

RCH SITES ASSESSMENT

The comparative analysis of the possible sites of the
National Acoustic Concert Hall in Riga

2021 Riga

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studio

In collaboration with:



LATVIJAS ARHITEKTU SAVIENĪBA



The Client:



Kultūras ministrija

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INTRODUCTION

The goal of the study was to assess potential sites for the National Acoustic Concert Hall in Riga (hereafter referred to as RCH) and recommend 1-3 sites where the building could be built. Study was prepared in two steps: assessment based on criteria formulated based on the analysis of successful concert halls and sustainable development values and second assessment of the shortlisted sites based on the value based criteria that were formulated during Focus group discussions.

Assessments were complemented by urban analysis, review of territorial and strategic planning documents, studies and reports on different sites on different aspects that could have an effect on the suitability of the site. Moreover, opinions and recommendations from the Ministry of Culture, The Focus group made up by various stakeholders and representatives from civil society, Latvian Association of Architects, Latvian Association of Landscape Architects were taken into consideration.

METHODOLOGY

Assessment was done in two steps:

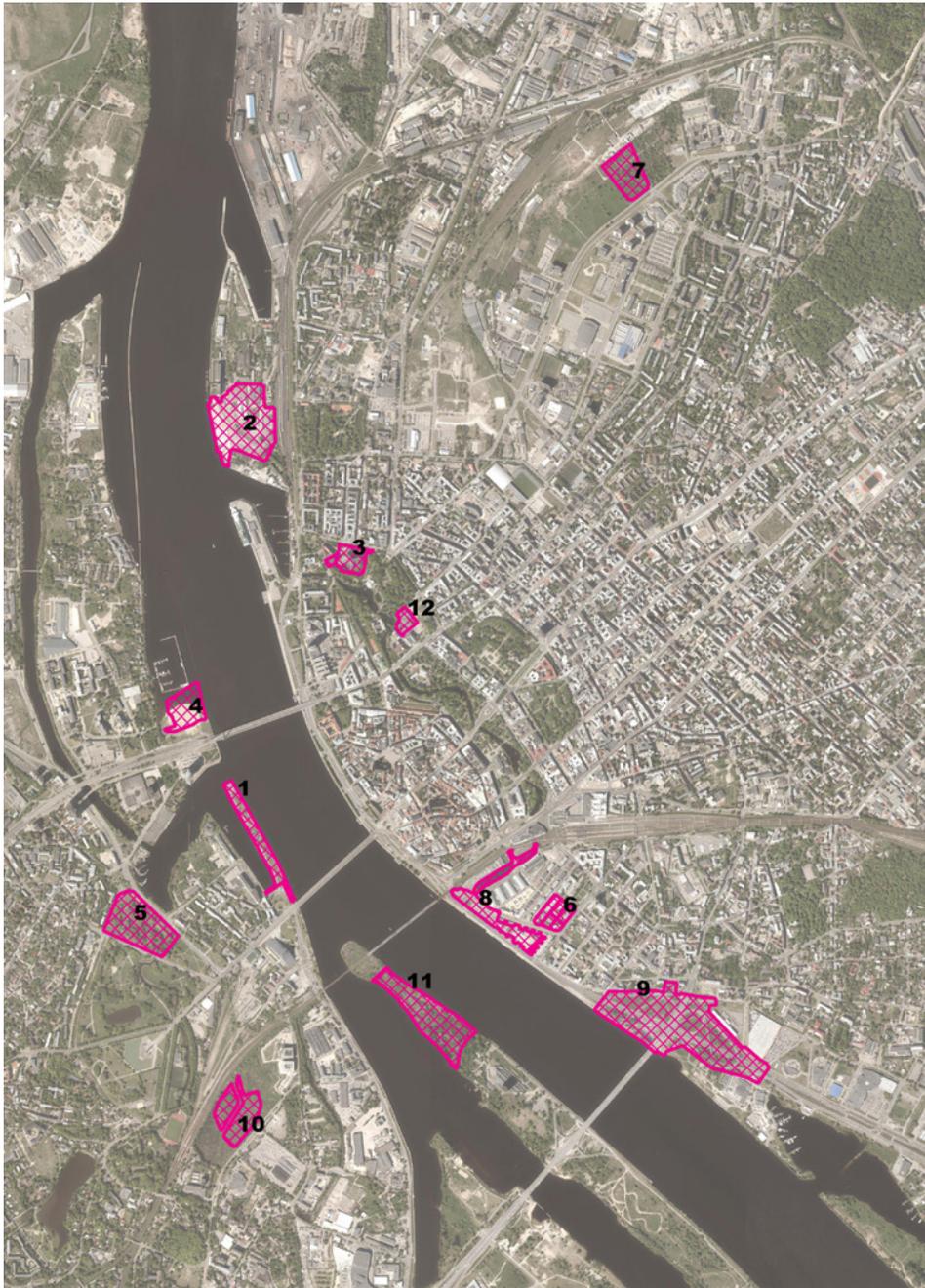
1. Assessment of all 12 (twelve) sites based on the 10 criteria.

A set of 10 criteria with indicators was suggested, comments received from the Latvian Association of Architects and Latvian Association of Landscape Architects. All sites were assessed based on a list of objective requirements. Each criterion had indicators that were evaluated. Shortlisted sites were proposed for further evaluation.

2. Assessment of the 6 (six) shortlisted sites

Sites were reviewed based on the criteria formulated by the Focus

Group (process moderated by Neils Balgalis from Group93) and additional questions identified in the assessment and during discussions with stakeholders (Focus groups, association of Latvian architects, Riga City Municipality, Ministry of Culture of the Republic of Latvia). Cost calculation for the preparation of each site for development was prepared. SWOT analysis and final conclusions were formulated. Assessment is concluded with recommendations for three sites best suited to develop The National Acoustic Concert Hall in Riga. Each site has a list of conditions that will have to be met in order to develop the project.



Img. 1. Potential sites for development of the National Acoustic Concert Hall in Riga

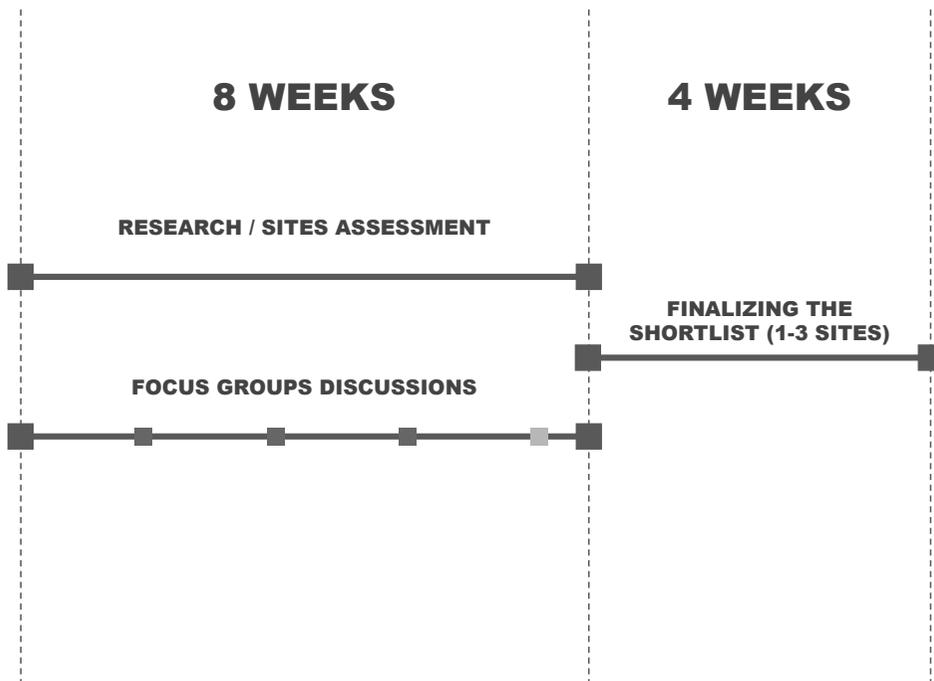
TIME-LINE

Research / Site assessment (8 weeks):

1. overview of relevant development planning documents and basic conditions (Riga City Council City Development Department); review of the Transport and traffic planning information overview Prepared by Mobility Board of City Development Department;
2. review of previously prepared sites assessments, development plants of individual sites, studies and technical reviews of different sites;
3. review of summary reports of the Focus groups and participation in the 3rd meeting where assessment details and first short-list was presented.

Assessment of the short-list (4 weeks):

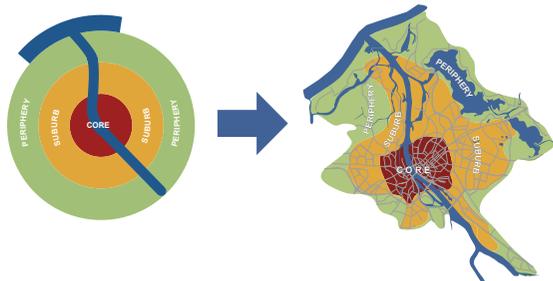
4. assessment of the short-listed sites based on the criteria formulated by the focus group;
5. clarifying details about the development in the site;
6. discussions in meetings with stakeholders;
7. preparing preliminary site preparation costs;
8. finalizing recommendations on 1-3 most perspective sites.



Img. 2. Diagram of project time line

BASELINE

RIGA SUSTAINABLE DEVELOPMENT PLAN 2030



“Spatial structure of the population setting of the city”
from the Sustainable Development Strategy of Riga until 2030

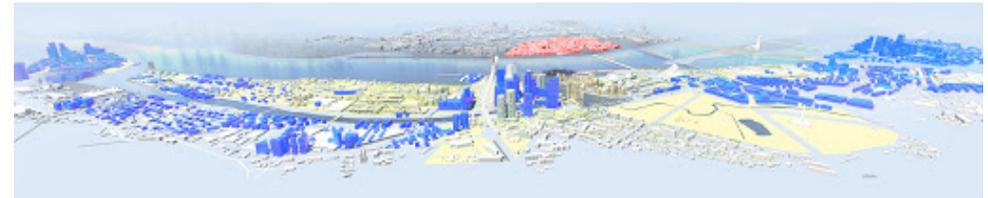
Development vision of Riga is a part of the Sustainable Development Strategy of Riga until 2030. It sets out a list of goals which the city will strive to achieve. Among these goals is a selection of those that have a spatial dimension:

- an ambition to become a compact, resource-saving and smart city,
- a pedestrian, cyclist, and public transport friendly city,
- a city with diverse, accessible, and high-quality housing,
- a city with an excellent cultural environment and creativity of the city’s inhabitants
- a city with vital localities and preserved cultural landscape,
- a city with diverse and high-quality natural territories, green corridors, and accessible waterfront.

Development of the National Acoustic Concert Hall could respond to these goals if:

- **RCH is built in urban fabric that ensures land is used efficiently,**
- **Location encourage sustainable mobility patterns, corresponds to the cultural and environmental context, embraces valuable local qualities and encourages diverse use and integration of vegetation into the project is chosen.**

NEW MASTERPLAN AND THE FUTURE OF THE SILHOUETTE OF THE LEFT RIVERBANK OF DAUGAVA



Daugava left bank silhouette concept project (By "SZK un Partneri" in cooperation with design bureau "ARHIS" and Riga City chief architect's office)

The discussion about development of the left riverbank started between entrepreneurs and historical heritage preservationists already in the 90’s and were reflected in the Riga Spatial plan which was approved in 1995. In that plan, the south side of Kipsala was intended to become a special business territory. In 1997, the historical centre of Riga was inscribed in UNESCO world heritage list.

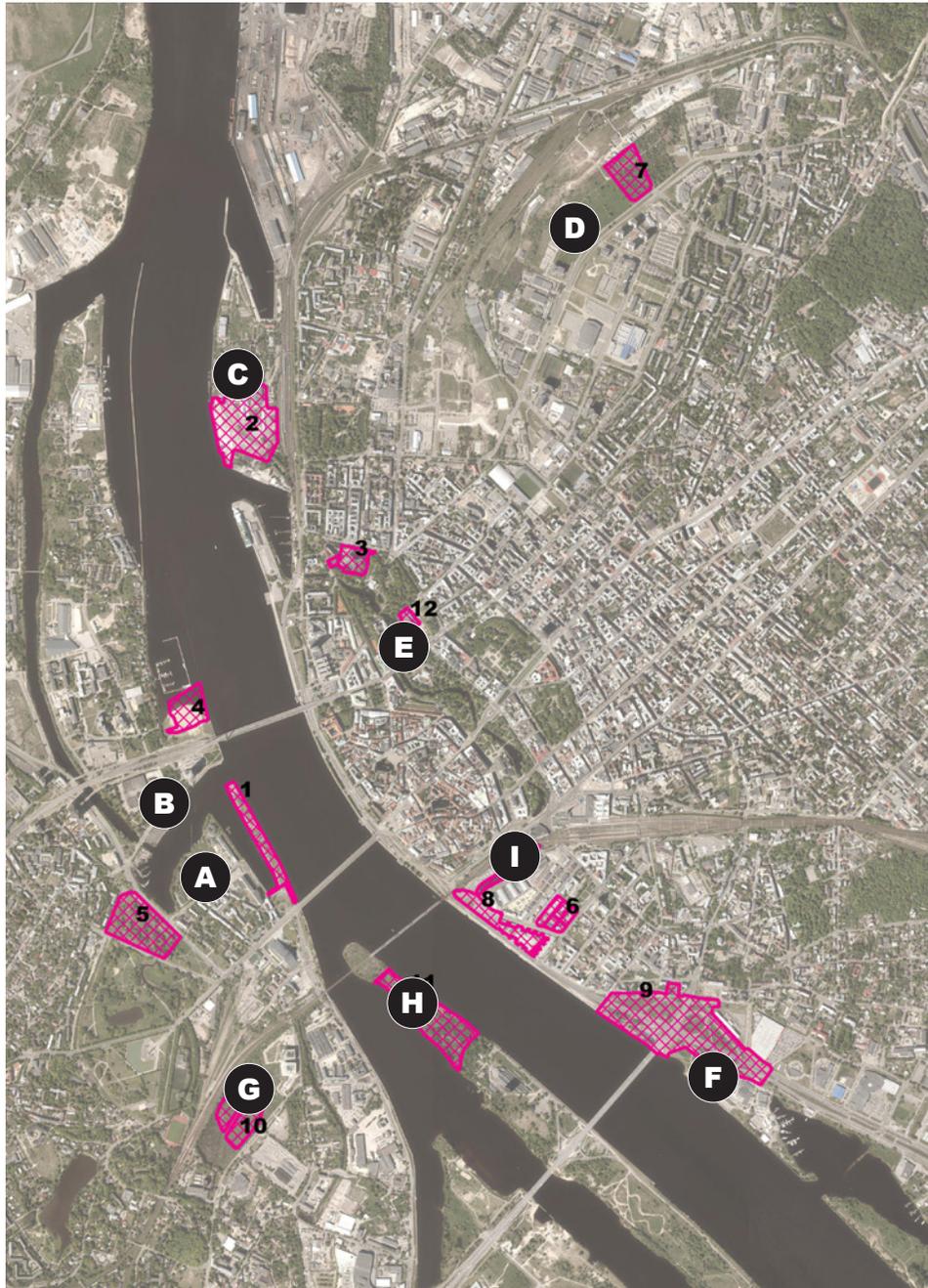
In 2004 architecture office “ARHIS” developed a vision for the southern part of Kipsala. Later, the Spatial plan 2006-2018 proposed to create a new centre in Agenskalns and Tornakalns just across the river from the old city as proposed in the vision for Kipsala.

This again raised the discussion about the silhouette of this new centre, and how it could look from the historical centre of Riga. Spatial plan 2006-2018 - allows tall buildings in many parts of Pardaugava.

In 2008 Riga municipality administration initiated development of the Left riverbank of Daugava silhouette concept project prepared by architecture office “SZK un Partneri” in collaboration with architecture office “ARHIS” and Riga City main architects office. Concept foresees that spatial accents/higher buildings are created next to bridges/crossings of Daugava, especially south of Kipsala and Tornakalns.

Spatial plan that is currently pending for approval continues the ideas of high-rise clusters, but ambitions are modest: allowed heights are reduced. The latest plan that is currently pending for approval emphasizes on the creation of smaller neighbourhood centres in addition to the historic city centre instead of focusing on high density high-rise areas.

ONGOING / PLANNED DEVELOPMENTS IN RIGA CLOSE TO ANALYSED SITES



Img. 5. Map of ongoing / planned developments around the potential sites



A. Local plan of Trijādības st. 1 and Trijādības st. 3



B. Mukusalas Street Waterfront Promenade



C. Master plan of Andrejsala



D. Master plan of Skanste and New Hanza City



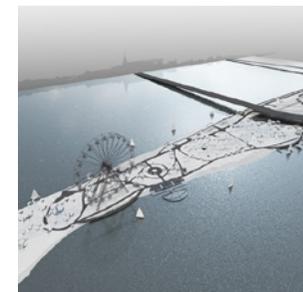
E. Reconstruction of Congress center



F. Krasta city development



G. LU campus master plan

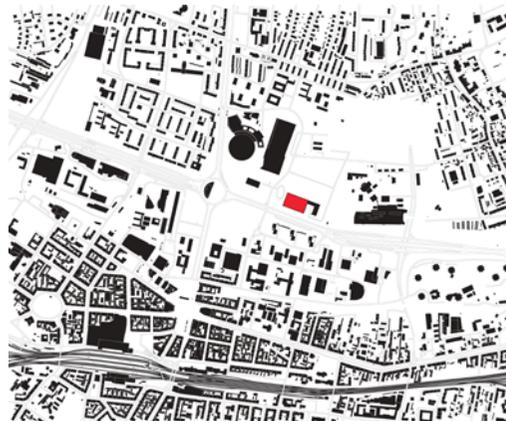


H. Local plan of the territory of the northern part of Zaķusala



I. Railbaltica development

CONCERT HALL REFERENCES



Img. 6. Location of the building



Img. 7. Photo of the building

CONCERT HALL OF POLISH NATIONAL RADIO SYMPHONY ORCHESTRA

Katowice, Poland (2012)

In order to change the image and direction of development of Katowice from an industrial to a city full of culture, business and education, in 2005 a decision was made to build three new public projects: a museum, a symphony orchestra hall and a congress center.

The hall of the Polish National Radio Symphony Orchestra is **located in the city center, in a former industrial zone**, separated from the city center by the Rożdżeński Avenue motorway. International competition was held in 2008, won by Polish architecture office "Konior Studio". The building was completed in 2012.

The compact, rational-looking building is surrounded by two squares and a park with 450 new trees planted, fountains, musical games, a maze and an amphitheater. The main idea of the concert hall was to create many layers

of experience representing a space dedicated to music. The multi-layered structure of the building gradually leads to the heart of the building - the main concert hall, surrounded by logically arranged auxiliary functions.

The main concert hall, which seats 1,800 people, is dedicated to symphony orchestra concerts. This hall is the heart of the building. The acoustic hall is planned according to the traditional shoe-box principle. To strengthen the audience's connection to the stage, the width of the hall was increased by using side stands. **The second chamber hall - with 300 seats - is dedicated to various musical events.**

The building is 11-17 min on foot and 8-13 min by public transit away from main transit nodes. City center can be reached in 28 min on foot or 19 min by public transit.

Technical information

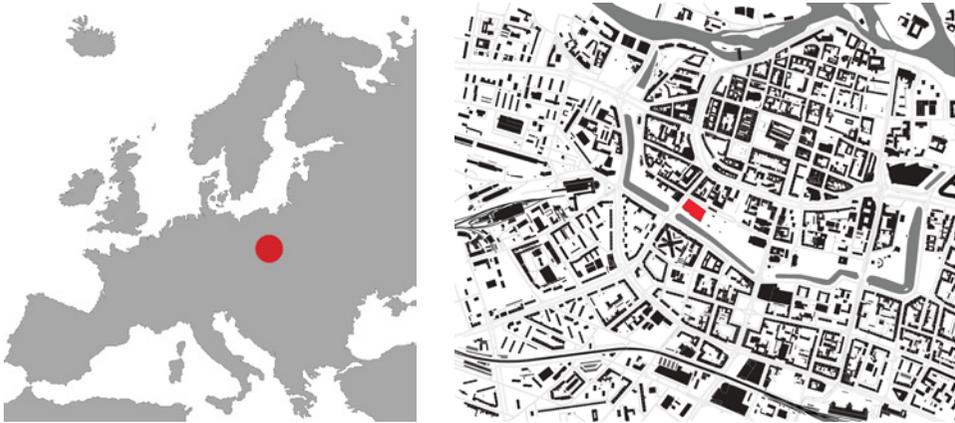
Plot size - 1,62 ha

Building size - 25 450 sq.m

Main hall (acoustic) - 1 800 seats

Secondary hall - 300 seats

Cost - 66 250 000 Eur



Img. 8. Location of the building



Img. 9. Photo of the building

NATIONAL FORUM OF MUSIC

Wrocław, Poland (2015)

The architectural firm APA Kuryłowicz & Associates won the international architectural competition of the National Music Forum in Wrocław. **The building is located in the very center of the city** in front of the Freedom Square. The building borders the old town on one side and the river Fosa Miejska on the other.

The location of the concert hall is chosen not by chance - **the National Music Forum is part of the cultural quarter**, which houses the Opera House and the multifunctional square separating the two institutions. The square functions as a versatile **public space that can be transformed into a venue for mass open-air musical events**. Under the square there is a parking lot for 660 cars.

Technical information

Building size - 48 178 sq.m
 Main hall (acoustic) - 1 804 seats
 Red hall - 380 seats
 Black hall - 217 seats
 Chamber hall - 200 seats
 Cost - 95 000 000 Eur

The main hall with 1,800 seats is planned on the shoe-box principle, which is typical of classical music halls, but in cooperation with ARTEC Consultants, this hall has been adapted to various genres of music. **The second (380 seats), third (217 seats) and fourth (200 seats) chamber halls** are equipped with solutions of variable acoustic parameters, these halls can be adapted for various musical events.

Concert hall is 20-24 min away from main transit nodes on foot and 10-16 min away by public transit. City center can be reached in 9 min on foot or 6 min by public transit.



Img. 10. Location of the building



Img. 11. Photo of the building

CONCERTGEBOUW

Bruges, Belgium (2002)

A project by the Robbrecht en Daem architecten architectural firm from Ghent was selected from eight anonymous works for the construction of a concert hall in Bruges in an international architectural competition. **The location of the building was chosen on the site of the former train station.**

The selected plot borders the city center. **Next to the plot - a square** surrounded by the perimeter building of the old town of Bruges, on the ground floor - a commerce. Under the square is an underground car park with direct access to the city bypass. **Good communication has made the chosen KS location a strategically important regional point.** The building was opened in 2002. (In the same year, the city was declared European Capital of Culture).

When designing the building, a

compositional balance was sought between the layout of the functions and the height requirements of the concert halls. Architectural solutions give meaning to the importance of the plot and highlight the potential of the landscape.

The main concert hall seats 1,290 people. The architects, in collaboration with acoustic consultants Ove Arup Acoustics, ensured that the hall was suitable for various types of concerts, congresses, conferences, seminars or other types of events. **The second hall, which seats 320 people, is suitable for smaller musical and other genre events.**

Concert hall is 11 min away from main transit nodes on foot and 6 min by public transit. City center can be reached in 8 min. on foot or 8 min. by public transit.

Technical information

Building size - 17 250 sq.m

Main hall (acoustic) - 1 289 seats

Chamber hall - 320 seats

Cost - 43 000 000 Eur



Img. 12. Location of the building



Img. 13. Photo of the building

UPPSALA CONCERT AND CONGRESS HALL

Uppsala, Sweden (2007)

The open architectural competition for the design of the Uppsala Concert and Congress Center, which was attended by 134 architects from around the world, was won by the architectural firm Hening Larsen Architects. **The building is built next to the old town, surrounded by a square, thus clearly drawing the line between old and new architecture.**

The design of the building took into account the urban scale of the old town, so the perimeter of the building was significantly reduced and the height was increased. This allowed to reduce the logistics area of the building, avoiding long corridors, and also provided an opportunity to admire the panorama of the old town from the building.

Conferences, congresses, lectures, musical performances and various

Technical information

Building size - 14 600 sq.m

Main hall (acoustic) - 1 120 seats

Hall B - 340 seats

Hall C - 120 seats

Hall D - 850 seats

Cost - 36 300 000 Eur

other events can take place in the **main hall on the sixth floor, which is equipped with 1,120 seats.** The main hall is divided into lower and upper halls, balconies and separate rooms. The hall has video and audio equipment that may be needed during a specific event. The lobby area of the main hall can be transformed into an exhibition hall with several bars offering panoramic city views.

The second 354 sq. m. hall, depending on the nature of the event, after transforming the seats, can turn into a "flat floor" type hall. **The third hall, which seats up to 120 people,** is of the "flat floor" type, which allows changing the arrangement of chairs, thus adapting the hall to the needs. **The fourth hall is dedicated to banquets and shows, this space can accommodate up to 850 people.**

Concert hall is 7 min away from main transit nodes on foot and 7 min by public transit. City centre can be reached in 8 min on foot or 8 min by public transit.



Img. 14. Location of the building



Img. 15. Photo of the building

STAVANGER CONCERT HALL

Uppsala, Sweden (2007)

In 2003, the architectural firm Ratio arkitekter AS won the open architectural competition for the design of the Stavanger Concert Center. More than 100 teams of architects took part in the competition. The concert center is located on the site of the former ferry terminal, five minutes from Stavanger's historic city center.

collaborated with acoustic specialist Eckhard Kahle throughout the design process. The balconies of the first hall are included in the hall, thus ensuring sound without echo. Another innovative solution is almost 1,000 square meters of sliding ceilings, allowing you to get the perfect sound even for different needs.

The building consists of two halls of similar size, which differ in their acoustic and usability. The first hall is perfectly balanced to ensure natural acoustics, especially suitable for the Philharmonic, and the second hall is designed for enhanced sound performances such as rock, jazz concerts, as well as dances, congresses and banquets. The main hall with 1,500 seats is designed on a shoe-box principle, which is especially typical of classical music halls. The team of architects

The second (multifunctional) hall can be configured as a traditional proscenium theater-type hall with 850 seats, a flat-floor hall with a capacity of up to 1,900 people, or divided into smaller halls as required. A special feature of this hall is the adjustable floor height, which increases the possibilities of using the hall. Concert hall is away from main transit nodes by 8-17 min. on foot and 8-12 min. by public transit. City center can be reached in 15 min. on foot or 19 min. by public transit.

