

The quality of landscape in Daugavpils historical centre

Kintija Cirse, Vilnis Šlars, Una Īle, *Latvia University of Agriculture*

Abstract. Landscape quality is one of the factors that influences a person's choice of residence and forms a visual image of the city. Rapid population growth in the city reflects the increased search for new places of residence; therefore, the quality of urban landscape becomes a topic issue. Urban development depends on the geomorphological, economic and political conditions, which, in the historical centre of the city of Daugavpils, have been substantially transformed over the last 100 years. Daugavpils takes pride in its great cultural and historical heritage. There are various buildings of different architectural styles and different historical time periods which have conserved the specific nature of the urban environment and thus improve the quality of landscape.

The main problem today is to create a qualitative greenery system in the centre of the city, which usually has the highest housing density and traffic volume. The negative impact of the environmental stress mostly affects the trees located along the streets. The present greenery system in Daugavpils historical centre does not meet the criteria for the sustainable development of the city, because of the decreasing amount of areas covered with greenery, plant quality and functionality. Daugavpils city has not developed guidelines for the creation of street greenery, thus, it has contributed to the degradation of the street landscape.

Keywords: cultural heritage, landscape quality.

Introduction

The subject of the research is the quality of currently ongoing street transformation of the Daugavpils historic center spatial environment. In the research the Daugavpils's historical center is considered the part of the city center with the most functional and visual importance that fits into the protection zone of the historical center of Daugavpils with distinct borders. The study does not reflect the sceneries of all streets in the historic center of Daugavpils, only the most important, in order to establish and reflect their general quality. The study is focused on the lifestyle philosophy that fits the quality of modern human life and aims at instilling an appropriate attitude in people towards the historic center. When analyzing the importance of street greenery in the historic center, it was established that a significant role is held by the trees that are not properly managed and, thus, obstructs the view of the cultural and historical buildings.

During the European Landscape Convention it was emphasized that all the Member States of the European Landscape Convention, are required to identify landscapes throughout their territory and evaluate them considering the particular values assigned to them by stakeholders and society. One of the solutions for landscape evaluation is to assess their uniqueness and typicality. That type of assessment is commonly used in urban or rural areas for displaying the uniqueness of their landscape, for example, for tourist and population attraction purposes, as well as when planning the urban development, in order to prevent changes during the transformation process in the quality of the constituent elements that hold the value of this historical landscape [8]. Daugavpils is one of the few Latvian cities that can take pride in such a

unique city center, which until today has remained a unified ensemble [5]. The historical center is an urban monument under state protection, which houses many individual architectural monuments and important cultural and historical sites. The protected cultural monuments are bound by the following borders: Rīgas Street from the Daugavas Street to the Cietokšņa Street, Cietokšņa Street to Sakņu Street, Sakņu Street up to Stacijas Street, Stacijas Street to Lāčplēša Street, Viestura Street till Raiņa Street, Raiņa Street to Alejas Street, Alejas Street till 18. Novembra Street, 18. Novembra Street up to Daugavas Street, and Daugava Street up to Rīgas Street [3], see Figure 1.

Today the historic center is a modern urban neighborhood, where the old buildings are still preserved, with ongoing restoration works, and new idea planning and implementation. The area is to be preserved and developed as a multifunctional city center (administrative, public, residential, cultural, educational, scientific, tourism, and commercial).



Fig. 1. The boundary and protective aisle of the Daugavpils historical centre urban construction monument of national importance [Source: construction by author's, 2014]

In perspective, for repairing, restoring and reconstructing buildings and adapting them to modern function, it is necessary to incorporate historical materials in order to achieve effective preservation of cultural heritage, preferably in unaltered form [3].

Therefore, the objective of the study is to define the relationship between the main formers of the cultural, historical and modern building architecture, and the "green" architecture of the housing of the historic centre.

Materials and Methods

The study of the landscape quality of the Daugavpils historical center was carried out in the period from December 2014 to October 2015. To reach the aim of the research a scientific research literature was studied – analyses of publications and electronic resources, analysis of cultural and historical sites, street greenery parks, squares and green spaces in the historic center of Daugavpils, surveys on Daugavpils historic center and its present condition. The research includes an interview with an expert and materials derived from the architect Ģertrūde Rasnače, who has been the main architect of the city of Daugavpils in the period from 1988 to 1992.

Upon studying the urban planning documents of the Daugavpils city, it was established that the value of the street landscape in the Daugavpils city centre it is not amply identified and exhausted. In the modern human perception, it is losing its historical authenticity, and the landscapes of Daugavpils historical center street can be attributed to the typical town landscapes. A typical landscape is characterized by a certain type of landscape, which reflects a certain city development process, era, architecture, urban planning solutions, and natural conditions. The goal for retention of the typical landscape is to preserve the historical authenticity of the landscape during the city development.

Consequently, based on the experience of other countries, as well as the analysis of Daugavpils and the Daugavpils city historical center development, the study established the following criteria: aesthetic evaluation and cultural assessment, which are reflected in this article. Other criteria, such as the ecological, socio-economic assessment, etc., which were also raised in the research process, need further study. According to the criteria of the study, analysis was carried out on the following areas of the Daugavpils historic center: Rīgas Street, Saules Street, Lāčplēša Street, Raiņa Street, 18. Novembra Street, Imantas Street, Kr. Valdemāra Street, Teātra Street, Ģimnāzijas Street, Mihoelsa Street, and Alejas Street, see Figure 2. To gather and define the results, a monographic or descriptive method was applied, which was based on the study of acquired scientific knowledge and the findings regarding the analysed area.



