Transformation of Urban Space in Yangzhou City during the Post-canal Era —— Taking the Nanhexia Area as an Example

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Abstract: Yangzhou is one of the 1st batches of famous cities with historical culture in China and the space form of the ancient city in Yangzhou embodies the landscape features of traditional cities in China. Since modern times, due to the shipping suspension of The Grand Canal and other political and military factors, Yangzhou was declining with its traditional urban landscape also undergoing gradual transformation in the reform in modern society. Based on the Nanhexia historical culture reserve in Yangzhou city, this paper analyses the space transformation of this district during post-canal era. The research results are of importance to have a correct understanding of the value of Grand Canal heritage in Yangzhou Section and to take an effective protection, especially at the background of declaring Grand Canal to be the World heritage.

On the basis of historical events that have a great bearing on the city’s development, the Nanhexia District can be divided into 4 sections: initial period (1855-1912), evolutionary period (1912-1949), formative period (1949-1978) and sustaining period (1979-now), each of which has its content and characteristics respectively. According to the changes of factors in urban space and the interactive mechanism of urban spaces, this paper concludes the transformation of space structure in Nanhexia District from close to open, and presents the features of interior expanding. In the early two periods, the transformation was greatly affected by the residents’ desire, which is a typical ‘bottom-up’s structure transformation; while the later two periods was greatly affected by the government’s instruction, which is a typical top-down one.

At last, this paper points out that more attention should attached to the research of Yangzhou’s development history in modern times and correct understanding the transformation of this city, so to extend the city’s space mechanism and further improve the culture of this ancient city.

Key words: space transformation; post-canal era; Nanhexia Historical District

1. Introduction

1.1 Research Background and Significance

As a historical city on the north bank of Yangtze River, Yangzhou was among the 1st batches of 24 famous cities with historical culture in China. In the light of regional category, Yangzhou is a revering city, but it was not an opening port. Yangzhou was once a prosperous city. In Tang Dynasty, it was an international city; In Ming and Qing Dynasties, it was the center of Canal transportation in Jiangnan area also the center of salt transportation in Huainan region; In Qing Dynasty, it reached the peak of its development. However, after the redirection of Canal transportation in the late Qing Dynasty, Yangzhou was on the way of declining. And
even after the implementation of reform and opening up policy, Yangzhou was yet to finish its modern revitalization because of the natural barrier of Yangtze River and development policy.

As a typical city that is closely related to the rise and decline of Grand Canal, Yangzhou possesses rich cultural heritage. Especially at the backdrop of declaring Grand Canal to be the World Heritage, Yangzhou is an important and leading city in this declaration. In this paper, the focus is on the space transformation of Yangzhou in the Post-Canal era, which is important to the current city space. Our intention is to have a correct understanding of the value of Grand Canal heritage in Yangzhou with the process of urban space transformation. The research of this paper has some references for coordinating urban development and the protection of cultural heritages and urban planning and construction with the protection of historical and cultural heritages.

1.2 Research Target and Content

With the research target of this paper on Nanhexia District in Yangzhou ancient city, this paper tries to discuss historical process from a traditional Canal city to a modern city and analyses the urban form transformation in different periods in the modern times. As a famous ancient street in Yangzhou, Nanhexia is in the south of ancient city close to the Grand Canal. The name of Hexia is originated from its location which came into being in the midst and late Ming Dynasty. It is originally divided into southern, middle and northern parts. With the passage of time, the middle and northern parts are destroyed and the southern part still keeps its original appearance. At present, Nanhexia District is the largest and best-preserved historical districts. This paper chooses the transformation of Nanhexia District as the research target.

