

The cultural historical landscape space of Pārlielupe in Jelgava

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Abstract. In chronicles and historical descriptions, the building in Jelgava and its development is only mentioned with regard to the left bank of the Lielupe River. In turn, the right bank of the Lielupe River or Pārlielupe has been a suburban area with floodplain meadows and forests, which has belonged to both the properties of the Paulsgrāde and Langervalde manors. As *Lustgarten* at the upstream of the left bank of the Lielupe River has served as a recreation place of the suburban area and the park of Villa Medem just downstream of the Driksa River, the same – on the right bank of the Lielupe River- Pārlielupe has been proud of Sorgenfrei recreation park and Mežaparks /Forest Park/ of the Langervalde manor that in the late 19th century have served as popular walking sites for town dwellers.

A hundred years ago when the city was devastated by the crowds of the Bermontians, particularly acutely is delineated the time cycle, which has wiped out unique architectural and artistic values of Jelgava from the history of the left bank of the Lielupe River. On the right bank of the river, the Bermontians devastated the building in the manor ensembles opposite Jelgava – Tetelminde, Āne, Paulsgnade, as well as burnt the bridges.

Dozens of postcards with nice recreational areas of Old Jelgava have toured the world. For Pārlielupe, the most popular is the postcard dedicated to the Valdeka hunting palace. A hundred years after World War I, Pārlielupe's natural base has acquired the character of an urban construction space, which has been created through a number of phases of development of the Latvian economic policy. This layering is clearly recognizable in the urban landscape space of Pārlielupe.

Key words: urban structure, urban landscape, visual and aesthetic quality, contextualism, harmony, transformation of landscape space.

Introduction

As concerns the geomorphological form of Pārlielupe or the right bank of the Lielupe River, it is richer with forests than the left bank of the river. It can also be well read in the today's map (Fig. 1), where the historic continuous forest area from the forests of Garoza to the forest of Valgunde is broken by the rapid urban space of Pārlielupe of the second half of the 20th century, by means of the fusion of the building areas of Pārlielupe and Ozolnieki. Separate forest parcels have survived between the building – the forest areas of Langervalde and Ozolnieki, which are separated from the Cenā manor and the forests of Valgunde. The continuous character of the historical suburban forest is marked by the name of *Waldecke* (a forest corner – from German) of the hunting house of the former Paulsgnade (Ozolpils) manor, which is currently located in the area of a dense building. It makes us suppose that one side of the forest parcel has stretched up to the current Valdeka castle that has once been located in a forested place and that was rich with wild animals. In the choice of the construction site of the castle of the Livonian order on the opposite bank of the Lielupe River in the second half of the 13th century, the forested area of the opposite bank undoubtedly has played a role.

The historic road to Riga led parallel to the Lielupe River to its flowing into the sea. The most direct land road, called – the Old road, through the marsh of Cenā and Olaine was already built in the

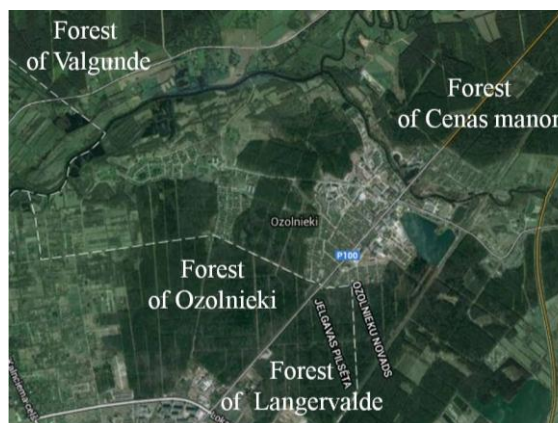


Fig. 1. Transformation of the forest areas under the influence of the urban space. The start of the 21st century
[Source: from author private archive]



Fig. 2. The manor house of the Paulsgnade (Ozolpils) manor at the estuary of the Iecava River into the Lielupe River.
The start of the 20th century
[Source: from private collection of A. Tomašūns]

17th century – during the Russian governorate, where an input in the development of the area was given by the newly built *Riga highway* (1838) and the *railway Riga – Tukums* (1868) and a little later its branch to Krustpils and Eleja. *Langerwald* (in German) or the Long forest that ran up to the forest areas of Valgunde formed a resource, allowing cutting of trees and rafting them down the Lielupe River for the construction of Riga in the second half of the 19th century.