Fig. 2. Daugavpils Street network
[Source: construction by author's, 2014]

Results and Discussion

Almost every city of Latvia has a street named Rīgas Street, as a peculiar road sign indicating in which direction the capital city can be found. Rīgas Street in Daugavpils finds its beginnings in the history's olden times. During the Livonian War, Czar Ivan the Terrible with his troops took over the Dinaburg castle. When he saw that the castle is in a convenient location, he commanded to ruin it and then laid the groundwork for the little fortress [7]. In 1577 was built a fortification, which still remains at the tram stop near the railway bridge. The city was built around it; in the beginning - the old suburb, later - the new center of Daugavpils. One of the first streets was the Rīgas Street. It began at the river, which had a pier a long time before. In 1829, during floods, the river overflowed and flooded the entire city. After that the construction of the dam began. It was completed in 1841. In the dam slope, at the beginning of the street, was set up the way to the pier. At the beginning of Rīgas Street is the oldest park of the city, which opened in the summer of 1822 and was named Dubrovin Park - in honor of the city mayor P. Dubrovin, who himself took part in the planning of the garden.

Soon Rīgas Street became the city's commercial center where there were plenty of shops, hotels, trading houses, railway-men club, and bakery. In 1980s several commercial places were built. Near them used to be a square with many boutiques and a newly-built hotel. New accent in Rīgas Street was added by the Unity House built in 1936-1937 [9]. The greenery of the Rīgas Street stretch between Parādes Street and the Unity Square consists mainly of lime tree row on one side and Dubrovin Park on the other side. The old lime tree row has survived until today. Courtyards of the Rīgas Street adjoining areas are well organised and clean, while the existing lime tree crowns and trunks are asymmetric and dysfunctional. The lime tree alley is obsolete and does not fulfill its original function. Street greenery needs to be restored, so the building facades could be transparent, and the architecturally



Fig. 3 Riga Street in 1900

[Source: material from Ģ. Rasnače's personal archive]



Fig. 4. Section of Riga Street in 2014

[Source: photo by K. Cīrse, 2014]



Fig. 5. Fire station in 1900

[Source: material for Ģ. Rasnače's personal archive]



Fig. 6. View of the Fire Station in 2014

[Source: from author's private archive]

valuable heritage is not hidden behind the tree barrier. Rīgas Street is mainly dominated by two-story buildings. Historical photos reflect that buildings on Rīgas Street are not obscured by lime tree lines, the building architecture is exposed, see Figure 3.

Daugavpils Local History and Art Museum is one of the oldest and largest museums in Latgale. It was founded in 1938. Located in one of the most beautiful buildings in the city - Art Nouveau building constructed in 1883, which is a cultural monument of architecture, see Figure 3. The building has a very complex and diverse facade decoration and tectonics. Profiled clay brick, glazed ceramic tiles, crosses with chopped granite chip finish - such a large variety of materials. A variety of window shapes, a reference plane protruding from the front porch, wooden doors with sophisticated patterns, balconies, entrance canopies with glazing – it is only a part of all facade elements [2]. Nowadays the architecture scenery is obstructed by existing trees, which are in a bad condition and their crowns are not tidily shaped, so they would smoothly integrate in a particular street area, see Figure 4.

The study found another historical view of the Rīgas Street - from Aleksandra Ņevska (Vienības) Street up to the dam side- on the right hand there is the city firefighter building with an observation tower (built in 1876), behind it is a Dubrovin Park and the main entrances to the park [6]; see the historical photographic material in comparison to the contemporary situation in Figures 5 and 6. Dubrovin Park was the most popular place for time spending. On the summer stage used to perform brass bands and variety of artists, and people strolled through the alleys and rested at the fountain.

During World War I and the Civil War the garden turned into a bog, overgrew with weeds and all existing buildings gradually dilapidated. In 1935 it was radically reconstructed; the pond was renovated, a new fountain was built, additional drainage systems were built, new trees and greenery were planted [2], see Figure 7 and Figure 8 for present situation.

Rīgas Street is one of the most important streets of Daugavpils infrastructure development, which at all times has been the center of attention. Addressing Daugavpils development plans for different periods of time, it must be concluded that its function has remained unchanged. Since the construction of the historic city center, Rīgas Street has been a commercial and heavy traffic street. Mainly, Rīgas Street connects two important points - Daugava freeway and Daugavpils railway station. In earlier detailed plans, Rīgas Street was supposed to be constructed as the main street, but for various



Fig. 7. Dubrovins Park garden around 1935
[Source: material from G. Rasnače's personal archive]



Fig. 8. Dubrovins Park in 2012
[Source: photo by K. Cīrse, 2012]

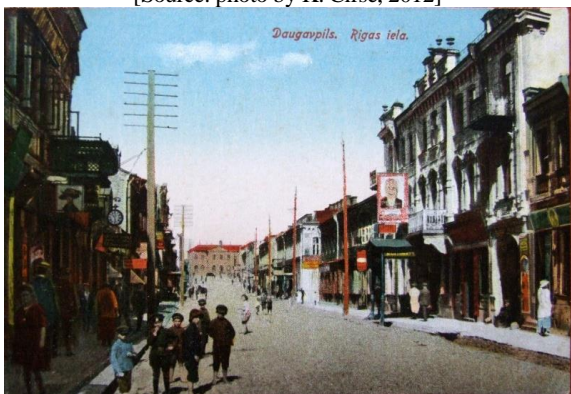


Fig. 9. Riga Street section used as a pedestrian street
[Source: material from G. Rasnače's personal archive]