The range of space is roughly the historical Nanhexia District with a total area of 42.03 hectares (as shown in 1.1): Guangling Road to the north; ancient Grand Canal and Nantong Road to the south; Xuningmen Road to the east; Dujiang Road to the west. The time span of the research target is set at the “post-Canal era”, which starts from the suspension of Grand Canal in Daoguang reign of Qing Dynasty (1855 AD). Generally speaking, Yangzhou in modern times has gone through a long transformation period and the urban space is lagging behind the transformation of urban functions. The changes start from the decline of Canal transportation, parts of transformation had been done before 1949, and the modernization was almost done after 1978. This paper divide the Post-Canal era” into 4 periods: the late Qing Dynasty (1855-1911); the Republic of China period (1912-1948); Planned economy period (1949-1978); reform and opening up period.

2. Social Background of City Transformation in the Post-Canal era

2.1 Economic Transformation

Since the Ming and the Qing Dynasties, Yangzhou has been the center for salt distribution in Lianghuai region. However, with the reform of salt laws during the reign of Jiaqing and Daoguang in the Qing Dynasty,
salt industry in Yangzhou began declining. In 1853AD, the 11-year Taiping rebellion, not only led to the decline of Yangzhou’s salt industry, but also brought artificial damage to the urban space form. The redirection of Yellow River in 1855AD and the upgrade from Canal transportation to sea transportation in 1873 brought damages to Yangzhou’s geographical and economic position, such as the damages to the Canal trade between the north and south and the stagnation of the city.

During the period of Republic of China, Jinpu Railway ran through Jiangsu province. However, this railway was not passing Yangzhou city, which intensified Yangzhou’s decline. With the appearance of modern industry, single business structure made way for new business structure and professional economic organizations with modern awareness began to establish, such as chambers of commerce and banks. However, for the lacking of modern industry, such economic organization was hardly seen in Yangzhou, which slowed Yangzhou’s modernization.

After the implementation of reform and opening up policy, although Yangzhou did not catch the two important opportunities in Yangtze River Delta: the integration of the township enterprises in 1980s and the development of Pudong area and global shift in manufacturing industry in 1990s, it still completed its modern transformation. The urban position of Yangzhou is to become a Canal cultural city, which famous for its tourism, university and culture. Yangzhou is determined to merge into Nanjing metropolitan and Shanghai metropolitan.

2.2 Social Transformation

In the late Qing Dynasty, with the development of economy, the population in Yangzhou presented growth momentum. According to the survey in the 34th during the reign of Guangxu, the population had increased several times in the past 7 years with 79,232 registered household and 640,572 people. It is estimated the urban population was about 60,000, and this growth momentum lasted to the early Republic of China. During the Republic of China, the population of Yangzhou was on a stable growth with around 100,000 people. Among the total population, the young adults took a big proportion, and the percentage of adult male and female is not balanced which led to a slow growth of population. In terms of occupation structure, business population was in a dominant position, for the educational level of the population was very low, which demonstrated the traditional structure of the society. With the passage of time, the population of Yangzhou expanded, causing the separation of the traditional society which can be seen from the popularization of education and the appearance of mass media and new social classes and organizations, such as educational association and journalists association and other legal social organizations.

Overall, in the modern times, with the development of city, the population of Yangzhou has increased; however, Yangzhou did not take an industrialized course for lacking of modern industries. The urbanization level of Yangzhou was low. After several reforms from 1949, the aging population in Yangzhou is very large (table1).
Table 1 1953-2010 related index of age structure

<table>
<thead>
<tr>
<th>years</th>
<th>Children Coefficient</th>
<th>Old Population Coefficient</th>
<th>Children vs. aging population</th>
<th>Median age</th>
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<td>1953</td>
<td>32.66</td>
<td>4.8</td>
<td>14.7</td>
<td>23.26</td>
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<tr>
<td>1964</td>
<td>38</td>
<td>2.9</td>
<td>7.5</td>
<td>20.9</td>
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<tr>
<td>1982</td>
<td>29.6</td>
<td>5.2</td>
<td>17.7</td>
<td>26</td>
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<tr>
<td>1990</td>
<td>20.97</td>
<td>6.97</td>
<td>33.24</td>
<td>28.6</td>
</tr>
<tr>
<td>2000</td>
<td>17.26</td>
<td>9.14</td>
<td>52.95</td>
<td>34.76</td>
</tr>
<tr>
<td>2010</td>
<td>11.82</td>
<td>12.45</td>
<td>105.33</td>
<td>41.45</td>
</tr>
</tbody>
</table>