The time of birth of the new free state after the devastating World War I brought a powerful turning point not only in the historical building part of Jelgava, but also in the area of Pārlielupe. When the Bermont's army was retreating along the Lielupe River, the nearby manors Tetelminde, Langervalde, Paulsgnade were destroyed upstream and downstream its right bank (Fig. 2). After the battles of freedom, on September 06, 1921, the Latvian Government's decision was published by which the City Council of Jelgava requested to add the lands of Ozolmuiža to the city. In 1922 the government of J. Čakste carried out the agrarian land reform and in the project of December 03, 1925, a part of the land of Ozolmuiža and Langervalde were added to the new administrative boundaries of the city of Jelgava (civil engineer Ed. Weiss, architect Meidel) [5]. This enabled the creation of a new urban space, where extensive estate lands were brought into the state ownership. The area of Pārlielupe belonged to the Paulsgnade baron von der Recke [5].

Materials and methods

Nowadays, the regional development planning is increasingly targeted to organize the national socioeconomic, functional and architecturally-structural environment. It is based on the development of production processes, improving the living conditions of the population, the rational use and protection of the natural resources. The scientific and technical progress has greatly changed the design processes for the development of the urban space and their role in society. The integrated planning model has shown that creating the development system of a single regional space, the social, economic and ecological linkage of the urban environment, its detail elements are closely related to the solutions for the architectural and spatial issues [7]. The research includes several criteria that have influenced the transformation processes of Pārlielupe in Jelgava in the '20s – '90s of the 20th century.

At the start of the 21st century, Jelgava as the regional center with a strong infrastructure and growth potential, has started a rapid attraction of the European financing and its incorporation in the construction and reconstruction of the utility infrastructure. This is demonstrated by the high

rating awarded to the city – *the best city of the European year 2014*. This is attributable to the rapid growth of Pārlielupe from a few tens of mansions in the '20s of the 20th century up to 6 km² area of an intense building today.

The aim of the research is to evaluate transformation of the cultural and landscape environment for the area of Pārlielupe from the '30s of the 20th century to the present day.

The assignment of the research is to assess the nature of the urban space, which consists of several rings of the building around the landscape space of the historic right bank of the Lielupe River – the building of the post-socialism period of the '20s – '30s of the 20th century and the multifunctional building of the start of the 21st century; the evaluation of the balance of the building volume scale and the architectonic stylistics together with the mansion and green areas.

In the research, 2 main methodological approaches have been used:

- the genetic and descriptive method - the development of the area based on the study of the historical and current situation and the analysis of the processes in certain periods of time;
- the target prediction method, based on the development program of a specific project and the result of the expected conceptual setting [7].

In the urban planning, separate building nodes or centers as architecturally spatial landmarks are functionally organized with a specific architecture and artistically compositional value. The groups of populated places are not the sum of a mechanical composition, but a new, architecturally and artistically synthesized quality. In the perception of an urbanized space, a crucial role is not paid by separate static viewpoints, but rather by the visual image perceived in motion. The analysis of the silhouettes of the historic sites shows that verticals always outline the most important points of the architectural space [8].

After the land reform of the '20s – '30s of the 20th century, the new building area of Pārlielupe with meadows and forest plots formed as a contrast to the historical German building on the left bank of the Lielupe River. The area of Pārlielupe to be designed occupied 2 km down the Lielupe River from Mežaparks of Langervalde and in the opposite direction – 1.7 km from the bank of the river along the Riga highway.