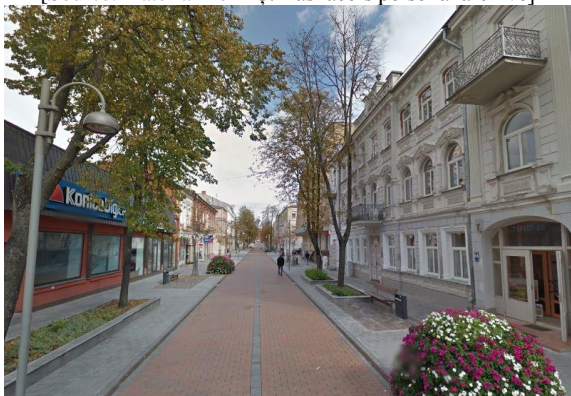


Fig. 10. View of the Riga Street from the Alejas Street intersection [Source: photo by K. Cīrse, 2014]

political reasons, its construction was not realized. Presently, Rīgas Street from the Cietokšņa the Stacijas Street is considered a pedestrian street [15], see Figures 9 and 10. Today, the fully landscaped Rīgas Street is equipped with perennial flower tubs, rectangular flower beds and neglected chestnut alleys. The study found that the chestnut trees significantly obscure the cultural heritage of the street.

With the onset of the World War I, Pēterburgas (Saules) Street was renamed Petrogradas Street due to the name change of the Russian imperial capital. Initially the street was built from single-storey and two-storey wooden houses. In the second half of the 19th century the first two-story and three-story stone houses were built; this type of construction lasted until the 20th century. From 1856 until 1864 a construction of Alexander Nevsky Cathedral took place on Alexander Nevsky Square. The cathedral was located in the middle of Pēterburgas (Saules) Street and was visible throughout the whole length of the street. There used to be a synagogue on Pēterburgas (Saules) Street, but it was blown up in 1941, the same as the Alexander Nevsky Cathedral in 1969. Pēterburgas (Saules) Street became one of the central streets of the city, which, with only few changes, has survived until today.

The street went bankrupt during World War I and was renamed the Pēterburgas Street; later the street names changed unevenly. From 1924 it was called Saules Street, from 1952 its name was Gogoļa Street, and finally in 1991 the street was renamed Saules Street again - name that exists to this day. The street located different school institutions - in the 20th century there was men trade school, a Jewish secondary school, and a Russian secondary school. At the beginning of the 20th century two magnificent Art Nouveau buildings were constructed (building No. 41 and No.55) whose facades were decorated with bay windows, cornices and pediments. These buildings have survived to this day. After the construction works in 1930s, during World War II, the street suffered immensely - countless blocks full of building ruins that were not reconstructed [11]. In whole, the landscape of Saules Street, which characterizes the historical diversity of the city, was transformed relatively little. The street has maintained and successfully reflects the perimetral masonry construction. Existing street greenery requires participation of landscaping professionals for qualitative tree crown formation, see Figures 11 and 12.

The red brick architecture is characteristic of Daugavpils scenery since the 19th century, with the beginning of town's historic center. Most of the red brick buildings reflect one of the types of eclecticism, but not all of them can be attributed directly to the eclecticism. The traditions of



Fig. 11. Saules Street and Institute Street intersection
[Source: from author's private archive]

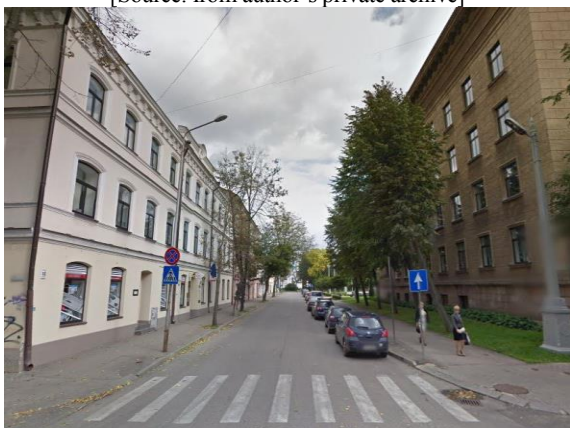


Fig. 12. Saules Street greenery, 2014
[Source: from author's private archive]

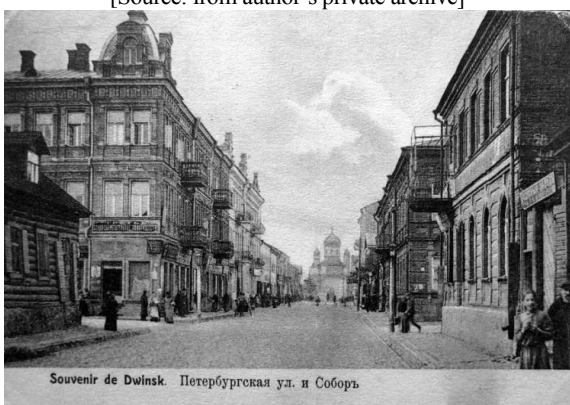


Fig. 13. Saules Street in 1900
with Alexander Nevsky Cathedral in the background
[Source: material from Ģ. Rasnače's personal archive]



Fig. 14. Brick housing on Saules and Institūta Streets in 1904
[Source: material from Ģ. Rasnače's personal archive]

construction can be divided into several stages - historical and post-war. Many buildings can be attributed to historic, including Daugavpils City Hall on Kr.Valdemāra Street, Polish State Gymnasium etc. One of the brightest examples of eclecticism is the building on Saules Street 1/3, which houses Daugavpils University Faculty of Music and Arts. The façade of this building has rich red brick plasticity, with straight and curved eaves, cornice, arches and consoles. In this building, formerly known as Livsic House, was the first telephone exchange in Daugavpils, later, from 1921 - Teachers Institute. In Daugavpils and Latvia the eclecticism type, referred to as "red brick style" became popular around 1907, when the bricks began to be used not only for building materials, but also as a decorative element. Many buildings of red brick were built after World War II, based on pre-war traditions. At that time a lot of production facilities appeared. The red brick style was used in construction of industrial buildings and warehouses. In 1950's the last red brick buildings were constructed, later followed by Soviet-era architecture [1], see Figures 13 and 14.

