of the Indian economy will drive the amusement industry to grow both vertically (in terms of scale of investment) & horizontally (across the length and breadth of the country). According to Indian Association of Amusement Parks and Industries (IAAPI), “The cumulative investment in this industry in the last eight to ten years was to the tune of Rs.40 billion approximately and we expect to grow at 25 percent every year”. One of the major advantages for the industry is the enormous amount of dormant/under-utilized land in India's hinterland

## 2.2. Regional Profile

### General Information

Located in the southern part of India, Karnataka has a population of 52.85 million (as per 2001 Census), making it India's ninth most populated state. Karnataka, which had a Gross State Domestic Product GSDP of \$47.32 billion in 2006-2007, is India's most economically progressive states. It registered a GSDP growth rate of 9.2 per cent in 2006-2007.

### Industrial scenario

Karnataka has always been at the forefront of Industrial Growth in India. Electronics, Computer, Engineering, Aeronautics, Machine Tools, Watch-making, Electrical Engineering, Aluminum and Steel are some of the prime industries located in the state with the industrial growth rate of 7.7%.

### Entertainment in Karnataka

Despite being a state with a conservative bent of mind, Karnataka teem with a multitude of entertainment sources. While the urban centers boast of new-age recreation zones, charming hill stations and wildlife sanctuaries provide the perfect getaway for weary souls. A state endowed with all the bounties of nature, Karnataka is an attractive destination for nature lovers. The state houses some of the most

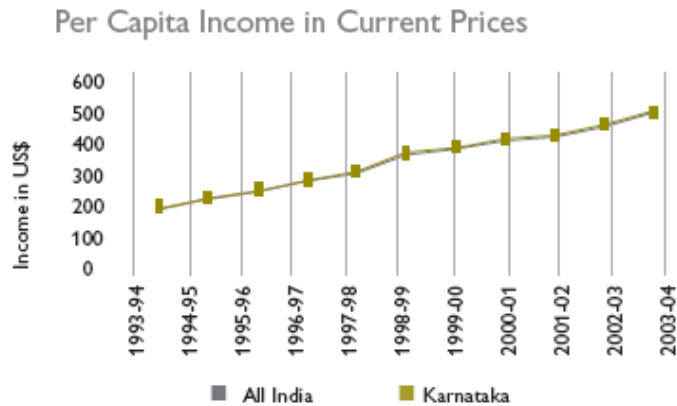
<sup>3</sup> <http://www.financialexpress.com/news/multiplexes-defy-crisis-register-80-growth/415146>

<sup>4</sup> Confederation of Indian Industries (CII)

<sup>5</sup> Indian Association of Amusement Parks and Industries (IAAPI)

enriching wildlife sanctuaries of India. The adventure buffs can look forward to spending an exciting time in the mountainous trekking trails of the Western Ghats.

The malls and theme parks in the state are mostly concentrated in and around the cities of Mysore, Bangalore and Mangalore owing to the high tourist traffic. Another reason is the IT hubs developed in the vicinity of these cities that increases entertainment seekers population and their lifestyle.



*Source: Department of Commerce & Industry, E&Y Research*

**Figure 3: Graph indicating per capita income in Karnataka**

The per capita income profile of the state seems to be promising that the disposable income of the households also increases, as per the trend shown in the figure above. This shows the future potential for malls and theme parks, where the people visit to spend on their leisure activities out of their disposable income.

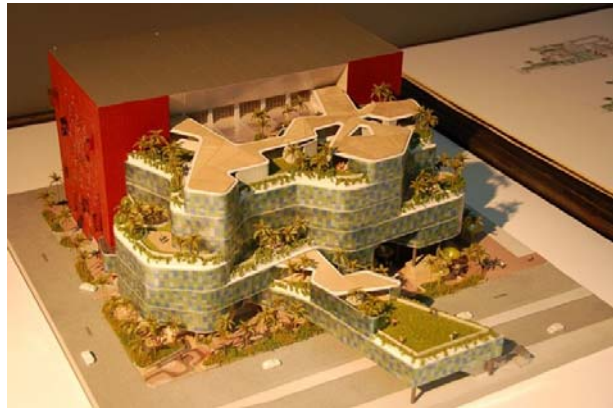
### 3. CASE STUDIES

In order to have a better understanding of what UECs are the world over and the components that form part of the centres, we will go through some of the UECs in various countries as well as proposals from India.

#### 3.1. Iluma, Bugis, Singapore

Iluma is a 10 storey shopping mall which is managed and owned by Jack Investment. The mall is located within the Bugis district and opened its doors on 28 March 2009. With a budget of S\$100 million, the country's first urban entertainment centre is targeted at the young professionals in their 20s and 30s. The mall is able to cater for up to 60 - 80 thousand consumers on a daily basis once the mall is open.

With a net-lettable area of 191 580 sq ft, more than 150 outlets are there in Iluma, with a mix of retail and entertainment outlets, with an emphasis on performing and exhibition space. About 60% of the total area is allotted to the entertainment outlets.



#### 3.2. Almere UEC, Amsterdam, The Netherlands

This UEC comprises shopping mall, pop concert hall, disco, hotel, bicycle park and associated leisure, cafe and restaurant facilities.

It is a 16,000 sq.m waterfront entertainment centre. The Centre consists of a family of buildings grouped around a new square and elevated four metres on a unifying podium, which covers a parking area.



Varied in form, the buildings use a variety of materials to create a rich new urban landscape.

At the heart of the development is the Pop Zaal, its reinforced concrete structure clad in pre-weathered zinc and steel mesh. The scale of the structure is not apparent at first sight and cloaks the various internal functions of auditorium, disco, bar and ancillary spaces in a continuous metal skin.



The Almere Hotel is a 120 room 4-star hotel clad in cedar boarding. The hotel has a raised sleeping block approximately 4,000 sq.m that is lifted eight meters

above street level. Below the ground plain is the car park with a direct connection to the lobby.

The 400 sq.m two-level entrance building is organic in shape and clad with brass. It houses the lobby, meeting rooms, a restaurant, a bar, offices, and storage spaces. Two elevators, a staircase and a services shaft connect the entrance bubble with the main accommodation component. The contract value of this project is £ 30 million.

### 3.3. West Edmonton Hall, Canada

This UEC is termed as the largest in the world and Alberta's number one tourist attraction. With over 3,50,000 sq.m of only retail space, the West Edmonton Hall features, among many other attractions, the following notable components:

1. 26 cinema halls
2. Over 800 stores and services
3. 3D MAX screen
4. Hockey field
5. Artificial lake and
6. Over 110 restaurants.



### 3.4. Mall of America- Minneapolis, USA

This is spread in an area of 3,90,000 sq.m and has more than 42 million visitors annually.

The components of this mall are:

1. 590 stores
2. Underwater world
3. 14 movie halls
4. Lego imagination center
5. Dinosaur museum and
6. Night club.



### 3.5. Sony Center, Berlin, Germany

The Sony Center is a lively urban ensemble of 7 buildings. It has a total developed area of 1,32,500 sq.m and provides space for a combination of living, working, retail and entertainment.

The development houses Sony's new European Headquarters and 3 other office towers that have been let to other companies. Further buildings cater for over 200

apartments, restaurants and cafés, shopping facilities and an Entertainment Center with an IMEX 3-D and Multiplex cinema.



The total investment in this center is EUR 750 Million.

### 3.6. Ayala Center Greenbelt 3, Makati City, Philippines

Greenbelt 3, the Philippines' first lifestyle center, effectively establishes a welcome oasis of nature and culture, giving new definition to the concept of urban leisure. With its indigenous architecture and respect for the historic and well-loved park, it establishes a sense of place amid the bustle of the community. It offers a new model for retail/entertainment with an intimacy that responds both to Philippine culture and to the demands of international standards.

Located within the mixed-use Ayala Center, the design goals for Greenbelt 3 were to keep all the trees, integrate non-retail features such as a church and museum, connect to the city's elevated walkway system, and deal with a harsh environment of heat, humidity and rain. By carefully crafting a uniquely indigenous site and design solution, its developers have overcome those constraints, weaving the entire four-story,



300,000-sq.ft open-air center and its surrounding neighborhood into a cohesive experience.

To create a unique shopping experience, its leasing and design teams have fashioned a tenant mix not reliant on international-brand retailers, but on local retailers and restaurateurs. A series of pavilions houses progressively more extroverted tenants, starting with "quiet" tenants like bookstores and galleries. The center then rounds off with home and fashion-oriented tenants and restaurants before finally turning into a lively zone of music and video stores, more dining, cinema and nightlife.

### 3.7. Entertainment City, Noida, India

It is thought of as Disney Land of India - the Entertainment City in Noida. Unveiled by former cricket captain and entrepreneur Kapil Dev, it spreads over a whopping 147 acre land with an investment of Rs 10 billion. Built over an area of 100 acres of



land, the park has more than 30 rides, supplied from European manufacturers. The Entertainment City Park has three entertainment zones, one for kids, one for teenagers and one for families each with its own separate rides, attractions and food courts. In addition to this it also has a Shopping complex known as the Great India Place.

The Entertainment City is a joint venture between Unitech and International Amusement Limited, the promoters of Appu Ghar (Delhi).

The Entertainment City has two main sections - a Teen Zone and the Great Indian Place. The teen zone consists of large set stages and concrete lighting for live dances and performances. And the Great Indian Place is the shopping mall spread over 1 million sq feet commercial feet with top Indian and International brands under its roof. As many as 240 retail brands, including Shoppers Stop, Globus, Pantaloon, Big Bazaar, Home Town, Life-style and Lifestyle Home, Bossini, Adidas, Nike, Guess, Marks & Spencer and W to are there. The unique feature of the mall is that all shops are front facing.



### 3.8. Hyderabad, India

The Government of Andhra Pradesh has awarded a consortium with Pantaloon Retail (India) Ltd as the lead member the project to develop a UEC on BOT basis.

The consortium has formed GSG Construction Pvt. Ltd as the Special Purpose Vehicle Company for executing the project. The project would come up in the campus of what was earlier the Gandhi Medical College in Basheerbagh.

To come up on a 5.61 acre plot, the project is estimated to cost Rs 137.52 crore. It would primarily comprise a retail shopping mall, with a minimum of 50-60 per cent of the total built-up area.

In the balance area, facilities to house hospitality, leisure and entertainment would be developed. A multi-purpose convention centre, restaurants, multiplex, food courts, gaming zone, family entertainment center, indoor theme part and ethnic enclosure with a crafts bazaar for handicrafts for the purpose of tourists have been planned.

Efforts would also be made to renovate the heritage building and develop them as ethnic enclosures. Heritage structures like the Principal Room and Main build of Lady Hydari Club are to be conserved as per the guidelines already issued by the Hyderabad Urban Development Authority (HUDA). The Project is being implemented by the Tourism Department. The consortium has been given the land on a lease period of 33 years.