Opposite the palace of the Duke of Courland E. J. Biron – Pārlielupe was planned with proudly blooming gardens surrounding mansions, the prospective gymnasium, sugar-refining factory, hospital, sports center, airfield, market, teacher institute. In the width of the street, broad green bands with rows of tree plantations were planned,

withholding between both sides of the street – Brīvības Boulevard – 30 m, Garozas Street – 20 m, Rīgas Street – 45 m, Kalnciema ceļš – 30 m.

For Pārlielupe, the planning was more directed in the east - southeasterly direction as it was influenced by height landmarks and the groundwater level. The area, located on both sides of Kalnciema ceļš, was lower and in this place there was created a dense network of ditches and Kalnciema ceļš as a dam.

The pride of the new state contributed to the rapid growth of the area in the silhouette of which the sugar-refining factory and its volumes brought the first vertical accent (arch. E. Laube, 1924 – the project of the administrative building), where the sugar manufacturing process was started in 1926. In turn, the other vertical accent in the silhouette of Pārlielupe was brought by the 3rd Latvian Peasant Harvest Festival with exhibition pavilions and a view tower 40 m in height to the meadows of the Lielupe River and the urban building on the opposite bank. Today, the state bank pavilion tells about the grand exhibition, which has survived even 80 years after the impressive building of the exhibition area (Fig. 4) [1].

For the greenery of the area of Pārlielupe, lines of new tree plantations were formed along the streets, also installing the first square or the birch grove in 1936. During the Forest days, so symbolizing the beauty and simplicity of the Latvian nature, the sense of pride of the new free state was played out alongside with the recreation garden of the former Sorgenfrei, which was created with park pavilions symbolizing the German environment and terraces for recreation.

Just opposite the new birch grove, from which a beautiful view of the palace opened, the extension of the old Riga road to the construction of the port of import to be designed was formed (arch. Krauklis, 1937). Until 1940, the port already had a 50 m wide and a 3.5 m deep passage and a 100 m long pier [9]. The proposed significantly wide port area with cargo stacks and warehouses in the perspective building – opposite the palace of Viesturi – from the scenic point of view was exaggeratedly brave that again brightly showed the rigorous course of the government of Ulmanis to a nation-proud Latvian state. 700 m upstream the Lielupe River from the start of the port construction – in 1939, the new concrete bridge over the Lielupe River (arch. K.Gailis), called Viestura Bridge, near the Viestura palace is launched, from which Vienības Prospectus leads in the direction of Riga that further forks into the Brīvības Boulevard and Rīgas Street. (Fig. 3). Consequently, on the map of 1939 (Fig. 7), not only of the sugar-refining factory (Fig. 5), the exhibition pavilion (Fig. 4), the new port and the construction volumes of both bridges over the



Fig. 3. The evaluation of the compositional context of the axis of the Jelgava palace and Brīvības Boulevard [Source: drawing by author]



Fig. 4. The tower of the exhibition of Zemgale agricultural achievements, 1937 [9]

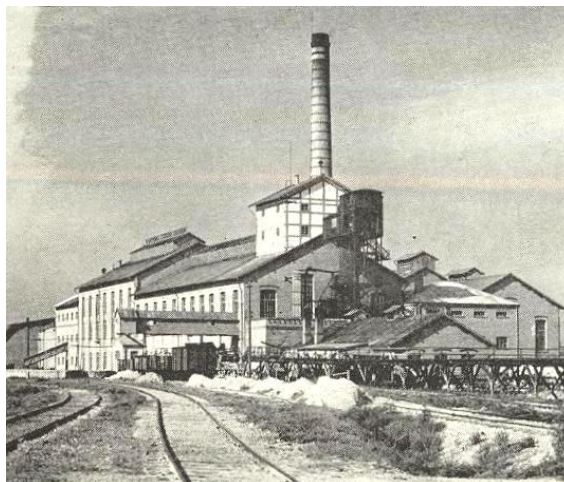


Fig. 5. The Pārlielupe sugar-refining factory, 1926 [9]



Fig. 6. The silhouette accent of the Pārlielupe – Snikere pub with a mill. The start of the 20th century [Source: Jelgava History and Art Museum]