(Date resources: Analysis of the Aging population Structure in Yangzhou 2012 from the Yangzhou Family Planning Commission in the Development Planning Department)

2.3 Functional Transformation

In the modern times, business played a dominant role in Yangzhou’s development. Yangzhou’s development is single-type development, so the development of industry is very weak. The flow of the capital made business become the single sector in the economy, which also caused Yangzhou become a consuming-oriented city. According to the statistics, business capital accounted for 96% of the whole Capital in Yangzhou. During the Republic of China, for lacking of industry, Yangzhou did not complete its urban transformation. It was not until 1978 that Yangzhou completed its transformation. In the February, 1982, Yangzhou was listed in the 1st batches of national historical and cultural cities by the State Council. From then on, Yangzhou determined to build a tourist city. Under the instruction of ‘’T’ type development strategy, the government of Yangzhou planned to put the development regions along Yangtze River to a strategic position, and hoped to fully use the geographical advantage to thrive the city with industry and trade. At present, the position of Yangzhou is to be a historical and cultural city, a tourist city and a revering city famous for industry and business.

3. Historical Process of Space Transformation in Nanhexia District

3.1 Initial Period of the Space Transformation (1855-1912)

Nanhexia District was most developed in the Qing Dynasty. The initial space transformation happened in the 50 years of late Qing Dynasty. As the terminal of salt transportation in feudal society, Nanhexia District witnessed the process of rise and fall from the cluster of salt traders in the Ming and Qing Dynasties to the exodus of those traders. The exodus of the salt traders and the extension of space form were important to the space transformation in Nanhexia District. The space transformation was lagging behind function transformation in this district, which has accompanied the whole process of transformation.

3.1.1 The Changes of Living Space Brought by the exodus of salt traders

During the Qing Dynasty, salt traders were clustered in the Nanhexia District. The traffic was busy and the houses were gathered in this district. Many salt traders and officers were
living here, such as Liao Keting, Jia Songping, Wang Shaotang, Zhou Fu, and He Zhidao. Circling around the traders and officers’ mansions were the ordinary salt workers’ house. Many merchants’ halls could be also seen here, such as Hunan, Jiangxi, Anhui, Lingnan, Si’an merchants’ halls. These merchant’s hall were arranged along the salt trader’s mansion. Trader’s mansion and merchants’ halls were important factors in this district, and formed the special space organizational type with the core of salt industry.

However, because of the collapse in salt industry in the late Qing Dynasty, salt traders in Yangzhou changed their career one after another and left Nanhexia District. The workers engaged in salt industry had to seek new jobs. With the breakup of salt organizations, the business activities in Nanhexia District had been declining gradually, which can be reflected in the shrinking of service industry and cultural industry and the collapse of gardens and merchant’s halls. With the collapse of salt traders’ dwelling mode system (including houses, merchants’ halls and gardens), the Nanhexia District became desolated. It was at that time the position of Nanhexia District in Yangzhou changed, and the space which was full of salt traders had turned into a desolated one.

3.1.2 The Extension of Traditional Streets with the Salt Traders as the Core

Before the foundation of PRC, there were 506 ancient streets and lanes in Yangzhou, which was known as a lane city. The streets and lanes in Yangzhou are of different length and width with various shapes and forms. The streets and lanes in the Nanhexia District were very complicated, which gradually took shape from the middle Ming Dynasty when the Canal transportation and salt transportation began to flourish.

In this district, salt traders’ houses often stood in a good location. The main lane was a north-south road and the road which is linked with the main lane were Suchang, Xincang, Jushi and Huayuan Lanes. In the late Ming and Qing Dynasties, the busy lanes were Dingjiawang, Huayuan Lane and Xuningmen Street. Although a lot of salt traders moved out of Nanhexia District, its whole space form did not change.

