



Rail Baltica in Riga – challenges and opportunities

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Joint chamber business networking breakfast
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Implementation of «Rail Baltica» project in Riga

(is it a challenge or rather an opportunity?)

As an opportunity

- Project as **a catalyst** for «sleeping» development and place improvement opportunities
- **Multi-modal hub** principle in designing and development
- Improvement of **business and urban environment**
- Direct rail shuttle link between Riga Central Railway Station and Riga International Airport
- More international connections right from the heart of the city

As a challenge

- Ability for **cross-institutional cooperation**
- Efficient combination of **seeing «a wider picture»** and **tons of details** to be solved in a **limited time frame**
- Ability to **set priorities** in project implementation
- Ability to **maximise private capital involvement** in implementation of the wider development concept
- Seeing **beyond the project time-line** (spin-off effects, maintenance costs, ownership etc.)

Confusion about the scope of «Rail Baltica» in Riga



(is there any?)

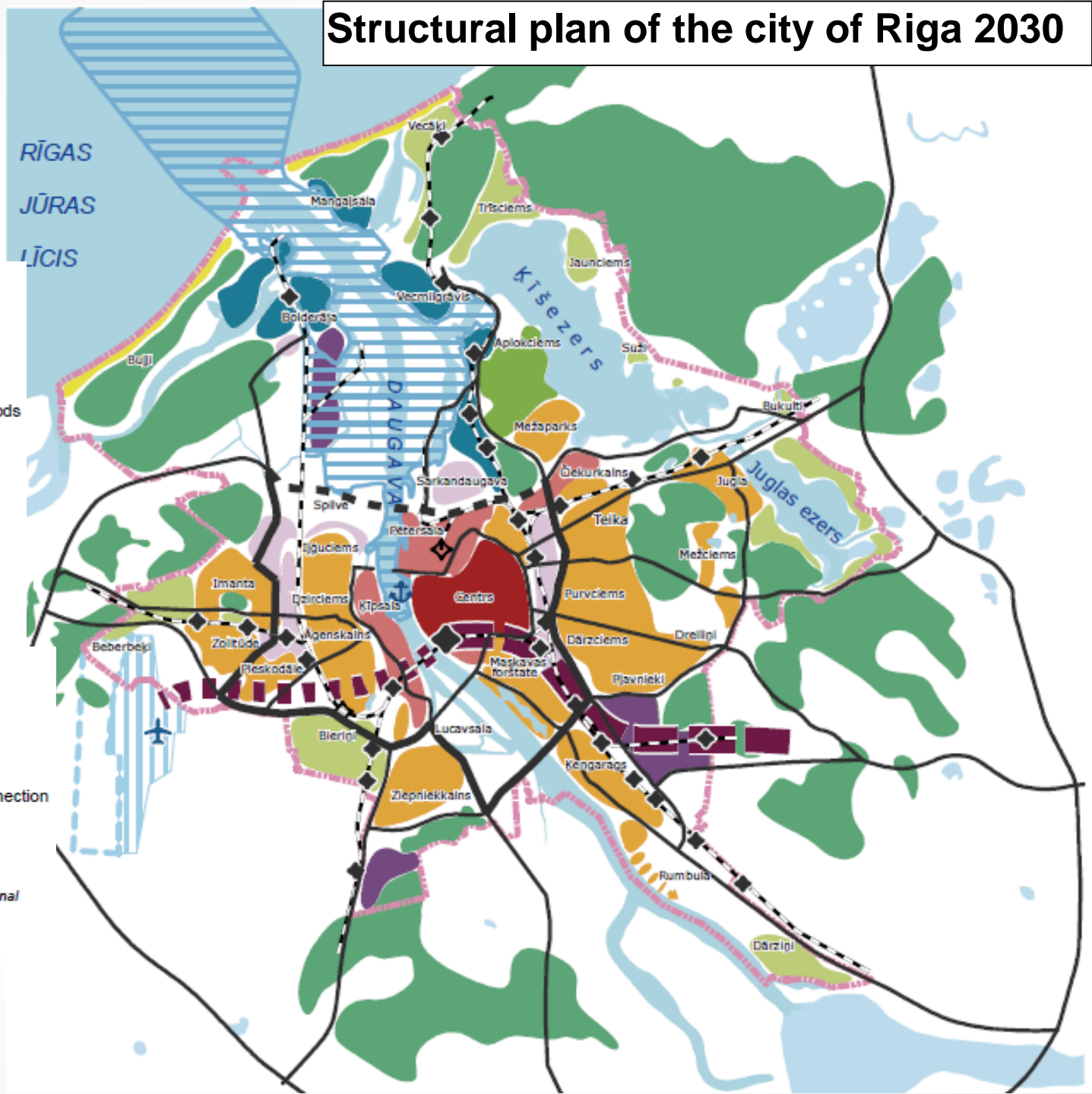


Es plānoju Rīgu

Structural plan of the city of Riga 2030

Legend

-  City core
-  Priority development territories
-  Priority revitalising neighbourhoods
-  Revitalising residential neighbourhoods
-  Territories of private houses
-  Revitalising recreational territory
-  Beach recreational territories
-  Green centres
-  The main manufacturing centres
-  Manufacturing territories
-  Transport infrastructure
-  Possible crossings of the River Daugava
-  The main railway stops and lines
-  Entrance of "RailBaltica" and its connection to Riga International Airport
-  Freeport of Riga, passenger terminal
-  Riga International Airport, passenger terminal
-  Expansion of Riga International Airport



Riga Multimodal Public Transport Hub Study (2015/16)



A special study was conducted in 2015 by the Ministry of Transport to define the preferred solution for creation of Riga Multimodal Public Transport Hub. Study done by AECOM – final report issued in March 2016. The study area stretches from Lācplēša str. until the Daugava river including site for Origo Expansion Project, Station plaza, Origo, Central station, Stockmann, Bus station and surrounding streets

Local planning area (2016-...)



The real border for «Rail Baltica» local plan in Riga

Area for further investigation – just to define a work task for a wider adjacent area to the south from the Central station



