THE CASE STUDY
Roads, Streets and Alleys

Inside Jiagang Cun there is not more than one named road, Yeyuan Road, however there are many small alleys and paths. Yeyuan Road runs in a north south direction and connects the village with Lunfa Road in north and Maidelong Road in the south. To reach Lunfa Road you have to pass a narrow bridge only three meters wide. In the middle area of the village, Yeyuan road is five meters wide and then it becomes as wide as seven meters. It passes another canal before it ends at Maidelong Road. The surface of Yeyuan Road is concrete, but the road is in bad condition in many places. In many alleys the surface is also concrete, but in some it is totally unpaved. From Yeyuan road there are three branches, one that leads to the east part of the Jiagang Cun and one that leads to the northwest part. There is also one big road, not named that connects Yeyuan Road with Kazimen Street. This road is 12 meters wide until it reaches a bridge, where it is narrowed down to 7 meters. From this road there are two branches, one going to the north part of the village and one going south, this branch ends at a utility building. On Yeyuan Road and its branches, cars, buses and motorbikes share the space with pedestrians, playing kids and bikers.

Inside the built areas there are no streets, instead small alleys branches out from Yeyuan Road and its own branches. Most of these alleys end up in courtyards or out to the farmland. They are narrow, one to two meters. Sometimes these alleys divides houses.

Outside Jiagang Cun there are two main roads, Kazimen Street and Maidelong Road. These streets are big; Kazimen Street is 60 meters wide and has an elevated part with a width of 35 meters. Maidelong Road is 25 meters wide. Kazimen Street has pavements and bicycle lanes on both sides but on Maidelong Road there are only pavements.
Inventory

Source: Fredrik Bergqvist
Inventory

Built structures inside the village

The built area inside the village occupies 13986 m² and is divided into three parts, the northwest, the middle and the east part. The buildings are placed very dense and have one to two floors. The main building material is concrete and wood and most of the buildings have no façade material more than concrete. Many of the two floor buildings have a courtyard in front of them, surrounded by walls. This is specially noted on the buildings along Yeyuan Road that runs thru the middle area and along the path that goes through the east area. In these courtyards many different activities can take place, like trying clothes, working with motorbikes and drying crops. In many cases there are small gaps between the buildings, some that is not bigger than 50 centimetres and others that are wide enough to great alleys. The structure of the buildings inside Jiagang Cun is not very clear, the only areas where buildings are placed with any relationship are along Yeyuan Road and along the main path in the east part, otherwise the buildings are built with no special connection to the surroundings and is freely placed, alleys and paths lead to courtyards and buildings. Except the buildings that have courtyards surrounding their entrance most of the buildings have their entrances in direct contact with the alleys. The buildings in Jiagang Cun is placed in the direction east west, instead of the traditional south north direction. There are buildings that are placed in that direction as well but the majority of the buildings are placed in an east west direction. The general quality of the buildings in Jiagang Cun is low with a lack of basic facilities as for example toilets.

The bus station and the gas station occupies an area of 8360 m². It is surrounded by walls with to openings along Yeyuan Road. The whole area is paved with concrete and serves both as end station for bus line number 14 and 126, as a parking area for buses. The gas station serves the buses as well as a large amount of taxis.

Source of map: All maps presented in the case study is based on arial photos from: http://map.baidu.com/
Inventory

Source: Fredrik Bergqvist
Inventory

Building structures around the village

In the west and north areas outside Jiagang Cun there are big commercial buildings. North of the village there are a large amount of car retail stores, and these differ in size. Many of these stores have big areas of paved surface around them where cars are parked. Inside this area there is a small amount of old residential buildings left, similar to the once in Jiagang Cun. On the west side of Kazimen Street there are big box retail stores. Big building structures with big paved areas for car parking.

In the east a new residential area is built with buildings between six and eleven floors, placed in rows with the longest sides facing north south.
Inventory

Source: Fredrik Bergqvist
Inside Jiagang Cun there is not many functions, there are two stores and one gas station. There is one shop in the east part of the village and one in the middle part. In the surroundings there are as mentioned above commercial activities in the north and west areas of the village. In the east part there are residential areas and the buildings along the streets have facilities for stores and restaurants and other services.