3.2 The Evolution of Space Transformation (1912-1949)

From 1912 to 1949, these 40 years was the most turbulent times in Yangzhou, for it witnessed the foundation of Republic of China, the aggression of Japanese invaders and the War of Liberation as well as the gradual declining of Yangzhou. Due to the change of modern transportation and the emergence of new urban space factors, Nanhexia District underwent enormous irreversible changes.

3.2.1 Space transformation because of the change in traditional transportation

In terms of railway, Jinpu railway opened in 1912, which was not passing Yangzhou, thus speeding up the collapse of Canal transportation. The Canal transportation had been abandoned, the Canal was silting up, therefore it was easy to drain and flood.

The abandon of Grand Canal and the lack of access of railway both restricted Yangzhou’s development. In terms of road, in the early period Republic of China, the government broke the city walls and built Fuyunmen Gate to link the only highway in Yangzhou. In 1923, Zhenyang Bus Station, the earliest bus station in Yangzhou, was built outside Fuyunmen Gate. In 1935, Tongyang Bridge was built to link Tongyang road. In 1938, Yangzhou was occupied by the Japanese invaders. In 1948, Darong Bridge was built funded by a rich merchant named Ren Darong, which linked Fuyunmen Gate and Liuwei. This gravel road is the first gravel road in Yangzhou (Picture 4).
The opening of Fuyunmen Gate and Zhenyang Bus Station fostered Yangzhou’s development for lacking of traditional Canal transportation and new railway. Nanhexia District, closed to the Fuyunmen Gate, also enjoyed sound development. As the buffering area between bus station and the ancient city, Nanhexia District enjoyed sound rejuvenation. The former Fuyunmen Road and Zuoya Street has changed from small lanes into main streets. Hotels, shops and restaurants were scattered on either side. The salt traders in this district were hardly seen, the old houses of officers and merchants’ hall temples were collapsed and the use of land in this district has changed. During this period, Fuyunmen Gate became the turning point of urban development.

3.2.2 The Influence of New Urban Factors to the Space and Form

With the changes of dynasties, emergence of new industry, the development of transportation and the increase of commodities circulation and mobility of people, the use of land in Nanhexia District has changed, which can be seen from: modern industrial and commercial organizations began to arise, such as local police station, Post Office, Telegraph Office, Primary School, banks and merchants’ halls.

The religious organizations were not confined to Buddhism temples, for Christian churches and Islam churches also appeared. Although the new buildings changed the form of former city, the municipal public facilities and living facilities had not changed. During this period, the industries in Yangzhou were very weak and there was no industry in Nanhexia District as well.

3.3 The Formative Period of Space Transformation (1949-1978)

During the period between 1949 and 1978, great changes had been taken place in China’s social, economic and value structure, lifestyle,
3.3.1 The form of Modern Open Space: the Demolishment of City Walls

The obvious characteristic of urban space form in traditional agricultural society was that the city wall often used as the boundary. The city wall not only reflected the political order of feudal society, but also the city gate and city wall often served as the symbol of urban space form. Yangzhou’s city walls stand for that the feudal castles were faced with threat.

In 1951, the Administrative Office of North Jiangsu planned to demolish the city walls in order to build ring roads. At that time, Yangzhou was the center of governor office of north Jiangsu province. The city was crowded with administrative offices, army forces, and organizations. There are 3 reasons for demolishing the city wall which were: first, the policy of work for food and reduction unemployment rate; second, the wall bricks were used for making Canal levees; third, the removal of the city walls could ease the traffic and link the old city. In 1951, the removal of the city wall was not only a historical event, but also a structural change to the space form, which marked the change from closing to open as well as the focus of city’s construction was totally changed with most of the city’s fund for construction put into the road construction.

The removal of the city wall had great impact on Nanhexia District. Fuyunmen Gate, also called New South Gate of ancient city, is the earliest gate to be demolished. Nanhexia District is next to the Southern part of the city wall. The life of the residents, the transportation, and the residence were greatly affected by the removal of the city wall. During this period, Fuyunmen Road was replaced by Dujiang Road, Zuoya Road was replaced by Guangling road, and new Nantong Road was under construction. These three roads were broadened, becoming the main roads of modern Yangzhou city.