Lāčplēša Street originally was called Oficiēru Street, which first appeared in the first half of the 19th century. The street stretched from the dam to the Riga - Orlov railway line. Different types of entertainment institutions were located on the street from the dam up to Aleksandra Ņevska (now Vienības) Street. The only thing that makes Lāčplēša Street special and unique, with a rich past, is the street cobblestone flooring, which still exists. There are no more streets like this in the city [18].

There used to be eight working synagogues on the Oficiēru (Lāčplēša) Street. The first synagogue was built in 1849. Almost all of the synagogues were burned down during World War II. The debris was completely demolished and removed only in 1960. The Great public synagogue used to be located in the house No. 39, which was built in 1840, but in 1980 the building was rebuilt. Synagogue No. 33, which was located on the corner of the Cietokšņa Street building No. 38, which was built in 1870, intermittently operates until present. In 1980, in connection with the building of the new bridge across the Daugava, Lāčplēša Street was shortened up to the Muzeja Street. The Lāčplēša Street has preserved several historical buildings, which are currently the state's cultural monuments - No. 6/8, 10, 20, 22, 24, 39, 42 [18], see Figures 15 and 16.

Hotel "Lielā viesnīca" (The Great Hotel) was built in the second half of the 19th century on the Virsnieku (Lāčplēša) Street 10 with the side facade facing the Teātra Street. It completely corresponded to its name and was the largest hotel in the city. It functioned until World War I. View at the



Fig. 15. Lāčplēša Street scenery in 1900
[Source: material from Ģ. Rasnače's personal archive]

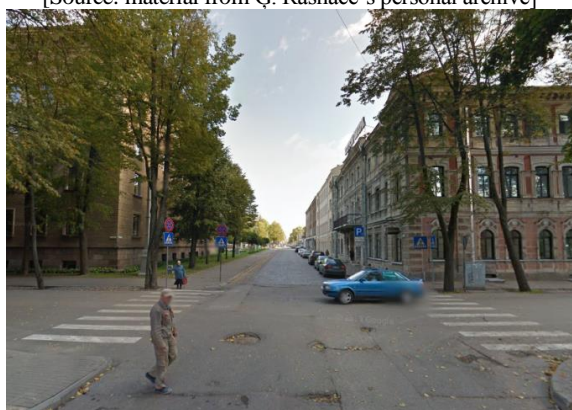


Fig. 16. Lāčplēša Street scenery in 2014
[Source: from author's private archive]



Fig. 17. Raina Street view in 1900
[Source: material for Ģ. Rasnače's personal archive]



Fig. 18. Raina Street view in 1900
[Source: material for Ģ. Rasnače's personal archive]

Virsnieku (Lāčplēša) Street houses. Corner house is the Dvinsk Volunteer Firefighter association's First column station. The neighboring building, which was built in 1820s by architect A.Štaubergs' project, was housing the Treasury (State Court) since 1860, which was responsible for the treasury budget [6]. The landscape is publicly available and heavily utilized. Today it is mainly used for traffic, but in perspective, it could also have a significant tourist attraction.

Muižnieku Street (Raina Street) first appeared in the first half of the 19th century. The street stretched from the dam at the River Daugava to the Varšavas Street. In 1850 the street was divided by Riga - Orlov road, but the two parts were connected by the railway line. In 1924 the name Muižnieku Street was changed to Jāņa Raina Street. Since then the street has not been renamed. The street name is given in honor of the famous poet and playwright. This Street was notable for the variety of different pastry and coffee shops, as their fragrance travelled across the whole street. At the beginning of the 20th century Muižnieku (Raina) Street rapidly revived, with the opening of a number of shops and entertainment institutions [12]. The street was built from small and simple single-storey to two-storey wooden houses, which did not correspond at all to the Muižnieku (Raina) Street name. From a three-story stone building No. 2/4 opened a wonderful view of the Daugava, which to this day is still preserved as an architectural monument. From 1863 to 1865 on Muižnieku Street No.5 took place a construction of a beautiful stone building, which unfortunately burned down during World War II. The Street was embellished by red brick buildings No.13 / 15 [12], see Figures 17 and 18.

After World War II, the street was rebuilt using the Soviet-style architecture. Existing tree plants have reached their physical age and they are no longer able to function, thus creating a dysfunctional public landscape. Dvorjanskaja - Muižnieku (Raina) Street view from the new construction side. In the background is a railway level crossing, which was located in Riga - Orlov railway station area. Across the level crossing, which crossed nine railway lines, almost three thousand wheel carts used to drive per day [6].