Technical information

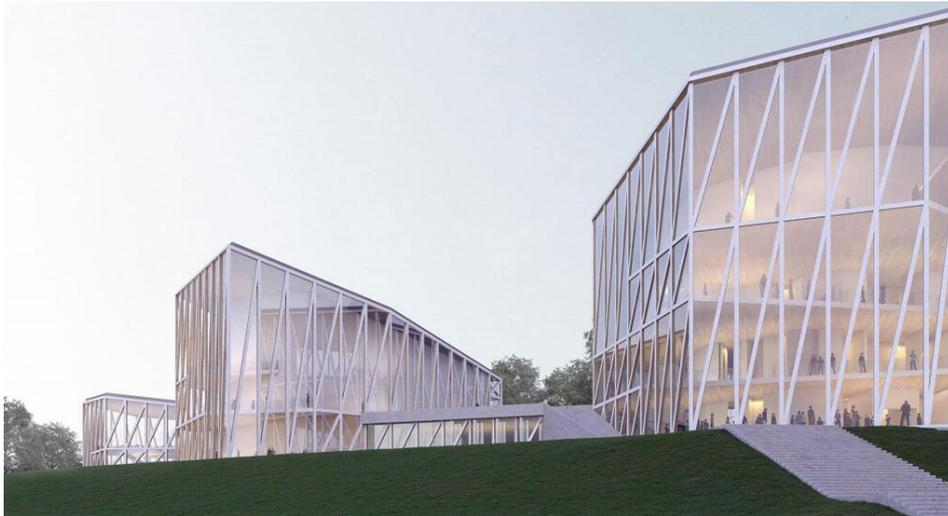
Building size - 13 800 sq.m

Main hall (acoustic) - 1 500 seats

Multifunctional hall - 800 seats

Cost - 70 000 000 Eur

LITHUANIA'S EXPERIENCE



National Concert Hall, Vilnius (2019) (Architecture office: Arquivio architects (Spain))



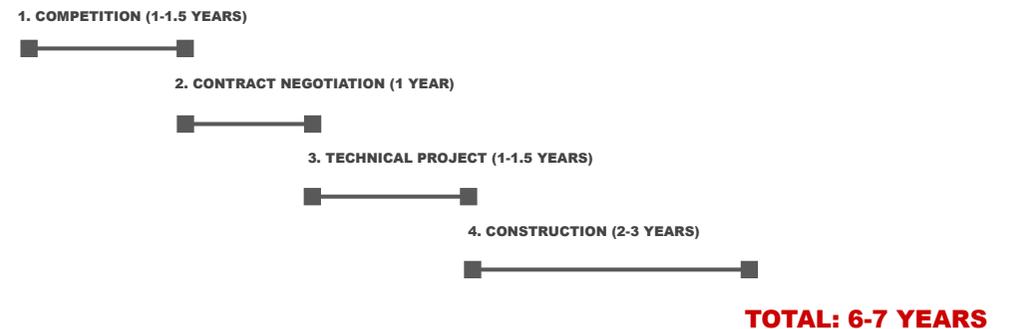
Kauno M. K. Čiurlionio concert center, Kaunas (2017) (Architecture office: R. Palekas architecture studio)

In 2017 Kaunas City municipality organised an international architecture competition for the M. K. Čiurlionis Concert centre in Kaunas. In 2019, a competition for the National Concert Hall in Vilnius was announced by Vilnius City Municipality. Feasibility studies to determine the program of the building, design criteria, possible urban planning requirements was prepared before the both competitions. In Vilnius case economics and acoustic requirements were also part of the study. After the competition, both cities took time to negotiate with the three international winners. Negotiations

were successful and ended up with a signed contracts for the preparation of the Technical Project for the concert hall.

It is expected that preparation of the technical project will take around 1-1.5 years and construction around 2-3 years.

Such timeline is used as a benchmark for calculating preliminary timeline of the National Acoustic Concert Hall in Riga.



Img. 16. Diagram of expected project development time line

CONCLUSIONS

Urban context

In most cases, The Concert Hall building (hereafter referred to as CH) CH is **built in the city centre or between developed urban areas**, so public transport (especially in terms of regular transport, train) is already integrated into the urban transport system. The different distance to the airport is not critical. Analysed CH are **built either next to the existing public space**: park, square and waterfront (Concertgebouw, Uppsala Concert and Congress hall, Stavanger Concert hall), or **multifunctional public space** was designed together with CH (Concert hall of Polish National Radio Symphony orchestra, National Forum of Music).

Functionality - scope of services (program)

The program of a large part of the examined CH is similar (their relative percentage in the overall structure of services of the object is different):

- symphony and chamber music orchestra concerts
- performances of various genres of music (classical and contemporary)
- activities in other fields of art - dance performances, opera, ballet and musical theatre, visual arts, expositions and exhibitions, creative workshops
- music education centre activities with listeners of different ages, music taste training
- Possibility to organize non-artistic activities - to organize conferences, trainings, conventions, individual concerts, personal celebrations, etc. meetings.

Functionality - the premises that ensure the program

Typically, CH infrastructure consists of:

- 1 large (main) CH
- recording studio with archive
- 1-3 smaller, more flexible halls
- auxiliary and service rooms for concerts and inter-concert activities (changing rooms, rehearsal rooms)
- technical premises (storage, cleanliness, sanitary facilities, etc.)
- office space for administration, coordination, technical staff
- Behind the scenes, lounge area
- catering establishments of various scales and types (cafes, bars, buffets, restaurants).

It is worth noting that the areas of CH do not depend on the population of the cities where CH are installed.

Technical service

For maintenance, but to eliminate empty spaces in the lobby are often used 2 or more halls. The lobby is designed as a transformable space where you can have a banquet or organize a small performance with seating or a children's concert-game.

Peculiarities

In all the examined foreign examples, open international architectural competitions (both by revealing the authors of the projects and anonymous) were used for the design. Often, the winners of the competition are local well-known architects with a wide international team (for example, by attracting well-known acoustics specialists).

GENERAL SITES ASSESSMENT

ASSESSMENT CRITERIA

Criteria were formulated based on analysis of international concert halls: their location, urban fabric and conditions around the site, size of the building and surrounding public spaces, accessibility, strategic potential etc.

Assessment is supported by site analysis, planning document overview,

discussions and recommendations from the Riga City planning department, discussions with LAA, review of previously conducted studies or other sources.

All criteria are of equal weight (10% each).

1. *Strategic potential of the site*
2. *Socio-economic impact to the location*
3. *Accessibility*
4. *Capacity of transport network*
5. *Readiness for development*
6. *Compliance with local planning documents*
7. *Site capacity*
8. *Quality of urban environment*
9. *Representativeness*
10. *Risk of public rejection*

1. STRATEGIC POTENTIAL OF THE SITE

Criterion indicates strategic importance of the site within the development strategy of the city or local development strategy.

Indicators:

- Site is part of the city /regional development strategy.
 - There is a strategy in place and RCH will contribute to the implementation of the strategy (1)
 - There is a strategy, but the site dev concept does not contribute to it or contradicts it. (0)
 - There is no strategy. (0)
- Site is a part of a local development strategy.
 - There is a strategy and RCH contribute to the implementation of the strategy (1)
 - There is a strategy, but the site dev concept does not contribute or contradicts it. (0)
 - There is no strategy. (0)
- Development of the area follows good practices of sustainable urban development. (in accordance to the New European Bauhaus, SDG, New Urban Agenda)

2. SOCIO-ECONOMIC IMPACT TO THE LOCATION

Criterion indicates the level of anticipated positive impact RCH could have to the locality.

Indicators:

- HORECA present (Local

hospitality/catering businesses that will be positively influenced by the concert hall). (1)

- Development of RCH will contribute to the pedestrian flows (increased number of users in the location which improves safety, social control in the street, is very beneficial for local businesses). (1)
- Current network of public spaces need improvement therefore occurrence of the RCH will improve the state. (1)
- There is a lack of social infrastructure in the area therefore RCH can become an accessible community space. (1)

3. ACCESSIBILITY

Criterion indicates how well the site can be accessed from important transit nodes, from relevant cultural institutions by various modes of mobility.

Indicators:

- Distance to the nearest public transport stop on foot is <10min. (1)
- Distance from the main transit nodes (train station/bus station) on foot <15min. (1)
- Distance from the main transit nodes (train station/bus station) by public transit <15min. (1)
- Distance from the main transit nodes (train station/bus station) on by bike/micro-mobility modes <15min. (1)
- Pedestrian and cyclist access is safe. (1)
- Close proximity to Riga Cultural institutions and places (list of

places) in 10min by Public Transit. (1)

- Public transit intensity is heavy (1) /moderate (0.5) /light (0)
- Access by car is satisfactory. (1)

4. CAPACITY OF TRANSPORT NETWORK

Criterion indicates if the surrounding street network is ready to facilitate increased flows of traffic (incl. logistics).

Indicators:

- Site and the surrounding street network can accommodate increased traffic flows? (can the site be accessed from more than one street? Is there potential to create traffic jam before events? The site and the surrounding transport network handle increased logistics flows) or there are major accessibility improvements foreseen in the future (included in local development plans, action plans/ budget allocated). (1 if A=0)(1)
- Increased parking demand will not have a negative impact on surrounding neighbourhoods (there are additional parking facilities that could be used during events). (1)
- Average traffic intensity in 500m radius is heavy (0) /moderate(0.5) /light (1)

5. READINESS FOR DEVELOPMENT

(Ownership and other legal issues)

Criterion indicates how much extra work will have to be done to prepare

the site for development. Site preparations include demolishing existing structures (building, roads, rails etc.) and extra time that will be needed to deal with ownership issues.

Criterion also indicates whether the site and all built structures in the site are publicly or privately owned.

Indicators:

- Start of development (1):
 - Site can be developed straight away. (1)
 - There are structures that will have to be demolished to start developing the site but there are no legal or other obstacles preventing from starting process straight away. (0.5)
 - There are major obstacles that will postpone the beginning of site development. (0)
- Plot for development (1):
 - There is a plot formed in the selected site. (1)
 - There are plots that will have to be merged (0.5)
 - Site and the buildings (if there are any) are publicly owned/ not leased. (1)
 - Site is publicly owned but there are buildings or other structures in the site that are privately owned/leased. (0)

6. COMPLIANCE WITH LOCAL PLANNING DOCUMENTS

Criterion indicates if there are any planning/development regulations that would prevent development of 15 000 m2. ~25meters high, public/cultural building or there will be a need to revise relevant regulations.

Indicator:

- Potential RCH building parameters are in compliance with the local planning regulations. (1)

7. SITE CAPACITY

Criterion shows if the site is big enough for the development of Concert hall with parking and an outdoor public space.

Indicators:

- RCH physically fit in the site. (1)
- There is enough space for parking/ logistics. (1)
- There is enough space for public space. (1)

8. QUALITY OF URBAN ENVIRONMENT

Criterion indicates if the neighbourhood where the site is located is developed following sustainable urban development principles.

Indicators:

- Development of the neighbourhood follows principles of compactness and efficiency of land use. (1)
- There is a diverse mix of functions in the area. (1)
- There is a well-developed street network that promotes walkability and is safe (geometry of streets). (1)
- There is a well-developed public space and vegetation network. (1)
- Area (streets/ urban furniture, buildings, and other urban elements) is well maintained. (1)

9. REPRESENTATIVENESS

Criterion indicates if there are conditions in the site that would ensure its representativeness.

- Building would be visible, easy to notice. (1)
- There is space to have an overview of the building. (1)
- Building will NOT compete with other landmarks. (1)
- The environment will NOT overwhelm the building. (1)

10. RISK OF PUBLIC REJECTION

Criterion indicates if there are factors that would result in public rejection and discontent.

Indicators:

- Factors that might result in public discontent area: destruction of public green spaces that are often used by the public, cutting down of valuable city vegetation, demolition of buildings that public has attachment to.

1. STRATEGIC POTENTIAL OF THE SITE

Criterion indicates strategic importance of the site within the development strategy of the city or local development strategy.

Indicators:

A. Site is part of the city /regional development strategy.

B. Site is a part of a local development strategy.

C. Development of the area follows good practices of sustainable urban development. (in accordance to the New European Bauhaus, SDG, New Urban Agenda)

	Site	A.	B.	C.	Score
1.	(25) AB Dambis	Yes	Yes	Yes	1.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	Yes	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	No	No	0.333
4.	(04) Ķīpsalas pludmale	No	No	No	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	No	No	Yes	0.333
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	No	Yes	0.667
7.	(19A) Skanstes iela	Yes	No	No	0.333

	Site	A.	B.	C.	Score
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	No	No	Yes	0.333
9.	(33) Teritorija Salu tilta ZA galā	No	No	No	0.000
10.	(31) Torņakalns	Yes	No	Yes	0.667
11.	(03D) Zaķusala	No	No	No	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	No	0.667

NOTE: More detailed explanations can be found in the annex of the report.

2. SOCIO - ECONOMIC IMPACT TO THE LOCATION

Criterion indicates the level of anticipated positive impact RCH could have to the locality.

Indicators:

A. HORECA present. (1)

B. Development of RCH will contribute to the pedestrian flows. (1)

C. Current network of public spaces need improvement therefore occurrence of the RCH will improve the state. (1)

D. There is a lack of social infrastructure in the area therefore RCH can become an accessible community space. (1)

	Site	A.	B.	C.	D.	Score
1.	(25) AB Dambis	No	No	Yes	No	0.250
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	Yes	Yes	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	Yes	No	No	0.500
4.	(04) Ķīpsalas pludmale	Yes	No	Yes	No	0.500
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	Yes	Yes	No	0.750
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	Yes	Yes	Yes	1.000

	Site	A.	B.	C.	D.	Score
7.	(19A) Skanstes iela	No	No	No	Yes	0.250
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	No	No	1.000
9.	(33) Teritorija Salu tilta ZA galā	Yes	Yes	No	No	0.500
10.	(31) Torņakalns	No	No	Yes	No	0.250
11.	(03D) Zaķusala	No	No	Yes	No	0.250
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Mp	No	0.500

NOTE: More detailed explanations can be found in the annex of the report.

3. ACCESSIBILITY

Criterion indicates how well the site can be accessed from important transit nodes, from relevant cultural institutions by various modes of mobility.

Indicators:

- A. Distance to the nearest public transport stop on foot is <10min. (1)
- B. Distance from the main transit nodes (train station/bus station) on foot <15min. (1)
- C. Distance from the main transit nodes (train station/bus station) by public transit <15min. (1)
- D. Distance from the main transit nodes (train station/bus station) on by bike/micro-mobility modes <15min. (1)
- E. Pedestrian and cyclist access is safe. (1)
- F. Close proximity to Riga Cultural institutions and places (list of places) in 10min by Public Transit. (1)
- G. Public transit intensity is heavy (1) /moderate (0.5) /light (0)
- H. Access by car is satisfactory. (1)

	Site	A.	B.	C.	D.	E.	F.	G.	H.	Score
1.	(25) AB Dambis	Yes	No	No	Yes	Yes	Yes	Yes	No	0.625
2.	(06) Andrejsala, Andrejostas iela 17	No	No	No	Yes	No	No	No	Yes	0.250
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	No	No	Yes	Yes	Yes	Yes	Yes	0.750
4.	(04) Kīpsalas pludmale	Yes	No	No	Yes	Yes	Yes	Yes	Yes	0.750
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	No	No	Yes	Yes	Yes	0.5	Yes	0.688
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	1.000							
7.	(19A) Skanstes iela	Yes	No	No	Yes	No	No	No	Yes	0.375
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	0.875

	Site	A.	B.	C.	D.	E.	F.	G.	H.	Score
9.	(33) Teritorija Salu tilta ZA galā	Yes	Yes	Yes	Yes	No	Yes	No	No	0.625
10.	(31) Torņakalns	Yes	No	No	Yes	No	No	No	Yes	0.375
11.	(03D) Zaķusala	Yes	No	No	Yes	No	No	0.5	No	0.313
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	1.000							

NOTE: More detailed explanations can be found in the annex of the report.

4. CAPACITY OF TRANSPORT NETWORK

Criterion indicates if the surrounding street network is ready to facilitate increased flows of traffic (incl. logistics).

Indicators:

A. Site and the surrounding street network can accommodate increased traffic flows? or B. there are major accessibility improvements foreseen in the future (1 if A=0)(1)

C. Increased parking demand will not have a negative impact on surrounding neighbourhoods. (1)

D. Average traffic intensity in 500m radius is heavy (0) /moderate(0.5) /light (1)

	Site	A.	B.	C.	D.	Score
1.	(25) AB Dambis	No	Yes	No	Moderate	0.500
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	Yes	Light	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	No	No	Yes	Moderate	0.500
4.	(04) Ķīpsalas pludmale	No	No	Yes	Heavy	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	No	No	Moderate	0.500
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	No	No	Yes	Light	1.000
7.	(19A) Skanstes iela	Yes	No	Yes	Light	0.833

	Site	A.	B.	C.	D.	Score
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	No	Yes	Yes	Moderate	0.833
9.	(33) Teritorija Salu tilta ZA galā	No	No	No	Heavy	0.000
10.	(31) Torņakalns	Yes	No	Yes	Light	1.000
11.	(03D) Zaķusala	No	No	Yes	Heavy	0.333
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	No	Yes	Moderate	0.833

NOTE: More detailed explanations can be found in the annex of the report.

5. READINESS FOR DEVELOPMENT

Criterion indicates how much extra work will have to be done to prepare the site for development. Site preparations include demolishing existing structures (building, roads, rails etc.) and extra time that will be needed to deal with ownership issues. Criterion also indicates whether the site and all built structures in the site are publicly or privately owned.

Indicators:

A. Start of development: Site can be developed straight away (1), there are things to demolish and they can be demolished (0,5), there are major obstacles (0)

B. Plot for development is formed (1) or needs merging (0,5)

C. Site and the buildings (if there are any) are publicly owned/not leased. (1)

D. Site is publicly owned but there are buildings or other structures in the site that are privately owned/leased. (0)

	Site	A.	B.	C.	D.	Score
1.	(25) AB Dambis	No	Yes	Yes	Yes	0.750
2.	(06) Andrejsala, Andrejostas iela 17	0.5	Yes	Yes	No	0.625
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	No	0.5	Yes	Yes	0.625
4.	(04) Ķīpsalas pludmale	No	Yes	Yes	Yes	0.750
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	No	Yes	Yes	Yes	0.750
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	0.5	0.5	Yes	Yes	0.750

	Site	A.	B.	C.	D.	Score
7.	(19A) Skanstes iela	Yes	Yes	Yes	Yes	1.000
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	No	No	Yes	Yes	0.500
9.	(33) Teritorija Salu tilta ZA galā	No	Yes	Yes	Yes	0.750
10.	(31) Torņakalns	No	0.5	Yes	Yes	0.625
11.	(03D) Zaķusala	No	0.5	Yes	Yes	0.625
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	No	Yes	Yes	Yes	0.875

NOTE: More detailed explanations can be found in the annex of the report.

6. COMPLIANCE WITH LOCAL PLANNING DOCUMENTS

Criterion indicates if there are any planning/development regulations that would prevent development of 15 000 m². ~25meters high, public/cultural building or there will be a need to revise relevant regulations.

Indicator:

A. Potential RCH building parameters are in compliance with the local planning regulations. (1)

	Site	A.	Score
1.	(25) AB Dambis	No	0.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	No	0.000
4.	(04) Ķīpsalas pludmale	No	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	No	0.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	No	0.000
7.	(19A) Skanstes iela	No	0.000

	Site	A.	Score
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	No	0.000
9.	(33) Teritorija Salu tilta ZA galā	No	0.000
10.	(31) Torņakalns	No	0.000
11.	(03D) Zaķusala	No	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	No	0.000

NOTE: More detailed explanations can be found in the annex of the report.

7. SITE CAPACITY

Criterion shows if the site is big enough for the development of Concert hall with parking and an outdoor public space.

Indicators:

A. RCH physically fit in the site. (1)

B. There is enough space for parking/logistics. (1)

C. There is enough space for public space. (1)

	Site	A.	B.	C.	Score
1.	(25) AB Dambis	Yes	Yes	Yes	1.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	Yes	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	Yes	Yes	1.000
4.	(04) Ķīpsalas pludmale	Yes	Yes	Yes	1.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	Yes	Yes	1.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	Yes	Yes	1.000
7.	(19A) Skanstes iela	Yes	Yes	Yes	1.000

	Site	A.	B.	C.	Score
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	Yes	1.000
9.	(33) Teritorija Salu tilta ZA galā	Yes	Yes	Yes	1.000
10.	(31) Torņakalns	Yes	Yes	Yes	1.000
11.	(03D) Zaķusala	Yes	Yes	Yes	1.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Yes	1.000

NOTE: More detailed explanations can be found in the annex of the report.

8. QUALITY OF URBAN ENVIRONMENT

Criterion shows if the site is big enough for the development of Concert hall with parking and an outdoor public space.

Indicators:

A. Development of the neighbourhood follows principles of compactness and efficiency of land use. (1)

B. There is a diverse mix of functions in the area. (1)

C. There is a well-developed street network that promotes walkability and is safe (geometry of streets). (1)

D. There is a well-developed public space and vegetation network. (1)

E. Area (streets/ urban furniture, buildings, and other urban elements) is well maintained. (1)

	Site	A.	B.	C.	D.	E.	Score
1.	(25) AB Dambis	No	No	No	Yes	Yes	0.400
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	No	Yes	No	0.600
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	Yes	Yes	Yes	Yes	1.000
4.	(04) Ķīpsalas pludmale	No	No	No	Yes	Yes	0.400
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	Yes	Yes	Yes	Yes	1.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	Yes	Yes	No	Yes	0.800
7.	(19A) Skanstes iela	No	No	No	No	Yes	0.200

	Site	A.	B.	C.	D.	E.	Score
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	No	No	Yes	0.600
9.	(33) Teritorija Salu tilta ZA galā	No	Yes	No	No	No	0.200
10.	(31) Torņakalns	No	No	No	No	No	0.000
11.	(03D) Zaķusala	No	No	No	No	No	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Yes	Yes	Yes	1.000

NOTE: More detailed explanations can be found in the annex of the report.

9. REPRESENTATIVENESS

Criterion indicates if there are conditions in the site that would ensure its representativeness.

Indicators:

A. Building would be visible, easy to notice. (1)

B. There is space to have an overview of the building. (1)

C. Building will NOT compete with other landmarks. (1)

D. The environment will NOT overwhelm the building. (1)

	Site	A	B	C	D	Score
1.	(25) AB Dambis	Yes	Yes	Yes	Yes	1.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	Yes	Yes	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	Yes	Yes	Yes	1.000
4.	(04) Ķīpsalas pludmale	Yes	Yes	No	No	0.500
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	Yes	Yes	Yes	1.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	No	No	No	Yes	0.250

	Site	A	B	C	D	Score
7.	(19A) Skanstes iela	Yes	Yes	Yes	No	0.750
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	No	No	0.500
9.	(33) Teritorija Salu tilta ZA galā	Yes	No	Yes	No	0.500
10.	(31) Torņakalns	Unclear	Unclear	Yes	No	0.250
11.	(03D) Zaķusala	Yes	Yes	No	Yes	0.750
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Yes	Yes	1.000

NOTE: More detailed explanations can be found in the annex of the report.

10. RISK OF PUBLIC REJECTION

Criterion indicates if there are factors that would result in public rejection and discontent.

Indicator:

Factors that might result in public discontent area: destruction of public green spaces that are often used by the public, cutting down of valuable city vegetation, demolition of buildings that public has attachment to.

	Site	Factors that might result in public discontent	Score
1.	(25) AB Dambis	No	0.000
2.	(06) Andrejsala, Andrejostas iela 17	No	0.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	No	0.000
4.	(04) Ķīpsalas pludmale	No	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	No	0.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	1.000

	Site	Factors that might result in public discontent	Score
7.	(19A) Skanstes iela	Yes	1.000
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	1.000
9.	(33) Teritorija Salu tilta ZA galā	No	0.000
10.	(31) Torņakalns	Yes	1.000
11.	(03D) Zaķusala	No	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	No	0.000

NOTE: More detailed explanations can be found in the annex of the report.

SUMMARY

Common Pros:

- All sites are big enough for the development of the RCH.
- There is space to have public space in front of the building in all sites or there is public space adjacent to the site.

Common Cons:

- It seems that all sites will require planning document modifications, some bigger some smaller but it seems that this will not be avoided.

Site	Pros	Cons
1. (25) AB Dambis	<ul style="list-style-type: none"> • Very representative location, visible from Dauguva river and the city center. • Historically, in the mindset of Riga citizens, a location of the concert hall • Detail plan in place (but will have to be revised) • Mukusalas promenade will be redeveloped, will become a pleasant connection to the site. 	<ul style="list-style-type: none"> • Autonomous urban fabric (large mono-functional buildings). • Not lively street-scape. • Large investments needed for reconstruction of the dam. • Accessibility depends on the planned bridges. • Complicated accessibility for the vehicular transport which can complicate logistics of the Concert Hall. • Proximity to the city center is not suitable for walking. • Width of the site is not suitable for such a building.
2. (06) Andrejsala, Andrejostas iela 17	<ul style="list-style-type: none"> • Part of priority development territories in Riga. • Development of brow-fields respects the values of SUD and NEB. • Proximity to Historic center. • Socio economic boost for surrounding context which is already becoming active with pop-up activities. • Connections can be created with the Song Festival Park. • Representative location (visible from Dauguva). • Relatively good accessibility by all mobility modes. • Cultural/retail services already present along the waterfront. • RCH Catalyst for regenerating whole area. 	<ul style="list-style-type: none"> • Decision for Hanza bridge/tunnel is pending (might have a big impact). • Existing buildings owned by private entities. • Poor quality of street network. • Current state is not of high quality.
3. (11) Elizabetes iela 2, Kronvalda bulvāris 6	<ul style="list-style-type: none"> • Part of historic center, various cultural venues. • Lively, well maintained, diverse surrounding context. • Site is part of the park, a sort of cultural green belt. • Good accessibility per foot and public transit. • Car parking could be shared with congress hall. • Representative location. • Surrounded by a variety of cultural institutions. 	<ul style="list-style-type: none"> • Contested-heritage value building must be demolished to make place for new. As building is in a sufficient state in relation to its structure, it would not go in line with sustainable development principles and values of the New European Bauhaus. (the total technical wear and tear of the structures is 40%). • Narrow and busy streets limit car access, might negatively affect surrounding streets. • Site was welcomed by public rejection.