Fig. 7. The map of 1939 of Jelgava City Board with the planned street network and the perspective building zones [Source: Jelgava History and Art Museum]



Fig. 8. The view from across the Lielupe River left bank building to Pārlielupe. '30s of the 20th century [Source: Jelgava History and Art Museum]



Fig. 9. The view from St. Trinity Church across the Driksa River and the Lielupe River to the meadows of Pārlielupe [Source: Jelgava History and Art Museum]



Fig. 10. Langervalde Park at the start of the 20th century [5]



Fig. 11. Sorgenfrei – a favorite recreation place of the townspeople of Jelgava near the old Riga road at the start of the 20th century [Source: Jelgava History and Art Museum]

Lielupe River, but also the street network of the area planning and the functional areas approved by the City Board are readable.

The new urban planning of Pārlielupe formed new symbols of the new state – ambitious building areas of production of a public nature, providing a breakthrough for the national economy, which had been weakened by the war and the time of the struggle for freedom. The new building planning was based on the fertile land of the plains of Zemgale adjacent to the city, as well as on the infrastructure, formed by a convenient river and railway traffic.

The alienated manor areas of the right bank of the Lielupe River formed to some extent as “the land of happiness.” It is evidenced by the new street names – Lāčplēša, Skautu, Aizsargu, Kronvalda, Pumpura, Imanta, Veco strēlnieku, Brīvības streets.

The historical visibility of the landscape space of Pārlielupe even in the '80s – '90s of the 19th century is so clear thanks to several of the green recreational zones. The area of Mežaparks of the half-manor of *Langervalde* (Fig. 10) served as a favorite recreation place of the townspeople where it was possible to gather for wider events. The other popular recreation place was downstream the Lielupe River – *Sorgenfrei Park* near the old Riga road – with summer pavilions and musical options (Fig. 11).

As a bright accent to the cultural and historical landscape – the architecturally expressive *Valdeka Palace* – the hunting palace of the baron von der Recke, designed according to the reconstruction project of the architect A. Vinbergs, in the '60s – '70s of the 19th century obtained the favorite Neo-Gothic Tudor style character. Even in 1926, the boundary map of the city of Jelgava shows that the above mentioned forest parcel surrounds the city in the distance of approximately 1 km from the right bank of the Lielupe River, creating a zigzag line. Currently, the forest is a kilometer away.

A romantic slant to the Pārlielupe panorama of the '90s of the 19th was given by the *Sņikere* tavern with windmill, which was noticeable from the distant view lines of the left bank of the Driksa River (Fig. 6).

Results and discussions

The perspective development plan of Pārlieupe readable in the map of 1939, was implemented only after the war – in the '50s – '70s of the 20th century. The overall compositional character of Pārlieupe is marked by Brīvības Boulevard, forming the lateral extension of the Jelgava palace on the right bank of the Lielupe River and in the view lines it creates an emotionally strong impression with a broad floodplain meadow and the palace silhouette in the background. In turn, Rīgas Street forms a wedge-shaped connection, where on the right side of the view line the riders can see mansion gardens, followed by a picturesque view point to the palace (Fig. 3).

Similar to the city's historic center [3, 4], the area of Pārlieupe of the '70s – '80s of the 20th century marks ring-shaped building areas (Fig. 12):

- the '20s – '30s of the 20th century – a separate private building along Rīga, Kalnciema and Brīvības Streets;
- construction of a new street network, creating a spoke character and a connection to the Lielupe bridge;
- the creation of the manufacturing and warehouse sites – the sugar-refining factory and the locomotive depot;
- in the '50s – '60s of the 20th century, along Rīgas, Garozas, Kalnciema and Brīvības Streets, the creation of dense plot areas for the construction of private residential houses;
- the '50s of the 20th century – the creation of the area of the construction material plant upstream the Lielupe River with residential buildings (a 25 ha large area near the river).
- the '60s of the 20th century – the area of the private house building between the locomotive depot and the construction material plant – in the area of 24 ha; between the railway line and the Langervalde forest – in the area of 27 ha.
- the '60s of the 20th century – the construction of a new hospital, prison, boarding school and secondary school;
- the '60s – '70s of the 20th century – a continuous production area (1.6 km) along the railway – Lauktehnika, oil base, bus factory RAF;
- a high-rise residential block arc (25 ha) along the Ozolnieki forest parcel, school, shopping center;
- the start of the 21st century – shopping centers, sports centers, science and business centers;
- 2011 – dismantling of the prison area and the sugar-refining factory;
- 2014 – the construction of the truck factory.