The study found that 18. Novembra Street, which crosses Daugavpils from west to east, is the longest street in the city. Its length to city border in Vecie Stropi is about 10 kilometers, but from there the street stretches another 2-3 km long. 18. Novembra Street has one of the main Latvian southeastern freeways, which led to St. Petersburg [19]. Until 1917 its name was Šosejas Street and it served as the dam, protecting the central part of the city from the spring floods. In 1920s the Šosejas Street



Fig. 19. 18. Novembra street in 1908-1904
[Source: material for Ģ. Rasnače's personal archive]

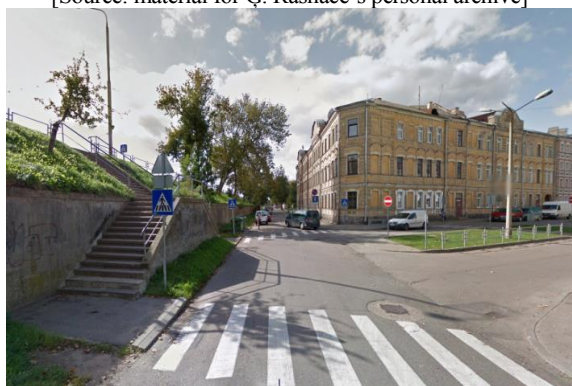


Fig. 20. 18. Novembra street in 2014
[Source: from author's private archive]

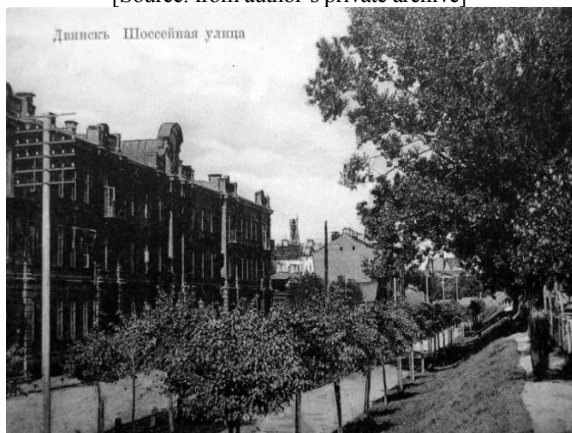


Fig. 21. 18. Novembra street in 1908-1904
[Source: material for Ģ. Rasnače's personal archive]



Fig. 22. 18. Novembra street in 2014
[Source: from author's private archive]

was given another name – 18. Novembra Street. The street held this name until 7 September 1944, when the Soviet Union changed the "bourgeois" name to the Sarkanarmijas Street (Red Army Street). In 14 November 1991, the street's former name was returned [9].

18. Novembra Street in Daugavpils is unique. Many important objects are located on this street. It is no coincidence that exactly fifty years ago this street opened the first tram track [19]. A lime tree avenue has been preserved since the beginning of dam construction. It is necessary to restore the adjoining green areas along the street so that they do not obstruct the view of housing facades; thus, preventing hiding the architecturally valuable cultural heritage behind the trees. The spacious green area, which lies along to the tram rails, should be studied and reconstructed into a resting and walking area, as it has previously similarly been done with the low-altitude lime tree alley. The existing tree alleys require participation of professionals in the tree crown shaping. Most of these areas are no longer pleasant outdoor scenery, where the most important role, besides the infrastructure construction and other aspects, was delivered directly by greenery [4]. On the right side is immortalized a house that has survived to the present day on the Šosejas (18. Novembra) Street 45. On the left side lies the then existing exit from the dam (view from the railway in the direction to Daugava). The three-storey house on the Šosejas (18. Novembra) Street 37 is one of the houses that belonged to a local businessman Vaclav Mols. In 1926 the building, which was built at the turn of the 19th and 20th century, was reconstructed and utilized as the district court. In the beginning of the 20th century a lime tree alley was planted in two rows with benches placed beneath the trees. Opposite the alley were two-story and three-story stone buildings, which were adapted as durable housing. Here lived highly reputable tenants of the highest rank of honor - doctors, lawyers and engineers [19], see Figures 19, 20, 21 and 22.

The Postojalaja (Mihoelsa) Street began its existence in the first half of the 19th century. The street stretched from the Rīgas Street up to the 18. Novembra Street, which to this day has not changed its function. It is characterized by a disorganized greenery system, which does not create a uniform street landscape. There are multiple non-landscaped green spaces - the building front yards and green areas on the corner intersections, see Figure 23. The 75th Cultural and historical landscape evaluation was high. The buildings are national cultural monuments, which is an important element of the cultural and historical landscape. They present valuable historicism style architecture [13]. The Vladimira (Ģimnāzijas) Street



Fig. 23. The Building of National Bank on Ģimnāzijas Street in 1908-1914

[Source: material from Ģ. Rasnače's personal archive]



Fig. 24. The Building of National Bank on Ģimnāzijas Street in 2014

[Source: from author's private archive]

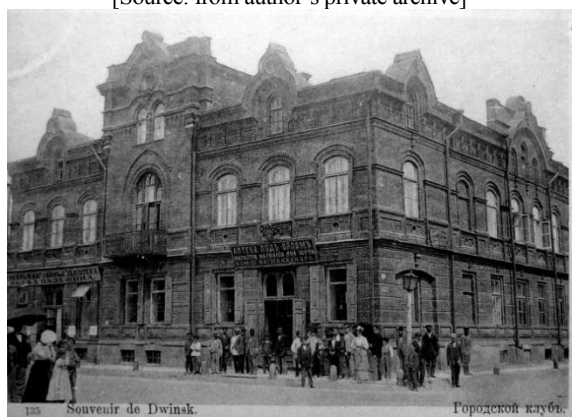


Fig. 25. Imantas street in 1904.-1908

[Source: material from Ģ. Rasnače's personal archive]