### **3.9. Tirupathi, India**

Tirupathi Urban Development Authority has called for Proposals to develop a UEC in Tirupathi. The envisaged components of the UEC are:

1. Mega Shopping Mall
2. 4-6 Screen Multiplex with Food Courts and Family Entertainment Center.
3. Convention cum Exhibition Center with Guest Rooms or A Business Class Hotel

The Shopping Mall is expected to be to be a major Tourism attraction with Specialized Zones such as Handicrafts & Ethnic Outlets, Imported Goods, Multi-national Brands, Discount & Sale Enclosures, Banking and Other Service Providers, etc.

The proposed Urban Entertainment Centre is envisioned as 'An Integrated Complex of Hospitality, Leisure, Lifestyle, Retail & Entertainment Components'. The available land for the project is about 3.56 acres.

## 4. PROJECT CONCEPT

### 4.1. Project Concept

A pre-feasibility study is to be carried out for developing UECs in major cities in Karnataka. Variations of retail and entertainment combinations may be designed for the development of UECs depending on the needs of residents and tourists to each city. The parameters for prioritizing the cities are as follows:

- Resident and Tourist Population
- Economic growth of the city
- Socio-economic profile (Economic Indicators)
- Availability of Suitable land
- Industrialization

The project is to be carried out under a Public Private Partnership framework on Design, Built, Operate and Transfer (DBOT) basis.

### 4.2. Components of Project

The various components of UEC could be

- Movie halls
- Restaurants
- Shopping complex
- Theme parks
- Walk ways
- Museums

The diverse linguistic and religious ethnicities that are native to Karnataka combined with their long histories have contributed immensely to the varied cultural heritage of the state. Due to this reason the UEC could also comprise of heritage complexes to attract more number of visitors.

### 4.3. Development and Planning Considerations

Development consideration:

- Selection of site- A suitable site should be selected in the whole city .The factors such as population density, connectivity, site dimensions should be considered for selecting the site.
- Study of legal framework- A thorough study of the legal framework related to the development is a necessity. The obligations pertaining to the project has to be well known, different acts pertaining to this sector has to be understood.

### Planning considerations

- Study of demographics- Demographics of the city has to be studied in detail to establish any set up. This could include the population, male and female ratio, youth population, linguistic details etc. This helps in understanding the profile of the people in the city.
- Socio-economic profile of the city- The socio-economic profile of the city provides information about its major occupation, the prevailing economy scenario of the city, major factors influencing economy etc.
- Analyzing tourist attractions – The number of tourists visiting the city will definitely help in estimating the footfalls to UEC. Tourists are the major revenue generators for the business entities such as hotels, shopping malls, movie theaters, amusement parks etc.
- Industrialization of the city- This factor is as important, if not more, to other planning consideration as the level of industrialization of any city will increase the disposable income among the population and in turn will be important to ascertain the components of the UEC.

#### 4.4. Factors Impacting Prioritization of City

The factors considered for the prioritization of a city from the identified 14 cities are as indicated in the figure below:

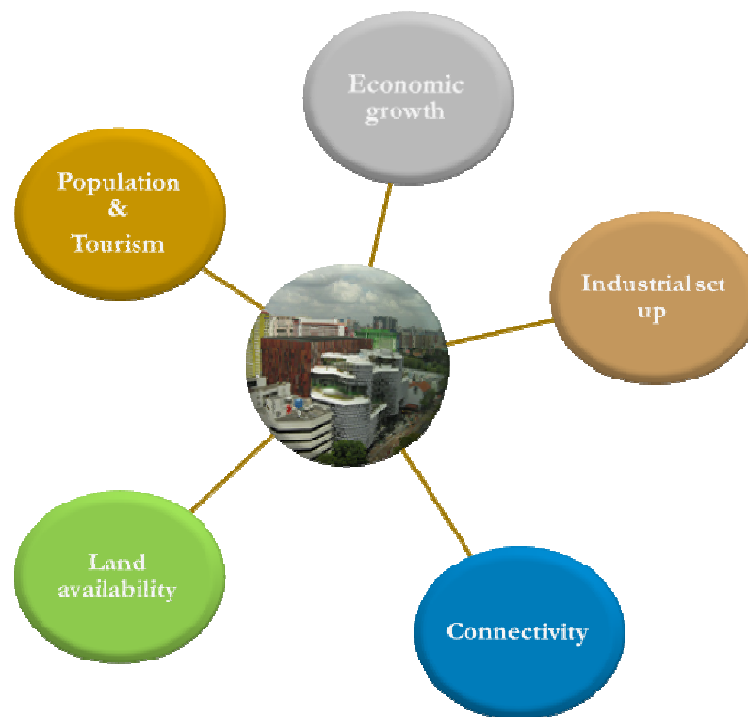


Figure 4: Factors affecting choice of city

- Population & Tourism – In addition to the city population, the tourist population is also taken into account as the demand for UEC is majorly influenced by the tourist population. The tourists are those who visit the city especially for entertainment and other leisure activities.
- Economic growth – The economic well-being of the city is to be noted to predict the future potential through mere extrapolation of the growth rate.
- Industrial set up – The industries located in the vicinity of the city are responsible for the growth in disposable income of the city residents.
- Land availability – The availability of land is also a major concern as the higher rate of growth of urban population has negative effect on this factor.
- Connectivity - The connectivity of the city with the other cities in the state and major cities in the country is essential so as to attract more crowds towards UEC. Similarly the city should also have an air connectivity to attract more foreign tourists.

14 (fourteen) cities in Karnataka identified for developed of UEC are as follows:

- ❖ Bangalore
- ❖ Mysore
- ❖ Mangalore
- ❖ Bellary
- ❖ Hubli / Dharwad
- ❖ Shimoga
- ❖ Bijapur
- ❖ Belgaum
- ❖ Davangere
- ❖ Gulbarga
- ❖ Raichur
- ❖ Manipal
- ❖ Coorg
- ❖ Chitradurga

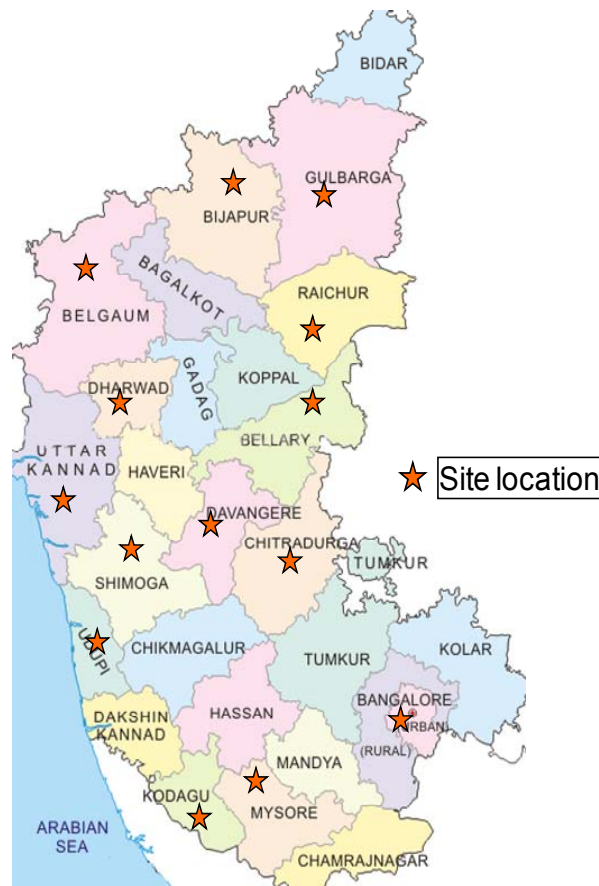


Figure 5: Map of Karnataka

#### 4.5. Evaluation of Cities

##### ❖ Bangalore

Bangalore, the capital city of Karnataka, is India's third most populous city (with an estimated population of 6.8 Million in 2009) and fifth-most populous urban agglomeration. It occupies the area of 800 sq km.

Bangalore's Rs 260,260 crore (US\$ 100 billion) economy (2002–03 Net District Income) makes it a major economic centre in India<sup>6</sup>. With an economic growth of 10.3%, Bangalore is the fastest growing major metropolis in India. Additionally, Bangalore is India's fourth largest fast moving consumer goods (FMCG) market. The city is the third largest hub for high net worth individuals and is home to over 10,000 dollar millionaires and about 60,000 super-rich people who have an investable surplus of Rs. 4.5 crore and Rs. 50 lakh respectively.

Bangalore is well linked to different cities of India and the other regions in world by road, rail and air networks. The new Bangalore International Airport at Devanahalli is only 6 km from the city centre.

##### ❖ Mysore

Mysore city had a total population of 799,228 (2001 census), becoming the second largest city in Karnataka. The literacy rate of the city is 82.8%, which is much higher than the state's average of 67%. The city is spread across an area of 128.42 km<sup>2</sup> (50 sq miles) and is situated at the base of the Chamundi Hills. Mysore is famous for the festivities that take place during the Dasara festival when the city receives a large number of tourists.

##### Industrial Scenario of Mysore city

While tourism is the major industry in Mysore, the growth of information technology related industry in the first decade of the 21st century has resulted in the city emerging as the third largest software exporter in the state of Karnataka, next to Bangalore and mangalore. Infosys has established one of the largest technical training centres in the world. Wipro has established its Global Service Management Centre (GSMC) at Mysore. Non-IT related services have been outsourced from other countries to companies in Mysore. Mysore has 49 Software Technology Parks of India (STPI) registered companies with exports of \$185 million in 2006-2007, a 250 per cent growth over the previous.

##### Infrastructure Scenario

The growth and expansion of the city is managed by the Mysore Urban Development Authority (MUDA). One of the major projects undertaken by MUDA is the creation of an Outer Ring Road in Mysore. Mysore city is encountered major number of

<sup>6</sup> Department of Economics and Statistics. 2006. Government of Karnataka

development of new layouts and roads, town planning and land acquisitions in the recent years.

Mysore is well connected by railways and National Highway NH-212, State highways-17, 33, 88. The major industries in Mysore include BEML, J. K. Tyres, Wipro, SPI, Falcon Tyres, L & T and Infosys. Information technology in Mysore is contributing Rs. 1100 crores (US\$220 million) to Karnataka's IT exports in the financial year 2007–2008.

#### ❖ **Mangalore**

Mangalore is situated on the west coast with the population of 4,19,306. The city is located in the confluence of Nethravathi and Gurupura rivers, spread across the area of 132.45 sq km. It is bound in the east by the Western Ghats and in the west by the Arabian Sea. Three National Highways viz., NH-17 linking Panvel and Kanyakumari, NH-48 linking Mangalore and Bangalore, NH-13 linking Mangalore and Solapur pass through the city. A domestic Airport is located at Bajpe, which is 15 km from city connecting it to Mumbai and Bangalore.

**Table 1:** Land use details-Mangalore (in sq Kms )

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	Open spaces	Agricultural land	Others	Total
NA	48.14	4.33	8.47	0.34	6.13	8.14	19.91	12.76	128.77

#### Industrial Scenario

Agriculture once a major occupation of the people of this district, has now taken back seat because of influx of money from natives settled in other districts, states and countries. Red clay tile (Mangalore Tiles), Cashew processing factories and Beedi industry once flourished in this district. Service sector is booming with setting up of professional education institutes and information technology related services (IT & ITES).