The building of the '50s of the 20th century extends approximately 1 km away from the Lielupe River and it mainly consists of mansions, extensive orchards and grazing areas as

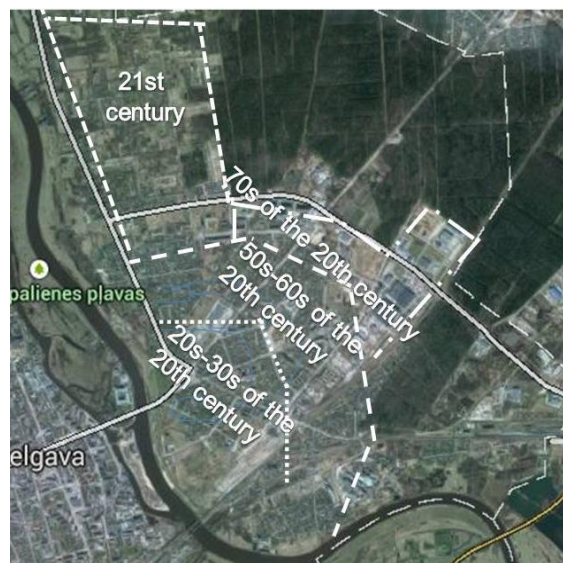


Fig. 12. The character of development of the ring-shape building for Pārlieupe from the '20s of the 20th century
[Source: drawing by author]



Fig. 13. The historic tree alley at Institūta Street
[Source: photo by author, 2014]



Fig. 14. The parcel of the historic forest near Lāčplēša Street
[Source: photo by author, 2014]



Fig. 15. Typical residential building projects in the '30s of the 20th century at Izstādes Street
[Source: photo by author, 2014]

almost in every second yard there is a small livestock shed. In the second half of the '50s, many people from Jelgava who returned back from the exile, had to start their life anew. Typical one-story residential buildings, no more than 60 m² on a 600 m² large plot of land with a farm building for livestock, created a very dense building character along Robežu Street, the lanes of Kalnciema ceļš and in the area between the railway and the Langervalde forest. The pastures were located not only along the right bank of the Lielupe River opposite the palace, but also near Rīgas Street – between Skautu Street and Institūta Street and between Kronvalda, Lāčplēša and Akmeņa streets. One of the other 500 m away, in the '60s – '70s, they were transformed as agricultural land – for allotments (9 ha) and the apple orchard (6 ha). Currently, the above areas are covered by a hard covering, where near Rīgas Street a shopping center with a sports hall is located (2005), but near Kronvalda Street – a modern Olympic center with a stadium (2011) (Fig. 19). The bottom fill of Rīgas Street and the ditches on either side of the road with a 2.0 – 4.0 m high slope clearly delineate the geomorphological characteristics of the city – the high groundwater levels in spring and autumn.

The two building sites include several blocks with low-rise residential buildings, scale and structure of which are in a sharp contrast with the building, characterizing the environment of a modern city. 1/3 of the area is occupied by parking lots for cars. The new multi-purpose center (2014) opposite the 5-and 9-storey residential building near Pumpura Street is created functionally and in terms of the scale more harmoniously.

In 2010, the sugar-refining factory is dismantled, its area is leveled and now a new factory construction volume can be found in this place. The silhouette of the right bank is starting to be increasingly outlined by the building line of offices and the business center.