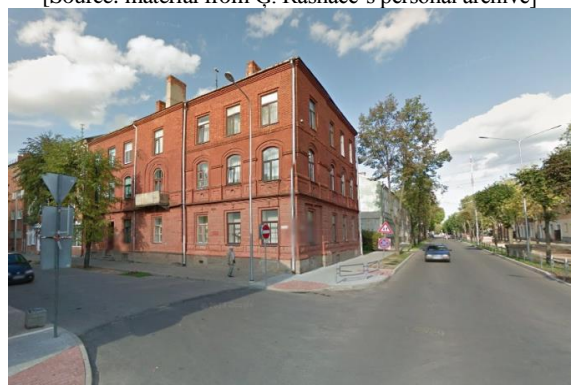


Fig. 26. Imantas street in 2014

[Source: from author's private archive]

was the first street in the city where cobblestone pavement was replaced by asphalt pavement and the sidewalk was widened. At the end of the 1930s it became a popular walking street - citizens called it the Champs Elysees of Daugavpils. The street was decorated and landscaped. After World War II the street and its buildings were demolished. The Street gradually took a new look with the beginning of modern building construction [17]. At Vladimira (Ģimnāzijas) Street Alexander Square was created, which mostly located a variety of shops, storage sheds, warehouses and restaurants. During the Great fire in 1862 the market burned down, and in the old market place was built the first most beautiful city park - Andrejs Pumpurs Public Garden. The garden was surrounded by an ornamental metal fence. Exotic trees, shrubs and flowers were planted in the garden. It nestled a beautiful fountain and a sundial. In 1850 the building No. 22 was built, which was the first town bookstore - the largest in the Vitebsk province. The building also housed the oldest city pharmacy "Zem Ērgļa." At the beginning of the 20th century there used to be the town hall, and after that - the town club. During the World War I the house burned down, but a part of it was restored as a residential house. On the street there used to be various kinds of musical instrument and firearm shops, as well as, at the turn of the 19th and 20th century, in a specially built building was a department of the National Bank of Dvinsk. Bank surroundings were a beautiful cultivated plantations that presently have lost their original function, see Figures 23 and 24.

Teātra Street, from 1948 until 1991, used to be named Komjaunatnes Street. At the end of the 19th and the beginning of the 20th century the street was assigned a significant governmental and business city function and character. In 1856 a drama theater was opened on Teātra Street, which was located not far from the Daugava River, between a courtyard garden and a one-storey wooden building. The origin of Teātra Street: the street was named after the first theater built on the current territory of Latvia, which was opened in 1856. The theatre was introduced by the engineer of Dinaburg fortress N. Hagelstrom, who later became the head of the town. On the Teātra and Pēterburgas (Saules) street in the 20th century in the Bitenberga house was open an Illusionist club "Grand-Elektro". After World War II its place was taken by the cinema "Kolizejs", but unfortunately the building was demolished in 1950, when the Pedagogical Institute (University of Daugavpils) was constructed. The main entrance in the Dubrovin Park was located at the end of the Teātra Street [14].

In contrast, during power shifts, Imantas Street was renamed several times. The origin of Imantas Street name is not known. Perhaps the name of the

street comes from the title of the Green Market Square, at the time. Initially, the street was called Zaļā (Green) Street, only in 1934 it was renamed the Imantas Street. The beginning of Imantas Street existence dates back to the first half of the 19th century, see Fig.25 and 26. The street stretched from the bank of Daugava River up to Riga - Orlov railway line. Among the Mihoelsa, Viestura and Kr.Valdemāra Streets there used to stand closely built wooden houses with shops and warehouses. On the Imantas Street was a fish and vegetable market. The residential buildings were located in the northern part of the street, but in 1870 the houses were demolished and in their place new meat shops were built. For 70 years Zaļā (Imantas) Street was especially notorious because of the distinct unpleasant odor that came from the meat store. The market occupied most of the quarter's territory and was mainly built up with one-storey stone houses. The building layout of the area formed a "U" shape. In turn, in the middle of the center was located a red brick well, which supplied the stores with hot water. Unfortunately, during the World War II 80% of these shops were burnt down and the ruins were cleared off.

The present Imantas Street is significantly shorter than Zaļā (Imantas) Street. Upon the city renovation, the city authorities, in place of destroyed blocks that were located at the end of Zaļā (Imantas) Street, proposed to set up Railway and Culture Park (now Central Park). The road construction was granted the Council building status and after few years, Imantas Street reminded nothing of its history. Currently Imantas Street ends at the Railway and Culture Park (Central Park) borders. During the new construction period the driveway was extended, dividing opposite driveway lines with tree alleys. Imantas street is one of the liveliest streets of the city, where buses go to and from the bus station, because it is the main exit from the city [16]. The street characterizes the development of street landscape of the city in the middle of the 20th century. Its landscape is represented by a wide open space where the housing has retreated, disrupting the historic structure of the street. The landscape is made up by the street itself and the relatively dense and perimetric constructions of brick buildings. The lime trees add variety to the street space character. The main frame makers of the Imantas Street is the lime tree alley with 2 m wide green zones on both sides of the street, and lime tree row separating the driveway traffic in both directions. The lime tree alley, which is located closer to the building facades, was planted around the middle of the 20th century, while the lime tree row in the middle of the driveway was planted at the end of the 20th century with a 2.5 m wide green strip. The structure of trees along the driveway sides



Fig. 27. Alejas street in 1960

[Source: material from G. Rasnače's personal archive]



Fig. 28. Alejas street in 2014

[Source: from author's private archive]

is in bad condition, it disrupts the prevailing rhythm of the street greenery. The street greenery needs to be renovated so that the housing facades are not hidden behind the 'spindling' tree trunks and unsymmetrical tree crowns. The densely growing trees overshadow the street territory, narrowing the viewing angle on the architectural heritage. Consequently, it would be desirable to expose the current state of the area to a successful rearrangement and restoration processes, considering the experience of other countries [4].