Site	Pros	Cons
4. (04) Ķīpsalas pludmale	<ul style="list-style-type: none"> • Beautiful, representative location, visible from Dauguva and historic center. • Good accessibility by public transit and bike. 	<ul style="list-style-type: none"> • Scale of the adjacent context is not suitable for such a development (in relation to Kipsala urban fabric). • Riga city lacks access to the waterfront. Therefore, a public beach much more suitable for that area. • Site accessibility by car and parking capacity is limited. • Direct proximity of the most congested bridge and intersections.
5. (10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	<ul style="list-style-type: none"> • Representative location. • Socio economic boost for surrounding context. • Diverse urban fabric that would benefit from construction of the CH. Good for local businesses. • Good accessibility by public transit. • Area will be positively effected by transport network changes due to Rail Baltica development. 	<ul style="list-style-type: none"> • Intense street in the North (Ranka dambis). • Site is part of Uzvaras park, citizens might not be too thrilled about the idea. • Land-use has to be changed to allow construction.
6. (14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	<ul style="list-style-type: none"> • Very good accessibility by all transit modes. • Socio economic boost for surrounding context. • Planned underground parking would ensure the need for the development and could hide logistics of the concert hall. • Proximity to historic city center. • Currently market has a non permeable perimeter, a feeling of walking near a fence. Development of the RCH could highly improve this condition. • Area will be positively effected by transport network changes due to Rail Baltica development. 	<ul style="list-style-type: none"> • Due to development of the RCH the whole or part of an urban block would be demolished. • RCH might compete with a monumental Latvian academy of Science building.
7. (19A) Skanstes iela	<ul style="list-style-type: none"> • Part of priority development territories in Riga. • Area is ready for development (the only site). • There is a master-plan prepared for the area, developments are starting. Important public development – contemporary park with water retention canals and other green infrastructure. 	<ul style="list-style-type: none"> • Poor accessibility by sustainable modes of transportation and is limited to vehicular transport. Current street-scape is not lively or safe. • Buildings of 12-16 storeys are planned to surround the selected site. • Development will take a long time and it might be difficult to control quality of surrounding block development. • Area that is left in the park (that would be used to develop RCH) is planned for Riga Science, Innovation and Climate Change center)

Site	Pros	Cons
8. (35) Teritorija pie Spiķeriem un Kārļa baseina	<ul style="list-style-type: none"> Visible from Left site of Dauguva, and river. Good accessibility by all transit modes. Socio economic boost for surrounding context. Proximity to historic city center. Area will be positively effected by transport network changes due to Rail Baltica development. Will be connected with the station area by a lively pedestrian street. Surrounding blocks are being revitalized. 	<ul style="list-style-type: none"> Generala Radzina street in the South of the site is very busy. Multi lane road is dangerous for pedestrians and very noisy. Removed current parking lot would need to be relocated somewhere else.
9. (33) Teritorija Salu tilta ZA galā	<ul style="list-style-type: none"> Plot is big enough for concert hall development. Surrounding context is diverse, a lot of small businesses, some new developments. 	<ul style="list-style-type: none"> Area feels and looks like an edge of the inner city. Transit nod of Krasta str. And Lacpleša str. has heavily fragmented the area. It is a strong barrier disconnecting different parts of the city and historical city from the waterfront. Surrounding sites are being developed in a wasteful manner: mono-functional buildings with large space of land allocated to parking. Non permeable surface. Nod will continue to worsen spatial quality of the urban fabric which is already visible. Site is not suitable for any non infrastructural development. Poor accessibility by all transit modes. There is no room parking lot.
10. (31) Torņakalns	<ul style="list-style-type: none"> Surrounding infrastructure is suitable for concert hall or other university campus development. Rather calm location. Development of brow-fields respects the values of SUD and NEB. 	<ul style="list-style-type: none"> Site is not in proximity to city center and cultural venues. Site is not well accessed by sustainable modes of transport. University might need all the space it has to grow, various projects are being planned in the area and concert hall is not in the pipeline. There will be major changes in the area because of the development or Rail Baltica path and stations. Future is still very uncertain.
11. (03D) Zaķusala	<ul style="list-style-type: none"> RCH in this site would be visible from Dauguva and the historical city. Concert hall development would be part of an overall park revitalization. 	<ul style="list-style-type: none"> Accessibility to the site is very limited. There is no urban context around the site therefore the building will have to be very autonomous. Area is planned as a public park.
12. (30) Kongresu nams, Krišjāņa Valdemāra iela 5	<ul style="list-style-type: none"> Site is dedicated to a public building. Good accessibility by all transit modes. There is an underground parking lot next to the site. 	<ul style="list-style-type: none"> There is an ongoing congress hall reconstruction development (Technical project). The plot is tight.

GENERAL SITES ASSESSMENT RESULT

	Site	Score
1.	(06) Andrejsala, Andrejostas iela 17	7.475
2.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	7.467
3.	(35) Teritorija pie Spīķeriem un Kārļa baseina	6.642
4.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	6.625
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	6.021
6.	(19A) Skanstes iela	5.742
7.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	5.708
8.	(25) AB Dambis	5.525
9.	(31) Torņakalns	5.167
10.	(04) Ķīpsalas pludmale	3.900
11.	(33) Teritorija Salu tilta ZA galā	3.575
12.	(03D) Zaķusala	3.271

Five best evaluated sites were suggested for the discussion.

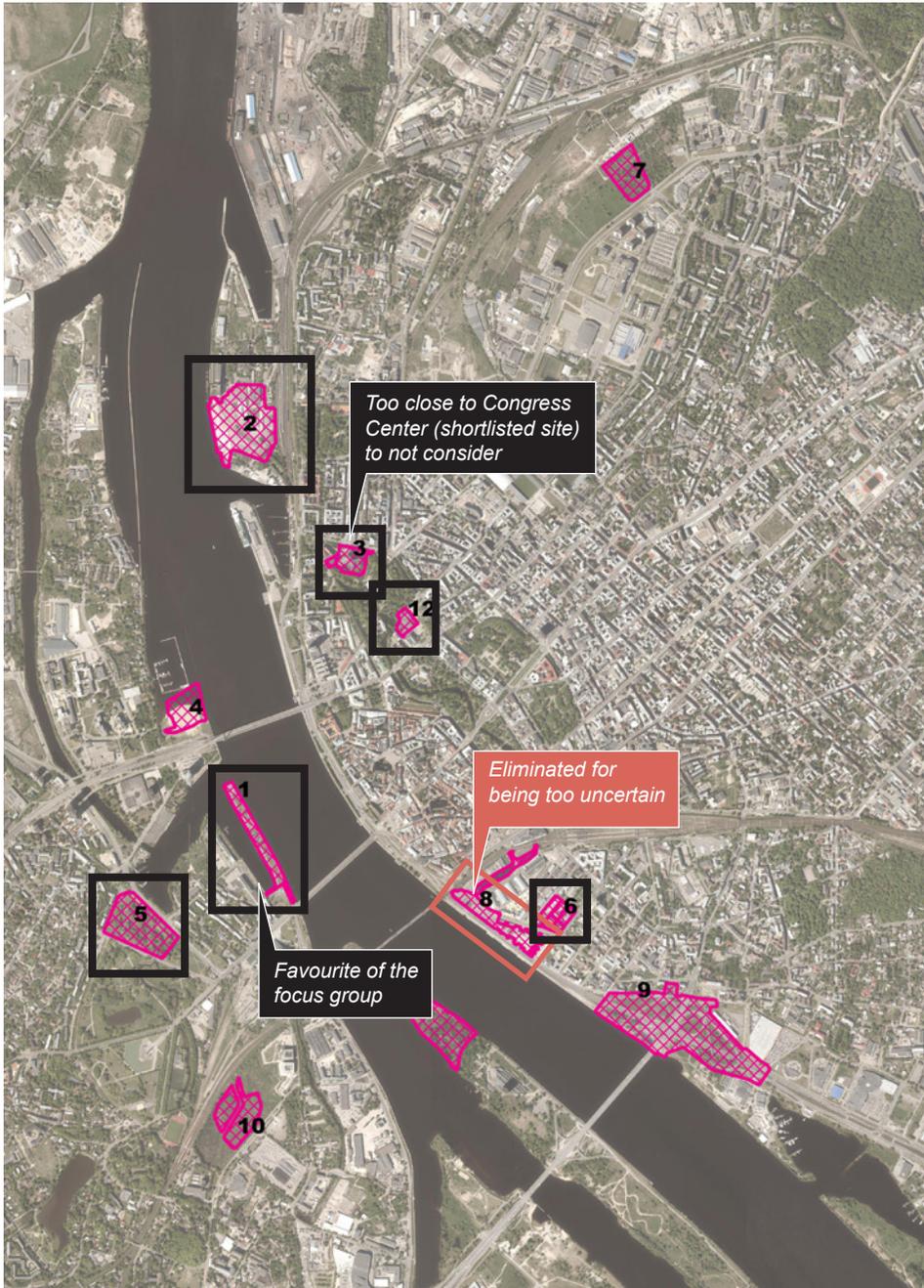
Four of the five best sites are in on the right site of Daugava river, surrounded by well developed urban fabric, accessible well by various modes of transport, can be easily reached from main transit nodes, are surrounded by cultural institutions or occurrence of the building would improve accessibility to public cultural services in places that need such input.

Eliminated sites do not present characteristics of the environment necessary for such an important public building, accessibility is poor, planning documents need to be revised and etc.

SHORTLIST FOR FURTHER ASSESSMENT

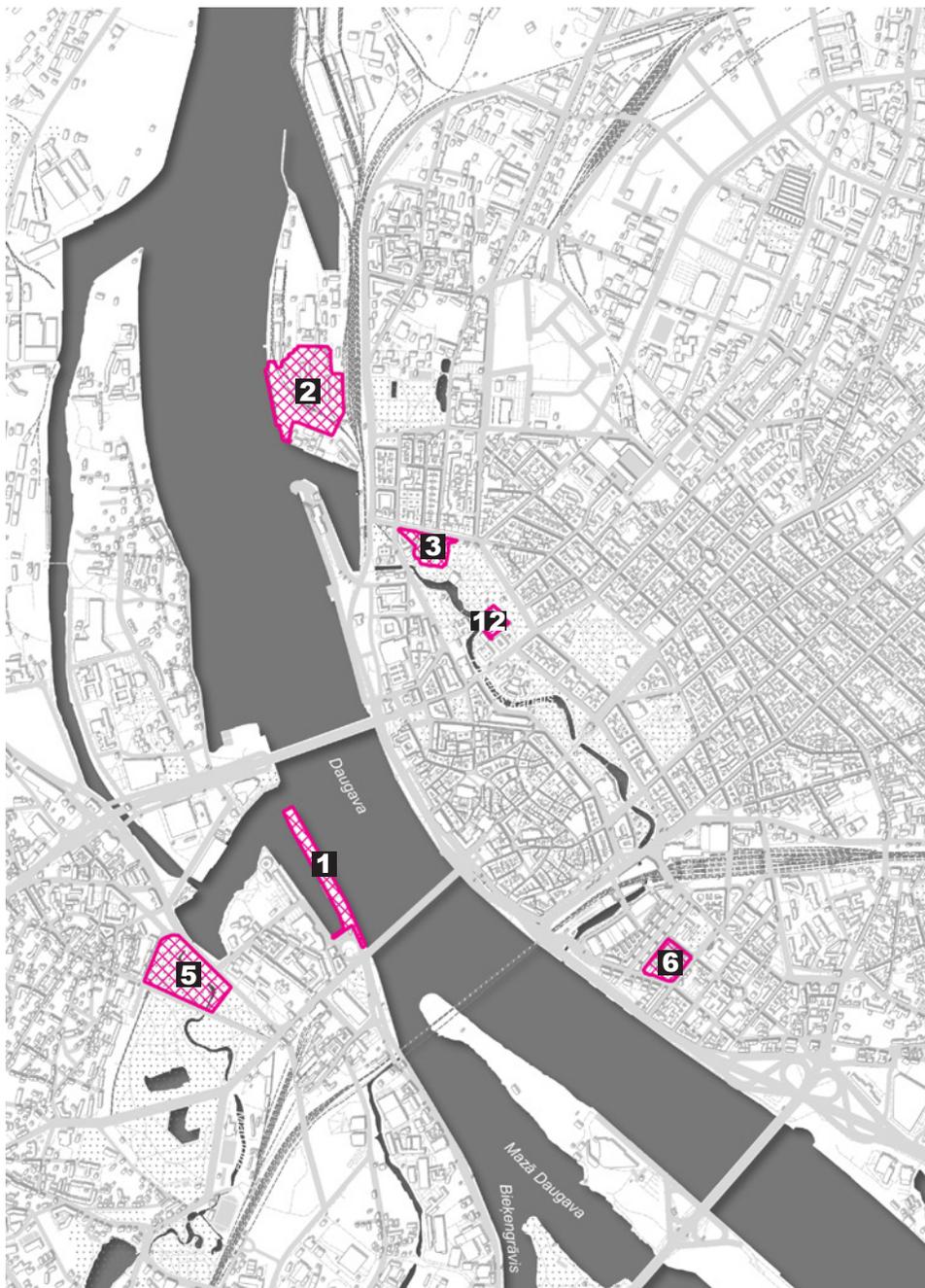
After discussion with the client, representatives from the LAA and taking into account strong opinions expressed in the Focus group it was decided that:

1. As per recommendation of MASH Studio, it was decided not to further consider site no. 8, given it is an integral part of an ongoing plan for infrastructure development in the station-market area. Before technical design for the infrastructural improvement projects are prepared it is very difficult to determine the area that is left to develop RCH and it is very difficult to determine if the leftover space will be sufficient.
2. As per discussion with the client and representatives of the LAA it was decided to keep site no. 3 in the short-list as overall condition and location is too similar to site no. 12.
3. As site no. 1 was the favourite of the Focus group, it was also decided to keep it in the short-list and continue analysing it.



Img. 17. Shortlisted sites

SHORTLIST ASSESSMENT



Img. 18. Map with shortlisted sites

METHODOLOGY OF ASSESSMENT

Each site is assessed against the criteria formulated from the Focus group (FG) discussion.

Criteria:

1. Accessibility to musicians;
2. Quickness / speed of development of the project;
3. Adequate space;
4. Balance of cost and quality;
5. Easy and convenient access;
6. Avoiding the risk of uncertainty;
7. Not at the expense of existing values;
8. In a prestigious place ;

Criteria that are "nice to have":

9. With focused impulse to socio-economic impact;
10. Public support.

Criteria and their explanations were formulated by Group93 from the discussions of the Focus groups. Language was not changed.

It is important to point out that the final results of the assesment based on the Focus group criteria do not match the opinion about the favourite sites expressed by the Focus group and even contraticts it.

In addition to assessment against FG criteria, a list of additional questions to be answered was formulated during the first assessment. Answers to these questions are presented.

A SWOT analysis forms conclusions of each of the site. Report is concluded by the list recommendations for the best three potential locations for the National Acoustic Concert Hall in Riga.

AB DAMBIS

ACCESSIBILITY TO MUSICIANS

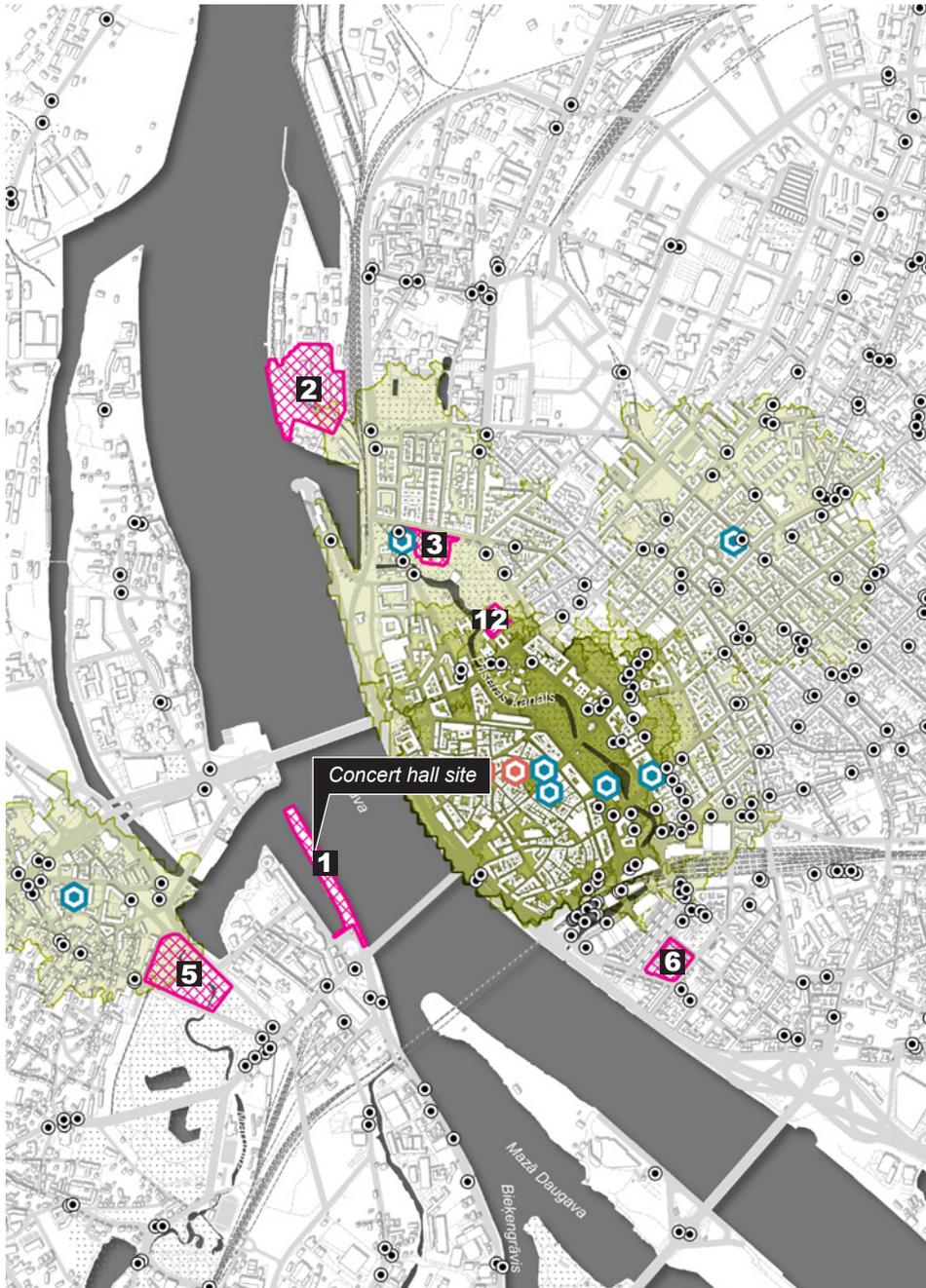
Close to musician's ecosystem or 2-3 bus stops away

The priority is to choose from the experience and needs of the musicians, then from the experience and needs of the concert audience.

In a place where are opportunities to cluster cultural objects (music education, art, cultural institutions, other concert halls, opera) - for the daily needs of musicians and a wider program for the needs of audience

Main concentration of musicians' ecosystem is on the right bank of the river in the Historic center of Riga. On the left side of Daugava there is one music school. However, site is further from the school by more than 3 public transit stops or 10 min on foot. Site can be reached from the historical city by 2-3 stops but access to the locations from which musicians would have to get to AB dambis not convenient.

Site is not part of musicians ecosystem.



Site boundaries shortlist

Musicians ecosystem

Residents of the concert hall

Users of the concert hall

Public transit stops

Musicians ecosystem on foot 10 min

Img. 19. Accessibility map of musicians ecosystem (Source: Traveltime, OSM)

QUICKNESS / SPEED OF DEVELOPMENT OF THE PROJECT

Quickness / speed of development of the project.

There are several factors that will determine the speed of development on Ab Dambis. If it is decided that new competition is not necessary, KM and the architecture office need to renegotiate a new contract. It is very likely that contract can be only signed for the scope of the winning proposal from 2006. If program from 2006 is

no longer applicable (which seems likely), project cannot be restarted and there will be a need for a new competition. Unlike for the other sites, extra time will also be needed after the competition to do the reconstruction of the Dam. Construction of the bridges can be done in parallel to the construction of the RCH.

1. Feasibility study (0,5 year)



2. Competition (1-1,5 years)



4. Contract negotiation (1 year)



5. Technical project (1-1,5 years)



6. Construction (2-3 years)



3. Changing planning documents (1-2 years)



TOTAL: 6-7 YEARS

ADEQUATE SPACE

Sufficient space for acoustics halls, rehearsals studios, dressing rooms, technical support, musician's resting, audience service.

Adequate space for the hall

A large green area (without trees) behind a transformable stage with the possibility to have outdoor events.

Possibility to expand

Space on AB Dambis is adequate for the hall and for public space where outdoor events could take place. Expansion should be foreseen in the design of the project. Expansion is not foreseen in the competition entry of 2006. Space and guidelines for expansion should be foreseen in the competition brief for the RCH

if a new competition is organized. If new competition is not organized and ministry moves forward with the current design, program should still be reviewed together with future users/operators of the building.

BALANCE OF COST AND QUALITY

Following GOR's (Rēzekne) principles of economic cost and good quality, but case of national concert hall.

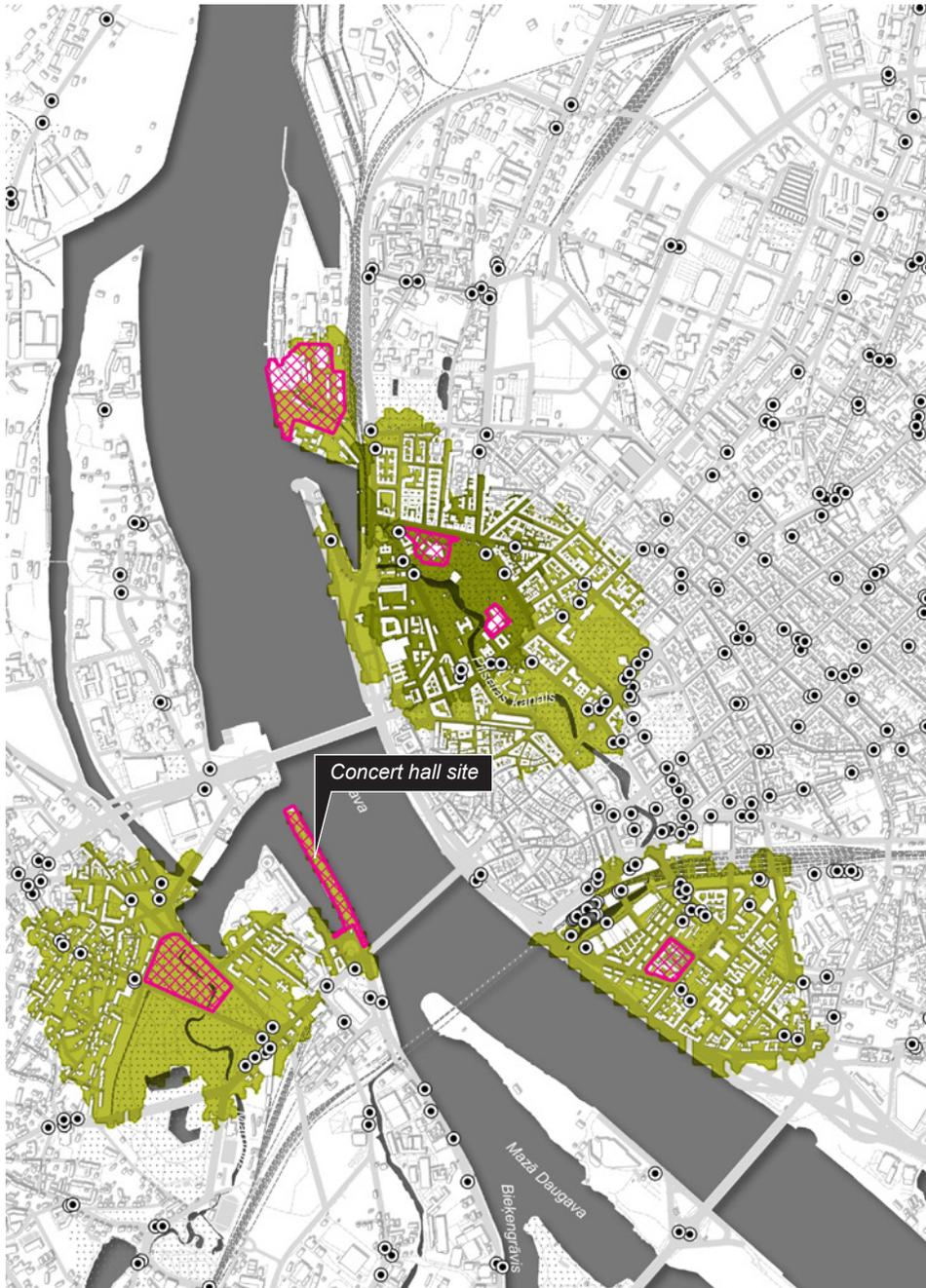
Costs will be high in all places due to geological conditions of Riga ??? (explanation of influence on costs are needed)

In addition to the cost of the construction of the RCH, Ab Dambis will have to be reconstructed. To make this site more accessible, additional road and pedestrian bridges will have to be built, underground parking will have to be integrated into the Ab Dambis. Based on the calculations of the authors of the winning project done after the competition, total cost of the reconstruction and additional

infrastructure could reach from 15 to 20 mln. eur.

Based on the received information of geological conditions close to AB dambis site, foundation poles would need to be up to 19 m long till stable dolomite layer is reached. However, more detailed calculations are required to determine the depth.

Img. 20. Project time line expectations in case there is a need for a new competition.



Img. 21. Accessibility map of public transit stops (Source: Traveltime, OSM)

EASY AND CONVENIENT ACCESS

Number of co-modal public transport, public transport nodes nearby or in a 10 min. walk
 Concert hall - continuation of the city's public outdoor space
 In a place that is not crowded with traffic jams on a daily basis

Nearest public transport stop is accessible in 10 minutes on foot.

The design of the RCH could integrate with public space on the dam but it is very unlikely that people would go to the site from the historical city on foot.

Access time to the site can lengthen due to rush hour traffic jams on the bridges from the historical centre of Riga. Due to the fact that its not well connected to pedestrian, cycling and

public transport networks, it is likely that majority of visitors will come by car or taxi. Due to the complexity of the transport network around the site, influx of cars will negatively the whole area.