It has an international airport, connections to three national highways and the well connected rail network.

#### ❖ **Bellary**

Bellary city with a population of about 3.17 Lakhs as per 2001 census, is the 7th largest city in Karnataka State. With the commencement of construction of several steel plants in the district, the city promises to be "The Jamshedpur of Karnataka" in the 21st Century. The city also has significant small-scale industrial activity and is one of the major centres of Jeans manufacturing in the country, and it is the second largest city in Asia in manufacturing ready-made garments. The city is well connected by road and train which is just 305 KM from the capital city of Karnataka i.e. Bangalore.

Table 2: Land use details- Bellary (in hectares)

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	Agricultural land	Others	Total
-	1695.02	115.36	356.78	551.28	551.28	536.16	-	4492.47

#### ❖ Hubli / Dharwad

The twin-city Corporation occupies unique place in Karnataka State. After the capital city of Bangalore, this is the largest city Corporation in the State. It is a major railway center and in fact, the very heart of the Northern Karnataka Region. The airport at Hubli is expected to find a place on our national air map. The twin city had a population of 868185 (As per the 2006 Census), spread across the area of 200.23 sq km.

Hubli is well known as a commercial as well as industrial centre, where as Dharwad is seat of learning. The city is well connected with important cities like Bombay, Bangalore, Hyderabad and port towns of Karwar and Goa and easterns and north eastern regions by an excellent network of roads and rail. The city is situated in the dividing line between Malenadu and planes. The Malenadu is well known for its forests and forest based industries and the other three side region are known for their agricultural products like cotton, groundnut, oilseeds manganese ore and granite stones. The value of agricultural products coming into Hubli market runs into multiple crores.

#### ❖ Shimoga

Shivamogga (formerly Shimoga), city is located in the central part of the state of Karnataka, India. It lies on the banks of the Tunga River. It had a population of 2,74,102 (2001 census), spread across the area of 50 sq km.

Table 3: Land use details- Shimoga

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	Open spaces	Total
-	1946.53	213.76	165.30	60.69	292.58	419.93	4104.67

Agro-based, Automobile-based and engineering are the major industries present in Shivamogga district. Maximum investment has been made in the Food and Beverages sector followed by Engineering/Mechanical goods sector. To encourage rural industry, rural youth are being imparted training in tailoring, embroidery, motor winding, hand pump repair and other areas. Other rural industries in this district are related to carpentry, blacksmithy, leather, pottery, beekeeping, stone cutting, handlooms, agarbathi (incense sticks) and sandalwood carving.



Shivamogga has a total road length of 6632 km. of which 222 km. belong to the National Highways and 402 km. belong to State Highways. National highways passing through it are NH-13 and NH-206. The rail network in Shivamogga district is also well connected. An Airport is under construction in sogane, 6km away from shivamogga city. Airports at Bangalore, Mangalore and Hubli are used to reach the city.

#### ❖ Bijapur

Bijapur city is well known for the great architectures of historical importance built during the Adil Shahi dynasty. Bijapur City is the head quarters of the district and is located 530 km northwest of Bangalore. The city is about 550 km from Mumbai (Maharashtra). As of 2001 India census, Bijapur had a population of 245,946. The prime industries in the city include cotton ginning, oilseed milling, and the related manufacture of soap, chemicals, and dyes.

Table 4: Land use details-Bijapur

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	open spaces	Agricultural land	Others	Total
0.12	0.44	0.04	0.06	0.1	0.12	0.0	0.01	1.50	0.99

#### ❖ Belgaum

Belgaum is a town in northwest Karnataka, India. The town is situated nearly 2,500 ft (762m) above sea-level. INDAL (Indian Aluminium Company) is located at Belgaum. Belgaum also has a number of training centres of the Indian Armed Forces, and an air base of the Indian Air Force. City population is 4,44,731 with the area of 94 sq km.

Table 5: Land use details-Belgaum

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	open spaces	Agricultural land	Others	Total
-	3313.3	245.0	935.68	37.40	589.09	306.29	503.13	163.60	7478.84

Belgaum is connected by road via the National Highway 4 (connecting Maharashtra, Karnataka, Andhra Pradesh and Tamil Nadu) and NH-4A (connecting Karnataka and Goa). Belgaum is on the main Indian Railways grid being part of Hubli-Division and is well connected by rail to major destinations such as Bangalore (via Hubli), Mumbai, Pune/Delhi (via Miraj) and Goa. Belgaum is directly connected with Bangalore and Mumbai. The airport currently serving the city is Belgaum Airport located at Sambra (about 30 minutes drive from the city).

❖ **Davangere**

The city of Davangere is located on NH4 (National Highway 4) at a distance of about 260 km from the state capital of Bangalore. Davangere became separate district in 1997, it was separated from the district of Chitradurga. As of 2001 India census, Davangere had a population of 363,780. Davangere is located on the Bangalore-Pune national highway NH4 which is part of the Golden Quadrilateral highway network. Davangere is also well connected by train, the nearest important airport is in Bangalore (5 hours by road). In the late 18th cent., Haidar Ali, ruler of Karnataka, gave Davangere to the Maratha leader Apoji Ram, who encouraged merchants to settle there, eventually developing into an area with large-scale textile industry and as a trading center for cotton and grain.

**Table 6: Land use details- Davangere (in sq.km)**

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and Semi Public Uses	Open Spaces	Agricultural land	Total
11.98	9.93	4.02	8.28	1.16	5.39	1.09	9.53	68.63

❖ **Gulbarga**

Gulbarga is 613 km north of Bangalore and well connected by road to Bijapur, Hyderabad, Solapur and Bidar. A railway line connecting the southern part of India to Mumbai and Delhi passes through Kalburgi. As of 2001 India census, Gulbarga had a population of 427,929. Gulbarga is well connected via road and rail from Bangalore & other major cities in South India. The nearest airport is in Hyderabad (220 km). The new airport construction in the city had started in July 2008 and shall be completed in two years time.

**Table 7: Land use details-Gulbarga (in hectare)**

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	open spaces	Agricultural land	Others	Total
326.37	1203.47	121.01	297.39	7.97	288.05	96.31	148.34	36.78	2699.24

❖ **Raichur**

Raichur city, eastern Karnataka (formerly Mysore) State, southwestern India. Situated 409 kms north of Bangalore, is the historical town of Raichur with a rich cultural legacy. Flanked by the Tungabhadra and Krishna Rivers, Raichur is famous for its imposing Fort. As of 2001 India census, Raichur had a population of 205,634 covering the area of 60 sq km.

It contains a palace-citadel (1294) and fort (c. 1300) built on a hill 88 m above the surrounding plain. In 1489 Raichur became the first capital of the independent

kingdom of Bijapur. The area around the town was frequently a battleground in early Indian History.

It is a commercial centre on the Central Railway; products include oilseeds, cotton, sesame, sorghum, pulses, chilies, groundnut and soap. Raichur is well linked by rail and road to important cities like Bangalore, Mumbai, Chennai, Hyderabad, Ahmedabad and New Delhi. Raichur is composed of major higher educational institutions like SLN College of Engineering, Navodaya Medical College and AME'S Dental College.

**Table 8: Land use details-Raichur**

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	open spaces	Others	Total
3.00	19.33	2.71	6.25	0.25	4.47	4.71	11.49	61.34

#### ❖ Manipal

Manipal is a university town situated in the state of Karnataka in India. It is a suburb within Udupi city and is administered by Udupi City Municipality. It is located in the rocky hinterland of the Malabar Coast of south west India, about 8 km (5 mi) from the Arabian Sea. From its location on a plateau, it commands a stunning view of the Arabian Sea to the west and the Western Ghats range to the east. Manipal has more than 70,000 students graduate and has an ever increasing enrollment number of more than 15,000 students. The township of Manipal comprises two universities, 24 professional colleges, affiliated institutes and numerous primary and high schools.

It is a suburb within Udupi city and is administered by Udupi City Municipality. Udupi city had a population of 1,19,000 (2001 census). The Udupi district has two national highways passing through , one is NH-17 and another is NH-13. The district has network of bituminised roads connecting district centre with moffusil areas.

#### ❖ Coorg

Coorg is in kodagu district. Kodagu district has abundant tourist places of picnic and places of pilgrimage. There are several large and medium small-scale industries in the district. The major industries in Kodagu are Coffee Curing industries, Spices, Honey and Wax products. There are about 38 Industries and 1680 workers in Kodagu District. Kodagu is not connected with Train or an Airline. But it is well connected with all season motorable roads.

**Table 9: Land use details- Coorg**

Vacant	Residential	Commercial	Industrial	Public and semi public uses	open spaces	Agricultural land	Others	Total
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Vacant	Residential	Commercial	Industrial	Public and semi public uses	open spaces	Agricultural land	Others	Total
201.33	217.1	8.3	4.86	26.95	33.35	84.49	14.5	680.53

#### ❖ Chitradurga

The city is located at a distance of 202 kms. northwest of Bangalore. The district headquarters town, Chitradurga owes its name to "Chitrakaladurga", or "Picturesque Castle". The whole district lies in the valley of the Vedavati river, with the Tungabhadra flowing in the Northwest. The Well Known Tourist Place in Chitradurga is the Fort. It has a population of 1.25 Lakhs with the area of 21.57 Sq Km.

**Table 10: Land use details- Chitradurga**

Vacant	Residential	Commercial	Industrial	Public Utilities	Public and semi public uses	open spaces	Agricultural land	Total
7129	18300	3081	25	14	3	5	1	28561

#### 4.6. Mysore- Pilot Project

Mysore is one of the most popular tourist destinations in Karnataka. Apart from tourism, Mysore is fast becoming a choice destination for software and hardware companies to set up their offices. Mysore is growing at a fast pace and the populace is soon reflecting the same profile as that in Bangalore. With this as the background, it was suggested that the pilot project for developing a UEC be taken up in Mysore.

One round of discussions was held with the Commissioner of Mysore City Corporation (MCC) who indicated willingness to setup a UEC in Mysore. It was suggested by the MCC that a site available on the outskirts of Mysore may be used for this purpose.

The land area of the proposed site is 160 acres. Some of the famous locations close to the site are:

1. GRS Fantasy Park- approximately 2 Km
2. Chamundi Hill- approximately 7 Km
3. Mysore Palace- approximately 5 Km
4. Brindavan Gardens- approximately 11 Km

The pre-feasibility was carried out with the details available for the city of Mysore.

## 5. STATUTORY AND LEGAL FRAMEWORK

This chapter deals with the legislations broadly dealing with the planning and development as well the levy and collection of entertainment tax in the integrated areas of the State.

### 5.1. The Karnataka Entertainments Tax Act, 1958

Main object of this legislation is to consolidate the law relating to the levy of tax on entertainments in the State of Karnataka.