3.3.2 Politics Intervention to the Space: Special Social Background

As Lewis Mumford said, it is the political transformation and economic transformation that influence the urban planning. Under the influence of regional economy and politics, after the foundation of People’s Republic of China, especially in the period of Great Leap Forward in 1958 and the Cultural Revolution period, large numbers of dwellings, landscape architectures and traditional architectures were invaded, destroyed or damaged, for people were eager to quick success and instant benefits. For example, because of property nationalization after the foundation of new China, transformation of private-owned houses caused certain damages to the morphology layout of traditional residences left by salt traders in Nanhexia District. Other damages include: merchants’ halls of salt traders were redistributed into residences as stated-owned asset, classical gardens were damaged seriously, and religious buildings were confiscated, occupied and destroyed, so Nanhexia area was degenerated completely into an ordinary civilian residential area. Meanwhile, industrial development also exerts influence on Nanhexia area, for example, the 723 research institutions of China Shipbuilding Industry Corporation settled in Nanhexia in 1968, which occupied original traditional residences including Ping Garden (see figure 7) built in early Republic of China by salt trader Zhou Jingcheng. In the process of later extension, this institution kept breaking up old civil houses to build new workshops, warehouses, canteens and so on and eventually became a small but fully equipped unit compound in planned economy period. The invasion of industry caused serious damages to the original pattern of this area and exerted influences on surround environment, landscape architecture and cultural relics and historical sites. In the early period of PRC, because Yangzhou did not pay attention to its
historical characteristics when purchasing economic and urban construction, city walls and cultural relics were destroyed and part industrial construction was mainly in ancient city, causing little protection of ancient city in this period.

3.4 Space Transformation Continuation Period (1978-2013)

The space transformation of Yangzhou not only embodies in the transformation of material space, but, more importantly, represents the transformation of ideology of urban space. Over the thirty-odd years since the reform and opening up, under the influence of modern urban construction theories and urban planning technology, Yangzhou has carried out lots of urban planning in this period during which the city’s space form has been greatly changed. With the rising awareness of ancient city protection and the rapid development of Yangzhou’s tourism, the space form of Nanhexia District has gradually resumed and protected its traditional space form, enabling the district to show its unique charm again.

3.4.1 Protection Awareness of Ancient City Promotes the Protection of Space Form

After the implementation of reform and opening up policy, Yangzhou was truly on the right course to develop. In the new century, the awareness of protecting the ancient city promoted the whole participation of people in protecting the ancient city. In 2002, the City Plan of Yangzhou 2002-2020 was issued. Nanhexia District, Dongguan Street, Renfengli, Wangzi Street were listed as the historical and cultural block in the plan. Suggestions on the integration of the tourism development in Nanhexia District were proposed in 2010. In 2012, Conservation Plan of Nanhexia Historical and Cultural Block, the first conservation plan specific to Nanhexia District was issued. Strict protection range was arranged in this plan. Under the guideline of “preserving its old appearance, and restoring its old appearance”, Heyuan garden, Hunan merchant’s hall, Pingyuan garden, Jia’s Family Garden, Binary Mingyue tower and Xu Yunfu’s house were under carefully protection. Traditional streets such as Nanhexia, Dawucheng, Dingjiawang and Yinshi streets were under sound restoration and protection. With the focus on the historical blocks, municipal reconstruction and the improvement of features, such as pipeline renovation, the management of water environment, road renovation was under construction. The reconstruction of Dujiang Road and Guangling Road not only enabled it become the main road in Yangzhou, but also turned it into a commercial street featuring shopping, catering and entertainment. After restoration, the space form and transportation in the Nanhexia District has improved a lot.