Site can be accessed by public transport but in general, accessibility is poor for motorized and non motorized transport.

 Site boundaries shortlist

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min (shortlist)

AVOIDING THE RISK OF UNCERTAINTY

Related projects (certainty of future developments)

RCH development on the site will be affected by the development of pedestrian bridge and road bridge to the Ab Dambis. These developments must relate to the development of the concert hall. Mukusalas promenade reconstruction project is prepared, and construction should start soon. There is high certainty that reconstruction will be implemented. Accessibility of the Left side of Daugava river will depend on the transport improvement projects that are connected to Rail Baltica project. Project is still being prepared and timeline of project approval and development plan and budget allocation is still uncertain. There are a variety of developments planned at the bay of Agenskalns. Project proposals are announced. There is high certainty

that planned residential developments will be implemented. There is a plan to develop an overground parking near the National Library which could be shared with the RCH to reduce parking space on Ab Dambis. Unfortunately, it is the position of Riga city municipality not to invest into parking and leave it to be developed by a private entity. Therefore, this development is plausible but uncertain.

Overall, territory connected to the site is slowly developing and condition will improve but the aspect of time is important. It is likely that major investments will first come to the station area and only after will come to the Left side.



Img. 22. Local plan of Trijādības st. 1 and Trijādības st. 3



Img. 23. Mukusalas Street Waterfront Promenade

NOT AT THE EXPENSE OF EXISTING VALUES

Not on the beach, not in the nature area, even not in the brushwood (which are diversity of green areas).

Could be deal with compensation of the green areas in other place.

Near to the park, but not to an existing park

RCH would not be developed at the expense of existing values.

What is important to mention is that although trees would not be cut or building demolished, building the RCH in this location would be at the expense of the lively urban context that such building needs

or could contribute to, accessibility for musicians, visitors, and the supporting staff of the building. It would also be at the expense of the possibility to use such building as a catalyst for development, to attract and support local businesses or new residents.

IN A PRESTIGIOUS PLACE

Pleasant surroundings (nature mix, well established public space with amenities)

Visibility of the building

Near to water and green areas

Surroundings of Ab Dambis are not pleasant. Its an area with autonomous monofunctional developments entangled in a dense road network.

Visibility of the building would be good from the historical city, the Vansu bridge and the Stone bridge.

Site is near water.

Overall, although the site is visible, the area is not lively, not compact, does not promote walkability that would characterize it as a high quality urban area.

Nice to have: WITH FOCUSED IMPULSE TO SOCIO-ECONOMIC IMPACT

Mixed-use, walkable area;

Part of the developing city organism

Preferably in the shrinking Riga centre to improve attendance at cafes and other cultural sites

In a place that is not crowded with traffic jams on a daily basis

Area is not mixed use and is not walkable. Currently area is being slowly developed.

Site is outside Riga centre. Moreover, morphology of urban fabric will not result in improved attendance of cafes in the surroundings of the site.

Access to the site will depend on control of traffic during rush hour on the bridges over Daugava.

Overall, development of the RCH in this site will not have a significant socio-economic impact.

Nice to have: PUBLIC SUPPORT

Place that unifies and not promote hatred in society

Except irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions

The project of the RCH on AB Dambis was rejected by the National government and public due to its high development cost.

Other than that, site does not have other “deal breakers”.

PRELIMINARY INVESTMENTS

Preliminary cost of the concert hall is calculated based on following reference buildings: Concert Hall of Polish National Radio Symphony Orchestra, National Forum of Music, Concertgebouw, Uppsala concert and congress hall, Stavanger Concert Hall, Liepājas daudzfunkcionālais centrs "Lielais dzintars", Latgales vēstniecība "GORS", Vidzemes koncertzāle "Cēsis", Ventspils Mūzikas vidusskola ar koncertzāles funkciju, ERL (Austrija), Szcecin Philharmonic.

Site preparation

(Dismantling surfaces, excavating soil, removing trees, maintenance work of the dam, waste removal from site, expansion of the dam)

7 850 000 Eur

Concert hall

(Including equipment and furniture)

60 000 000 Eur

COMMENTS FROM THE FOCUS GROUP:

THE SITE!

- “Place without conditions”, understanding that the development process also develops the surrounding public outdoor space
- need to adjust existing project or create a new one, according to today's needs.

QUESTIONS / ANSWERS

1. What was the preliminary cost of the reconstruction of the dam?

Cost of site preparation:

(Dismantling surfaces, excavating soil, removing trees, maintenance work of the dam, waste removal from site, expansion of the dam) 7 850 000 Eur

Reconstruction of the dam does not include construction of the new bridges.

2. Were the decisions of the Detail plan considered in the planning documents of surrounding areas?

Yes. Surrounding territories are being developed by private developers that are planning additional pedestrian bridge to be developed at their own cost.

3. What kind of developments are planned in the area. What's their time-line?

Technical project for Mukusalas promenade is completed, Parking of the National Library that could be shared with the RCH but its future is uncertain and will depend on political will of the Riga City

4. Is there a potential for the area to become more liveable?

Surrounding territories are developing as higher class residential neighbourhood (at Trijādības street). It is very unlikely

that territory will have in the future qualities of a vibrant urban centrality.

5. Is new competition necessary?

Theoretically it is possible "restart" of the cancelled contract with the winner of 2006 competition but it will be tricky due to the fact that contract is connected to the winning proposal that has a different building program than the program approved by the Ministry of Culture. It is more likely though that the new competition would be necessary considering the strictness of the Law of public procurement in Latvia, the fact that building regulations and standards have changed in the 15years. New competition would give a possibility to critically review the building program, urban development guidelines and understand better supplementing investments that will be necessary if RCH is built in this site.

PRECONDITIONS

If it is decided that a public building should be placed on the dam it is important to firstly review the development structure of the district and apply major changes to make the area more walkable and diverse. Currently area is developing as a higher-class residential neighbourhood. Plans of the city should not contradict the upcoming developments as it is too late. It is recommended that new competition is organized for a revised program and revised values of the development.

STRENGTHS

- Site is visible from the historical city.
- Site is currently not occupied by any buildings.

WEAKNESSES

- Urban fabric around the site is mono-functional, no lively street-scape and no indication that situation would improve in the futures.
- Site is difficult to access by all modes of transportation.
- A lot of improvements will have to be made to make the site suitable for the RCH (additional access to the dam, pedestrian bridge, expansion of the dam with major reconstruction of the structure).
- Site will not contribute to the development of the area (area will continue to develop in the planned direction with or without the site).
- Site is far from the cluster of musicians.

OPPORTUNITIES

- A continuous loop for walking could be created along the waterfront.
- Realize the concept of placing two key public buildings on the Left side of Daugava.

THREATS

- If the RCH is developed on the dam, there is a risk of public rejection when the final cost of the reconstruction and all additional developments will be calculated.
- If all the developments are implemented there is a risk that building will become an autonomous structure for one purpose.

ANDREJSALA, ANDREJOSTAS IELA 17

ACCESSIBILITY TO MUSICIANS

Close to musician's ecosystem or 2-3 bus stops away

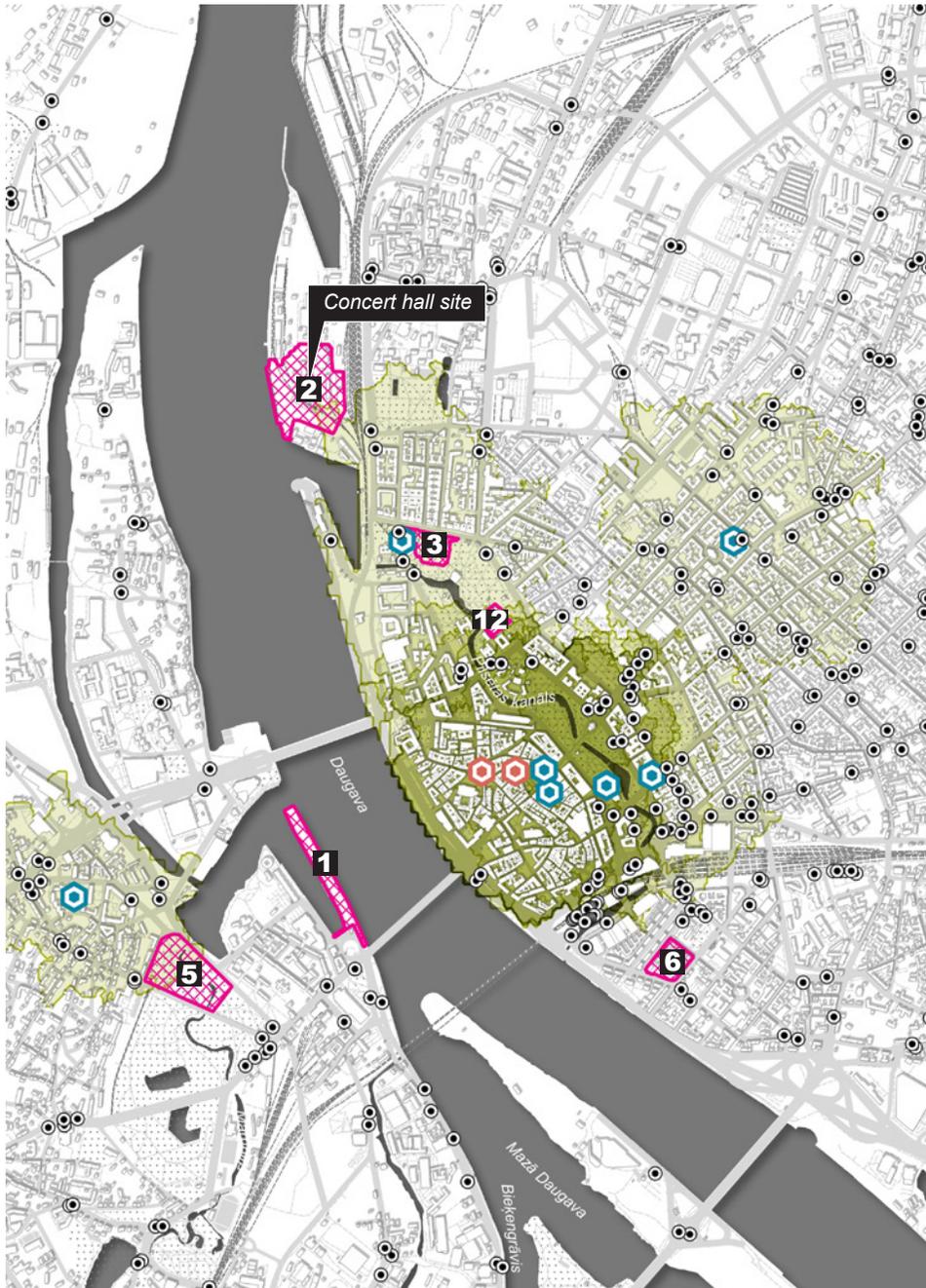
The priority is to choose from the experience and needs of the musicians, then from the experience and needs of the concert audience.

In a place where are opportunities to cluster cultural objects (music education, art, cultural institutions, other concert halls, opera) - for the daily needs of musicians and a wider program for the needs of audience

Site further than 10 minutes distance away on foot from the centre of the musicians cluster but can be easily accessed by public transport.

bridges to reach Andrejsala, it could be concluded that accessibility for the musicians and the audience would be good.

Overall, taking into consideration that key music institutions are in the core historical area of the city where public transport is limited and that it is not necessary to cross the



-  Site boundaries shortlist
- Musicians ecosystem**
-  Residents of the concert hall
-  Users of the concert hall
-  Public transit stops
-  Musicians ecosystem on foot 10 min

Img. 24. Accessibility map of musicians ecosystem (Source: Traveltime, OSM)

QUICKNESS / SPEED OF DEVELOPMENT OF THE PROJECT

Quickness / speed of development of the project.

Extra time will be needed to return land and prepare the project.

Extra time will be needed if the local plan will have to be modified if that is needed for the development concept that is currently being revised.

Development time of RCH will fully depend on the ability of the

National government to reach agreement with developers who have the site leased. Given public opinion climate that is well reflected by the focus group, it will be crucial to not only negotiate contract conditions but also have a very strong communication strategy that will help the public see the transparency of the process.

1. Negotiation on the land lease (0,5-1 year)



2. Feasibility study (0,5 year)



3. Competition (1-1,5 years)



4. Contract negotiation (1 year)



5. Technical project (1-1,5 years)



6. Construction (2-3 years)



TOTAL: 7-8 YEARS

ADEQUATE SPACE

Sufficient space for acoustics halls, rehearsals studios, dressing rooms, technical support, musician's resting, audience service.

Adequate space for the hall

A large green area (without trees) behind a transformable stage with the possibility to have outdoor events.

Possibility to expand

If all site is used for development: there is adequate amount of space for outdoor events.

If, only a part of the site is returned to the government, it is unclear how much space will be designated for outdoor space and it will depend on the feasibility study that must be prepared.

In any case site in this location should not be smaller than 2ha.

Space and guidelines for expansion should be foreseen in the competition brief for the RCH.

Overall, the location is generous in terms of size and opportunities for architectural design.

BALANCE OF COST AND QUALITY

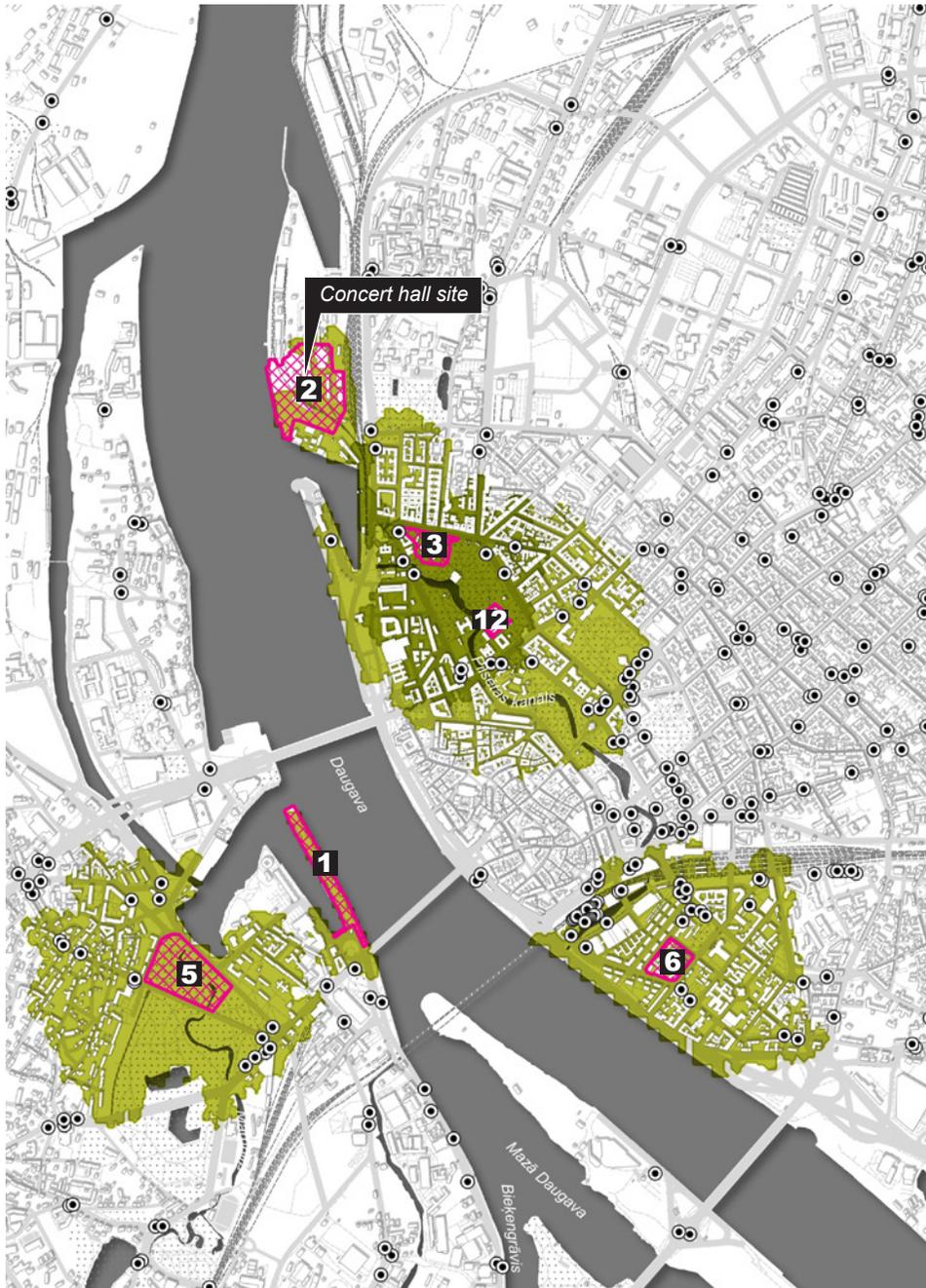
Following GOR's (Rēzekne) principles of economic cost and good quality, but case of national concert hall.

Costs will be high in all places due to geological conditions of Riga ??? (explanation of influence on costs are needed)

In addition to development of the RCH, access to the site must be improved, new street network needs to be created, development of the surrounding plots should have started when construction of RCH starts.

till stable sandstone layer is reached. However, more detailed calculations are required to determine the depth.

Based on the received information of geological conditions, foundation poles would need to be up to 30 meters long



Img. 25. Accessibility map of public transit stops (Source: Traveltime, OSM)

EASY AND CONVENIENT ACCESS

Number of co-modal public transport, public transport nodes nearby or in a 10? min. walk
 Concert hall - continuation of the city's public outdoor space
 In a place that is not crowded with traffic jams on a daily basis

Currently nearest public transport stop is further than 10 minutes away. There is a tram-line planned in a proximity to the selected site.

The design of the RCH could integrate with public space on site.

It is unlikely that access to the site will be highly affected by rush hour traffic jams.

Overall, site can be accessed easily and conveniently. Pleasant street-scape will depend on the design of the geometry of streets in Andrejsala.

 Site boundaries shortlist

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min (shortlist)

AVOIDING THE RISK OF UNCERTAINTY

Related projects (certainty of future developments)

Hansa crossing: crossings in Riga will be reviewed next year. The decision about the type of this crossing will not be made in upcoming years. Decision to develop RCH in this site can influence the decision about the type of crossing .

Tenants of the land are currently reviewing the development vision of the area; it is still unclear how it will

affect existing planning documents. It is expected to finish review in November.

Development of RCH depend on agreement between tenants of land and the state and decision of the Riga City about the type of Hansa crossing. without these, it is not possible to consider building RCH in Andrejsala.

NOT AT THE EXPENSE OF EXISTING VALUES

Not on the beach, not in the nature area, even not in the brushwood (which are diversity of green areas).

Could be deal with compensation of the green areas in other place.

Near to the park, but not to an existing park

RCH would not be developed at the expense of existing values.

IN A PRESTIGIOUS PLACE

Pleasant surroundings (nature mix, well established public space with amenities)

Visibility of the building

Near to water and green areas

Currently the site is underdeveloped, not prestigious but has a potential to become one. It will take from 5 till 20 years for the area to fully develop.

Site is near water.

Overall, site fulfils the expectations of the Focus group.

Building will be visible from Kipsala and Vansu Bridge and from Daugava River.



Img. 26. Master plan of Andrejsala

Nice to have: WITH FOCUSED IMPULSE TO SOCIO-ECONOMIC IMPACT

Mixed-use, walkable area;

Part of the developing city organism

Preferably in the shrinking Riga centre to improve attendance at cafes and other cultural sites

In a place that is not crowded with traffic jams on a daily basis

Currently the site is underdeveloped, but existing planning documents foresees this area as a diverse mix-use, walkable area.

Site is part of a developing city organism: priority development area of the city.

Site is near the historical centre of Riga.

Nice to have: PUBLIC SUPPORT

Place that unifies and not promote hatred in society

Except irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions

Very strict opinion is expressed against the development of the RCH on a site that is controlled by private entity with a reputation questioned by the public.

Overall, site in the shrinking Riga centre, is a brownfield with a potential to become a lively urban area and will not depend fully on the traffic in the problematic roads of the city.

PRELIMINARY INVESTMENTS

Preliminary cost of the concert hall is calculated based on following reference buildings: Concert Hall of Polish National Radio Symphony Orchestra, National Forum of Music, Concertgebouw, Uppsala concert and congress hall, Stavanger Concert Hall, Liepājas daudzfunkcionālais centrs "Lielais dzintars", Latgales vēstniecība "GORS", Vidzemes koncertzāle "Cēsis", Ventspils Mūzikas vidusskola ar koncertzāles funkciju, ERL (Austrija), Szcecin Philharmonic.

Site preparation (whole site)

(Dismantling surfaces, excavating soil, removing concrete foundations and other structures, waste removal from site)

1 690 000 Eur

Cost of the site preparation could be reduced if only a part of the site would be dedicated to the RCH.

Concert hall

(Including equipment and furniture)

60 000 000 Eur

COMMENTS FROM THE FOCUS GROUP:

Good place for a concert hall, when the plot will be without encumbrances, then we will put it back on the list. Otherwise society will protest.

Conditions/Actions:

Terminate the lease agreement (for whole area).

The conditions for returning the land to the state for use (land with all buildings is returned in full, the tenant builds the street before the return).

QUESTIONS / ANSWERS

1. What are the conditions of the lease agreement?

Buildings are owned by private entities, land leased. Tenants are willing to return part of the land to public. Conditions of the process of the return of the land TBD.

2. What is the timeline of development of the area? Any new plans/concepts/visions?

Development will start in the north and continue down the south.

3. What is the status of Hansa crossing? Is bridge eliminated?

Status is unclear. What is clear is that if high bridge is built, **site should not be considered for RCH.**

4. What changes in port development might affect development of Andrejsala?

Active port activities are moving to the north of the port. They will not have negative effect on Andrejsala development.

PRECONDITIONS

1. Reach an agreement about land for RCH.
2. City administration must confirm that an option of high bridge for Hansa crossing will not be considered in the future and other options will be explored.

It is important to note that there is a big risk to claim the whole site of 9 ha. Site is too big for the concert hall and is in the middle of the Andrejsala. If the State takes back the whole plot and is unable to manage the development in the area that is left or left-over space is leased to an entity that does not have financial capacities or vision to develop the area, the development of the WHOLE Andrejsala and probably the surrounding development would be at risk.

STRENGTHS

- Brownfield location that will be developed soon next to water and historical city.
- Site is visible from water, Kipsala.
- Site is in an acceptable proximity to the musician's ecosystem.
- There is enough space for outdoor public space and possible expansion.

WEAKNESSES

- Land is leased to a private entity.
- It will take a substantial amount of time for the area to fully develop.

OPPORTUNITIES

- Architects will be free to explore variety of architectural solutions in the site as there are not many constraints.
- RCH can become an anchor development for Andrejsala.
- RCH can ensure higher quality of developments around the hall (rise standards), attract residents to a shrinking inner city of Riga.
- Follow through with a successful collaboration with a private entity.

THREATS

- State Real Estate Agency (SREA)/ Ministry of Culture might not be able to reach an agreement with the tenant of the land.
- Due to limited funding, city will not be able to develop necessary infrastructure leading to the site.
- Hansa crossing: if its decided to built a high bridge, it is not recommended to build RCH in Andrejsala. Alternatives that would be acceptable: low bridge or a tunnel.

ELIZABETES IELA 2, KRONVALDA BULVĀRIS 6

ACCESSIBILITY TO MUSICIANS

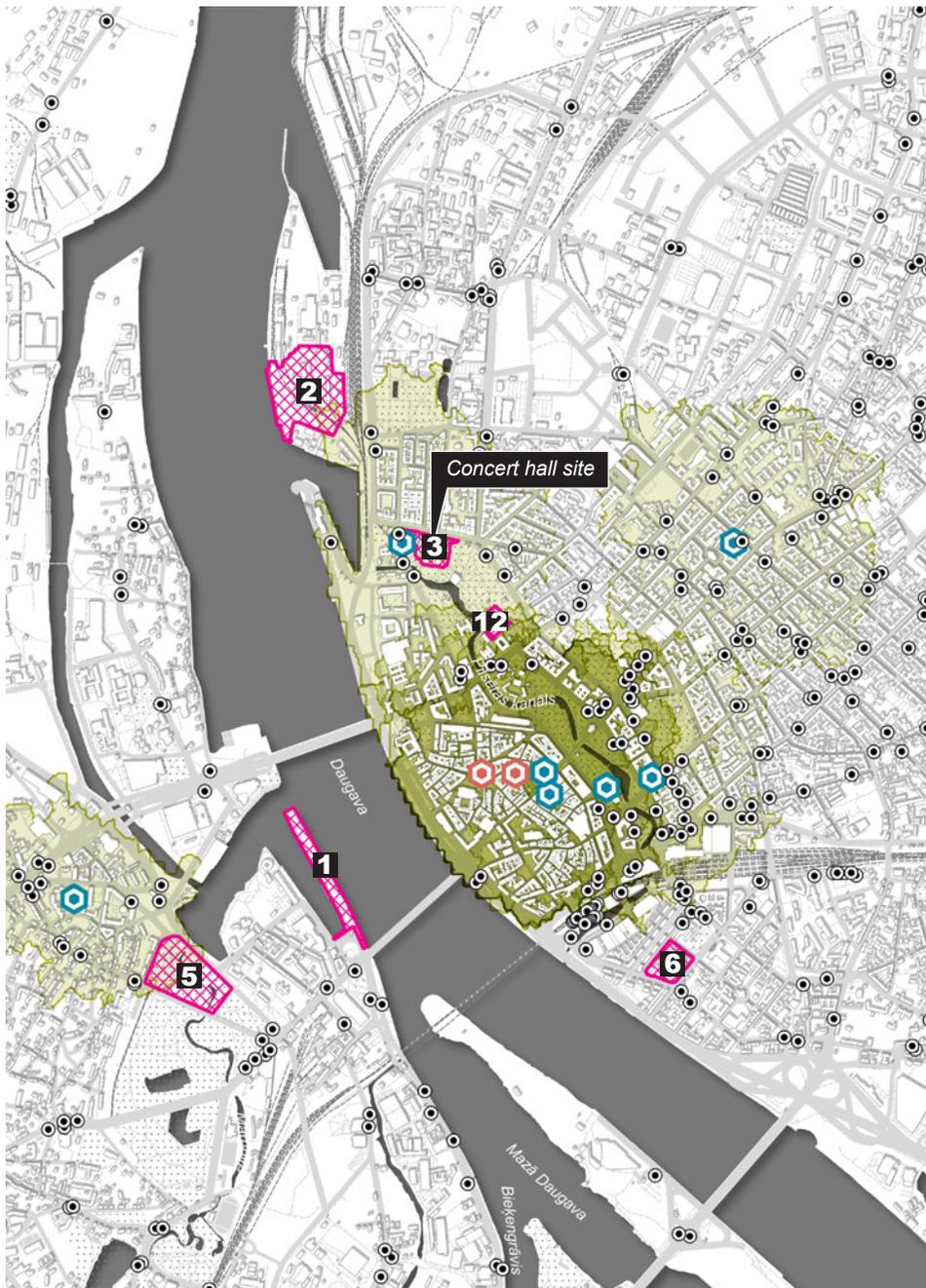
Close to musician's ecosystem or 2-3 bus stops away

The priority is to choose from the experience and needs of the musicians, then from the experience and needs of the concert audience.