#### Important definitions under the Act

“Entertainment”: The term “Entertainment” is defined as a horse race, cinematograph show, exhibition of films, any amusement or recreation or any entertainment provided by a multi system operator, exhibition, performance or pageant or a game or sports whether held indoor or outdoor to which persons are admitted on payment. The term “Place of Entertainment” means “any place from where the entertainment is provided by means of cable connection from any type of antennae with a cable net work attached to it or cable television”. The term “amusement” under the Act means “any amusement for which persons are required to make payment for admission to any amusement arcade or amusement park or theme park or by whatever name called”.

#### Tax on payment for admission to entertainments

Entertainments tax on each payment for admission excluding the amount of tax, to an entertainment shall be paid to State Government. The amount of entertainment tax depends on the type of entertainment carried out in the entertainment zone. Eg. Entertainment like horse race attracts tax of 70% on the payment made while 10% of payment made in respect of any exhibition, performance or pageant or game or sport. Similarly entertainment tax in respect of payment received from amusement, recreational parlor, multi system operator etc. are also dealt under the Act.

### 5.2. The Karnataka Municipal Corporation Act, 1976

The Act provides for creation of Municipal Authority in the state of Karnataka. It confers certain powers on Mayor and the deputy Mayor. It specifies the obligatory and specific functions of the corporations. It also provides for strengthening the administrative machinery of the corporations.

The Authority can acquire, any land designated in a Master Plan for specified purpose or for any public purpose either by agreement with the land owners or under the provisions of the Land Acquisition Act, 1894.

### 5.3. **Karnataka Urban Development Authorities Act, 1981**

Objective of this Act is to establish the Urban Development Authorities in the state of Karnataka for the purpose of providing planned development of major and important urban areas in the State.

#### **Development Authority under the Act**

A Development Authority constituted under this Act shall be a body corporate having perpetual succession and a common seal and power to enter into contracts and sue and be sued in its own name.

The Authority constituted consists of a Chairman, an Assistant Director of Town Planning, an Executive Engineer, Members of Karnataka Legislative Assembly and other representatives including certain Ex-officio members.

Section 9 of the Act empowers the Authority to appoint various committees for the purposes of the Act.

The State shall also appoint a Commissioner who shall be the Chief Executive and Administrative officer of the Authority. The commissioner has the power to carry into effect the resolutions of the Authority.

#### **Power of Authorities to take Developmental Works<sup>7</sup>**

Under this Section, the Authority has the power to undertake works and incur expenditure for development and in execution of that power; the Authority has the power to draw up detailed Schemes for the development of the urban area and also for the framing and execution of development schemes.

The Authority may also take up any new or additional development schemes.

#### **Authority to have power to acquire land by agreement<sup>8</sup>**

This Section empowers the Authority to enter into agreement with owner of any land or any interest therein, situated within the urban area for the purchase of such land. Further land may also be acquired under the provision of the Land Acquisition Act, 1894.

#### **Power of the Authority to levy of betterment tax**

Where, as a consequence of execution of any development scheme, the market value of any land in the area comprised in the scheme which is not required for the execution thereof has, in the opinion of the Authority, increased or will increase, the Authority shall be entitled to levy on the owner of the land or any person having an interest therein a betterment tax in respect of the increase in value of the land resulting from the execution of such scheme.

### 5.4. **Karnataka Town and Country Planning Act, 1961**

<sup>7</sup> Section 15 of Karnataka Urban Development Authority Act

<sup>8</sup> Section 35 of Karnataka Development Authority Act

The objective of this Act is to regulate planned growth of land use and development by preventing unequal and chaotic growth of towns and cities in Karnataka. The Act gives power to the state government to declare any area to be a local planning Area through notification and may constitute a planning authority for such area. The Planning Authority so notified shall be responsible for the implementations of Act within such declared local planning areas. Such Authority shall initially be responsible for providing the Master Plan outlining the development and improvement plan for the entire local planning area. The Planning Authority may formulate one or more town planning scheme in order to implement such Master Plan. The Act confers sufficient power in the hands of Town Planning Authority for the purpose execution of Master Plan.

### **Preparation of Master Plan and its contents<sup>9</sup>**

Master Plan shall consist of maps and documents indicating the manner in which the development and improvement of planning area to be carried out and regulated.

Master Plan shall generally include the following details

- a. Zoning of land use for residential, commercial, educational, recreational and other purpose;
- b. Complete street pattern, indicating major and minor road, National Highway and State Highway for immediate and further requirements with improvement proposals;
- c. Areas reserved for parks, playgrounds and other recreational uses and area reserved for new civic developments;
- d. Areas earmarked for future development and expansion;
- e. Reservation of land for the purpose of Central Government, State Government, Planning Authority and any other Authority established by law for acquisition of land for Public Purpose, in the manner provided under this Act;
- f. Declaring certain areas, as special control area and development in such areas being subjected to such regulation in regard to Building line, Floor Area Ratio (FAR), Architectural Structures and such other particulars as may be prescribed;
- g. Stages by which the plan is to be carried out.

### **Power to make town planning scheme<sup>10</sup>**

Act authorizes the Planning Authority to formulate one or more town planning scheme in order to implement Master Plan. Such schemes formulated by the Planning Authority may make provision including provision for;

- a. laying out or re-laying out of land, either vacant or already built upon;
- b. the filling up or reclamation of low-lying, swamp or unhealthy areas or leveling up of land;

<sup>9</sup> Section 12 of the Karnataka Town and Country Planning Act

<sup>10</sup> Section 26 ibid



- c. lay-out of new streets or roads; construction, diversion, extension, alteration, improvement and stopping up of streets, roads and communications;
- d. the construction, alteration and removal of buildings, bridges and other structures;
- e. the allotment or reservation of land for roads, open spaces, gardens, recreation grounds, schools, markets, green belts and dairies, transport facilities and public purposes of all kinds;
- f. drainage inclusive of sewerage, surface or sub-soil drainage and sewage disposal;
- g. lighting and water supply;
- h. the preservation of objects of historical or national interest or natural beauty and of buildings actually used for religious purposes;
- i. the suspension, so far as may be necessary for the proper carrying out of the scheme, of any rule, bye-law, regulation, notification or order, made or issued under any Act of the State Legislature or any of the Acts which the State Legislature is competent to amend;

#### **Power to make Agreements<sup>11</sup>**

Section 66 of the Act empowers the Planning Authority to enter an agreement with any person in respect of any matter relating to implementation of town planning scheme. This Section thus, provides scope for seeking private sector participation in implementation of the town planning scheme by making suitable agreement in this regard.

#### **Power to acquire land required to implement the Master Plan<sup>12</sup>**

Under this Section, the power is vested with the Planning Authority to acquire land for the purpose of implementing the Master Plan and Town Planning Schemes formulated thereunder. The land for these purposes may be acquired by the Planning Authority either in agreement with the land owner or as per the provision of Land Acquisition Act, 1894 and the land so required thereunder, is construed as, the land required for the public purpose under the Land Acquisition Act, 1894.

Section 71 provides an overriding power to the State Government as against Planning Authority. As per the Section, if the State Government is of any opinion that, the land included in the town planning scheme is required for any public purpose other than that for which it is included in the scheme, it may acquire such land for such other

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<sup>11</sup> Section 66 of the Karnataka Town and Country Planning Act, 1961

<sup>12</sup> Section 69 *ibid*

<sup>13</sup> Section 70 *ibid*

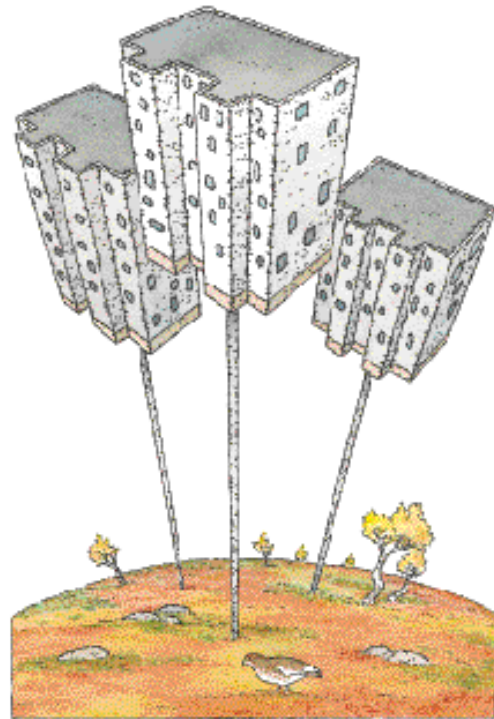
purpose under Land Acquisition Act and on such declaration, the Planning Authority shall be deemed to be an interested Party in respect of such land for the purpose of Land Acquisition Act and as such will be eligible for compensation if any under the Land Acquisition Act.

## 6. ENVIRONMENTAL AND SOCIAL IMPACTS

### 6.1. Need of the Study

Sometimes unplanned decisions for urban development lead to an adverse impact on the local environment at costs which are much higher than the benefits actually accrued. In view of the deteriorating environmental conditions in and around residential and industrial townships, it is necessary to account for the environment while planning for a UEC. The Environmental Impact Assessment shall have the following objectives:

- Predict environmental impact of the project
- Find ways and means to reduce adverse impacts
- Shape project to suit local environment
- Present the predictions and options to the decision-makers



### 6.2. Methodology for Environmental Impact Assessment (EIA)

The evaluation of environmental impacts would be carried out, as per the guidelines issued by Ministry of Environment and Forest (MOEF), through detailed Environment Impact Assessment (EIA) covering following aspects:

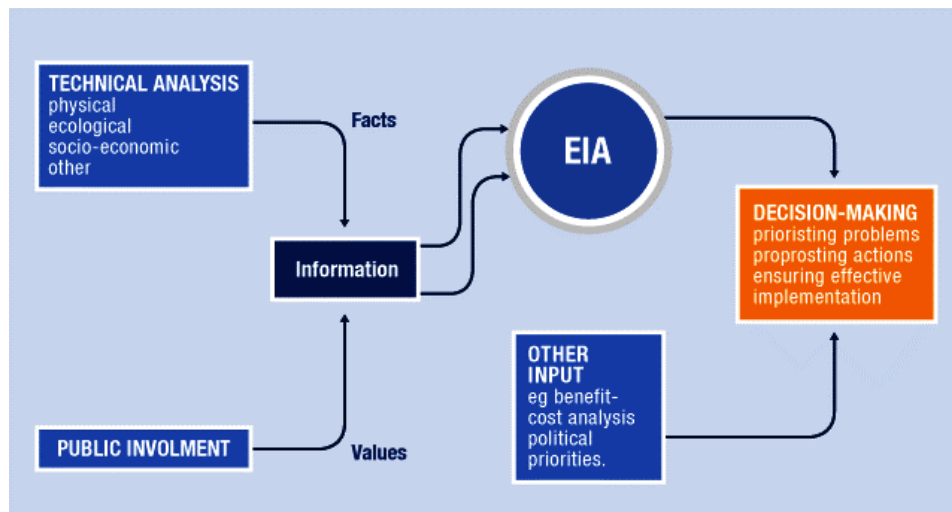


Figure 6: Steps involved in Environmental Impact Assessment

- Establishing environmental baseline condition for the project influence Area through primary and secondary data collection (terrain, physical features and geology, biodiversity, ecology/terrestrial and aquatic flora and fauna, climatic conditions/meteorology, quality of ground/surface water sources, air quality ambience, noise, surface erosion/ siltation/vegetation, tree cutting/ reserved forest/ natural habitat, coastal regulation zone/flood line, mangrove ecosystem etc);
- Identifying and assessment of potential impacts that would be associated with various stages of construction, operation and management of the UEC (viz. impact on air quality, noise level, effect on natural drainage of rivers/streams/ surface run-off, water conservation/ contamination of surface and ground water, human health and safety etc);
- Evolving suitable mitigation measures for various environmental attributes identified during construction, operation and management phase to ensure effective environment protection mechanism in the project influence region;
- Preparation of Environmental Management Plan with detailed technical specifications for implementing required mitigation measures institutional framework for monitoring the program of implementation and for reporting to the designated agencies to establish accountability.