3.4.2 Rebirth of Nanhexia District with the Development of Tourism

Changed lifestyles and diversified demands bring new opportunity to Nanxiahe District to renovate itself and develop eco-tourism. The core tourist sites such as Heyuan Garden and Xiao Pangu promote the tourism-related industries, and at the same time, combine all tourism resources in the district to form the salt culture-based tourist routes of the district. The tourism lines include: the salt culture line: Hunan Hall – Genyuan Garden – Pingyuan Garden – Jia’s Family Garden - Half Moon Tower – Salter Miu’s House – Xuyunpu’s House; the recreation line: Nanhexia – Jushi Alley – Garden Alley – Big Tree Alley – Dingjiawan – Wucheng Alley. With deep historic atmosphere, well-preserved ancient city and unique charm, the ancient architectures in the district are not only restricted to commercial utility, but also endowed with vigor, therefore welcoming a new chapter of development.
3.5 Summary

The characteristics of four periods of urban transformation of Yangzhou, especially the space transformation of Nanxiahe, are shown in the following tables. In the long transformation period, the material urban transformation of Nanxiahe is manifested by the continuation of traditional texture and pattern, while the urban function is represented by the transformation from resident place to commercial tourism place. Table 2 shows Modern and Contemporary Space Transformation of Nanhexia District

4. Characteristics of Space Transformation in Nanhexia District

The so-called urban space transformation mainly refers to the evolution of space structures—the presentation of urban material composition in space distribution and the evolution of its combination rules. This chapter discusses the space structure evolution in Nanhexia District from the perspective of plane configuration, streets system and functional arrangement and analyzes the spatial dynamic changes of Nanhexia District since the late Qing Dynasty by means of quantitative analysis.

4.1 Research on the Component of Space Forms

4.1.1 Plane Configuration

The change of plane configuration in Nanhexia district is caused by the changes of the streets and alleys involved in this space, but its basic pattern changes a little. The space scope of Nanhexia district was not clearly defined until the foundation of new China. The most important event involved in the evolution of plane configuration is dismantling the city wall—in late Qing Dynasty, the center of the city relies on the water transportation and Xushuimen Gate area where streets were organized freely, thus leaving much free space boundary for Nanhexia District. Later, its plane configuration underwent subtle change after opening Fuyunmen Gate. The dismantling of city wall makes the space formation more open, and the transportation demands and influences from all aspects after the reform officially decide the boarder of Nanhexia district.

4.1.2 Street and Alley System

In the modern times, Nanhexia district in Yangzhou had undergone inner-to-outside development and common development both in inner and outside. The construction of external road outside the district and the transformation of transportation both brought impact. The opening of Fuyunmen Gate had broadened the former Fuyunmen road and Zuoya Road. New means of transportation also appeared in Yangzhou. With the remove of the city wall and the change of space form along the river, Nantong road became the main road between the old city and new city. The traffic condition in the old city had improved a lot. Although the road that served as boundary had changed, streets and alleys in the Nanhexia District were keep their former shape, which remained the natural growth of city texture and space scale. During the four periods, the obvious change is the main road.

4.1.3 Function Layout

The Nanhexia district became dwellings group from flourishing residence group where salt trader lived, then it became mixed functional area and now it becomes a historical and cultural district with tourism function. The tourism industry brings the rejuvenation of Nanhexia district and fosters the development of commercial services related to tourism industry. The protection for planning of Nanhexia district rearranged the former land structure, enriched recreational and catering services and improved the road system and parking area, making land functions tend to be more reasonable.
4.3 Quantitative Analysis of Space Form on the Basis of GIS

According to the GIS analysis results, the architecture constructed before and in the Qing Dynasty in Nanhexia accounts for 66%, in the Republic of China 2%, between 1949 to 1978 9% and after 1978 23%. As the major architectures in Nanhexia, the architectures of the Qing Dynasty, though with old appearance, basically maintain their originally looks and can meet the demand for residence and security. What’s more, because the architectures are not damaged so heavily by history, the architectures still can be renovated and reused.