In a place where are opportunities to cluster cultural objects (music education, art, cultural institutions, other concert halls, opera) - for the daily needs of musicians and a wider program for the needs of audience

Site is in proximity of main concentration of musicians' ecosystem and can be reached either by 2 public transit stops or in 10 min. on foot.

Overall, site is in a great location in terms of closeness to the musicians ecosystem.



 Site boundaries shortlist

Musicians ecosystem

 Residents of the concert hall

 Users of the concert hall

 Public transit stops

 Musicians ecosystem on foot 10 min

Img. 27. Accessibility map of musicians ecosystem (Source: Traveltime, OSM)

QUICKNESS / SPEED OF DEVELOPMENT OF THE PROJECT

Quickness / speed of development of the project.

There is a high probability that a detail plan will be necessary. Plots for the development to the RCH will also have to be merged.

There is a high chance that demolition of the existing building will not be welcomed publicly therefore process could be postponed.

2. Feasibility study (0,5 year)



3. Competition (1-1,5 years)



4. Contract negotiation (1 year)



5. Technical project (1-1,5 years)



6. Construction (2-3 years)



1. Revising planning documents (1-2 years)



TOTAL: 6-7 YEARS

ADEQUATE SPACE

Sufficient space for acoustics halls, rehearsals studios, dressing rooms, technical support, musician's resting, audience service.

Adequate space for the hall

A large green area (without trees) behind a transformable stage with the possibility to have outdoor events.

Possibility to expand

After sites are cleared out there will be enough space for the RCH.

Outdoor events would have to be held in Kronvalda park. Park is dense with trees, therefore types of events will be limited.

Possibility to expand will be very limited and depend on the design of

the concert hall. Only if a part of site would be reserved for expansion and RCH will be developed as a compact building, expansion would be possible.

Overall, site in terms of size and context is meets the needs of the FG. Other aspects will depend on the program of the building that is not an object of this study.

BALANCE OF COST AND QUALITY

Following GOR's (Rēzekne) principles of economic cost and good quality, but case of national concert hall.

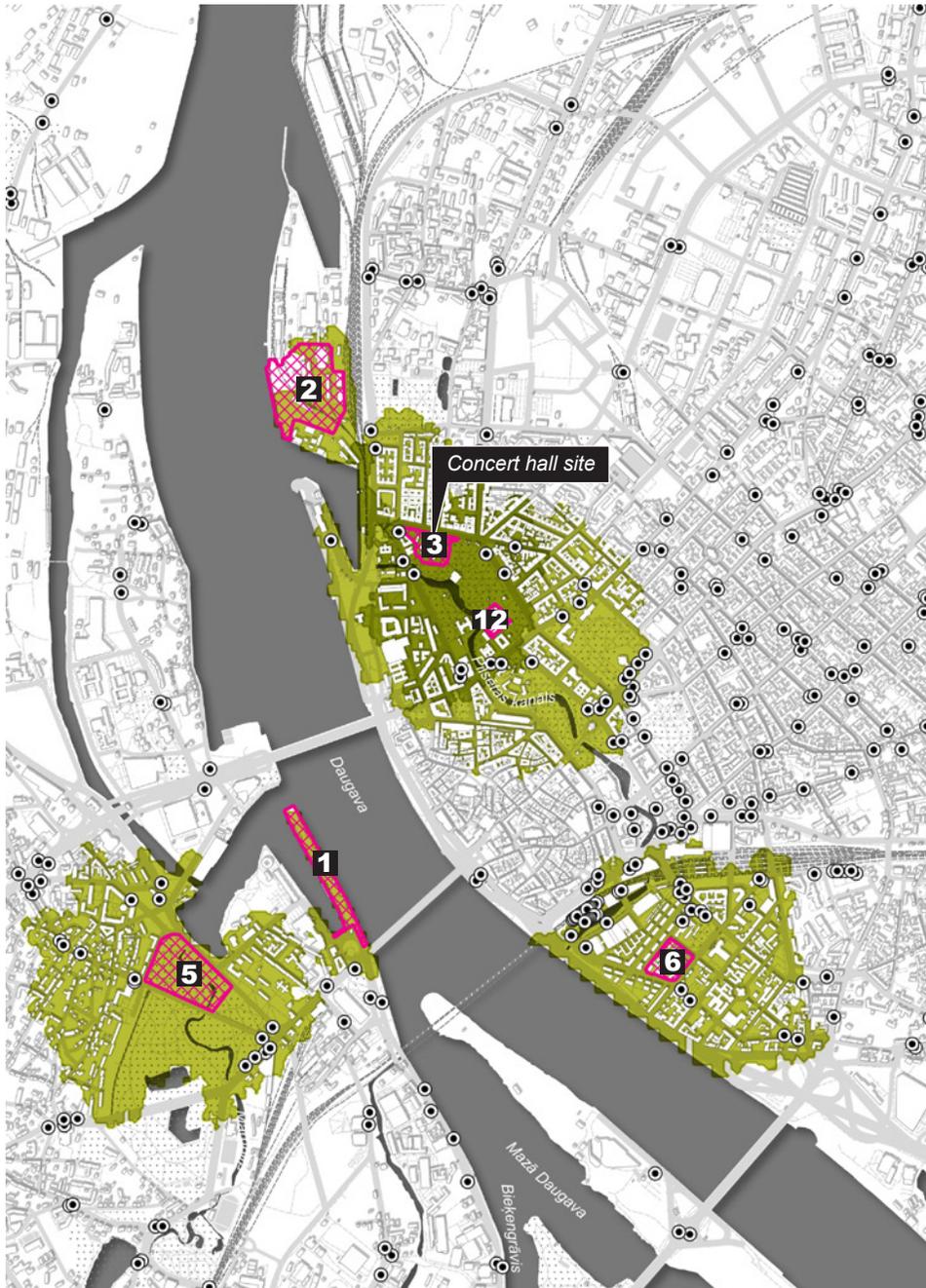
Costs will be high in all places due to geological conditions of Riga ??? (explanation of influence on costs are needed)

In addition to the cost of building the RCH, the existing buildings in the selected sites will have to be demolished.

Based on the received information of geological conditions, foundation poles would need to be up to 30 m long

till stable dolomite layer is reached. However, more detailed calculations are required to determine the depth.

Additional cost: demolishing of the existing buildings.



Img. 28. Accessibility map of public transit stops (Source: Traveltime, OSM)

EASY AND CONVENIENT ACCESS

Number of co-modal public transport, public transport nodes nearby or in a 10? min walk
 Concert hall - continuation of the city's public outdoor space
 In a place that is not crowded with traffic jams on a daily basis

Nearest public transport stop is accessible in 10 minutes on foot.

Surrounding traffic network is busy and there is high chance that placing RCH in this site would result in traffic jams.

The design of the RCH could integrate with Kornvalda park. Access to the site is via a compact, diverse historical centre.

Overall, accessibility of the site is OK.

 Site boundaries shortlist

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min (shortlist)

AVOIDING THE RISK OF UNCERTAINTY

Related projects (certainty of future developments)

There are a few cultural, performing arts institutions located in a proximity to the site: theatres, congress hall. Most events in these institutions will take place on a similar time-line, therefore there is high chance that there will be a high influx of visitors that might result in intense traffic.

One of the biggest uncertainties about this location is if its decided to build the RCH here is how long will it take to demolish the building

as there is high chance public will not accept it. Given that there is contradicting information about the value of E2 building it is also likely that an independent assessment of the architectural and cultural values of the building will be necessary but there is a big chance that whatever the study claims, it will not change the mind of the public.

NOT AT THE EXPENSE OF EXISTING VALUES

Not on the beach, not in the nature area, even not in the brushwood (which are diversity of green areas).

Could be deal with compensation of the green areas in other place.

Near to the park, but not to an existing park

If RCH stays within the limits of current boundaries, there is no risk to step Kronvalda park.

This place requires demolishing an existing building with contested heritage values.

There is a risk that some trees that are currently in the site will be negatively affected by the development.

IN A PRESTIGIOUS PLACE

Pleasant surroundings (nature mix, well established public space with amenities)

Visibility of the building

Near to water and green areas

There are a lot of hotels, hostels, cafes and restaurants in the close vicinity of the building. Site marks the end of the cultural green belt (Kronvalda park). Building will attract additional pedestrian flows.

Building will sink into the greenery of Kronvalda park but can become an accent in a green landscape that will

be easy to notice and find.

Site is surrounded by Kronvalda park.

Overall, location could be considered prestigious. It is not as visible compared to some other sites though.

Nice to have: WITH FOCUSED IMPULSE TO SOCIO-ECONOMIC IMPACT

Mixed-use, walkable area;

Part of the developing city organism

Preferably in the shrinking Riga centre to improve attendance at cafes and other cultural sites

In a place that is not crowded with traffic jams on a daily basis

Neighbourhood is diverse, there is a high variety of functions, building types, building ages. Street network is well developed, safe, sidewalks are walkable, building plinth is accessible and has an interesting program, there is a lot to see while walking. Site can be accessed via Kronvalda Park.

Development of RCH will not have a significant socio-economic impact as the area is already very well established.

Nice to have: PUBLIC SUPPORT

Place that unifies and not promote hatred in society

Except irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions

Very strict opinion is expressed against demolishing existing building because its “unethical” and contradicts sustainable development standards.

PRELIMINARY INVESTMENTS

Preliminary cost of the concert hall is calculated based on following reference buildings: Concert Hall of Polish National Radio Symphony Orchestra, National Forum of Music, Concertgebouw, Uppsala concert and congress hall, Stavanger Concert Hall, Liepājas daudzfunkcionālais centrs "Lielais dzintars", Latgales vēstniecība "GORS", Vidzemes koncertzāle "Cēsis", Ventspils Mūzikas vidusskola ar koncertzāles funkciju, ERL (Austrija), Szcecin Philharmonic.

Site preparation

(Dismantling surfaces, dismantling buildings, excavating soil, removing concrete foundations, removing trees, waste removal from site)

1 330 000 Eur

Concert hall

(Including equipment and furniture)

60 000 000 Eur

COMMENTS FROM THE FOCUS GROUP:

Politically influenced place. E2 is on the list just because the minister wants it.

Pros - the E2 building is practically usable with a relatively small investment for other functions (even for a hotel)

Conclusions - announce a tender for a hotel.

QUESTIONS / ANSWERS

1. Analysis of architectural values contradicts heritage department decision. What's the real state? Can it be demolished or not?

Heritage board made a decision to reduce the value of the building. Based on this decision, the building can be demolished. Detail architectural values assessment report contradicts this decision, but it is only a recommendation

PRECONDITIONS

If site is selected to be used for the RCH first, an independent assessment of the values of the building must be assessed to have an answer if this building can be demolished. Important to note that such review might not have effect on the people who already made their minds up.

More importantly Ministry of Culture needs to be maximally transparent about the processes surrounding E2 and gain the public trust back. Urban development agenda is more and more in the public eye, is carefully assessed by professional communities. Power of public should not be undervalued as it can stop development processes, result in unforeseen costs.

STRENGTHS

- Central, well accessible location surrounded by a park.
- There are a lot of hotels, hostels, cafes, and restaurants in the close vicinity of the building.
- Site is surrounded by a park.

WEAKNESSES

- E2 building is of sufficient state and can be renovated, justification of demolishing a building that is in sufficient state is questionable.
- Site is surrounded by busy streets, access is tight and limited therefore can result in a jam.

OPPORTUNITIES

- Possibility to add one more public building in Kronvalda park.

THREATS

- If this site is chosen, there is a high chance it will be rejected publicly given the recent history of public disagreements on a non-inclusive decision-making process about city developments.
- Surrounding streets could suffer from induced chaotic street parking of RCH visitors.

PARKA TERITORIJA STARP RAŅĀKA DAMBIS, SLOKAS IELU UN ALEKSANDRA GRĪNA BULVĀRI

ACCESSIBILITY TO MUSICIANS

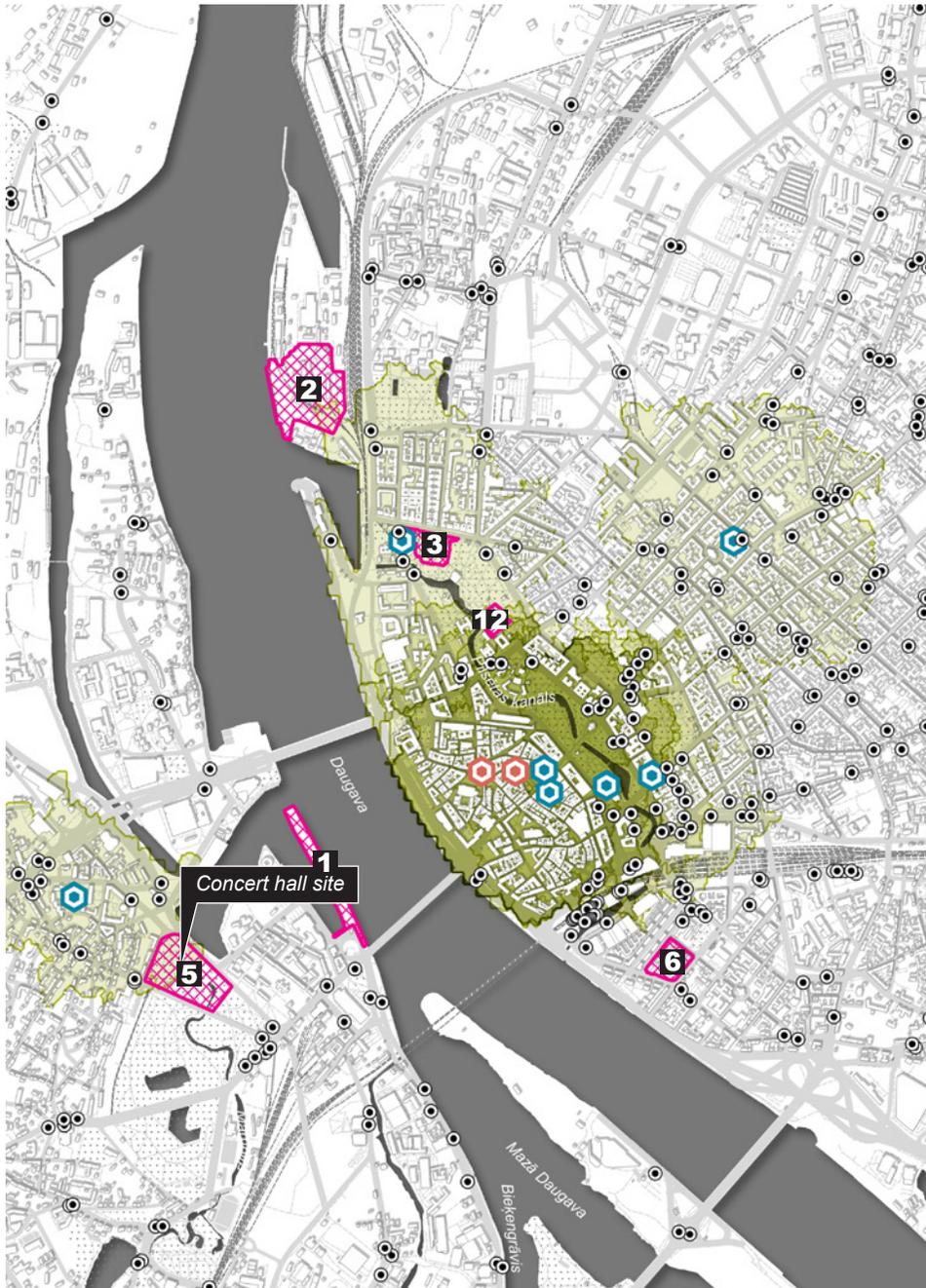
Close to musician's ecosystem or 2-3 bus stops away

The priority is to choose from the experience and needs of the musicians, then from the experience and needs of the concert audience.

In a place where are opportunities to cluster cultural objects (music education, art, cultural institutions, other concert halls, opera) - for the daily needs of musicians and a wider program for the needs of audience

Main concentration of musicians' ecosystem is on the right bank of the river in Historic centre of Riga. On the left side of Daugava there is a music school, which can be reached either by 2-3 public transit stops or in 10 min. on foot.

Overall, site is not in the vicinity of the musicians ecosystem.



 Site boundaries shortlist

Musicians ecosystem

 Residents of the concert hall

 Users of the concert hall

 Public transit stops

 Musicians ecosystem on foot 10 min

Img. 29. Accessibility map of musicians ecosystem (Source: Traveltime, OSM)

QUICKNESS / SPEED OF DEVELOPMENT OF THE PROJECT

Quickness / speed of development of the project.

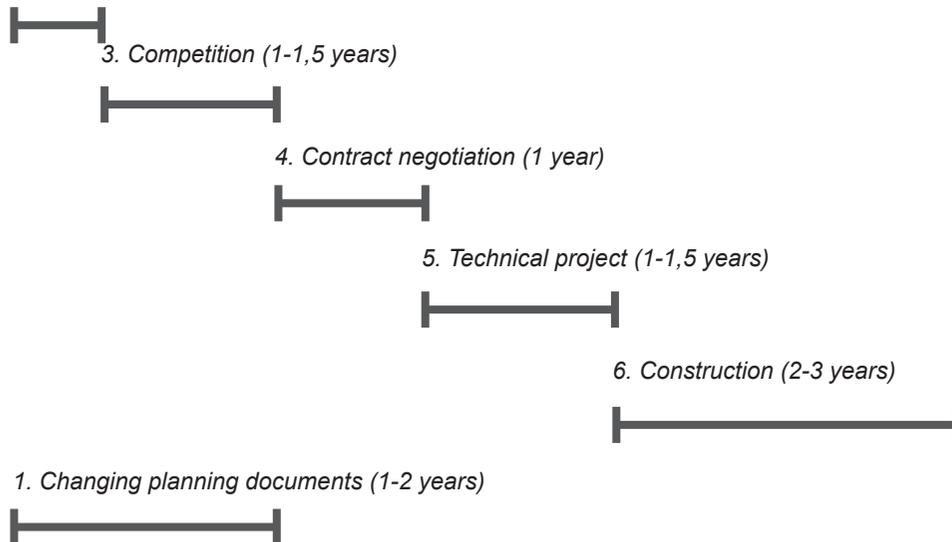
Territory is foreseen as green and infrastructure area. Development density is limited, height up to 6 meters. Planning documents will have to be adapted.

Speed will be highly affected by the implementation of Rail Baltic Local plan and modifications of transport network. Approval of the plan is necessary to understand how much

space of the park can be needed of the Concert Hall.

Most of the additional processes needed to prepare this site for development of the RCH can be done in parallel to the preparation of the feasibility study and competition. Time might lengthen if site is rejected publicly.

2. Feasibility study (0,5 year)



TOTAL: 6-7 YEARS

ADEQUATE SPACE

Sufficient space for acoustics halls, rehearsals studios, dressing rooms, technical support, musician's resting, audience service.

Adequate space for the hall

A large green area (without trees) behind a transformable stage with the possibility to have outdoor events.

Possibility to expand

RCH building would fit in the site. Some trees will have to be cut down in order to make space for the RCH and for outdoor event space.

Space and guidelines for expansion should be foreseen in the competition brief for the RCH.

Overall, site can accommodate the RCH with additional outdoor event spaces.

BALANCE OF COST AND QUALITY

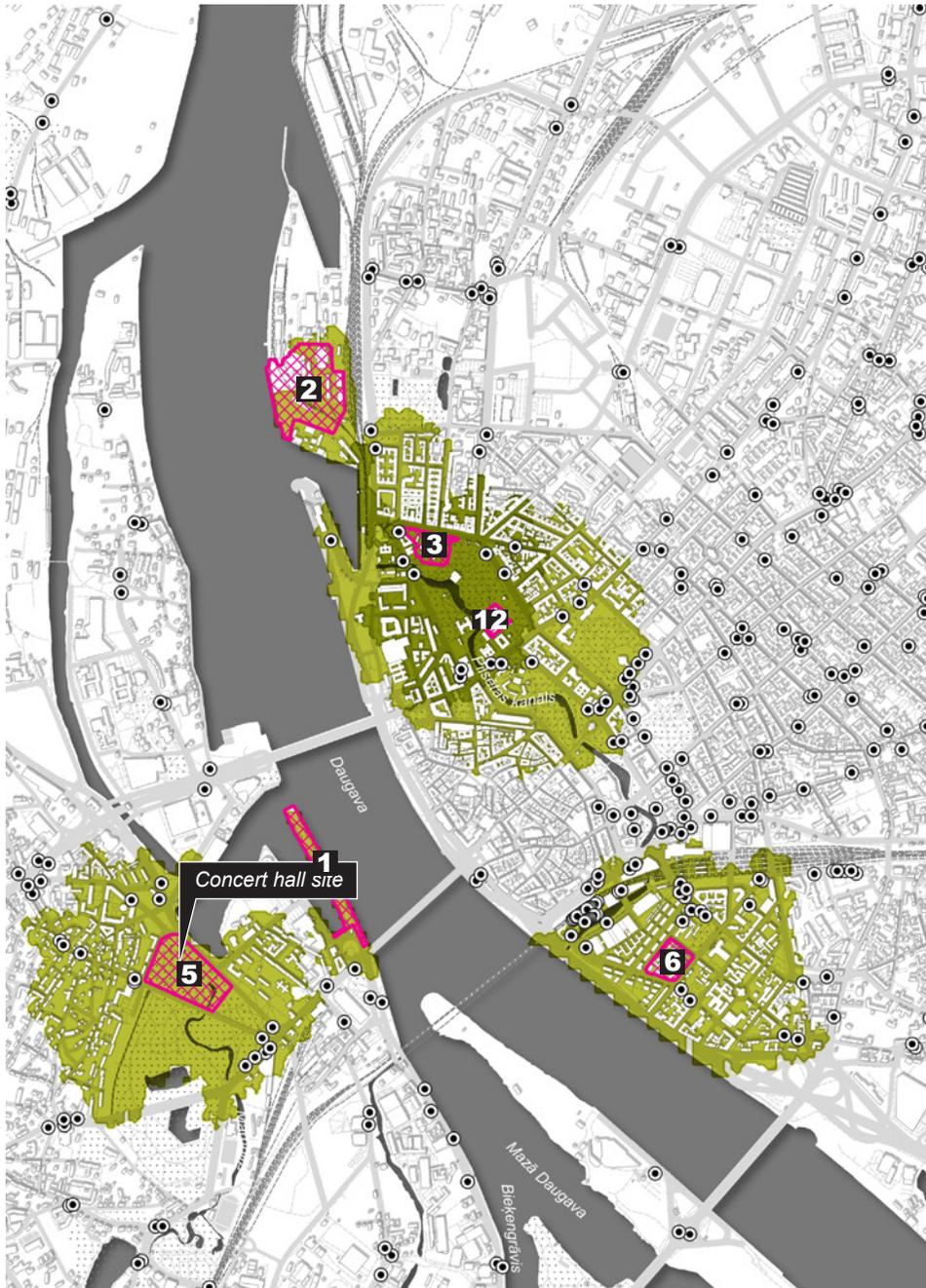
Following GOR's (Rēzekne) principles of economic cost and good quality, but case of national concert hall.

Costs will be high in all places due to geological conditions of Riga ??? (explanation of influence on costs are needed)

In addition to the RCH, a new street to Ranka Dambis via the park will should be build or at least clear borders and geometry of the future street need to be confirmed.

Overall, compared to other sites, there are no substantial additional cost. RCH can be developed even if new road is not developed yet as long as dimensions and type of the future road is fixes.

Based on provided information of geological conditions, foundation poles would need to be up to 14 m long till stable dolomite layer is reached. However, more detailed calculations are required to determine the depth.



Img. 30. Accessibility map of public transit stops (Source: Traveltime, OSM)

EASY AND CONVENIENT ACCESS

Number of co-modal public transport, public transport nodes nearby or in a 10? min walk
 Concert hall - continuation of the city's public outdoor space
 In a place that is not crowded with traffic jams on a daily basis

Nearest public transport stop is accessible in 10 minutes on foot.

The design of the RCH could integrate with Uzvaras park. Site is access through a diverse mixed-use area, humane streets. Improvement of urban fabric need to be encouraged by the city.

Transport network around site is not likely to be very crowded but access of the site will highly be affected by

implementation of Rail Baltica project implementation. Access time to the site can lengthen due to rush hour traffic jams on the bridges from the historical centre of Riga.

Access to this site will depend on the Cities ability to manage traffic crossing the bridges in rush hours.

 Site boundaries shortlist

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min (shortlist)

AVOIDING THE RISK OF UNCERTAINTY

Related projects (certainty of future developments)

Speed and future accessibility of the site will be highly affected by the implementation of Rail Baltic Local plan and modifications of transport network. Approval of the plan is necessary to understand how much space of the park can be needed of the Concert Hall.

Territory on the other side of Ranka dambis is planned for compact residential development.

Moreover it will be necessary to change the planned use of land in the masterplan of Riga.