### 6.3. Proposed Approach

Development of UECs in Karnataka may require the following approach to ensure environment protection:

- Adherence to formal environmental management systems such as ISO 14000;
- Adherence to National environment policy, environment protection guidelines, rules & acts;
- Environmental Planning and Management;
- Emphasis on ecological designs, resource recovery (Green Building Designs, optimal energy usage, use of renewable energy and others);
- Public communication and participation;
- Water treatment & distribution, sewage collection, treatment & disposal, solid waste collection, transportation and treatment, environmental monitoring, training and education, information centre, emergency preparedness & response.

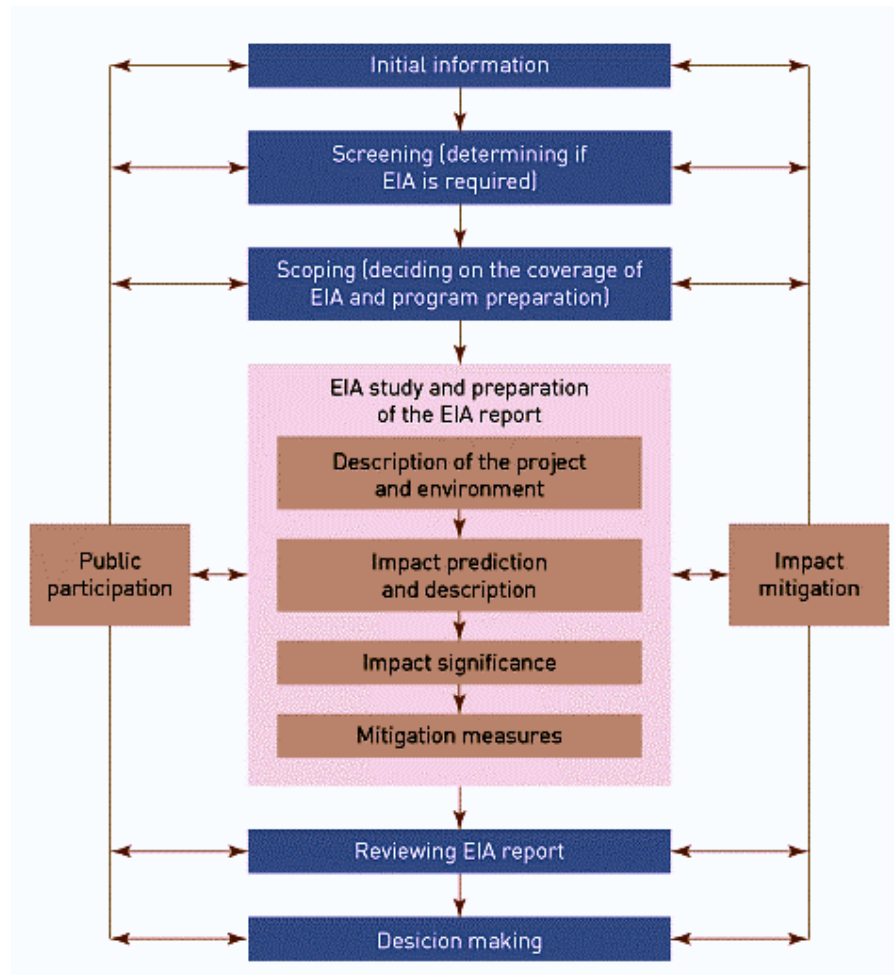


Figure 7: EIA Process

### Proposed Guidelines for development of UECs

- Define the carrying capacity- maximum number of visitors;
- Maintain the natural areas and indigenous vegetation to extent possible;
- Retain the natural drainage characteristics;
- Incorporate Energy and resource efficient designs;
- Develop environment management performance objectives;

### Preliminary Environmental Impact Assessment

- a. General environmental impacts like air pollution due number of vehicles moving in and out of project site, dust and noise generated by construction activities will always be associated with any site development project. Adopting proper mitigative measures during construction and operation of the project could mitigate these impacts.

Table below presents the general impacts during construction and operation phases of the UEC and suggested mitigation measures:

Activity	Possible Environmental Impact	Suggested Mitigative Measure
<b>Pre construction stage</b>		
Cutting of trees, clearing of shrubs	No vegetation and trees existing on the site currently as it is already paved with concrete.	Nil
<b>Construction stage</b>		
Construction activities for development of UEC	<ol style="list-style-type: none"> <li>1. Deterioration of air quality due to earth work excavation</li> <li>2. Disturbance to the natural drainage</li> <li>3. Soil contamination</li> <li>4. Water contamination</li> <li>5. Disposal of excess earth.</li> <li>6. Disturbance to other services</li> <li>7. Safety of road users in the implementation area.</li> <li>8. Noise pollution due to the use of machinery and movement of traffic</li> </ol>	<ol style="list-style-type: none"> <li>1. Frequent watering of construction sites to suppress dust emission and transport of earth in covered vehicles</li> <li>2. Any construction activity should restore the natural course of the drainage</li> <li>3. No spillage of oil/ diesel from the construction equipments</li> <li>4. Any construction activity should ensure that the water bodies are not contaminated</li> <li>5. The excess earth should be transported to designated place and shall be used for filling and covers</li> <li>6. Any shifting of cable / utility lines should be attended with minimum period of disturbance.</li> <li>7. Provision of temporary crossings/bridges wherever necessary to facilitate normal movement.</li> <li>8. Use of less noise generating equipment and avoiding activities during night.</li> </ol>
<b>Operation and Maintenance</b>		
O&M activities of the multi-level parking facility	No potential environmental impact during the operations phase	Nil

### Environmental Management Plan

A number of environmental impacts are identified that may arise during construction of the UEC. These impacts were analyzed and mitigative measures for the same are

proposed. These mitigative measures should be implemented during construction phase.

Potential Impact	Mitigative Measure
Dust generation due to vehicle movement carrying construction material	<ul style="list-style-type: none"> <li>• Provision of green cover</li> <li>• Use covered vehicles</li> <li>• Water the construction site regularly</li> </ul>
Impact due to noise	<ul style="list-style-type: none"> <li>• Provision of green cover</li> </ul>

### Project specific impacts and mitigative measures

a. Dust generation due to vehicle movement

Impact Statement: Movement of vehicles, placement of construction material, bulldozing, etc. are the major dust generation activities at the site. The impacts would significant only during the construction phase.

Mitigative Measures: The impacts could be minimised by using covered vehicles and watering the construction site regularly. Construction of pucca (meta / BT) roads, providing vegetative cover around the site, providing protective gear to the workers and ensuring that the site surroundings are isolated from any major developments.

b. Impact due to Vehicle Exhaust Emissions

Impact Statement: A number of vehicles would ply every day to site.

Mitigative Measures: Construction of pucca (meta / BT) roads, providing vegetative cover around the site, etc. will reduce the SPM levels and further helps in decrease of exhaust emissions.

c. Impact due to Noise

Impact Statement: The sources of noise impacts will be during construction phase. During construction phase due to operation of heavy equipment and machinery like trucks, JCB, bulldozers, tracked dozers, generators, etc. noise levels are expected to be high.

Mitigative Measures: To mitigate the noise impacts on labour and employees working in site earplugs should be provided. Vegetative cover around site will reduce the noise levels during operation phase.

#### 6.4. Social Impact Assessment (SIA)

Social Impact Assessment (SIA) is a methodology used for examining social change due to external sources, especially specific development projects, but also government policies, technological change, and social processes - anything that has a social impact.

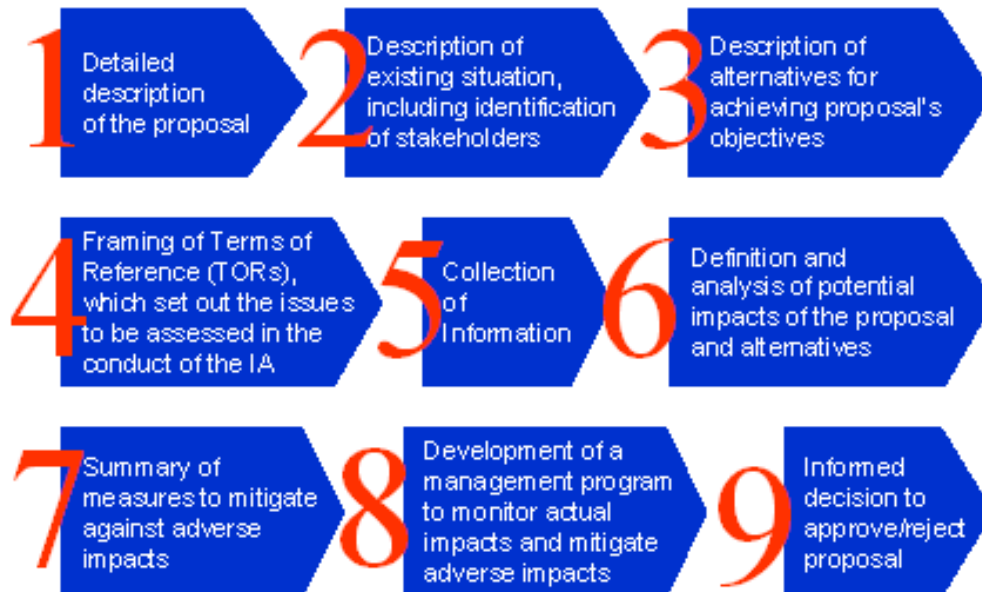


Figure 8: Steps involved in Social Impact Assessment

The evaluation of social impacts for development of UECs would be carried out, as per the guidelines of National Resettlement and Rehabilitation Policy, through detailed Social Impact Assessment (SIA) covering following aspects briefed in the table given below:



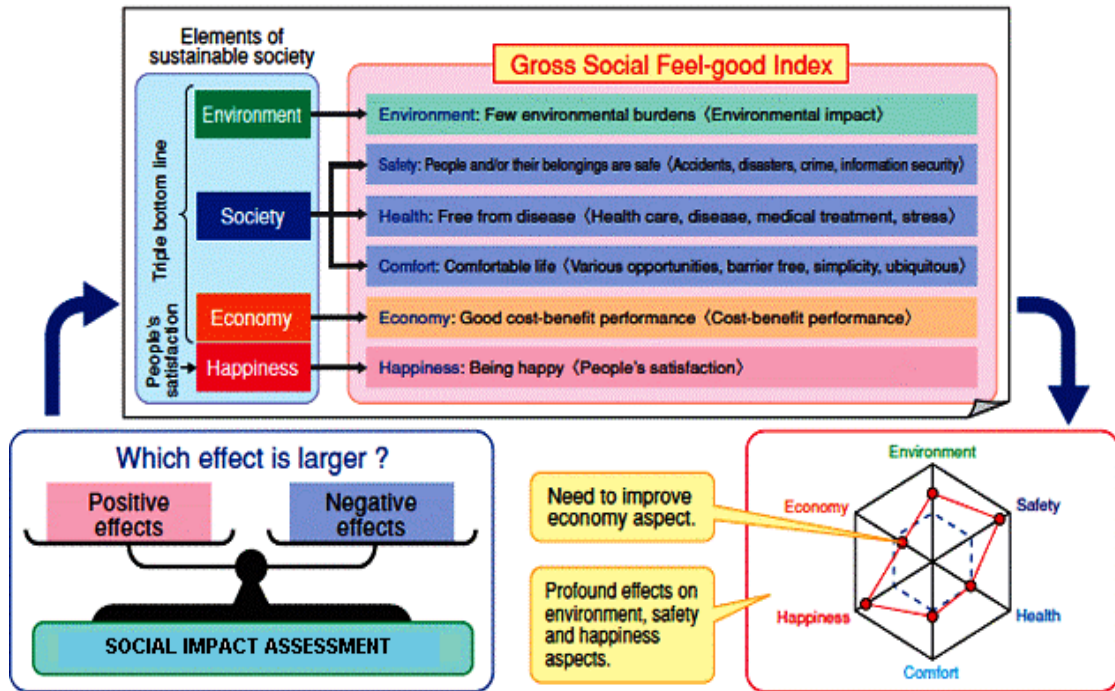


Figure 9: factors involved in Social Impact Assessment

Table 11: Aspects covered under Social Impact Assessment

Aspects to be covered under Social Impact Assessment		
1.	<b>Demographic changes</b>	Establishing the number of project affected households/ persons along with their socio-economic profile and occupational distribution, details of land use (agriculture, grazing, plantation, waste land, commercial, residential/ habitation etc) and ownership of such land parcels to be acquired (public/private), details of structures (permanent / temporary structures) to be acquired/demolished, details of assets and infrastructure through requisite primary surveys and secondary sources for the project influence area.
2.	<b>Economic changes</b>	Carrying out detailed analyses for estimating the quantum of associated impacts for project affected households/ persons, loss/ opportunity of employment, income/revenue generating sources, affected land under irrigation and resulting impact on agricultural produce, cost of land acquisition/ demolition of structures etc);
3.	<b>Relocation and Rehabilitation</b>	Identifying strategies for minimizing the impacts with respect to displacement of people and the total area to be acquired for the project by devising alternative project plans, identifying other potential sites, utilizing available technological choices and a combination of the same; ensure adequate rehabilitation package, provide a better standard of living; Devising an action plan for resettlement and rehabilitation for the project influence region along with an effective institutional framework for carrying out the requisite tasks in a transparent manner and conducting public hearing.

## 7. PROJECT FINANCIALS

The financial feasibility analysis is carried out on the premise that the UEC is being developed on a PPP basis in Mysore for the area identified. The analysis considers the projected incomes and expenditures to the developer, pertaining to the operation.

### 7.1. Proposed Area

The site identified in Mysore is approximately 160 acres in area. It is located on the outskirts of the city adjoining the ring road.

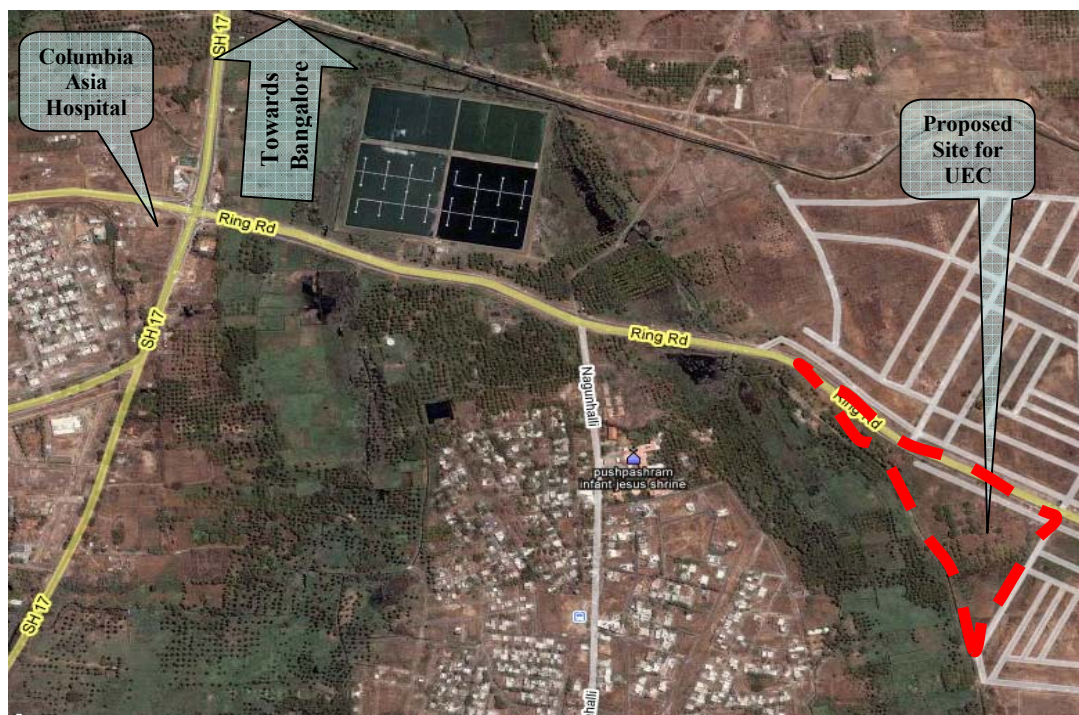


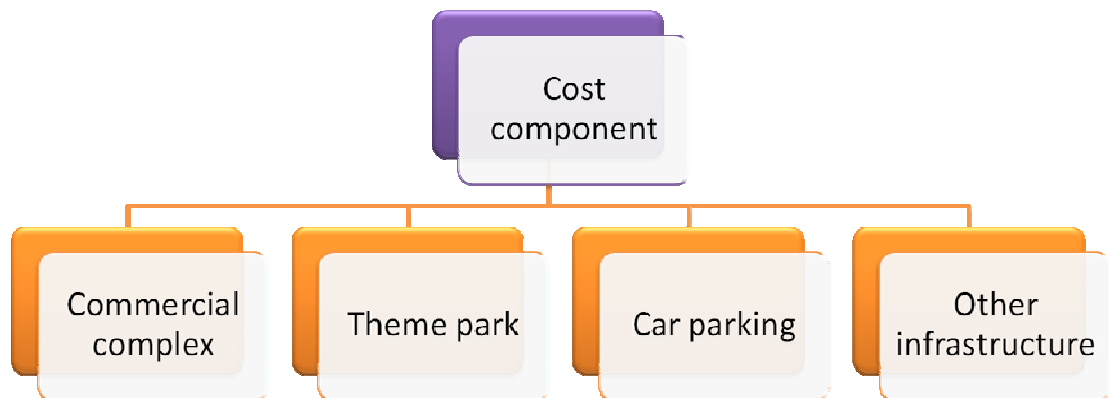
Figure 10: Proposed Project Site in Mysore

Some of the nearest tourist locations to the site are:

5. GRS Fantasy Park- approximately 2 Km
6. Chamundi Hill- approximately 7 Km
7. Mysore Palace- approximately 5 Km
8. Brindavan Gardens- approximately 11 Km

## 7.2. Project Components

The components which have been assumed to form a part of the UEC in Mysore are indicated in the figure below:



The above mentioned components will contain various other facilities for the visitors. These facilities are mentioned, in brief, below:

1. Commercial Complex-
  - a. Retail stores
  - b. Multiplexes
  - c. Restaurants
2. Theme Parks
  - a. Water rides
  - b. Dry rides
  - c. Go-karting
  - d. Video-games
  - e. Fast food centers
3. Car Parking:
  - a. Parking Facility for visitors to both Theme Parks and Commercial Complex
4. Other Infrastructure:
  - a. Walkways
  - b. Open space for activities such as roller skating, cycling etc.

The details of the area allocated for each of the above components is provided in the table below:

Table 12; Area Allocation

Area Allocation				
S. No	Item	Area (% of total area)	Area available (Acres)	Built-up Area (sq ft)
1	Commercial complex	8.0%	4.80	3,65,905
2	Theme park	67.0%	40.51	17,42,406
3	Open Car Parking	22.0%	13.20	5,57,570
4	Other Infra (Internal roads)	3.0%	1.61	69,696
	<b>Total</b>	<b>100.0%</b>	<b>60.00</b>	<b>27,35,578</b>

### 7.3. Project Cost

The details of the cost as estimated for the Project are as given below:

Table 13: Project Cost

Sl No	Cost Heads	Units	Cost (in Rs. Crores)
<b>1.</b>	<b>UEC Components</b>		
	a. Commercial Complex	3,65,905.40 sq.ft	65.86
	b. Theme Park	40.51 acres	52.27
	c. Car Park	13.20 acres	4.18
	d. Other Infrastructure	1.61 acres	.52
<b>2.</b>	<b>Pre-operative Expenses</b>		
	a. Site surveys, PMC, etc.	3%	3.68
<b>3.</b>	<b>Contingency Costs</b>	5%	6.32
<b>4.</b>	<b>Financing Charges</b>	1%	1.26
<b>5.</b>	<b>IDC</b>		22.64
	<b>Estimated Total Project Cost</b>		<b>156.76</b>

Pre-operative expenses may also be included such as consultancy charges, technical studies etc.

### 7.4. Sources of Finance

The capital structure assumed for the project is as given below:

**Table 14: Sources of Finance**

Financing Assumptions		
1.	Debt :Equity Ratio	70:30
2.	Cost of Debt	14%
3.	Cost of Equity	20%
4.	Loan repayment tenure	6 years

### 7.5. Tax Assumptions

Income tax (including surcharge & cess) is taken at the prevailing rate of 33.66%.

Minimum Alternate Tax (including surcharge & cess) is taken at prevailing rate of 11.33%.