The tempo of the construction was increased in the '60s – '70s, when in Pārlielupe along an approximately 1.5 km long band, a dense continuous production area was formed – from the sugar-refining factory up to the RAF factory (Fig. 17). Next to the industrial zone – high-rise residential buildings. This is especially true for the high-rise residential neighborhoods along Aviācijas, P. Lejiņa, Pumpura and Pērnavas streets. It is as a peculiar ring-shape arc, which has grown out of the edge of the railway up to the nearby floodplain meadows of the Lielupe River. In the northern part, the building semicircle of the residential areas is surrounded by a vast forest parcel, which serves as a recreational green space. The forest is radially connected with the green “wedges” of the streets, consisting of rows of tree plantations of Bērzu ceļš and Vecais ceļš, as well as the mansion gardens (Fig. 13, 14).



Fig. 16 A typical residential building at 11 Brīvības Blvd. in 1936 [Source: photo by author, 2014]



Fig. 17. The production area of RAF in the '80s of the 20th century [Source: Jelgava History and Art Museum]

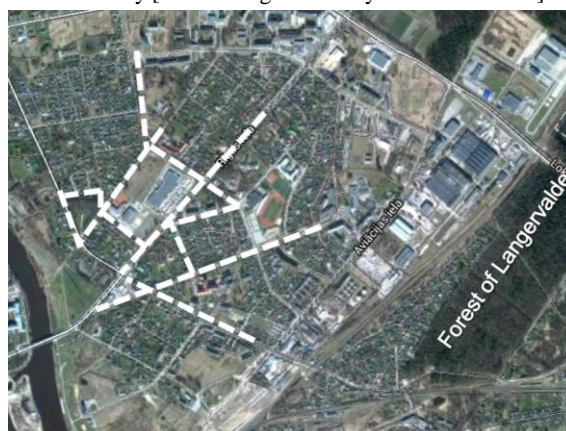


Fig. 18. The planting lines of street trees from the side of the bridge over the Lielupe River [Source: drawing by author]



Fig.19. The sports complex on Kronvalda Street [Source: photo by author, 2014]

The green street veining (Brīvības Boulevard, Kalnciema, Garozas, Skautu streets) is radially connected to Rīgas Street, which further leads across Lielupe Bridge from the right bank to left one. The green “fingers” of the above streets touch the meadows on the right bank of the Lielupe River, creating a very good synthesis of the recreational space with the building areas in the situation of the urban construction. The silhouette of the palace, the riverbed and around a 200 m wide meadow of the bank create a spatially wide and unique cultural and historical landscape, which is particularly impressive in the distant view lines.

Rīgas Street as the city's green corridor consists not only of tree lines, but also of mansion gardens. Brīvības Boulevard with double rows of trees planted up to Iztādes Street and mansion gardens are similarly characterized. The private gardens of Kronvalda Street stretch between Rīgas Street and Brīvības Boulevard, which are connected to the park area of the Valdeka palace and the promenade of Lāčplēša Street (Fig. 14), as well as with the rows of trees on Strazdu Street planted in the '60s of the 20th century. The continuation of Lāčplēša Street is Institūta Street with a tree alley, continued by the alley of Bērzu ceļš and Vecais ceļš. The place where Vecais ceļš intersects with Kalnciema ceļš, as a culmination point in the green network is a birch grove with the Unity oak in the center, which is planted by K. Ulmanis in 1937 [5].

The issue of the discharge of the surface water is particularly problematic as the flat terrain of Jelgava and 2.0 – 4.5 m height above the sea level are the cause of the high groundwater, creating extensive flood zones. The huge difference in water level assigns a strange character of uniqueness to the city. It is also attributable to the Iecava River, which is a tributary of the right bank of the Lielupe River. or fighting with the flood in Pārlielupe, there is built a ditch system and elevation of the plots of land along Lielupes Street, a dam, which serves as a bottom of Kalnciema ceļš [5].