Competition area ~14 ha

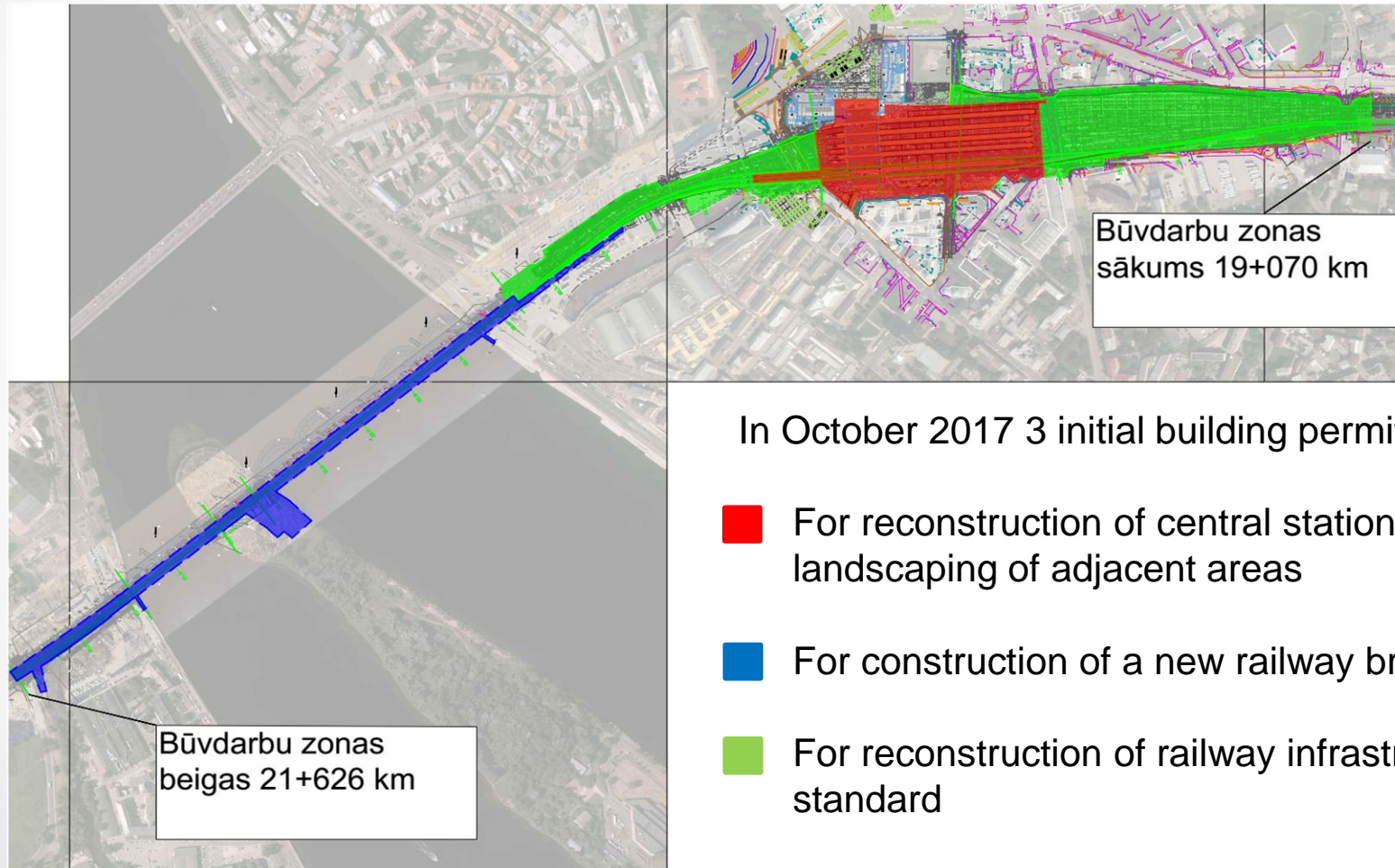


Sketch design competition (2016)

Study area ~59 ha



Issued building permits (2017)



In October 2017 3 initial building permits obtained:

- For reconstruction of central station and passenger platforms, landscaping of adjacent areas
- For construction of a new railway bridge across the Daugava river
- For reconstruction of railway infrastructure that fits Rail Baltica 1435mm standard

Catalytic effects already visible

(some examples)

Catalyst example (1)