### 7.6. Depreciation Assumptions

The following are the Depreciation rates assumed for the analysis of the Project financials:

Schedule rates assumed for calculation of depreciation of assets as per Company's Act are as provided below:

Fixed Assets (Buildings)	3.33%
Furniture, Fixtures, others	6.67%
Others- Equipments	10.00%

Depreciation Schedule rate as per the IT Act:

Fixed Assets (Buildings)	10%
Furniture, Fixtures, others	10%
Others- Equipments	15%

### 7.7. Other Assumptions

The other important assumptions related to Project are as follows:

S.No	Item	Value
1.	Concession Period	30 years

2.	Construction Period	24 months
----	---------------------	-----------

## 7.8. Project Revenue

The revenue sources for the UEC are summarized as follows:

- Rentals from commercial complex—escalated at 5% every year
- Entry Fee<sup>14</sup> to the theme park- escalated at 5% every year
- Parking fee- escalated at 3% every year
- Other Revenue- this revenue is from the space within the theme park that is leased out to fast food centres and the like.

**Table 15: Project Revenues**

Concession Year	3	7	12	22	30
Operation Year	1	5	10	20	28
Revenue Component	Amount (in Rs. Lakhs)				
Commercial Complex	201.7	245.2	312.9	509.7	753.1
Theme park	1,628.3	2,446.4	3,848.8	9,669.4	20,440.4
Parking	162.8	215.7	308.3	639.0	1,158.2
Other Revenues	378.4	425.9	493.7	663.5	840.5
<b>Total Income</b>	<b>2,371.3</b>	<b>3,333.3</b>	<b>4,963.7</b>	<b>11,481.6</b>	<b>23,192.2</b>

## 7.9. Operating Costs

The table below presents the assumptions on operating expenses for the airport.

**Table 16: O&M Assumptions**

### Operating expenses – Assumptions

Expenses	Basis
Insurance	0.8% of Construction Cost
Maintenance	
a) Commercial Complex	3% of Project Cost
b) Theme Park	5% of Project Cost
c) Car Park	0.25% of Project Cost
d) Other Infrastructure	0.5% of Project Cost

Operating expenses (in Rs. lakhs) from the Project during the concession year starting from 1st commercial year of operation is as given below:

<sup>14</sup> Based on estimated number of visitors to the UEC- Details provided in Annexure 3

Table 17: O&amp;M Expenses

Concession Year	3	7	12	22	30
Operation Year	1	5	10	20	28
Expense Components	Amount (in Rs. Lakhs)				
Insurance	117.6	117.6	117.6	117.6	117.6
Maintenance of:					
a) Commercial Complex	470.3	529.3	613.6	824.7	1,044.7
b) Theme park	783.8	882.2	1,022.7	1,374.4	1,741.1
c) Car Parking	39.2	44.1	51.1	68.7	87.1
d) Other infra	78.4	88.2	102.3	137.4	174.1
<b>Total Expenses</b>	<b>1,489.3</b>	<b>1,661.4</b>	<b>1,907.3</b>	<b>2,522.8</b>	<b>3,164.5</b>

#### 7.10. Capital structuring

A maximum debt equity ratio of 70:30 has been assumed for the project. For debt taken for the project, no moratorium has been assumed. Debt repayment is over a 6-year repayment cycle. Debt is assumed to cost 14%.

#### 7.11. Key Project Details

Key project details are given as below:

Table 18: Key Project Details

S.No	Details	Value
1.	Total Area Utilized	60 acres
2.	Estimated Total Project Cost	Rs. 156 crores
3.	Debt: Equity Ratio	70:30
4.	Cost of Debt	14%
5.	Weighted Average Cost of Capital (WACC)	13.7%
6.	Debt Repayment Years	6 years
7.	Concession Period	30 years

#### 7.12. Key financial Indicators

The key financial indicators for the base case which is described in above sections are summarized in table below.

Table 19: Key Project Financials

##### Key financials

Indicator	Value
Project IRR	15%
Project NPV	Rs. 1,926 lakhs

**Key financials**

Indicator	Value
Equity IRR	17.92%
Equity NPV	Rs. 3,908 lakhs

The Cash flow Statement and the Balance Sheet for the base case scenarios are provided in Annexure 1 and 2.

**7.13. Scenario Analysis**

Various Scenarios have been assumed to analyse the feasibility of the project. These scenarios are provided below:

1. Variation in the Project Construction Cost:

**Table 20: Key Financials- Variation in Project Cost**

**Key financials – Variation in the Project Construction Cost**

Indicator	+10%	-10%
Project Cost (Rs. Crores)	Rs. 175.34 crores	Rs. 138.78 crores
Project IRR – 30 years	13.43%	16.81%
Project NPV (@ 13%)	Rs. - 762.5 lakhs	Rs. 4,504 lakhs
Equity IRR	15.49%	20.93%
Equity NPV	Rs. 1,453.7 lakhs	Rs. 6,259lakhs

2. Variation in the Traffic:

**Table 21: Key Financials- Variation in Traffic**

**Key financials – Variation in Traffic**

Indicator	-10%	+10%
Project IRR – 30 years	-13.63%	16.30%
Project NPV (@ 13%)	Rs. -347.3 lakhs	Rs. 4,176 lakhs
Equity IRR – 30 years	15.80%	20.04%
Equity NPV (@ 13%)	Rs. 1,634 lakhs	Rs. 6,158 lakhs

**7.14. Viability Analysis for UECs of various sizes**

From the above analysis it is seen that with the estimated number of visitors to the UEC, the area utilized is 60 acres.



An analysis was carried out to arrive at the number of visitors required for a UEC project to become financially and commercially viable venture. For this analysis, the number of visitors required has been calculated for land areas of 20, 40, 80 and 100 acres. This has been done in order to proposed the land requirement in different cities depending on the land availability as well as the tourist and resident population.

The assumptions made for this analysis are:

- ❖ Proportion of land allocation is constant as was done for the Mysore UEC
- ❖ Cost, revenue and O&M expenses was assumed to be the same
- ❖ Number of visitors to the theme park and commercial space is in the same proportion as considered for the UEC in Mysore.
- ❖ Target Project IRR is 15%

1. Land area- 20 acres:

**Table 22: Key Financials- Land area of 20 acres**

**Key financials – Land area of 20 acres**

Indicator	Value
Number of visitors per year	2.71 lakhs
Number of visitors per day	742
Project Cost	Rs. 52 crores
Project NPV (@ 13%)	Rs. 648 lakhs
Equity IRR – 30 years	17.93%
Equity NPV (@ 13%)	Rs. 1,304 lakhs

2. Land area- 40 acres:

**Table 23: Key Financials- Land area of 40 acres**

**Key financials – Land area of 40 acres**

Indicator	Value
Number of visitors per year	5.43 lakhs
Number of visitors per day	1500
Project Cost	Rs. 104 crores
Project NPV (@ 13%)	Rs. 1,352 lakhs
Equity IRR – 30 years	18.01%
Equity NPV (@ 13%)	Rs. 2,665 lakhs

## 3. Land area- 80 acres:

**Table 24: Key Financials- Land area of 80 acres**  
**Key financials – Land area of 80 acres**

Indicator	Value
Number of visitors per year	10.81 lakhs
Number of visitors per day	2960
Project Cost	Rs. 207 crores
Project NPV (@ 13%)	Rs. 2,535 lakhs
Equity IRR – 30 years	17.89 %
Equity NPV (@ 13%)	Rs. 5,159 lakhs

## 4. Land area- 1000 acres:

**Table 25: Key Financials- Land area of 100 acres**  
**Key financials – Land area of 100 acres**

Indicator	Value
Number of visitors per year	13.54 lakhs
Number of visitors per day	3700
Project Cost	Rs. 260 crores
Project NPV (@ 13%)	Rs. 3,240 lakhs
Equity IRR – 30 years	17.93 %
Equity NPV (@ 13%)	Rs. 6,520 lakhs

## 8. OPERATING FRAMEWORK

### 8.1. Risks and Mitigation

The possible risks involved in the project and the possible mitigation measures are as listed in the table below:

Table 26; Possible Risks and Mitigation Measures

No.	Risk	Indicative Mitigates
1.	<b>Completion Risk</b> <ul style="list-style-type: none"> <li>▪ Delays in site being made available</li> <li>▪ Delays in supporting infrastructure</li> <li>▪ Delays in approvals</li> <li>▪ Design &amp; engineering risk</li> <li>▪ Geo-technical risk</li> <li>▪ Construction technology</li> <li>▪ Availability of construction / liner materials</li> <li>▪ Contractor's delays</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fixed price - Fixed time EPC Contract</li> <li>▪ Technical &amp; Engineering Studies</li> <li>▪ Equity stake from contractor</li> <li>▪ Sponsor support</li> </ul>
2.	<b>Operating Risk</b> <ul style="list-style-type: none"> <li>▪ Maintenance</li> <li>▪ Demand Management Design Risk</li> <li>▪ Safety Management</li> <li>▪ Quality of Management</li> </ul>	<ul style="list-style-type: none"> <li>▪ Annual Maintenance Contracts from equipment suppliers</li> <li>▪ Lenders' Engineer Report</li> <li>▪ Professional and experienced management</li> <li>▪ Sponsor strength and track record</li> <li>▪ O&amp;M Contracts</li> <li>▪ Sensitivity analysis</li> </ul>
3.	<b>Revenue Risk</b> <p><b>Demand forecasts</b></p> <ul style="list-style-type: none"> <li>▪ Historical data</li> <li>▪ Current quantities</li> <li>▪ User charges/ willingness-to-pay</li> <li>▪ Waste mix</li> </ul> <p><b>Other risks impacting demand</b></p> <ul style="list-style-type: none"> <li>▪ Competition (present and future)</li> <li>▪ Capacity augmentation</li> <li>▪ Capacity reduction</li> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Market studies</li> <li>▪ Cost-benefit analysis</li> <li>▪ Equity stake of the off taker</li> <li>▪ Contractual protection</li> <li>▪ Sensitivity analysis</li> </ul>

4.	<b>Sponsor Risk</b> <ul style="list-style-type: none"> <li>▪ Credit history</li> <li>▪ Proposed stake, ability to fund own equity</li> <li>▪ Ability to arrange third party equity</li> <li>▪ Ability to implement and subsequently operate projects</li> <li>▪ Ability to provide limited recourse</li> </ul>	<ul style="list-style-type: none"> <li>▪ Suitable qualification criteria</li> <li>▪ Track record</li> <li>▪ Credit references, market feedback</li> <li>▪ Minimum level of equity stake</li> <li>▪ Bank guarantees / undertaking for equity contribution</li> <li>▪ Balance sheet analysis</li> </ul>
5.	<b>Force Majeure Risk</b> <ul style="list-style-type: none"> <li>▪ Non-political events</li> <li>▪ Acts of God</li> <li>▪ Strikes or boycotts affecting supplies and services</li> <li>▪ Indirect Political events</li> <li>▪ Strikes: Industry wide, state/country wide public agitation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contractual provisions</li> <li>▪ Delays being condoned</li> <li>▪ Termination payments</li> <li>▪ Insurance</li> </ul>
6.	<b>Environmental &amp; Social Risk</b> <ul style="list-style-type: none"> <li>▪ Initial Environmental Consent</li> <li>▪ EIA Studies</li> <li>▪ Access issues</li> <li>▪ Resettlement &amp; Rehabilitation (R&amp;R)</li> <li>▪ Public Consultation, Compensation</li> <li>▪ Environmental &amp; Social Compliance</li> <li>▪ Environment Management Plan</li> <li>▪ Resettlement and Rehabilitation Plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ EIA studies</li> <li>▪ Public Consultation, Compensation</li> <li>▪ Environment Management Plan</li> <li>▪ R&amp;R Plan</li> <li>▪ Contractual mitigation</li> </ul>
7.	<b>Political Risk</b> <ul style="list-style-type: none"> <li>▪ Granting of approvals</li> <li>▪ Change in law</li> <li>▪ HR issues, past history</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contractual provisions</li> <li>▪ Political Risk Insurance, if applicable</li> </ul>