Source of map: All maps presented in the case study is based on aerial photos from: http://map.baidu.com/


Inventory

Green areas and water

In Jiagang Cun there are some green areas, but not much overall, in the east parts there is a small pound and a hill that define the border of the village. On this hill there are trees and bushes growing, in the north east part this area becomes bigger, and stretches further in in the direction of the built area. Along Kazi-men Street and the canal there is a small green area with planted trees and bushes. Inside the built areas there is no green space at all.

Source of map: All maps presented in the case study is based on aerial photos from: http://map.baidu.com/

Legend

- Borders of study area
- Water
- Buildings
- Greenery
Inventory

Farmland

The urban agriculture that exists in Jiagang Cun today is generally taking place on the farmland. The farmland inside Jiagang Cun reach a total area of 24600 m². The farmland is divided into many small plots, farmed by different farmers. Around the built area there are small areas scattered where some villagers grow crops.

Source of map: All maps presented in the case study is based on aerial photos from: http://map.baidu.com/
Inventory

Source: Fredrik Bergqvist
Areas that now don’t have any function is labelled as waste area and these areas occupies almost 70 000 m². In these areas waste both from households and constructions sites have been and are being dumped. Some of these areas are surrounded by walls that in many places have been demolished.
Inventory

Areas for future development

The waste areas and the bus and gas station will be redeveloped in the design proposal.

Source of map: All maps presented in the case study is based on aerial photos from: http://map.baidu.com/
Future plans for Jiagang Cun by Nanjing Planning Bureau

Maps of the future Jiagang Cun

Source: Nanjing City Master Plan 2007-2030 (2011)

The black circle indigate Jiagang Cuns location.
Maps of the future Jiagang Cun

In the plans over the area it is clear that Nanjing Planning Bureau is using modernistic land use planning, the area where Jiagang Cun is situated is marked for commercial use, with no intentions to keep the residential parts or the urban agriculture that is present in the area today. The residential parts and mixed use area that is situated in the plan east of Jiagang Cun is already built. Big parts of the old air field is marked for “public service facilities zone”, a zoning that is hard to understand, the authors assumption is that this area will contain public facilities as healthcare, schools and other public institutions. In the eastern parts of the plan an ecological reserve area is planned.

The plan is in some areas already fullfilled when it comes to what is constructed in the area today, as mentioned above the residential and mixed use areas. Though the residential area closest to Jiagang Cun is marked for commercial purposes as well, this area has commercial locales in the bottom floor along Maideong Road, but inside these blocks there are only apartments.

In the area along Kazimen Street there are already today commercial activities west of the street and north of Jiagang Cun, which also makes it natural to create commercial zoning in the area of Jiagang Cun.

In the future plans of the area the road network will be put out in a big grid network, creating big plots, something typical for the contemporary Chinese urban planning, as mentioned earlier. North of Jiagang Cun a “main road” that runs thru the whole new plan is placed. Inside Jiagang Cun it is planned for two “branch roads” that is planned to be 22 meters wide.

When it comes to the green structures, it is the area in the east that is marked as an ecological reserve area, and areas in the “public service facilities zone” that is green. The buildings in this zone seem to be planned to be surrounded by parks. In the commercial zones there are no parks. The area in the west part of Jiagang Cun along Kazimen Street will have the green area along the water body saved in the future plans.

The plan for the area is not in any extent a controversial or strange plan in China today. It follows the principals for how urban planning in China is laid out today, with modernistic land use planning, and bigger block structures. This is the most economical profitable way to conduct planning today both for the local governments as for the developers.
Analysis of Jiagang Cun

Problems

At several occasions attempts to do interviews with planners at Nanjing Planning Bureau and the Village Committee of Jiagang Cun have been made. This to get the planners perspective of Jiagang Cun and gain more information about the future plans for the village. The problem that occurred at the interviews was that no one was willing to tell their name or position at the Nanjing Planning Bureau or the Village Committee and that their answers was that they didn't know anything or that they wasn't able to give answers.