From the '90s of the 20th century, the load of the traffic flow intensity of Rīgas highway has grown several times since the formation of a “sleeping-car” of Riga for Jelgava. The highway bed goes through the 1 km long mansion building, which in the east

ends with a 5-storey and 9-storey residential building at the city's bypass with a forest parcel. The width of Rīgas Street is sufficient and it provides the possibility of planting trees on both sides of the street.

Up to the '60s of the 20th century, the landscape space of Mežaparks remained around the building of the Valdeka palace from Iztādes Street up to Strazdu Street. In the '60s – '70s, with the start of the construction of public buildings (the kindergarten, ambulance at Kronvalda Street, Plant Virology Laboratory, warehouses and secondary street at Strazdu Street) and the construction of high-rise residential buildings along Kronvalda Street – the green areas were reduced. Only about 1 ha big tree group was saved near Kronvalda Street and 2 ha near the Valdeka palace.

Conclusion

During the period from '20s – '30s of the 20th century up to today, Pārlielupe has steadily grown. In turn, the building on the left bank of the Lielupe River has witnessed splendor, the rise of the historical building and the scourge of war. The different urban construction and historical development of both river banks, the scale of the urban space, structure and differences of the natural base – enrich the urban environment. The road and bridge network functionally pack in one the two parts of the city, where the traffic load today clearly demonstrates that it is the last moment to start the construction of the Northern bridge and the city's bypass, which would be real next year. The start of the construction of the new terminal urges the start of the works.

The evaluation of the landscape space is one of the most important components of the environmental plan, formed on the basis of advanced functional, economic and aesthetic factors. It is a condition that can help solve the quality of the public living space in the broader context of the urban building. The study of the landscape space and development of projects is an integral part of the spatial planning, for these projects are based on the evaluation and analysis of the cultural landscape and the present building at all levels of the spatial planning.

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Kopsavilkums. Hronikās un vēsturiskajos aprakstos Jelgavai ir pieminēta tikai apbūve un tās attīstība Lielupes kreisajam krastam. Savukārt, Lielupes labais krasts jeb Pārlielupe ir bijusi kā ārpuspilsētas teritorija ar palienes plāvām un mežiem, kas piederēja gan Paulsgnades, gan Langervaldes muižu īpašumiem. Abos Lielupes krastos pilsētniekiem bija vairāki ārpuspilsētas atpūtas dārzi. Kreisajā krasta augštecē – *Lustgarten* (izpriecu dārzs – vācu val.) un *Villa Medem* parks upes lejtecē. Savukārt, Lielupes labajā krastā – Pārlielupe ar *Sorgenfreijas* (no rūpēm brīvs – vācu val.) atpūtas parku un *Langervaldes* (garais mežs – vācu val.) muižas Mežaparku. 19.gs. beigu posmā minētās vietas kalpoja kā pilsētniekiem populārākās pastaigu vietas.

Simts gadus atstāstus bergmontiešu karapūli nopostīja unikālu Lielupes labā krasta apbūvi Jelgavas apkārtnē – muižu ansambļu apbūvi – Tetelmindi, Āni, Paulsgnadi.

Desmitiem pastkaršu ar vecās Jelgavas apbūvi ir apceļojušas pasauli. Pārlielupi visspilgtāk raksturoja pastkarte ar barona fon Reckes *Valdekas* (meža stūris – vācu val.) medību pili, kura pēc pārbūves 19.gs. 70. gados no vienstāva medību mājas pārvērtās par kungu māju. Simts gadu ritējumā no pirmā pasaules kara gadiem Pārlielupes dabas pamatne ir ieguvusi jaunu pilsētībūvnieciskās telpas raksturu, kuru veidojuši vairāki Latvijas ekonomiskās politikas attīstības posmi un apbūves uzslāņojums, kas šobrīd ir nolasāms Pārlielupes ainavtelpā.