The construction of Silverovska (Kr.Valdemara) Street dates back to the first half of the 19th century. The street stretched from the dam to Stacijas Street. After World War II, a great part of the city was destructed and many of the buildings were not renewed. In their place was built a park, which still exists to this day. When constructing the park, Kr.Valdemara Street was shortened up to the Central Park - Viestura Street [18]. The garden houses centenarian conifer and leaf tree plants.

Purva (Alejas) Street appeared in the first half of the 19th century. It started at the dam (near secondary school No 9) and ended at the Esplanade. Alejas Street was the lowest area of the city center; therefore, the street was built wide with a deep sewage ditch in the middle. Poplar trees were planted in the beginning of the 20th century. In 1924 Purva Street was renamed Alejas Street [10]. Ditch, which was

located on the Alejas Street, was widely utilized as a water body. It was always full of water, because it was the lowest place in town, where all the rain waters gathered; therefore, in the summer children played with toy boats and skated on it in the winter. After World War II Alejas Street was divided into two parts - Alejas Street stretch from the dam until Raiņa Street, and the other part – stretching from Lāčplēša to Kandavas Street. The street was divided by the newly constructed park. On average, houses on Alejas Streets were mainly two-story houses built of wood, but on the cross point of Rīga Street and Alejas Street stood stone two-story houses. The beautiful wooden houses and Alejas Street were burned down from the dam to Lāčplēša Street [10]. For comparison of Alejas Street's historical and contemporary perspective, see Figures 27 and 28.

References

1. **Baranovska, I.** Daugavpils bagātība – sarkano ķieģeļu arhitektūra, *Latgales laiks*, 2009, Nr.34, februāris, 21-22. lpp.
2. **Cirse, K.** *Daugavpils pilsētas parki un skvēri*, 2013.
3. Ekskurss Daugavpils pilsētas vēsturē [tiešsaiste]. [citēts 22.12.2014.]. <http://www.visitdaugavpils.lv/lv/turisms/ekskurss-daugavpils-pilsetas-vesture>
4. **Īle, U.** Principles for planning residential area greenery. *Research for rural development 2011: annual 17th international scientific conference proceedings*. Latvia University of Agriculture. 2011, pp. 182-188
5. **Kudiņa, Ģ.** Daugavpils centrs. Latvijas arhitektūra, 1998, Nr. 15-89, februāris, 14.lpp. Novembra iela, Latgales laiks, 2008, Nr.55, maijs 18.lpp.
6. **Kudiņa, Ģ.** Materiāli XX sasaukuma Daugavpils Tautas deputātu padomes 5. sesijai. *Daugavpils*. Daugavpils: Daugavpils tipogrāfija, 1990.
7. Rīgas iela – vissenākā Daugavpilī, *Latgales laiks*, 2001, Nr.63, 17. augusts, 15. lpp.
8. Rīgas pilsētas ainavu teritoriju izdalīšanas, analīzes un novērtēšanas pārskats [tiešsaiste]. Latvijas Universitātes Ģeogrāfijas un Zemes zinātņu fakultāte, Rīga, 2009. [citēts 01.12.2014.]. http://www.sus.lv/sites/default/files/media/faili/ainava_atksaite_riga.pdf
9. **Škirmants, J.** Daugavpils 1940. gadā. *Dzeive*, 1972, Nr. 111, janvāris, 6. lpp.
10. Болото и аллея в центре города, *Сейчас*, 2006, Н.15, апреля., 10 страница
11. Дорога б Крепость, *Сейчас*, 2007, Н.17, апреля, 17 страница
12. Имени великого поэта, *Сейчас*, 2013, н.32, сентября, 10 страница
13. Капаванная улица старого двинска, *Дунабург вести*, 2009, Н.24, окт., 12-15 страница
14. **Кирилоба.** Улица Даугавас ждуд перемены, *Сейчас*, 2005, Н.12, апреля, 19 страница
15. Посвящение улице Ригас, *Сейчас*, 2014, н.37, сент., 15 страница
16. **Романовская.** Вдоль но Зеленой, да но Имантас, *Сейчас*, 2006, Н.39, сентября, 8страница
17. **Романовская.** Елисейские поля Даугавилс, *Сейчас*, 2006, Н.22, июня, 6 страница
18. **Романовская.** Улица радости, слоз и молитв, *Сейчас*, 2006, Н.24, августа, 12-15 страница
19. Шоссе, неподдастное времени и бойнам, *Сейчас*, 2010, Н.18, марта., 22 страница

INFORMATION ABOUT AUTHOR:

Kintija Cirse, Landscape Architect in Ltd. “Veido vidi”. Master student (since 2015) at the Faculty of Geography and Earth Sciences, Department of Geography, Laboratory of Regional Planning. E-mail: kintija.cirse@gmail.com

Vilnis Šlars, Architect in Ltd. “Arhitektu birojs ARTEKS”, Mg. arch., PhD student (since 2015) at the Faculty of Rural Engineers, Department of Architecture and Construction of the Latvia University of Agriculture, 22 Liela iela, Jelgava, Latvia, LV-3001. E-mail: vilnis@arteks-ab.lv