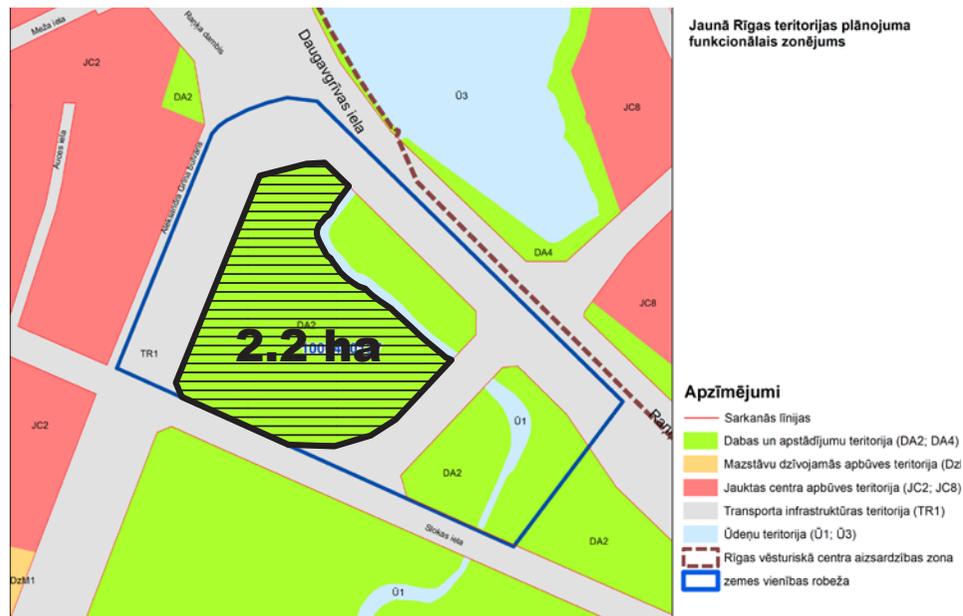
NOT AT THE EXPENSE OF EXISTING VALUES

Not on the beach, not in the nature area, even not in the brushwood (which are diversity of green areas).

Could be deal with compensation of the green areas in other place.

Near to the park, but not to an existing park

RCH site is in Uzvaras park that is considered as an unethical choice by the focus group.



Img. 31. Close up from Riga city master plan 2030

IN A PRESTIGIOUS PLACE

Pleasant surroundings (nature mix, well established public space with amenities)

Visibility of the building

Near to water and green areas

Surroundings of the site are sufficiently pleasant with potential to develop into a vibrant urban centre near Uzvaras park. Streetscapes are vibrant, there is a big diversity of functions, urban typologies, multi-modal accessibility.

Overall currently the site is not as prestigious in a city scale. It is a potential local centrality that has a potential to be in the near future.

Building will be visible from Agenskanls bay, from Vansu bridge, from Uzvaras park and surrounding streets.

Site is in the park.

Nice to have: WITH FOCUSED IMPULSE TO SOCIO-ECONOMIC IMPACT

Mixed-use, walkable area;

Part of the developing city organism

Preferably in the shrinking Riga centre to improve attendance at cafes and other cultural sites

In a place that is not crowded with traffic jams on a daily basis

Surrounding area is developing in a compact manner. Neighbourhoods are revitalizing. Some cafés, shops, offices, educational buildings.

City is part of slowly developing Left bank of Daugava area.

Local urban fabric and local businesses will be positively affected.

Development of the RCH in this site would highly contribute to the socio-economic development of the district.

Nice to have: PUBLIC SUPPORT

Place that unifies and not promote hatred in society

Except irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions

Very strict opinion is expressed against development in the park.

PRELIMINARY INVESTMENTS

Preliminary cost of the concert hall is calculated based on following reference buildings: Concert Hall of Polish National Radio Symphony Orchestra, National Forum of Music, Concertgebouw, Uppsala concert and congress hall, Stavanger Concert Hall, Liepājas daudzfunkcionālais centrs "Lielais dzintars", Latgales vēstniecība "GORS", Vidzemes koncertzāle "Cēsis", Ventspils Mūzikas vidusskola ar koncertzāles funkciju, ERL (Austrija), Szcecin Philharmonic.

Site preparation

(Dismantling surfaces, excavating soil, removing trees, waste removal from site)
347 000 Eur

Concert hall

(Including equipment and furniture)
60 000 000 Eur

COMMENTS FROM THE FOCUS GROUP:

Is it ethical to build in the park, if there are other locations available?

QUESTIONS / ANSWERS

1. Review new plans and determine much space exactly will be left for the concert hall.

Based on the new Masterplan for Riga, space left for the RCH in Uzvaras park is 2.2 ha. It is sufficient for this building.

Is it possible to compensate for the lost green space?

Compensation for the lost green space is not widely used in Riga therefore it is difficult to determine if it is possible to think of a working strategy how to compensate for lost greenery in the one of the most important parks in Riga. For a fact, it will be difficult to convince the public that cutting down trees in this park is justified.

PRECONDITIONS

If it is decided to build the RCH in this site it is important to have a very open and inclusive process of preparing the design brief where solutions are found how to design the RCH with the least negative impact for the Park.

STRENGTHS

- Non-build-up site in a slowly developing area on the left bank of Daugava.
- Surrounded by diverse urban fabric, walkable neighbourhoods.
- Surrounded by a park.
- Site is accessible by public transport, cycles.

OPPORTUNITIES

- Development of the RCH could attract additional businesses to surrounding neighbourhoods that will attract additional pedestrian flows.
- Surroundings are sufficiently pleasant with potential to develop into a vibrant urban centre near Uzvaras park.

WEAKNESSES

- A piece of a park with trees would have to be used for the development or RCH.
- Increased need of parking would have negative impact on neighbourhood.
- Access time of side of Daugava is not yet reliable.
- Site is further from Musician's ecosystem that is concentrated in the historical centre.

THREATS

- Access time to the site can lengthen due to rush hour traffic jams on the bridges from the historical centre of Riga.
- Speed will be highly affected by the implementation of Rail Baltic Local plan and modifications of transport network. Approval of the plan is necessary to understand how much space of the park can be needed of the Concert Hall.
- Very strict opinion is expressed against development in the park, there is a very high chance that this decision will not be accepted publicly.

RŪPNIECIBAS PREČU TIRGUS TERITORIJA STARP GAIZIŅA IELU, PRĀGAS IELU UN TURGEŅEVA IELU

ACCESSIBILITY TO MUSICIANS

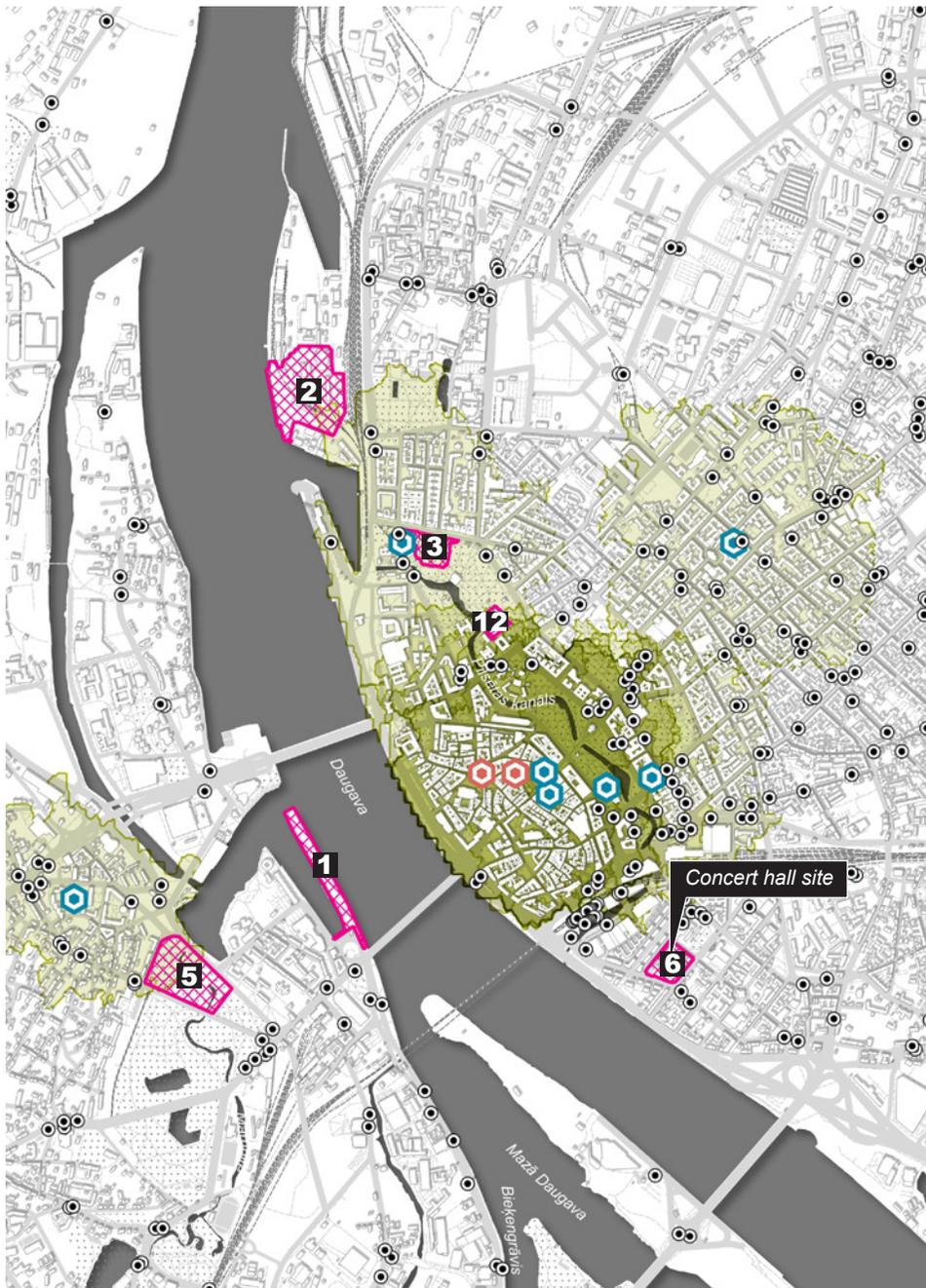
Close to musician's ecosystem or 2-3 bus stops away

The priority is to choose from the experience and needs of the musicians, then from the experience and needs of the concert audience.

In a place where are opportunities to cluster cultural objects (music education, art, cultural institutions, other concert halls, opera) - for the daily needs of musicians and a wider program for the needs of audience

Site is close to the main concentration of musicians' ecosystem and can be reached within 2-3 public transit stops. Due to existing infrastructure, the distance on foot a bit more than 10 min. However, this will be improved significantly after the implementation of Rail Baltica project.

Overall, the site is close to the musicians ecosystem. Moreover, Spikeri concert hall is across the street, there are some cultural venues in the district.



 Site boundaries shortlist

Musicians ecosystem

 Residents of the concert hall

 Users of the concert hall

 Public transit stops

 Musicians ecosystem on foot 10 min

Img. 32. Accessibility map of musicians ecosystem (Source: Traveltime, OSM)

QUICKNESS / SPEED OF DEVELOPMENT OF THE PROJECT

Quickness / speed of development of the project.

Before start of the project, decisions about the future location of the fire department need to be made.

heritage authorities. (as was when competition for the inter-modal terminal was prepared).

There is a risk that merging or historical plots will be rejected by

2. Feasibility study (0,5 year)



3. Competition (1-1,5 years)



4. Contract negotiation (1 year)



5. Technical project (1-1,5 years)



6. Construction (2-3 years)



1. Review of planning documents, merging plots (2-3 years)



TOTAL: 6-7 YEARS

ADEQUATE SPACE

Sufficient space for acoustics halls, rehearsals studios, dressing rooms, technical support, musician's resting, audience service.

Adequate space for the hall

A large green area (without trees) behind a transformable stage with the possibility to have outdoor events.

Possibility to expand

Space of the designated plots is sufficient to build RCH. Building at Maskavas iela 3 or 5 could be transformed into a mixed-use building with commercial spaces on the ground floor and administrative spaces for musicians' communities.

There are no green areas in the site but there is sufficient space without trees that can be shaped into chamber spaces for outdoor events.

Space and guidelines for expansion should be foreseen in the competition brief for the RCH.

Overall, site not only is big enough for the development of RCH but also additional possibilities for outdoor spaces and forming a new creative cluster in buildings that already exist in the site.

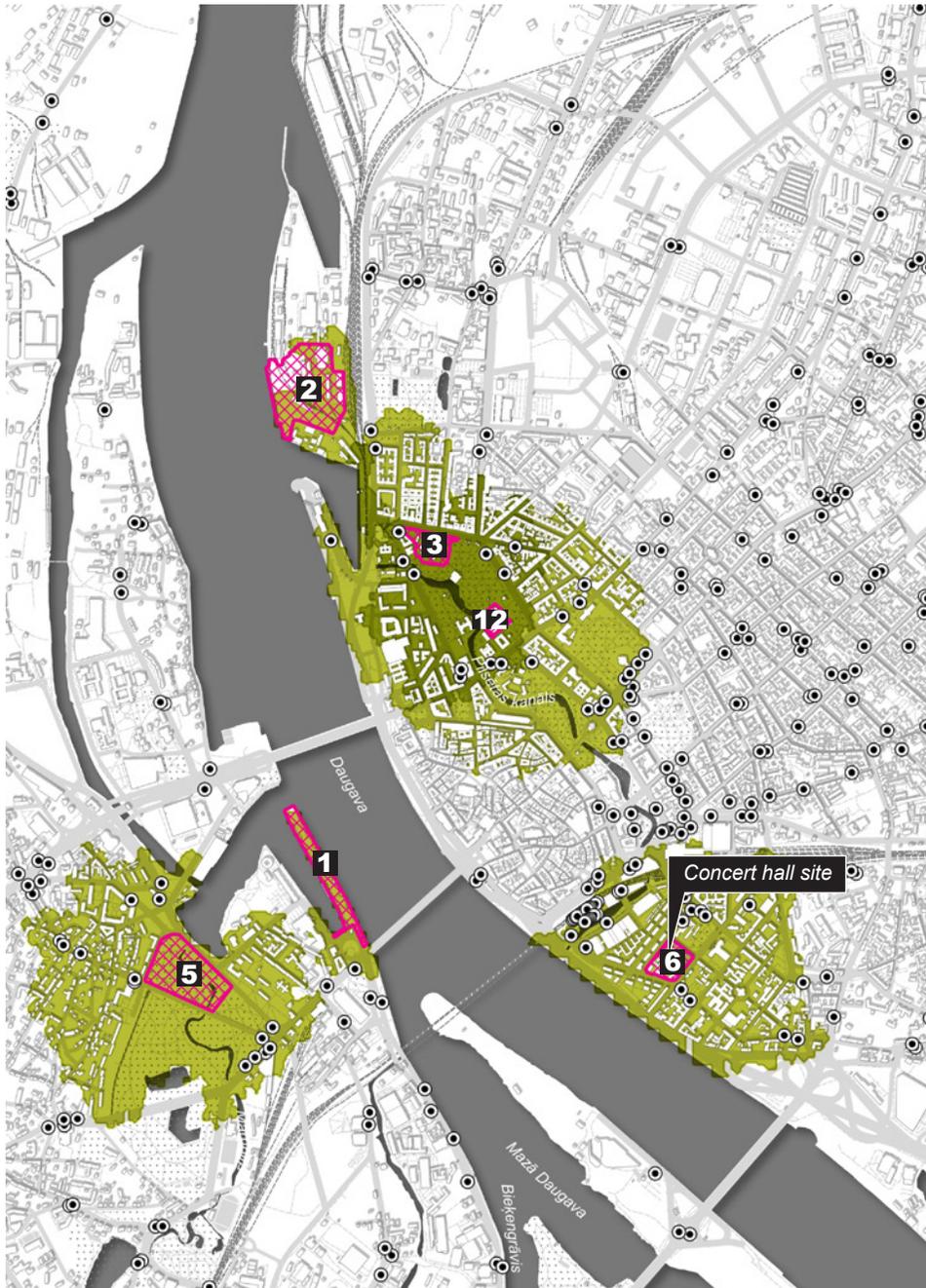
BALANCE OF COST AND QUALITY

Following GOR's (Rēzekne) principles of economic cost and good quality, but case of national concert hall.

Costs will be high in all places due to geological conditions of Riga ??? (explanation of influence on costs are needed)

In addition to the construction of the RCH, all existing structures that will be not reused will have to be demolished. Fire department would have to abandon the building in Maskvas iela 3 or 5. Buildings that will be reuses will require maintenance.

Based on provided information of geological conditions, foundation poles would need to be up to 17 meters long till stable dolomite layer is reached. However, more detailed calculations are required to determine the depth.



Img. 33. Accessibility map of public transit stops (Source: Traveltime, OSM)

EASY AND CONVENIENT ACCESS

Number of co-modal public transport, public transport nodes nearby or in a 10? min walk
 Concert hall - continuation of the city's public outdoor space
 In a place that is not crowded with traffic jams on a daily basis

Nearest public transport stop is accessible in 10 minutes on foot.

Currently, streetscape of the southern part of the rail is not of a highest quality. Despite that, area will overcome major transformation in the next 10 years where walkable

streets with reduced traffic and urban vegetation will be created. It is likely that area and access will be transformed to ensure a pleasant, safe walk to the site.

Site has outstanding accessibility.

 Site boundaries shortlist

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min (shortlist)

AVOIDING THE RISK OF UNCERTAINTY

Related projects (certainty of future developments)

Project will be highly affected by Rail Baltica development: (Baltic Central Passenger transport Hub) train and bus station, road reconstruction, expansion of cycling paths, connection under railway paths.)

Overall, the biggest risk in this site is bad management of ongoing developments or reduction of development quality of the Rail Baltica plans.

New private developments in the district will happen naturally alongside public investments.

NOT AT THE EXPENSE OF EXISTING VALUES

Not on the beach, not in the nature area, even not in the brushwood (which are diversity of green areas).

Could be deal with compensation of the green areas in other place.

Near to the park, but not to an existing park

RCH would not be developed at the expense of existing values.

IN A PRESTIGIOUS PLACE

Pleasant surroundings (nature mix, well established public space with amenities)

Visibility of the building

Near to water and green areas

Currently the area is not prestigious. Area is still developing and will have a big boost by Rail Baltic development

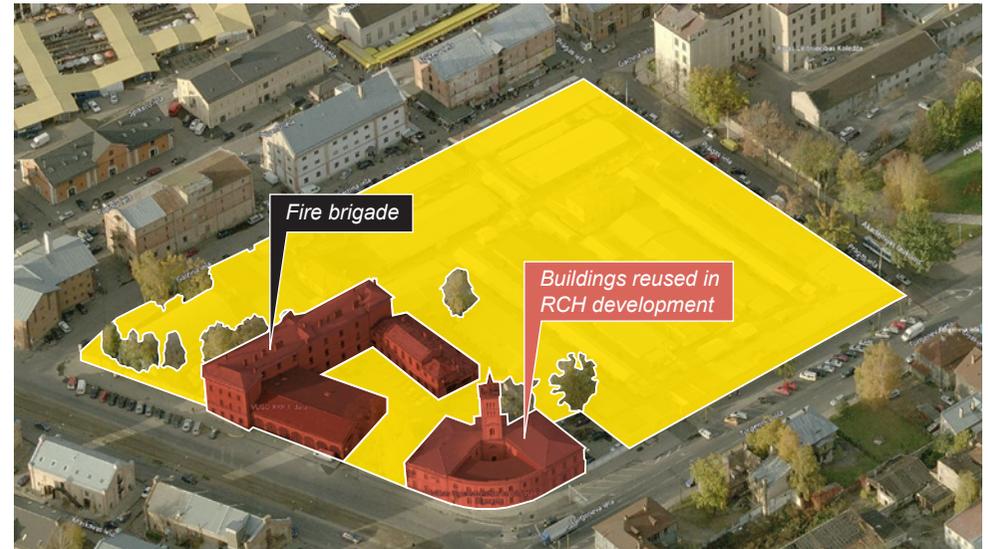
non-dominant structure where program and various activities dominate the streetscape.

Building will have to integrate into in the urban fabric. It will not be easy to notice from distance.

Site is not near water or alongside a green area.

With the right design it is possible to create a structure that would fit into existing diverse context. Scale of the urban fabric demands an integral,

It is very important to note that site is not considered prestigious enough by the musicians community therefore resistances is to be expected.



Img. 34. Aerial photo of the site

Nice to have: WITH FOCUSED IMPULSE TO SOCIO-ECONOMIC IMPACT

Mixed-use, walkable area;

Part of the developing city organism

Preferably in the shrinking Riga centre to improve attendance at cafes and other cultural sites

In a place that is not crowded with traffic jams on a daily basis

Street network is dense, street perimeter is sufficiently active, orientation is good, there is a feeling of social surveillance, safety. For now, the area is relatively fragmented, there is no clear well-developed network or public/green spaces now. It is planned with Rail Baltic station development and revitalization of the area.

Territory is underdeveloped and influx of pedestrian flows and new residents will have a very positive impact. Local urban fabric and local businesses will benefit. **Development of the RCH in this site would have a very significant positive socio-economic impact.**

Nice to have: PUBLIC SUPPORT

Place that unifies and not promote hatred in society

Except irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions

Site does not have a clear vision and development of RCH could become a strong anchor point.

There is no indication about existing irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions.

Site will not be well accepted by musicians community as it is difficult to imagine how this area WILL look like considering its character now.

PRELIMINARY INVESTMENTS

Preliminary cost of the concert hall is calculated based on following reference buildings: Concert Hall of Polish National Radio Symphony Orchestra, National Forum of Music, Concertgebouw, Uppsala concert and congress hall, Stavanger Concert Hall, Liepājas daudzfunkcionālais centrs "Lielais dzintars", Latgales vēstniecība "GORS", Vidzemes koncertzāle "Cēsis", Ventspils Mūzikas vidusskola ar koncertzāles funkciju, ERL (Austrija), Szcecin Philharmonic.

Site preparation (all sites)

(Dismantling surfaces, dismantling of all buildings, excavating soil, removing concrete foundations, removing trees, waste removal from site)

2 810 000 Eur

Concert hall

(Including equipment and furniture)

60 000 000 Eur

COMMENTS FROM THE FOCUS GROUP:

- There will be dense buildings, without a green area, insufficient outdoor space.
- Musicians must be allowed to choose. Let the musicians not be disappointed.
- Behind the railway and away from the existing musicians' environment.
- Shelters, rehabilitation centers and relevant groups.

QUESTIONS / ANSWERS

1. What is the future of fire-station? What about other buildings in the site that are functioning in the area?

Fire department needs to use the premises and territory Maskavas Street 3, for the needs of the State Fire and Rescue Service in future. However, the possibility of relocating the central apparatus of the State Fire and Rescue Service and the Technical Service Department to other premises is being considered, simultaneously vacating the premises at Maskavas Street 5, Gaiziņa Street 5a and 5b, as well as vacating a small part of the premises at Maskavas Street 3 if other appropriate premises will be allocated.

2. Could RCH be connected with Rail Baltica development and plans to build an intermodal terminal in this area?

No, and it does not need to be. Terminal with commercial spaces project was cancelled and it is unclear if it will be restarted. If necessary, the micro-bus platforms could temporarily be moved to the parking in front of the market (Maskavas iela 4).

3. Does RCH function fits with overall development concept of station area?

When the station area fully develops, transport flows and multi-modal changes should become seamless. It

will be very hectic during construction. RCH could clash with the function of the market but market typology is also shrinking in size and will need less space in the future.

4. What is the status of planned underground parking lot in this area?

There is still a plan to build underground parking under the site and adjacent public square. This does not contradict the RCH. Both can work.

5. What about historical plots?

Merging of historical plots was not allowed for the micro bus terminal. If RCH is announced as a national significance project, and with strong political support it should be possible to find a solution.

PRECONDITIONS

RCH can be developed in the site even if the Fire department maintains its activities in the buildings where they currently reside, but it would be a great opportunity to use those buildings and form a new cultural cluster with mixed use spaces in this quarter.

STRENGTHS

- Extremely well accessible site surrounded by a diverse mix-use neighbourhood.
- Not a well-developed area that would benefit from a public anchor point that can become a catalyst for high quality regeneration with variety of cultural functions.

WEAKNESSES

- Currently, quality of urban fabric is only sufficient, reputation of the area is questionable.
- There are a lot of projects planned in the district which will be difficult to manage.

OPPORTUNITIES

- Develop a contemporary, new music/cultural cluster in the district.
- Promote creative solutions for the development of the district.
- Strengthen the urban transformation projects already happening in the area.
- Old fire-department building can be reused to host music clubs/dance studios and other cultural actors. Building can help shape a concert hall cluster with chamber spaces inside the quarter.
- Currently market has a non-permeable perimeter, a feeling of walking near a fence. RCH could highly improve this condition.

THREATS

- There is a risk that project managers of Rail Baltic development fail to control the project, its not developed fully or a lot of changes occur.
- Design of the RCH will have to be carefully considered in the district context so that it does not compete or diminish values of Latvian Academy of Science building (Heritage monument).

KONGRESU NAMS, KRIŠJĀŅA VALDEMĀRA IELA 5

ACCESSIBILITY TO MUSICIANS

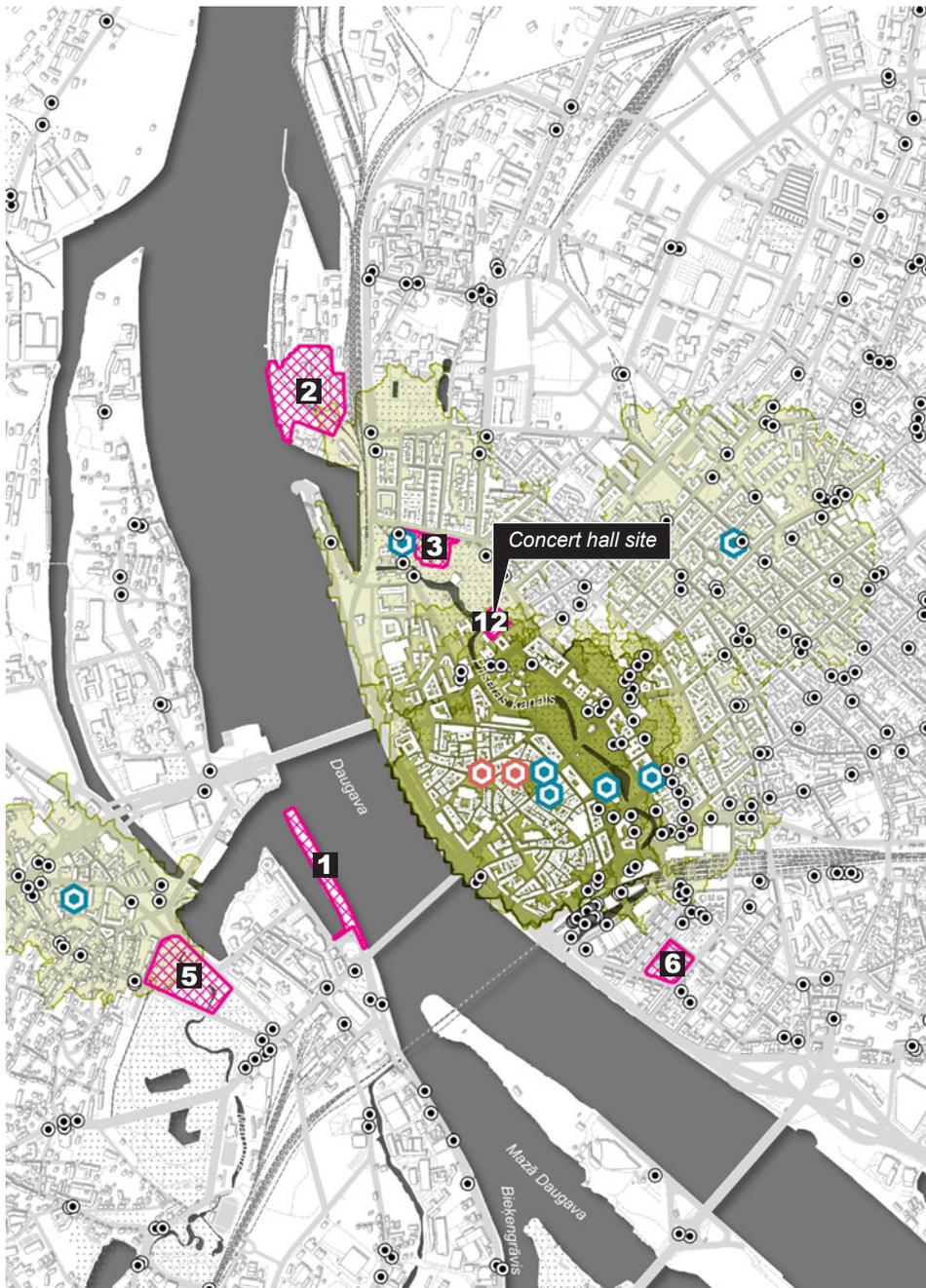
Close to musician's ecosystem or 2-3 bus stops away

The priority is to choose from the experience and needs of the musicians, then from the experience and needs of the concert audience.