It was impossible to get information and statistics about Jiagang Cun regarding the exactly amount of people living in the village and the amount of migrants living there compared to Nanjing citizens, as well as where the villagers will be moved when Jiagang Cun will be developed.

It has also been impossible to gather any geographical information from Nanjing Planning Bureau, even though help from Nanjing Forestry University it was not possible.

The non-existing transparency regarding official documents and information in China and Nanjing has made it impossible to give a deeper description of Jiagang Cun.

Conclusions drawn from Jiagang Cun

Jiagang Cun is a rural village that has become a peri-urban urban village, when Nanjing has grown. A large amount of the people that lives in Jiagang Cun is migrants from other parts of China. The infrastructure and service in the village is lacking and needs to be improved. As mentioned above, the general quality of the houses is poor and they lack basic facilities, worst is the situation in the northwest part. In this area the buildings is in a bad condition.

The built areas in Jiagang Cun are spread out into three parts and the connections between these areas are lacking. The only link between the three areas is Yeyuan Road.

The waste areas are suitable for future development of the village. Jiagang Cun have no public area, there is no place for people to gather outside their homes or in the streets.

Source of map: All maps presented in the case study is based on aerial photos from: http://map.baidu.com/
DESIGN CONCEPT
Design Concept

Urban agriculture has had, as written above, a good impact on areas with low social status and is very important for the urban poor. Jiagang Cun is a village that is neglected in many ways and have many physical problems and is populated by economical week individuals. Many of these are depending on the income that the harvest from the fields in Jiagang Cun brings them, either for direct consumption within the household or for selling.

To enlarge the possibility to grow crops within Jiagang Cun new ways of farming is introduced as rooftop gardening and community gardens. The community gardens don’t just give crops to the people that farm in them, they can also have a function as meeting places for people. The community gardens will be placed in the areas that currently don’t have any function, referred to as waste areas in earlier description. The community gardens will also be placed so they are easy to reach for people coming from surrounding areas. Because of lacking information about the soil quality the farming in the community gardens will be made in containers.

To solve the problem with the lacking of areas to sell the farmers crops inside the village a Farmers market is placed in the village.

The farmers market will first of all work as a market place for the local farmers in Jiagang Cun, but it will as well be a place where farmers from other areas of Nanjing can sell their products. In the farmers market there will be possibilities for restaurants and other retailers to sell local produced food. To create some public space inside the village the Farmers market will be combined with a park. The park gives the people in Jiagang Cun a public area, something that does not exist in the village today. In the Farmers market an area will be reserved for meetings and education about urban agriculture.

Urban agriculture can also contribute to solve problems with waste water and garbage and in the case of Jiagang Cun an area in the community gardens will be reserved for composting of organic waste, the outcome of the waste can then be used as bio fertilizer for the crops.

To strengthen the social environment for the villagers in Jiagang Cun all residential buildings are replaced with new buildings. Some of these buildings will have flat roofs, where the rooftop gardening can take place as well as courtyards where villagers can pursue container gardening. Gathering the residential parts into two areas will give an enhanced village character. The concept is to preserve the character of Jiagang Cun, with narrow alleys, small streets and buildings that is placed along them.

Yeyuan Road is designed for separate lanes for bikes, cars and pedestrians. In the other streets in the area the streets are designed with pavements for pedestrians and cars and bikes are sharing space. The design of Yeyuan Road allows bus traffic to run through Jiagang Cun. Kazimen Street is already today served with several bus lines, and the bus stops are easy to reach from the village.

Jiagang Cun is situated in an attractive area, close to Nanjing South Railway station and Kazimen Street. By developing the areas between Yeyuan Road and Maidelong Road for commercial activities, as shopping malls and big box retail stores, the economic interests of the local government of Nanjing and developers is not neglected. The Farmers Market which is a commercial activity will be placed in vicinity of the commercial areas. The commercial buildings will have the possibility for rooftop gardens.
Design Concept
Village Character

The buildings relation to each other creates a village character with small narrow alleys, and a variety of space. Buildings are in some cases placed around common open courtyards and in some cases the courtyards is totally surrounded by walls.
Design Concept

Narrow alleys

Buildings Public Front, and Backyards

Courtyards