Una Īle, Dr. arch., Assist. Prof. (since 2012) at the Faculty of Rural Engineers, Department of Architecture and Construction of the Latvia University of Agriculture, 22 Liela iela, Jelgava, Latvia, LV-3001. E-mail: una.ile@llu.lv

Kopsavilkums. Ainavas kvalitāte ir viens no faktoriem, kas ietekmē cilvēka dzīvesvietas izvēli un veido pilsētas vizuālo tēlu. Strauja iedzīvotāju skaita palielināšanās pilsētā liecina par jaunu dzīvesvietas meklēšanu, tādēļ aktuālāki kļūst jautājumi par pilsētas ainavas kvalitāti. Pilsētu attīstība ir atkarīga no ģeomorfoloģiskā, ekonomiskā un politiskā stāvokļa, kas 100 gadu griezumā Daugavpils vēsturiskajā

Conclusions

The cultural heritage of Daugavpils historic center, emphasizes its strong relation to the European culture – as a spiritual symbol, an ensemble of architectural forms and a remarkable example of the town's identity. The greenery has not experienced any drastic changes; there are distinct aesthetic quality features in the diversity of the greenery. An important role in the street greenery protection, reconstruction, development and creation carries the monitoring that can be carried out at the municipal level. The city should be united in its greenery nature, trends and colors. It is necessary to create a unified greenery system that would interweave the entire city, and link it with the existing urban green infrastructure, which would include parks, squares, and green lanes of streets, alleys and neighborhoods with new high quality or renovated plantation systems.

centrā ir būtiski transformējusies. Daugavpils var lepoties ar lielu kultūras un vēstures mantojumu. Pilsētā atrodas dažādu arhitektūras stilu un laiku ēkas, kas pilsētvidei piešķirt īpašu raksturu un ainavai piešķirt augstāku kvalitāti.

Mūsdienās aktuāla problēma ir kvalitatīvas apstādījumu sistēmas izveide pilsētas centrā, kur parasti ir vislielākais apbūves blīvums un satiksmes intensitāte. Vides stresa negatīvajai ietekmei visvairāk pakļauti ir ielu malās augošie koki. Mūsdienu Daugavpils vēsturiskā centra apstādījumu sistēmas attīstība neatbilst pilsētas ilgtspējīgas attīstības kritērijiem, jo samazinās ar apstādījumiem aizņemtās platības, apstādījumu kvalitāte un funkcionalitāte. Daugavpils pilsēta nav izstrādājusi vadlīnijas ielu apstādījumu veidošanai, kā rezultātā veidojusies degradēta mūsdienu ielu ainava.

Pētījums par Daugavpils vēsturiskā centra ainavtelpas kvalitāti veikts laika posmā no 2014. gada decembra līdz 2015. gada oktobrim. Mērķa sasniegšanai izmantotas zinātniski pētnieciskās literatūras – publikāciju un elektronisko resursu analīzes, analizēti kultūrvēsturiskie objekti, ielu apstādījumu parkiem, skvēriem un zaļās zonas Daugavpils vēsturiskajā centrā, apsekots Daugavpils vēsturiskais centrs, fiksēta esošā situācija. Pētījuma procesā veikta eksperta intervija un iegūti materiāli no arhitektes Ģertrūdes Rasnačes, kas ir bijusi kā galvenā arhitekte Daugavpils pilsētā laika posmā no 1988. līdz 1992. gadam.

Pētījuma priekšmets ir Daugavpils vēsturiskā centra arhitektoniski telpiskajā vidē notiekošās ielu ainavas transformācija kvalitātē. Par Daugavpils vēsturisko centru, pētījumā tiek pieņemta funkcionāli, vizuāli un pilsēt būvnieciski nozīmīgākā pilsētas centra daļa, kas iekļaujas Daugavpils vēsturiskā centra aizsardzības zonā, ar noteiktu tās robežu. Pētījumā netiek atspoguļotas visas ielu ainavas Daugavpils vēsturiskajā centrā, bet tikai būtiskākās, lai kopumā konstatētu un atspoguļotu to kvalitāti. Pētījums ir orientēts uz mūsdienu cilvēka dzīves kvalitātei un filozofijai atbilstošas nostājas un attieksmes veidošanu pilsētas vēsturiskajā centrā. Analizējot ielu apstādījumu nozīmi vēsturiskajā centrā, konstatēts, ka būtisku lomu ieņem kokaugi, kas netiek pareizi apsaimniekoti un būtiski aizsedz kultūrvēsturiskās ēkas.

Daugavpils vēsturiskā centra kultūrvēsturiskais mantojums, pārliecinoši raksturo pilsētas piederību Eiropas kultūrai – kā garīgs simbols, arhitektonisko formu kopums un izcils pilsētas identitātes piemērs. Apstādījumi līdz mūsdienām nav piedzīvojuši krasas pārmaiņas, pastāv atšķirīgas estētiskās kvalitātes iezīmes apstādījumu daudzveidībā. Svarīga loma ielas apstādījumu rekonstrukcijas aizsardzībā, attīstīšanā un veidošanā ir monitoringam, ko iespējams veikt pašvaldības līmenī. Pilsētai vienoti jāveido savs apstādījumu raksturs, tendences un krāsas. Nepieciešams veidot vienotu apstādījumu sistēmu, kas caurvītu visu pilsētu, veidotu saikni ar esošo pilsētas zaļo infrastruktūru, kas ietvertu parkus, skvērus, ielu zaļās joslas, alejas un kvartāli ar procentuāli augstu jaunu vai atjaunotu apstādījumu sistēmu.