Origo sh/c expansion project & «Origo One» Business center



EXPANSION PROJECTS

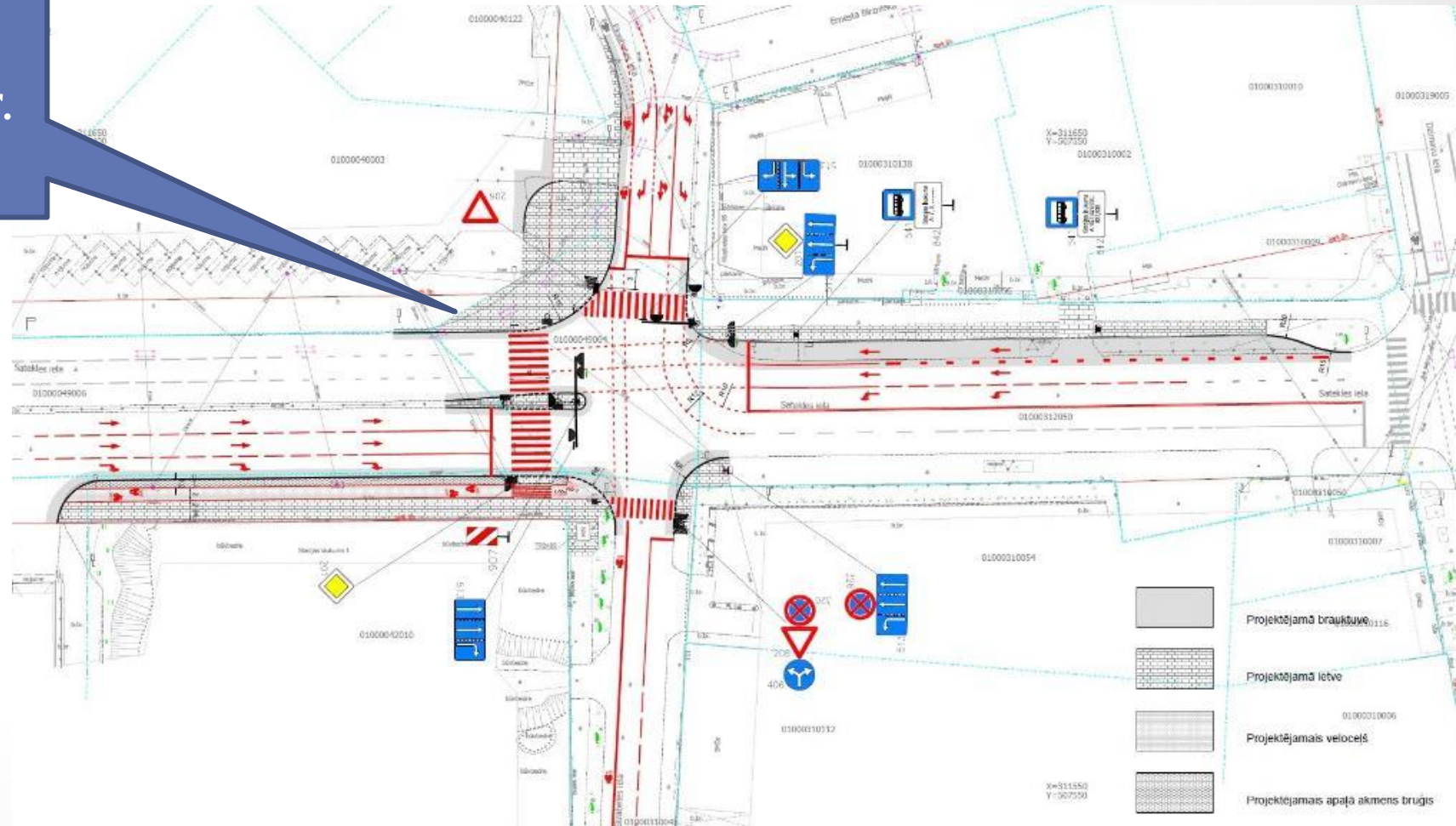


GBA	▶	before 35 500 m² after 80 000 m² <small>including underground parking</small>
NLA OFFICE	▶	before 900 m² after 11 500 m²
NLA RETAIL	▶	before 18 300 m² after 34 800 m²
PARKING PLACES	▶	before 124 after 268
OPENING	▶	October 2019



Catalyst example (2)

Reconstruction of
Elizabetes / Satekles str.
junction



Catalyst example (3)