Laika periodā no 20.gs. 20 – 30.g. līdz mūsdienām Pārlielupes teritorija ir augusi vienmērīgā attīstības tempā. Savukārt, Lielupes kreisā krasta apbūve ir pieredzējusi gan izcilu vēsturiskās apbūves spožumu un pacēlumu 20.gs. sākumā, gan kara postu. Abu upes krastu atšķirīgā pilsētībūvnieciski vēsturiskā attīstība, pilsēttelpas mērogs, struktūra un dabas pamatnes atšķirības bagātina kopējo pilsētvidi. Abas pilsētas daļas funkcionāli satur kopā ceļu un tiltu tīkls, kur šodienas transporta slodze pierāda, ka ir pēdējais brīdis aizsākt Ziemeļu tilta un pilsētas apvedceļa būvniecību.

Strauju tempu būvniecība uzsākta 60. – 70.gados, kad Pārlielupē gar dzelzsceļu aptuveni 1.5 km garā joslā veidojās blīva vienlaidus ražošanas teritorija – no cukurfabrikas līdz RAF rūpnīcai. Industriālai zonai līdzās – daudzstāvu dzīvojamās ēkas. Īpaši tas ir attiecināms uz daudzstāvu dzīvojamajiem kvartāliem gar Aviācijas, Lāčplēša, P.Lejiņa, Pumpura un Pērnavas ielām. Kā savdabīgs gredzenveida ieloks, kas izauga no dzelzsceļa malas līdz netāla Lielupes palienes plāvām. Dzīvojamo teritoriju apbūves pusloku ziemeļu daļā ieskauj plašs meža nogabals, kas kalpo kā zaļā rekreatīvā telpa. Mežs radiāli ir savienots ar ielu zaļajiem „ķīļiem”, ko veido Bērzu ceļa un Vecā ceļa koku stādījumu rindas, kā arī savrupmāju dārzi.

Spēcīgs Pārlielupes ainavtelpas transformācijas process aizsākās 20.gs.20. – 90. g., Jelgavai veidojoties kā galvaspilsētas „guļamvagonam”. Transporta plūsmas intensitātes slodze Rīgas ielā ir pieaugusi vairākkārtīgi, tai grauzoties cauri Pārlielupes apbūvei. Rīgas iela kā tranzīta artērija veido Pārlielupes zaļo „mugurkaulu”, kuram pieslēdzas nelielas šķērsielas ar savrupmāju dārziem. Zaļais ielu dzīslējums (Brīvības bulvāris, Kalnciema, Garozas, Skautu ielas) radiāli pieslēdzas Rīgas ielai, kas tālāk ved pāri Lielupes tiltam no labā uz kreiso krastu. Minēto ielu zaļie „pirksti” pieskaras Lielupes labā krasta plāvām, tā pilsētībūvnieciskajā situācijā veidojot labu zaļi/zilās rekreatīvās telpas sintēzi ar apbūves teritorijām. Pils siluets, upes gultne un ap 200 m platā krasta plāva veido telpiski plašu un unikālu kultūrvēsturisko ainavu, kas īpaši iespaidīgi ir tālās skatu līnijās.

Ainavtelpas izvērtējums ir viena no svarīgākajām vides plānojuma sastāvdaļām, kas veidojas uz sabalansētas funkcionālo, ekonomisko un estētisko faktoru bāzes. Tas ir nosacījums, kas palīdz atrisināt sabiedrības dzīves telpas kvalitāti visplašākajā pilsētībūvnieciskajā kontekstā. Ainavtelpas izpēte un projektu izstrāde ir neatņemama sastāvdaļa teritorijas plānojumam. Šie projekti ir balstāmi uz dabas pamatnes, kultūrainavas un esošās apbūves izvērtējumu un analīzi visos teritoriālā plānojuma līmeņos.

21.gs. sākumā Jelgava kā reģionālais centrs ar spēcīgu infrastruktūru un izaugsmes iespēju, ir aizsākusi strauju Eiropas finansējuma piesaisti un tās iestrādi būvniecībā un inženierkomunikāciju infrastruktūras rekonstrukcijā. Par to liecina pilsētai piešķirtais augstais novērtējums – *Eiropas gada labākā pilsēta 2014*.