Fig.4: The use of land in the Nanhexia district in the current stage (data resource: detailed planning of 11th street of old Yangzhou city)
It can be seen from Pic.12 that the architectures in this area were mainly constructed during the Ming and Qing Dynasties and experienced clustered renovations in modern history. Compared with the scattered renovations before 1949, which were implemented by residents themselves, the clustered renovations after 1949 are very different in terms of the characteristics and methods of space transformation.

4.4 Space Transformation Track and Characteristics of Nanhexia

According to the transformation track, it can be found that a large number of salt traders were moved out of Nanhexia due to the damages to canals and salt policy reform. During the Republic of China period, modern transportation brought vigor to the city, booming its industry and commerce and at the same time attracting lot of people to live in the city, but at that time lots of dwellings were not renovated, so they still retained their traditional looks. In the later period, under the reinforced government’s management, city walls, salt traders’ houses were demolished and replaced by industrial utility, which made the urban function more complex and imbalanced the development of Nanhexia. After the reform and opening up, thanks to the improved awareness of ancient city protection, a lot of ancient garden and houses were repaired, and, moreover, due to the rise of the motor vehicle, the artery in the city were expanded, and meanwhile the city’s tourism led by it core tourists sites began to boom, ushering in a new chapter of the city’s development.

From the perspective of space structure, the space structure of Nanhexia in the post-canal era has been transformed from a closed type to an open one due to the emergence of new material elements.
and functional zones, the space structure features. From the perspective of construction modes, the beginning of the transformation is represented by the scattered and small-scale individual transformation; the later phase is embodied by the government-influenced clustered transformation. China’s uncompensated land use policy, which is based on the state ownership of land, influenced and controlled urban construction.

Generally speaking, there are two characteristics of the space transformation in Nanhexia District:

1) Space transformation lags behind function transformation

In the transformation process, the function and space should promote each other and form a balanced entity: Function leads the adjustment of space transformation, while the adjustment, in turn, improves the space transformation. In the case of Nanhexia, the transformation pace is relatively steady, and the space elements, except those outside the boundary, don’t change much. The function transformation replaces functions with space form on the basis of architectural composition—the space transformation thus lacks behind the function transformation.

2) Mutual influence between self-organization and other-organization

The space of Nanhexia District is transformed through a dynamic process from a closed, disordered and simple type into an open, ordered and complex one. On the one hand, the self-organization capability of the district accelerated the vertical succession and reorganization. On the other hand, in the complex and random regional open system, the space differentiated horizontally under external influence. The two aspects interact with each other, which facilitates the space transformation of Nanhexia district.

5. Conclusion

In the construction of historic and cultural city, the history of urban construction is an important research content. Only when the construction process of the city is clear will the city's historical position and culture context be determined, therefore preserving these historic buildings and areas. For Yangzhou, the historical memory is the city’s space traces left by the formation and evolution of the city. Nanhexia District is not only the material and cultural carrier of Yangzhou’s history but also the bond to maintain local community culture and emotion. Only when the history is respected will Yangzhou win in the future. From this level, this research is of important practical significance.
<table>
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<th>Historical process</th>
<th>Years</th>
<th>Important event</th>
<th>Change in the material level</th>
<th>Change in functional level</th>
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<td>Initial period</td>
<td>1855-1912</td>
<td>Emigration of salt traders</td>
<td>The disintegration of salt traders’ dwelling, traditional texture of streets and lanes were remained</td>
<td>A flourishing residential area to declining one in Nanhexia District</td>
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<td>Transformation period</td>
<td>1912-1949</td>
<td>The opening of Fuyunmen Gate</td>
<td>The effects of adjustment of main roads and appearance of new factors toward space form</td>
<td>The focus on transformation in this district</td>
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<td>Formative period</td>
<td>1949-1978</td>
<td>The removal of city wall</td>
<td>Close residential groups to open</td>
<td>Readjustment of the city’s space order</td>
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<td>Extended period</td>
<td>1978-2013</td>
<td>The establishment of conservation plan</td>
<td>The awareness of ancient city’s protection and development of tourism industry bring the protection and rebirth of space form</td>
<td>The function of this district change to tourism industry</td>
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**References**