In a place where are opportunities to cluster cultural objects (music education, art, cultural institutions, other concert halls, opera) - for the daily needs of musicians and a wider program for the needs of audience

Site is in proximity of main concentration of musicians' ecosystem and can be reached either by 2 public transit stops or in 10 min on foot.

Overall, site is in a great location in terms of closeness to the musicians ecosystem.



 Site boundaries shortlist

Musicians ecosystem

 Residents of the concert hall

 Users of the concert hall

 Public transit stops

 Musicians ecosystem on foot 10 min

Img. 35. Accessibility map of musicians ecosystem (Source: Traveltime, OSM)

QUICKNESS / SPEED OF DEVELOPMENT OF THE PROJECT

Quickness / speed of development of the project.

Before launching the competition for RCH on this site, an in-depth feasibility study must be conducted to determine the final size of the building with reduced program and determine technical requirements for reconstruction, paying special attention to building new foundations

of the building and construction process that would ensure, parts of the buildings can be preserved.

2. Feasibility study & sketch design (0,5-1 year)



3. Competition (1-1,5 years)



4. Contract negotiation (1 year)



5. Technical project (1-1,5 years)



6. Construction (1-2 years)



1. Changing planning documents (1-2 years)



TOTAL: 6-7 YEARS

ADEQUATE SPACE

Sufficient space for acoustics halls, rehearsals studios, dressing rooms, technical support, musician's resting, audience service.

Adequate space for the hall

A large green area (without trees) behind a transformable stage with the possibility to have outdoor events.

Possibility to expand

Site is big enough so that acoustics halls, rehearsals studio, dressing rooms, technical support, musician's resting, audience services. These main functions are not the only ones foreseen in the preliminary program prepared by the Ministry of culture. **The full program will not fit in this site therefore program requirements would have to be reduced.**

An acoustic concert hall of outstanding quality can be integrated into the existing building, but it would have to be smaller in capacity.

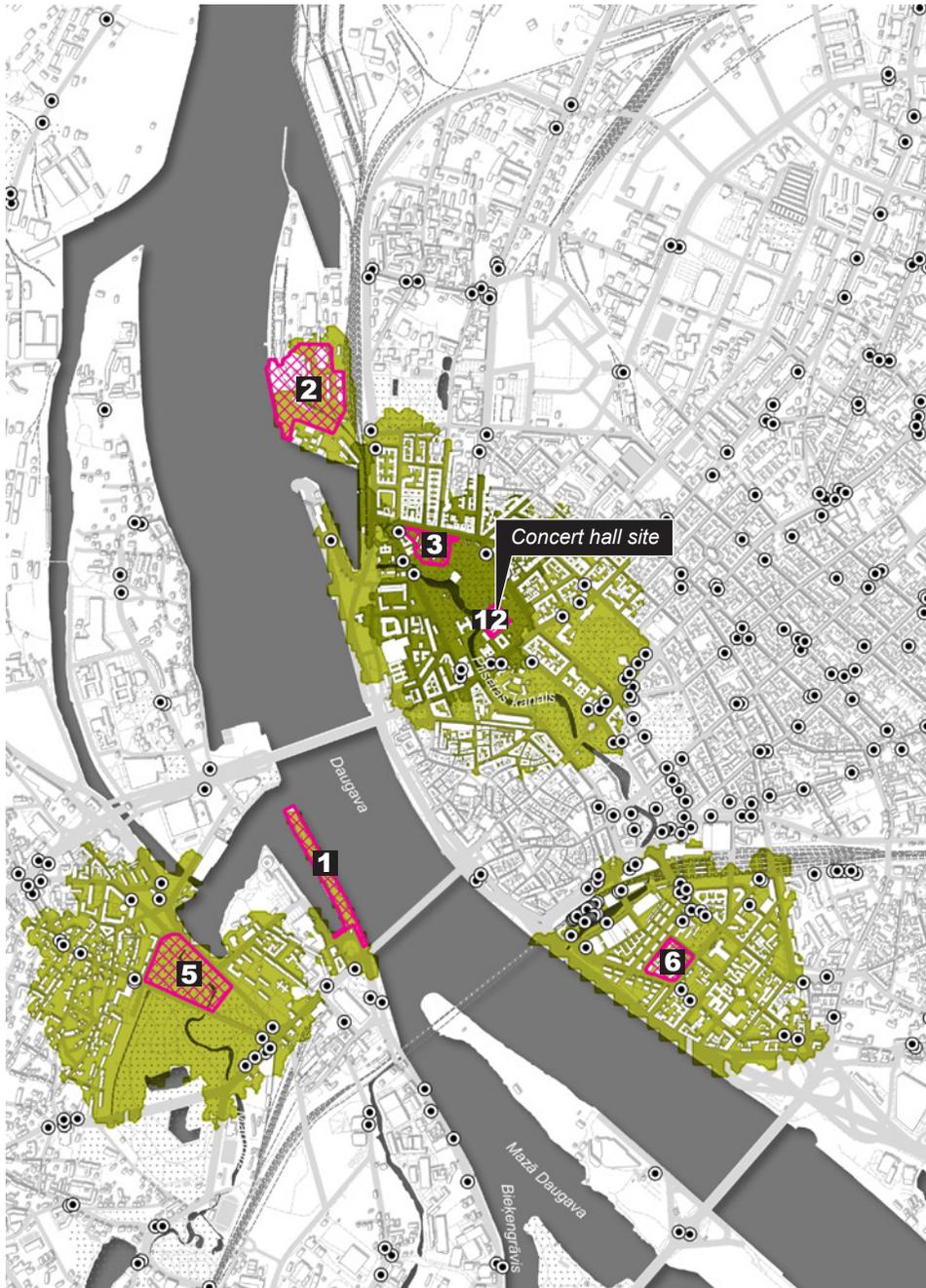
Public space in front of the building could be used for outdoor events. Temporary or light design solutions could be suggested here if no new construction is allowed.

BALANCE OF COST AND QUALITY

Following GOR's (Rēzekne) principles of economic cost and good quality, but case of national concert hall.

Costs will be high in all places due to geological conditions of Riga ??? (explanation of influence on costs are needed)

Based on provided information of geological conditions, foundation poles would need to be up to 19 m long till stable dolomite layer is reached. However, more detailed calculations are required to determine the depth.



Img. 36. Accessibility map of public transit stops (Source: Traveltime, OSM)

EASY AND CONVENIENT ACCESS

Number of co-modal public transport, public transport nodes nearby or in a 10? min walk
 Concert hall - continuation of the city's public outdoor space
 In a place that is not crowded with traffic jams on a daily basis

Nearest public transport stop is accessible in 10 minutes on foot.

Concert hall can become a continuation of the city's public outdoor space.

Surrounding traffic around the site is light or moderate, it can be accessed from a few sides.

Overall, site has outstanding accessibility.

 Site boundaries shortlist

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min (shortlist)

AVOIDING THE RISK OF UNCERTAINTY

Related projects (certainty of future developments)

There are no major developments planned in the area that would have a significant impact on the development of RCH.

NOT AT THE EXPENSE OF EXISTING VALUES

Not on the beach, not in the nature area, even not in the brushwood (which are diversity of green areas).

Could be deal with compensation of the green areas in other place.

Near to the park, but not to an existing park

Site is part of Kronvalda park, but development is strictly restricted within the borders of the Congress Hall building.

IN A PRESTIGIOUS PLACE

Pleasant surroundings (nature mix, well established public space with amenities)

Visibility of the building

Near to water and green areas

Site is located in Kronvalda park, which is well maintained, regularly used by Riga residents. Surrounding urban fabric is walkable, there are wide range of functions and public amenities.

Building would be easily noticeable from the public space in front of the building.

Nice to have: WITH FOCUSED IMPULSE TO SOCIO-ECONOMIC IMPACT

Mixed-use, walkable area;

Part of the developing city organism

Preferably in the shrinking Riga centre to improve attendance at cafes and other cultural sites

In a place that is not crowded with traffic jams on a daily basis

Historical centre of Riga is compact, diverse in terms of functions, has a rich network of public spaces.

Historical Riga centre is an already developed and highly regulated area that is constantly being upgraded.

Nice to have: PUBLIC SUPPORT

Place that unifies and not promote hatred in society

Except irreconcilable objections in society against convicted persons, principles, ethical dilemmas, unclear ownership conditions

RCH would change the Congress Hall. There is no evidence that would suggest that the this would be disapproved by the public.

Public might disapprove though that city have already invested in preparing a project for buildings reconstruction which would not be used.

Development of RCH will not have a significant socio-economic impact as the area is already very well established.

If reasons for not continuing of the reconstruction of the Congress Hall and building a Concert Hall instead of it are communicated clearly with the public, it is likely that decision will be accepted.

PRELIMINARY INVESTMENTS

Preliminary cost of the concert hall is calculated based on following reference buildings: Concert Hall of Polish National Radio Symphony Orchestra, National Forum of Music, Concertgebouw, Uppsala concert and congress hall, Stavanger Concert Hall, Liepājas daudzfunkcionālais centrs "Lielais dzintars", Latgales vēstniecība "GORS", Vidzemes koncertzāle "Cēsis", Ventspils Mūzikas vidusskola ar koncertzāles funkciju, ERL (Austrija), Szcecin Philharmonic.

Site preparation

(Dismantling surfaces, dismantling buildings, excavating soil, removing concrete foundations, waste removal from site)

1 320 000 Eur

Concert hall

(Including equipment and furniture)

60 000 000 Eur

In case of building reconstruction scenario, technical project is required to estimate the cost.

COMMENTS FROM THE FOCUS GROUP:

Excellent location and accessibility, but - place with conditions

- close municipal and state cooperation needed
- do not lose the park during development
- revitalize the parking lot
- the building must be excluded from the list of cultural and historical buildings of Riga.

Is it ethical to demolish building?

Relatively speedy option so that everything does not turn into the second 100-year history of the LNB.

QUESTIONS / ANSWERS

1. What possibilities are there to connect underground parking with the RCH?

Due to height differences it would be complicated to use existing underground parking for the logistics of the RCH, but visitors and staff of the hall could access the building via the parking.

2. Where will activities that were planned to be in the reconstructed congress centre move?

They are not planned to be moved, they would be eliminated or move to concert venues operated by private companies.

3. What complications should be expected if the building needs to be demolished or “carved out”?

To fit in the acoustical concert hall within the existing building, development program must be reduced. Moreover, a structural / architectural study is necessary to determine technical constrains.

4. Will it really fit? Is it possible to avoid using underground parking site?

Yes, see Q.3

PRECONDITIONS

Design of the Congress hall building requires reduction of the concert hall's program and eliminates the possibility to revise it, which means that black box suitable for bigger events is out of question. An in depth study will need to be carried out to determine the possible program of the building and technical constrains of reconstruction.

NOTE.

During the detail assessment of the short-list, Riga City Council approached international acoustician asking to determine if it would be possible to place a high quality acoustic concert hall into the existing building.

After doing a quick review company provided several schemes how a good quality concert hall could be placed within the existing building but major modifications to the plan are needed. Moreover they concluded that it is not advised to use the shape of the current congress hall to transform it into an acoustic hall. This is possible but quality of the hall will be mediocre.

STRENGTHS

- Site is in historical centre of Riga.
- Site is part of a musician's cluster that mainly concentrates in the historical centre.
- Site can be accessed from multiple streets and already has underground parking in front of the building.
- There is space to have outdoor events on a public space in front of the building.
- No trees will have to be removed while doing the reconstruction.
- Site is visible, representative.
- Site is surrounded by a variety of cultural institutions, hotels, cafes and etc.

WEAKNESSES

- As the existing building cannot be demolished and RCH must fit into the site boundaries of the Congress Hall building, program of RCH will have to be decreased.
- Current planning regulations limit the height of the building which will have to be 3-4 meters higher than the existing building, therefore special attention by decision makers will be needed.

OPPORTUNITIES

- As the program of the Congress Hall is no longer justified it is an opportunity to maintain public cultural function in this location by transforming the building into an Acoustic Concert Hall.

THREATS

- Due to space constraints, there is a risk that program of the building will be highly optimized and might become limited in flexibility.

CONCLUSIONS AND RECOMMENDATIONS

Before diving into the conclusions of the assessment we would like to invite the reader to stop for a minute and think about the future of urban areas and the future of Riga, about Riga in 2030. Urban areas face pressures of changing climate, therefore patterns of urban development must be sustainable and resilient. Citizens are demanding transparent and inclusive urban development processes that respect nature, cultural heritage and efficiently use resources. New generation of Latvians is highly flexible, emphatic, ambitious and interdisciplinary. At the same time they are living in a reality of sprawl, dependence on automobiles, inability to afford housing. This is a reality where the New Acoustic Concert Hall in Riga will be built in. Having this in mind it is crucial to ensure that current political tensions and nostalgia for lavish pre-crisis mega-projects does not overshadow future challenges of the citizens and the urban environment.

Development projects planned or currently implemented in Riga are very diverse. There are big and small projects, top-down and bottom-up initiatives. City seems to be trying to find its way, combine all ideas and ambitions together, revise plans, and bring some dinosaurs to rest.

We wish these recommendations are considered with an open mind and

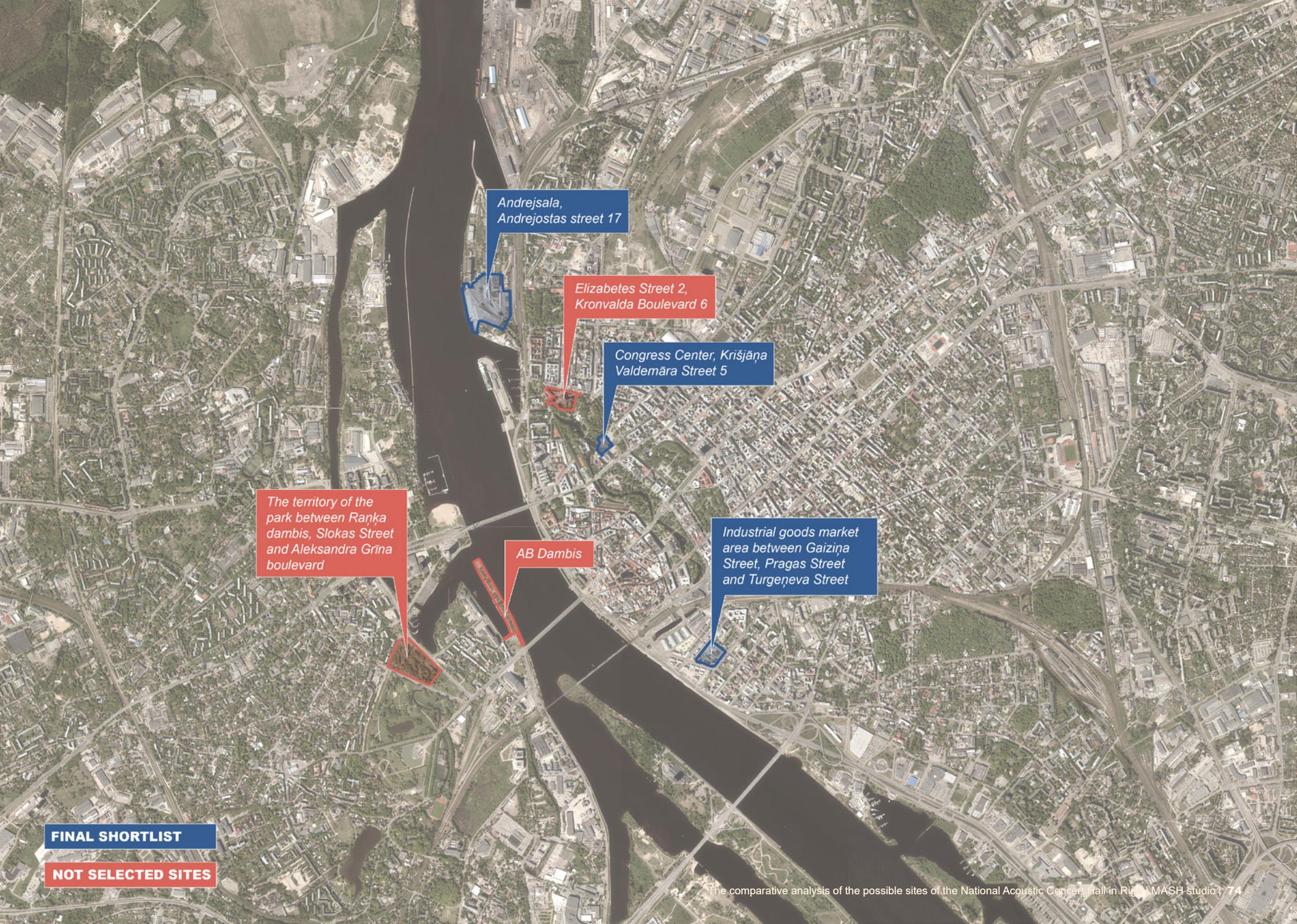
we strongly believe that they will help make an informed decision about the future location of the National Acoustic Concert Hall in Riga.

It is important to point out that all three recommended sites offer different possibilities for an Acoustic Concert Hall. Each site will require an architectural feasibility study where specific technical requirements, urban development guidelines and program for a building will have to be prepared.

After concluding the initial assessment, additional assessment based on the Focus group criteria was made. Red flags associated with each shortlisted site were identified. Ongoing and planned developments in Riga, project development history, political climate and context of the public opinion was considered. Taking all of this into account we recommend three sites (in no particular order) for the development of The National Acoustic Concert Hall in Riga:

- A. Kongresu nams, Krišjāņa Valdemāra iela 5
- B. Andrejsala, Andrejostas iela 17
- C. Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu

Arguments for such a recommendation and a list of pre-conditions are outlined further.



Andrejsala,
Andrejostas street 17

Elizabetes Street 2,
Kronvalda Boulevard 6

Congress Center, Krišjāņa
Valdemāra Street 5

The territory of the
park between Raņķa
dambis, Slokas Street
and Aleksandra Grīna
boulevard

AB Dambis

Industrial goods market
area between Gaiziņa
Street, Pragas Street
and Turgeņeva Street

FINAL SHORTLIST

NOT SELECTED SITES



A. KONGRESU NAMS, KRIŠJĀŅA VALDEMĀRA IEĻA 5

Reconstruction of Congress hall into a National Acoustic Concert Hall offers a possibility to maintain a public cultural venue in a location with a function that lost its relevance. Location is fitted for a public building in terms of logistics access, with a large parking in front of the building, site is easily accessible, in a prestigious, green area of Riga, in a heart of musicians ecosystem and surrounded by diversity of other cultural venues.

Development or RCH in this site is offered by and fully supported by the City of Riga which is a very important factor. Compared to other locations it is the site with the lowest amount of risks but there will have to be sacrifices that will have to be made too. The design of the Congress Hall building requires reduction of the Concert hall's program and eliminates the possibility to add functions that were previously not considered such as a black-box hall. An in depth study will need to be carried out to determine the possible program of the building and technical constraints of reconstruction.

This site is the quickest and the most certain path to implement the project.

Site was the third favourite among the architects from LAA.

Why yes?

- Outstanding accessibility.
- It's already a public building which is being prepared for reconstruction.
- Potentially is the cheapest RCH development.
- Necessary infrastructure exists already.

Conditions:

- An in depth study will need to be carried out to determine the possible program of the building and technical constraints of reconstruction.
- New international competition will be needed for the design of the Concert Hall, current reconstruction project can not be reused.



B. ANDREJSALA, ANDREJOSTAS IELA 17

Selected site in Andrejsala is 9,32 ha., is at the right bank of Daugava, in close proximity to the historical centre. Land of the site is leased to a private company, buildings and infrastructure are owned by a private company. Being so close to the city centre this site offers unlimited possibilities to implement a successful regeneration with the Concert Hall as a possible anchor point that would enrich the overall development, bring cultural programs to the area, and raise quality standards for the surrounding developments. Given that site and whole Andrejsala is an underdeveloped brownfield where a wide mix of functions, including residential will be created and understanding the massive sprawl of the city and population shrinking in the historical city, building of the RCH in this site is an opportunity to ensure that this area starts developing. In terms of the concert hall architectural design, there is a lot of architectural and programmatic freedom in this site, also the possibility to plan for expansion in the future.

It is an outstanding location with unlimited possibilities but with difficult preconditions. **If these are not met, the National Acoustic Concert Hall should not be built there.**

Site is the favourite for Architects from LAA, one of the favourites by the Association of Landscape Architects, and praised but rejected due to ownership issues by the Focus group.

Why yes?

- Very representative location that could create a big boost for the overall area development.
- Site is big and flexible enough for any option of RCH design.
- Good accessibility.

Conditions:

- Land is leased to a private company. Company expressed determination to carve out a part of the plot and return a section of a plot that would be necessary for development of RCH. Agreement must be reached, political will found to deliver.
- It is still not clear if the planned Hansa crossing is a bridge (and what kind of bridge) or a tunnel. City administration must confirm that an option of a high bridge for Hansa crossing will not be considered in the future and other options will be explored.



C. RŪPNIECIBAS PREČU TIRGUS TERITORIJA STARP GAIZIŅA IELU, PRĀGAS IELU UN TURĢEŅEVA IELU

Site offers non conventional characteristics and possibility to create a new, different type of Concert Hall. It offers a possibility to create a high quality concert hall that is accessible in many senses, that gives a socio-economic boost to its surroundings and reflects a changing character of Latvia's creative community.

Industrial goods market site is on the right side of Daugava and on the southern side of the railway. Site is close to the musicians' ecosystem that is concentrated in the core of the historical city. It is part of the station area and therefore is subject to one of the biggest mega-projects currently planned in Riga - the Rail Baltica development. Station district in Riga is not well developed, has a shady character, it's not yet considered a very safe or pleasant place to be. But, this will for sure change with Rail Baltica development. Area is foreseen as a busy hub of various functions, a walkable location entangled with cycling paths, pedestrian streets. There are strong signs of urban transformation where culture plays an important role.

With the National Acoustic Concert Hall this place can develop as a contemporary, new music/cultural

cluster. Concert Hall in this site can be designed as a complex, existing buildings can be reused by local musicians, music schools, a mix of commercial functions such as bars or jazz-clubs could be placed on the ground floors of existing buildings (given that the Fire department finds a new location for its headquarters in the future). Cosy outdoor spaces can be designed within the complex.

Site is one of the least favourites among the Focus group and architects from LAA but was most favoured by the Association of Landscape Architects.

Why yes?

- Big boost on improving the surrounding context.
- Potential to make RCH an integral mixed-use building.
- Planned infrastructure improvements will benefit the RCH.
- Outstanding accessibility.

Conditions:

- Decisions for a fire department station's and administration future in the existing buildings should be made before launching the competition.
- Future of the cancelled inter-modal terminal needs to be clearly understood.

WHY NOT OTHERS?

LEFT BANK? NOT YET...

The left bank of Daugava and all post-industrial areas surrounding the centre must develop in the future. They must be revitalized and made available for citizens of Riga. Having said that it is important to stress that the current concept for development of the left bank of Riga seems to be concentrating too much on the silhouette, densities and growing population of Riga, lacks connection to sustainable development values, strategic action plan and clear priorities. Vision of the Left bank stands on the shoulders of pre-crisis mega-projects and growth while the reality has changed drastically. Is it still relevant in its entirety or are there ways to take aspects that work (knowledge mile) and critically review the rest? City is suffering from an uncontrolled sprawl, population in the central area is decreasing, high-rise mono-functional developments struggle to be consumed by the market, trends of mobility and concepts of ownership are drastically changing. Concept of the development of the left bank needs to be revised and localized in accordance with this new reality and it seems that the new masterplan of the city already takes this into consideration. Before this is done, it is very difficult to understand the strategic potential of locations and too risky to place such an important

building as Concert Hall in an uncertain environment.

Moreover, the musicians ecosystem is concentrated within the historical centre of Riga and this is very important as this group of people will be constantly traveling to this building.

AB DAMBIS

This site was the favourite of the Focus group and was third most favourite among the architects from LAA (sharing place with the Congress Hall) and one of the most favourite by the Latvian Association of Landscape Architects. It is highly praised for being the most representative place and being part of the bigger strategy of the development of the Left bank of Daugava. While both of these arguments are completely correct they are unfortunately not enough. While the building on this site looks great on a postcard, building the RCH on Ab Dam would mean doing it in a location that might never have a lively street-scape, which is not accessible well, does not promote sustainable mobility patterns, does not contribute to the network of public spaces, does not give a socio-economic boost to the district. Building would be an autonomous island. Moreover, additional cost to prepare the dam for the concert hall will be needed and could require additional 15

to 20 million Euros.