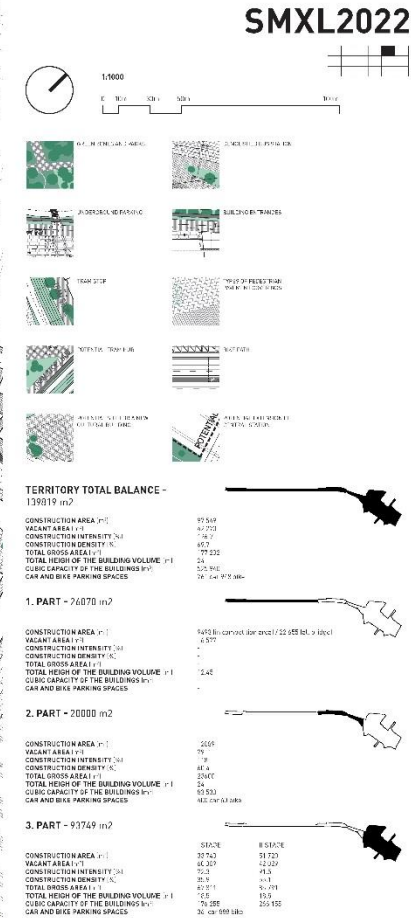
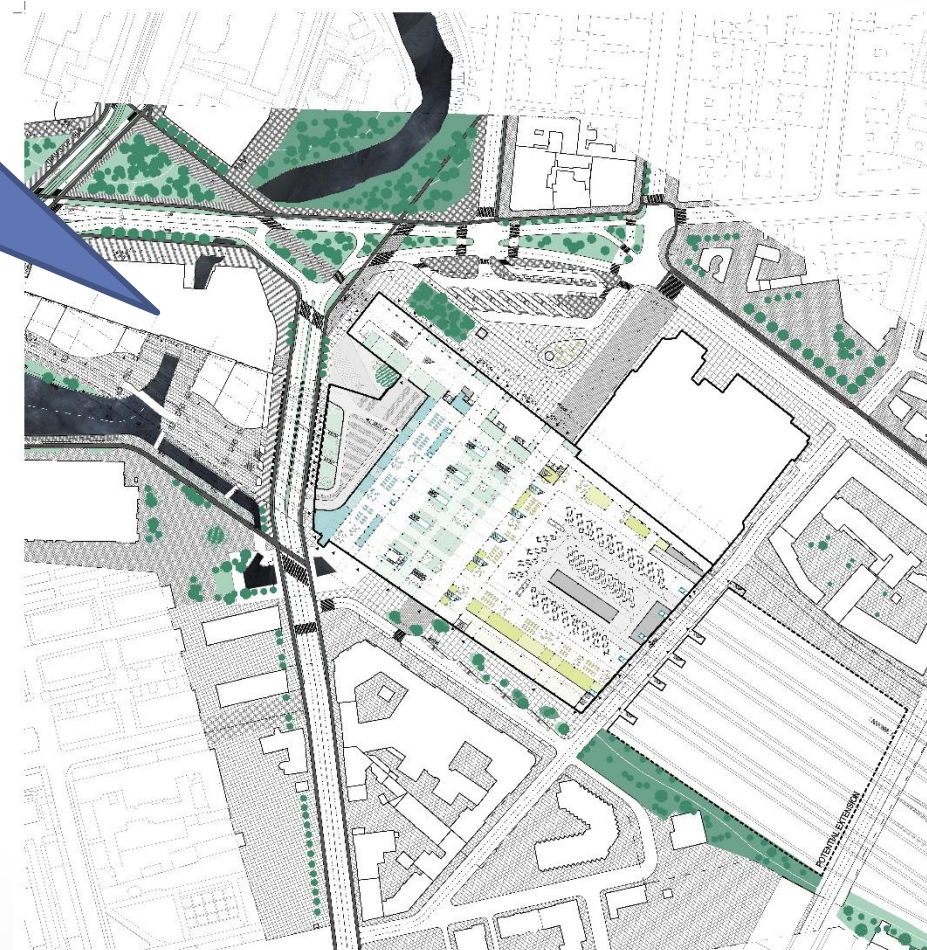
Concrete proposals for improvement of areas in and around the Central station, which are not financed from Rail Baltica project



Catalyst example (4)

Proposals from local architect group «O+R+V+E+L» for improvement urban space qualities and transport system in surroundings of the Central station. Strong support from the City Architect's Office for this proposal.

- Boulevards
- Putting pedestrians on ground
- Traffic calming
- Avoiding unnecessary transit traffic
- Improved circulation for local public transport
- Proper intramodality
- More clear sight lines



Thank you for attention!

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