## 8.2. Proposed Operational Framework

The operational framework that could be adopted for developing the UEC is as provided below:

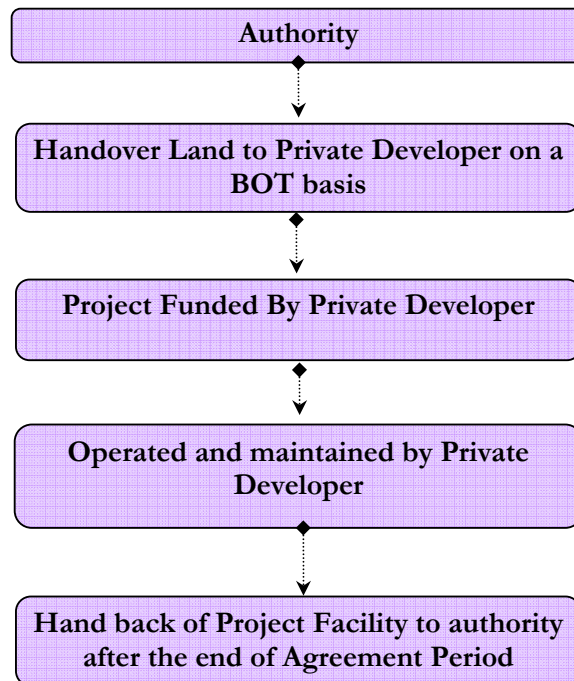


Figure 11: Proposed Operational Framework

- The Authority will hand over the site to developer on Build, Operate and Transfer (BOT) basis.
- The Developer will develop the UEC within the estimated completion period- not greater than 2 years.
- The Developer is required to maintain the UEC during the agreement period.
- The Developer will hand back the project facility to the Authority after the end of agreement period on an as- is- where- is basis.

### 8.3. Indicative Qualification Criteria

The bidder will be required to have basic technical experience and financial capability for qualifying to participate in the bidding process for development of a UEC.

Technical Experience:

- a. The bidder should have developed/constructed a theme park or amusement park with an area of at least 50 acres/total project cost of at least Rs. 100 crores in the last 5 years; or
- b. The bidder should have maintained a theme park or amusement park with an area of at least 50 acres; or
- c. Developed up to 5 properties (commercial complex, residential townships etc) with a cumulative area of at least 1 million sq.ft in the last five years; or
- d. Developed up to 2 properties (commercial complex, residential townships etc) with a cumulative project cost of at least Rs. 100 crores in the last five years.

Financial Capability:

- a. Should have a Net Worth equal to at least Rs. 50 crores at the end of the most recent financial year

### 8.4. Selection of Private Developer- Bid Parameter

The Bid Parameter for the Project shall be any of the following:

- ❖ Lowest Land Area required- considering the possible footfalls, the bidder may be required to bid on the lowest area required for the project. The bidders quoting the lowest area shall be the Successful Bidder. The concerned Authority however should have a minimum land bank for the bidders to quote from.
- ❖ Revenue Share :
  - Highest percentage of Gross revenue, or
  - Highest year on year payment to the concerned Authority
- ❖ Lowest concession period- The bidder quoting the lowest concession period will be the Successful Bidder. The advantage to the concerned Authority is that the asset (land and revenue generating asset built by the Developer) will return to them in a shorter period of time.

## 9. KEY ISSUES

The key issues involved in development of urban entertainment centers in the State are being elaborated as under:

- ❖ Identification and acquisition of land required- Land is a resource with limited availability. The concerned agency/Authority will have to identify land that is commensurate with the proposed development in the area. UECs, as mentioned above as different from shopping malls in scale. And therefore, it is important to have a large area of land available in one place- either in the core of the city or on the outskirts. Accordingly, acquisition and rehabilitation of the existing occupants are required. In case of existing habitations on the land, suitable rehabilitation and resettlement process should be carried out.
- ❖ Agency/Authority as a Project Proponent- the concerned agency/authority have to be identified in each city to carry out the project.
- ❖ Components of UEC-Movie halls, Restaurants, Sports complex, shopping complex, Theme parks etc- The right component-mix is required as it should appeal the local visitors as well as tourists. It may also include components that are in line with the local culture for example- a heritage museum in a UEC at Mysore.

## **10. WAY FORWARD**

### **10.1. Concerned Agency**

Discussions have to be held with the concerned agencies and authorities so as to take the project to the next stage viz. inviting tenders for development of UECs.

### **10.2. Identify Land**

The concerned agencies/authorities should freeze the land that will be made available for the development of the UEC. However, the exact area required may depend on the bid parameter for each UEC.

### **10.3. Identifying Developers**

The bidding process should be carried out to identify the suitable developer for each of the UECs in Karnataka.



## Annexure 1

## Cash Flow Statement

<b>Concession Year</b>		Year 3	Year 7	Year 12	Year 17	Year 22	Year 27	Year 30
<b>Operation Year</b>		Year 1	Year 5	Year 10	Year 15	Year 20	Year 25	Year 28
<b>A</b>	<b>Sources of Funds</b>							
1	Net Cash Accruals	840.7	854.1	2,768.7	4,765.9	8,002.4	13,205.6	17,786.8
2	Grants	-	-	-	-	-	-	-
3	Internal Accruals/Others	-	-	-	-	-	-	-
4	Equity	-	-	-	-	-	-	-
5	Increase in Borrowings (Term Loan)	-	-	-	-	-	-	-
	<b>Total</b>	<b>840.7</b>	<b>854.1</b>	<b>2,768.7</b>	<b>4,765.9</b>	<b>8,002.4</b>	<b>13,205.6</b>	<b>17,786.8</b>
<b>B</b>	<b>Use of Funds</b>							
1	Capital expenditure	-	-	-	-	-	-	-
2	Increase in current Assets	-	-	-	-	-	-	-
3	Decrease in Current Liabilities	-	-	-	-	-	-	-
4	Decrease in Term Loan	-	1,828.9	-	-	-	-	-
5	Repayment of Equity	-	-	-	-	-	-	-
	<b>Total</b>	<b>-</b>	<b>1,828.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Opening cash & bank balance	-	(2,804.9)	(771.5)	16,681.1	46,362.8	95,751.3	139,656.9
	Surplus/deficit	840.7	(974.9)	2,768.7	4,765.9	8,002.4	13,205.6	17,786.8
	Closing balance	840.7	(3,779.8)	1,997.2	21,447.0	54,365.1	108,956.9	157,443.7

## Annexure 2

## Balance Sheet

<b>Concession Year</b>		Year 3	Year 7	Year 12	Year 17	Year 22	Year 27	Year 30
<b>Operation Year</b>		Year 1	Year 5	Year 10	Year 15	Year 20	Year 25	Year 28
<b>A</b>	<b>Liabilities</b>							
1	Grants	-	-	-	-	-	-	-
	Internal Accruals/Others	-	-	-	-	-	-	-
2	Equity Share Capital	4,703.0	4,703.0	4,703.0	4,703.0	4,703.0	4,703.0	4,703.0
3	Reserves and Surplus	323.3	(12.3)	7,797.4	24,660.6	54,992.0	108,056.5	155,796.4
4	Term Loans	10,973.6	4,619.4	-	-	-	-	-
5	Current Liabilities	-	-	-	-	-	-	-
	<b>Total</b>	15,999.9	9,310.1	12,500.4	29,363.6	59,695.0	112,759.4	160,499.3
<b>B</b>	<b>Assets</b>							
1	Gross Fixed assets	15,676.5	15,676.5	15,676.5	15,676.5	15,676.5	15,676.5	15,676.5
2	Depreciation	517.3	2,586.7	5,173.3	7,760.0	10,346.6	11,874.0	12,620.9
3	Net Fixed Assets	15,159.2	13,089.8	10,503.2	7,916.5	5,329.9	3,802.5	3,055.6
4	Current Assets	-	-	-	-	-	-	-
5	Cash and Bank Balance	840.7	(3,779.8)	1,997.2	21,447.0	54,365.1	108,956.9	157,443.7
	<b>Total</b>	15,999.9	9,310.1	12,500.4	29,363.6	59,695.0	112,759.4	160,499.3

## Annexure 3

## Tourist Population to Mysore &amp; Visitors to UEC

Year from the Concession	3	7	12	17	22	27	30
Year of Operation	1	5	10	15	20	25	28
	1-Apr-12	1-Apr-16	1-Apr-21	1-Apr-26	1-Apr-31	1-Apr-36	1-Apr-39
<b>Tourist and Resident Population</b>							
Domestic tourists	31	38	48	61	78	100	115
Foreign tourists	0.9	1.1	1.4	1.8	2.3	3.0	3.5
<b>Total Tourists</b>	<b>31.8</b>	<b>38.6</b>	<b>49.3</b>	<b>62.9</b>	<b>80.3</b>	<b>102.5</b>	<b>118.7</b>
<b>Resident Population</b>	<b>8.9</b>	<b>9.3</b>	<b>9.8</b>	<b>10.3</b>	<b>10.8</b>	<b>11.3</b>	<b>11.7</b>
<b>Visitors Breakup</b>							
Visitors to UEC - lakhs/year	8.14	9.58	11.81	14.64	18.22	22.77	26.07
Visitors to UEC - per day	2230.58	2625.83	3236.75	4010.63	4992.16	6238.43	7142.77
<b>Visitors to Theme park- Lakhs/year</b>	<b>4.07</b>	<b>4.79</b>	<b>5.91</b>	<b>7.32</b>	<b>9.11</b>	<b>11.39</b>	<b>13.04</b>
Visitors to Theme park- per day	1115.29	1312.91	1618.38	2005.31	2496.08	3119.21	3571.38
<b>Visitors to Mall- lakhs/year</b>	<b>4.07</b>	<b>4.79</b>	<b>5.91</b>	<b>7.32</b>	<b>9.11</b>	<b>11.39</b>	<b>13.04</b>
Visitors to Mall- per day	1115.29	1312.91	1618.38	2005.31	2496.08	3119.21	3571.38