Why not?

- Potentially the most expensive RCH development.
- Bad accessibility for musicians, visitors, logistics of events.
- Outside the musicians ecosystem
- Mono-functional urban fabric.

Recommendations:

- Review the development structure of the district and apply major changes to make the area more walkable and diverse. Currently the area is developing as a higher-class residential neighbourhood. Plans of the city should not contradict the upcoming developments as it is too late.
- Reconstruction of the Ab Dambis is necessary. Additional pedestrian bridge from the dam to the north would help create a loop where citizens and tourists can experience the waterfront and admire the silhouette of the Right bank of Daugava.

ELIZABETES IELA 2, KRONVALDA BULVĀRIS 6

The site was rejected without much further discussion by both the Focus group and the architects (only 3 out of 18 architects in the council mentioned it as a second or third option). While

the location is good, accessible, surrounded by a park, context is lively and it is part of the musicians ecosystem, the idea of demolishing a valuable building (valuable not in a legal but in public perception sense), was considered unethical. There are two sites with buildings and in both cases they will either have to be demolished or carved out. In the case of Congress hall, the function of the building is no longer relevant to be supported by public budget as it is completely covered by private sector and it can be replaced by another public function. In E2 case, an administrative building that can not be transformed into a Concert hall will have to be demolished. Function will change and this would have an impact on its direct context that is already well established but will not significantly benefit it which was one of the criteria in both assessments. State of heritage values for this building seem contested: decision by the Heritage Board contradicts the report of experts. Although the report is of less power than Heritage Council decision, it raises doubt and therefore is a very real risk of this location becoming an object of a long lasting legal and not legal discussion before a decision can take place to demolish the building.

Recommendations:

- An independent assessment of

ACTIONS FOR THE FUTURE

the values of the building must be carried out to have an answer if this building can be demolished. This will probably not impact public opinion but will help better understand the possible future of this building.

PARKA TERITORIJA STARP RAŅĀ DAMBIS, SLOKAS IELU UN ALEKSANDRA GRĪNA BULVĀRI

Site selected for the RCH in Uzvaras park is surrounded by a slowly developing district on the Left bank of Daugava. District is very diverse and vibrant and it lacks some clear gravitation/attraction points. Unfortunately, the idea of using a part of the Park for a concert hall when there are many underdeveloped areas in the city is not convincing. It is a good location, accessibility will be improved with Rail Baltica development but a big fragmentation of developments on the Left bank casts doubt about the future of this area. Moreover, development on green areas is a very sensitive topic that will require public discussions and strategies to compensate for the lost green space.

Site was the second favourite among Architects from LAA and was rejected by the Focus as an unethical choice.

Recommendations:

- Site is not representative enough, not accessible enough and not connected to the musicians ecosystem enough to sacrifice a well functioning part of the park, but it is a good location for an additional public function that would contribute to the development of the district.
- Structure of the urban fabric is not clear in the district, therefore more studies are necessary to understand where some urban anchors are needed to encourage private developments.

1. Continue with an inclusive process to review all the sites and the program of the RCH.

The process of the preparation of the assessment proved to be very effective in bringing different opinions together and having valuable and constructive dialogue.

2. Investigate all sites in parallel to understand different options and determine what would be most beneficial to the state and the musicians community.

Taking into account that all three sites come with conditions that will have to be met, it is important to investigate if the conditions can be met and to evaluate possibilities in parallel. This will help all stakeholders of the project to better understand the context of each site and possible implications of decisions.

3. Review the program of the building and start thinking about who will operate it and how it will be operated.

Program of the building must be reviewed and a clear strategy prepared on how it will be operated and who will operate it. Building also needs a clear business plan.

4. Communicate, communicate, communicate!

Good communication of how decisions are made even if they are not in line with majorities opinion is crucial to ensure the success of the project.

INFORMATION ABOUT THE SERVICE PROVIDER AND THE STAFF INVOLVED.

SERVICE PROVIDER:

MB MASH Studio

Company no: 304638900

Address: Kęstučio g. 59-32, Kaunas LT 44303

Email: info@mashstudio.eu

Website: www.mashstudio.eu

STAFF INVOLVED:

Urban analysis, site assessment and research of complementary information was prepared by Živilė Šimkutė and Egidijus Kasakaitis

Cost calculations of site preparation were prepared by cost consultant Mindaugas Laučys (www.samatele.lt).

CLIENT:

Ministry of Culture of Republic of Latvia

COLLABORATORS:

Group 93

Latvian Association of Architects

ANNEX

1. STRATEGIC POTENTIAL OF THE SITE

Criterion indicates strategic importance of the site within the development strategy of the city or local development strategy.

	Site	A. Site is part of the city /regional development strategy.	B. Site is a part of a local development strategy.	C. Development of the area follows good practices of sustainable urban development.	Score
1.	(25) AB Dambis	<i>Yes: Spatial plan envisions development of a public building in the plot.</i>	<i>Yes: Detail plan envisions development of the concert hall based on the international architecture competition results from 2006.</i>	<i>Yes: Development in inner urban areas, increase of livability of waterfronts, promotion of walk-ability is in compliance with sustainable development principles.</i>	1.000
2.	(06) Andrejsala, Andrejostas iela 17	<i>Yes: SDP 2030 attributes the area as priority development territory that is planned to be developed by 2030. Green corridor is planned along the extension of Hansa road that would be implemented with the public space solutions at the site. Waterfront area is planned for improvement (thematic plan). Territory is planned for transformation (Thematic plan).</i>	<i>Yes: Detail plan envisions development mix-use area including public buildings.</i>	<i>Yes: Regeneration of brown-fields is in compliance with sustainable urban development principles.</i>	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	<i>Yes: Compact inward high quality development of historical city, accessibility of public services, corresponds to the SDP 2030.</i>	<i>No: Position of the city towards this place is unclear.</i>	<i>No: Old building that is in usable conditions will have to be demolished in order to build a completely new building. Reuse of existing building will require sacrifices in concert hall architecture which will not should acceptable if the goal is to have an acoustic concert hall of an outstanding quality. Waste of energy is not in line with Sustainable urban development principles.</i>	0.333
4.	(04) Ķīpsalas pludmale	<i>No: Territory is designated to recreational green spaces function.</i>	<i>No: Development of RCH will put risk to protected heritage.</i>	<i>No: Development of RCH would effect cultural heritage area of Kipsala and would remove recreational beach area from this site.</i>	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	<i>No: Site is foreseen as a green area in SDP and SP 2030.</i>	<i>No: There is no clear local development strategy yet. It is foreseen to detach part of the park but its role is not clear.</i>	<i>Yes: Although building would occupy part of Uzvaras park – an important green area of Riga, it would benefit the area by forming a cultural gravity point which is now missing in the idea due to its fragmentation and homogeneity of activities. This outweighs the loos of green landscape, forms a barrier from Ranka dambis, activates Aleksandra Grina boulevard and surrounding neighborhoods.</i>	0.333

	Site	A. Site is part of the city /regional development strategy.	B. Site is a part of a local development strategy.	C. Development of the area follows good practices of sustainable urban development.	Score
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	<i>Yes: City foresees a public building in the area.</i>	<i>No: Local plan foresees an inter-modal traffic hub in the site</i>	<i>Yes: Development of the area follows good practices of sustainable urban development: Compact mix use development, promotion of sustainable mobility, respect to cultural heritage, creating good conditions for walking.</i>	0.667
7.	(19A) Skanstes iela	<i>Yes: Site is part of Priority development territories to be transformed based on SDP 2030.</i>	<i>No: Site is designated for the development of a park, that is important or the anticipated very intense development of the Skanstes territory. Construction already started. Moreover, site is planned for the Riga Science, innovation and Climate Change Center.</i>	<i>No: Chosen location of a park, excess of infrastructure currently in the area, promotion of car use, unlivable streets are clear signs of development patters that are not in line with globally accepted sustainable urban development values.</i>	0.333
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	<i>No: There is no specific strategy.</i>	<i>No: Territory is foreseen as open public space (pedestrian priority area and LM18 Siena tirgus square) and parking in the LDP (ongoing preparation)</i>	<i>Yes: Local plan (ongoing) anticipates transformation of territory connected to Rail Baltica station as a livable walkable space with good access to local businesses, respect to local economy and cultural heritage).</i>	0.333
9.	(33) Teritorija Salu tilta ZA galā	<i>No</i>	<i>No</i>	<i>No</i>	0.000
10.	(31) Torņakalns	<i>Yes: Priority development territory SDP 2030.</i>	<i>No: Expansion of LU is envisioned in the area</i>	<i>Yes: Reuse of degraded territories, bringing public institutions closer to the city center.</i>	0.667
11.	(03D) Zaķusala	<i>No: Site is marked as a territory with intense greenery SDP 3030.</i>	<i>No</i>	<i>No</i>	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	<i>Yes: Compact inward high quality development of historical city, accessibility of public services, corresponds to the SDP 2030</i>	<i>Yes: City foresees this place as a concert venue location.</i>	<i>No: Implementation or RCH will require demolishing of the excising building.</i>	0.667

2. SOCIO - ECONOMIC IMPACT TO THE LOCATION

Criterion indicates the level of anticipated positive impact RCH could have to the locality.

	Site	A. HORECA present (Local hospitality/catering businesses that will be positively influenced by the concert hall).	B. Development of RCH will contribute to the pedestrian flows (increased number of users in the location which improves safety, social control in the street, is very beneficial for local businesses).	C. Current network of public spaces need improvement therefore occurrence of the RCH will improve the state.	D. There is lack of social infrastructure in the area therefore RCH can become an accessible community space.	Score
1.	(25) AB Dambis	<i>No: There is too little context of the site: Radisson Blu Daugava Hotel and Gym at Kugu street. Floating cafes at the Dam and Agnenskanis bay (temporary).</i>	<i>No: Pedestrian access to the area is difficult. Even if a pedestrian bridge connecting dam and other side of the canal is built, it is unlikely that pedestrians would enjoy the walk, wonder around and drop by in shops or cafes in the surrounding neighborhoods. It is unlikely that pedestrians will extensively use the area.</i>	<i>Yes: Mukusala promenade will be renovated, There is a plan to turn stone bridge a pedestrian bridge. RCH would become as one of the destinations of Left Bank riverfront.</i>	<i>No: There is a lack of social infrastructure in the area but neighborhood is separated from the site therefore there is low chance that without major improvements, RCH can become an accessible community space. Plot is detached from the closest neighborhood. Plot is separated by intense and uncomfortable road network, large hotel and parking areas.</i>	0.250
2.	(06) Andrejsala, Andrejostas iela 17	<i>Yes: Closest hotels are located in the quarter between Pulkveža Brieža st., Elizabetes st., Hanzas st. and Eksporta st. Hospitality locations are mostly concentrated in the city center. There are a few cafes/restaurants at the South waterfront of Anrejsala. Occurrence of the Concert Hall would be an valuable opportunity for existing businesses to expand.</i>	<i>Yes: Currently the territory is not well maintained post-industrial zone. Lively regeneration already started in the area but it is very tactical, temporary. Development of RCH would contribute to stable flows of visitors given that regeneration of the territory continues. RCH would become a stepping stone for the development of Andrejsala that would set the tone and standards for future developments.</i>	<i>Yes: There are no public spaces in Andrejsala. Area is detached from the rest of the city by rail tracks and intense Eksporta st. Implementing planned green corridor (SDP2030) and Local plan solutions would help connect Andrejsala to the network of green/public spaces of Riga. Connection with Song festival park would be highly encouraged to strengthen its role and improve its accessibility from Angrejsala which is not blocked by railroad and Eksportas st.</i>	<i>Yes: There is a high chance that Northern part of Viesturdārzs and Anrejsala will develop into high intensity mixed use area. RCH and public spaces surrounding the building are in close proximity to future development areas and can served as an accessible community space.</i>	1.000

	Site	A. HORECA present (Local hospitality/catering businesses that will be positively influenced by the concert hall).	B. Development of RCH will contribute to the pedestrian flows (increased number of users in the location which improves safety, social control in the street, is very beneficial for local businesses).	C. Current network of public spaces need improvement therefore occurrence of the RCH will improve the state.	D. There is lack of social infrastructure in the area therefore RCH can become an accessible community space.	Score
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	<i>Yes: There are a lot of hotels, hostels, cafes and restaurants in the close vicinity of the building.</i>	<i>Yes: Site marks the end of the cultural green belt (Kronvalda park). Building will attract additional pedestrian flows.</i>	<i>No: Network of public-green spaces in the close vicinity of the site are fairly well developed already. Development of public space around the building will have to be carefully considered so that it complements existing green structures.</i>	<i>No: Surrounding context of the site is well developed and luxurious. There are various cultural institutions in Kronvalda park and surrounding neighborhoods (libraries, music school, museums, congress center).</i>	0.500
4.	(04) Ķīpsalas pludmale	<i>Yes: There is a hotel, a shopping mall with a lot of cafeterias and restaurants, there are restaurants in Swedbank building. These will be positively effected by RCH.</i>	<i>No: There is a limited amount of local businesses in the area. Commerce is concentrated in Olimpia shopping mall. Spatial fabric of the area does not encourage walk-ability. There is high chance that RCH visitors will mostly come by car.</i>	<i>Yes: There is a dense network of green spaces in Kipsala and they are not well designed. Development of RCH could positively impact development of green spaces in the area.</i>	<i>No: There is a large amount of public estates in Kipsala: Riga Technical University campus is located in Kipsala and takes up large amount of space in the island. There is a swimming pool, museum.</i>	0.500
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	<i>Yes: There is a large hotel at Aleksandra Grina Bulvar, small cafes in quarters surrounded by Daugagrivas street, Aleksandra Grina Bulvar, Slokas street and other side of Slokas street.</i>	<i>Yes: Development of RCH should attract additional businesses to surrounding neighborhoods that will attract additional pedestrian flows. Urban fabric of the neighborhood is suitable for revitalization and activation of the street level</i>	<i>Yes: Although Uzvaras park is well maintained surrounding street network and sidewalks need improvement to connect small squares and other pocket public spaces to the park and RCH site.</i>	<i>No: There is an acceptable amount of publicly accessible building in the area. (Schools, private university, library).</i>	0.750
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	<i>Yes: Variety of hotels and catering businesses.</i>	<i>Yes: Currently market has a non permeable perimeter, a feeling of walking near a fence. RCH could highly improve this condition. Moreover, LP of Rail Baltica anticipates the neighborhood to become a vibrant, walkable area. Transport infrastructure is redesigned accordingly.</i>	<i>Yes: Green space in front of Latvian Academy of Science is too formal and need function. Quality of sidewalks could also be improved.</i>	<i>Yes: Area of the historical city where site is located lacks social infrastructure.</i>	1.000

	Site	A. HORECA present (Local hospitality/catering businesses that will be positively influenced by the concert hall).	B. Development of RCH will contribute to the pedestrian flows (increased number of users in the location which improves safety, social control in the street, is very beneficial for local businesses).	C. Current network of public spaces need improvement therefore occurrence of the RCH will improve the state.	D. There is lack of social infrastructure in the area therefore RCH can become an accessible community space.	Score
7.	(19A) Skanstes iela	<i>No: Area is not developed yet.</i>	<i>No: It is unlikely that urban fabric of the area together with the new RCH building would result in increase of pedestrian flows.</i>	<i>No: As site selected for the RCH is planned to become a local recreational space, development of RCH would reduce the amount of available public space. Although the RCH itself would become an attractive public space.</i>	<i>Yes: Social infrastructure in the area is not present, therefore if RCH is developed as an accessible public building it would bring added value to the local community.</i>	0.250
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	Yes	<i>Yes: Area of the historical city where site is located lacks social infrastructure.</i>	1.000
9.	(33) Teritorija Salu tilta ZA galā	<i>Yes: There are some small hotels and cafeterias in the surrounding district.</i>	<i>Yes: Site is surrounded by intense transport nod there is only one safe pedestrian access, additional safety elements will be necessary to ensure safety in the space around the building. On the other hand the only way to access the site would be on foot but access will not be safe.</i>	<i>No: Public space network in the surrounding area of the site is not very well established, new spaces are necessary but it is highly unlikely that development of RCH would improve the situation other than create public space near the building.</i>	<i>No: Due to its road entangled context there is low probability that it RCH would become an accessible community space.</i>	0.500
10.	(31) Torņakalns	<i>No. HORECA not present.</i>	<i>No. Area is distant from developed lively areas.</i>	<i>Yes. There is a need for improvement.</i>	<i>No. Area is underdeveloped.</i>	0.250
11.	(03D) Zaķusala	<i>No. HORECA not present.</i>	<i>No. There is no context.</i>	<i>Yes. There is a need for improvement.</i>	<i>No: No community in the area.</i>	0.250
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	<i>Yes: There are a lot of hotels, hostels, cafes and restaurants in the close vicinity of the building.</i>	<i>Yes: Building will attract additional pedestrian flows</i>	<i>No. Network of public spaces is in good shape.</i>	<i>No. Site is surrounded by a lot of cultural institutions, other public services</i>	0.500

3. ACCESSIBILITY

Criterion indicates how well the site can be accessed from important transit nodes, from relevant cultural institutions by various modes of mobility.

	Site	A. Distance to the nearest public transport stop on foot is <10min.	B. Distance from the main transit nodes (train station/bus station) on foot <15min.	C. Distance from the main transit nodes (train station/ bus station) by public transit <15min.	D. Distance from the main transit nodes (train station/ bus station) on by bike/ micro-mobility modes <15min.	E. Pedestrian and cyclist access is safe.	F. Close proximity to Riga Cultural institutions and places (list of places) in 10min by Public Transit.	G. Public transit intensity is heavy (1) / moderate (0.5) /light (0)	H. Access by car is satisfactory. (1)	Score
1.	(25) AB Dambis	Yes	No	No	Yes	Yes	Yes	Yes	No	0.625
2.	(06) Andrejsala, Andrejostas iela 17	No	No	No	Yes	No	No	No	Yes	0.250
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	No	No	Yes	Yes	Yes	Yes	Yes	0.750
4.	(04) Ķīpsalas pludmale	Yes	No	No	Yes	Yes	Yes	Yes	Yes	0.750
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	No	No	Yes	Yes	Yes	0.5	Yes	0.688
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1.000

	Site	A. Distance to the nearest public transport stop on foot is <10min.	B. Distance from the main transit nodes (train station/bus station) on foot <15min.	C. Distance from the main transit nodes (train station/ bus station) by public transit <15min.	D. Distance from the main transit nodes (train station/ bus station) on by bike/ micro-mobility modes <15min.	E. Pedestrian and cyclist access is safe.	F. Close proximity to Riga Cultural institutions and places (list of places) in 10min by Public Transit.	G. Public transit intensity is heavy (1) / moderate (0.5) /light (0)	H. Access by car is satisfactory. (1)	Score
7.	(19A) Skanstes iela	Yes	No	No	Yes	No	No	No	Yes	0.375
8.	(35) Teritorija pie Spiķeriem un Kārļa baseina	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	0.875
9.	(33) Teritorija Salu tilta ZA galā	Yes	Yes	Yes	Yes	No	Yes	No	No	0.625
10.	(31) Torņakalns	Yes	No	No	Yes	No	No	No	Yes	0.375
11.	(03D) Zaķusala	Yes	No	No	Yes	No	No	0.5	No	0.313
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1.000

A: DISTANCE TO THE NEAREST PUBLIC TRANSPORT STOP ON FOOT IS <10MIN



 Sites boundaries

Public transit stops

 Public transit stops

 Public transit stops on foot 10 min

Source: Traveltime, OSM

B: DISTANCE FROM THE MAIN TRANSIT NODES (TRAIN STATION/BUS STATION) ON FOOT <15MIN.



 Sites boundaries

Transit nodes

 Bus station

 Train station

 Transit nodes on foot 15 min

Source: Traveltime, OSM

C: DISTANCE FROM THE MAIN TRANSIT NODES (TRAIN STATION/BUS STATION) BY PUBLIC TRANSIT <15MIN



Sites boundaries

Transit nodes

Bus station

Train station

Transit nodes by public transit 15 min

Source: Traveltime, OSM

D: DISTANCE FROM THE MAIN TRANSIT NODES (TRAIN STATION/BUS STATION) ON BY BIKE/MICRO-MOBILITY MODES <15MIN



 Sites boundaries

Transit nodes

 Bus station

 Train station

 Transit nodes by bike 15 min

Source: Traveltime, OSM

F: CLOSE PROXIMITY TO RIGA CULTURAL INSTITUTIONS AND PLACES (LIST OF PLACES) IN 10MIN BY PUBLIC TRANSIT



 Sites boundaries

Institutions

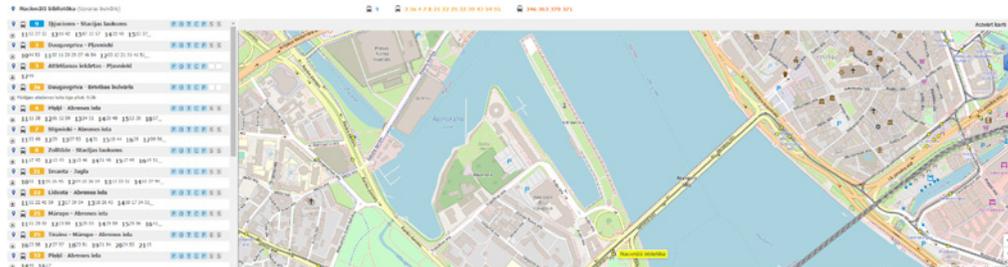
 Cultural venues

 Educational institutions

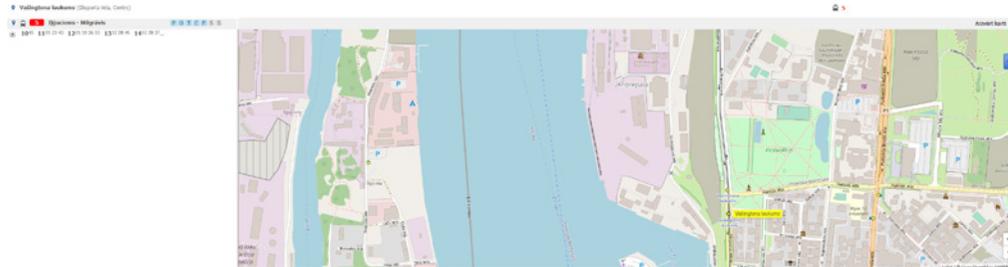
 Cultural places by public transit 10 min

Source: Traveltime, OSM, Google maps

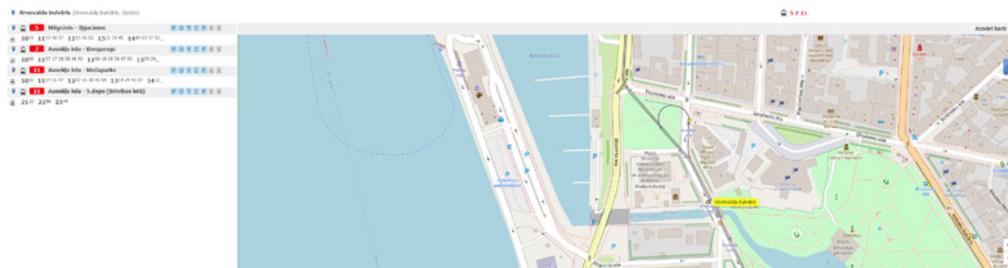
G: PUBLIC TRANSIT INTENSITY



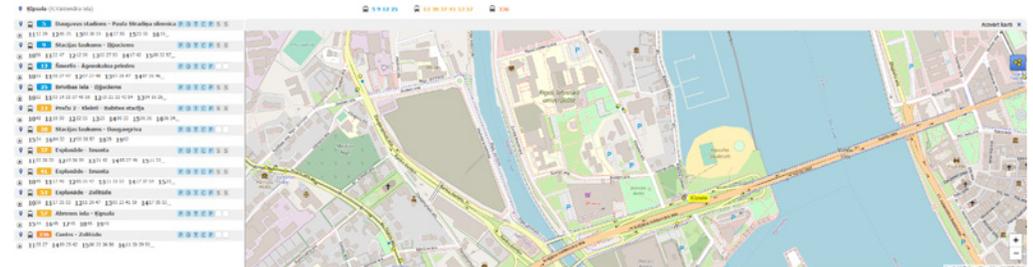
1. (25) AB Dambis (heavy)



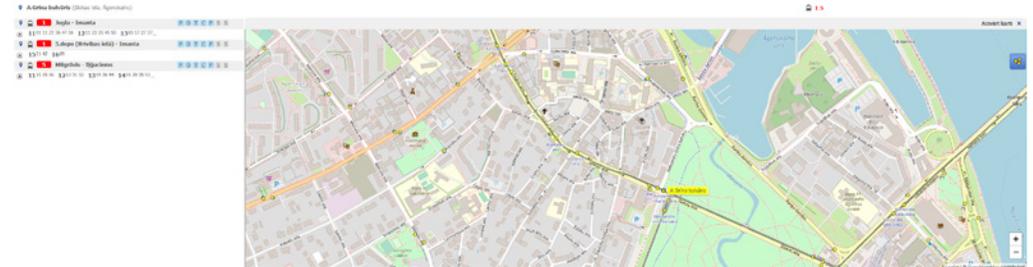
2. (06) Andrejsala Andrejostas iela 17 (light)



3. (11) Elizabetes iela 2, Kronvalda bulvāris 6 (heavy)



4. (04) Ķīpsalas pludmale (heavy)

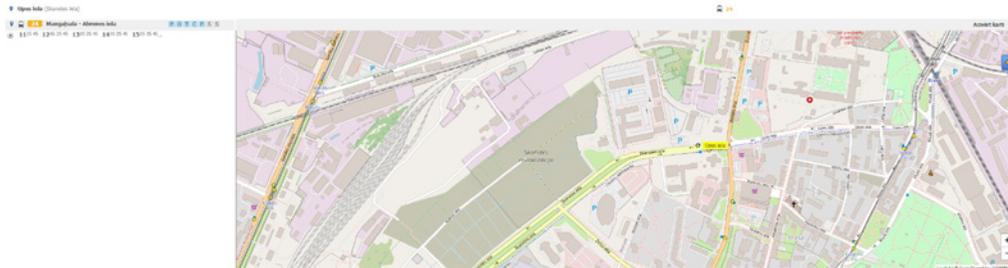


5. (10A) Parka teritorija starp Raņča dambis, Slokas ielu un Aleksandra Grīna bulvāri (moderate)

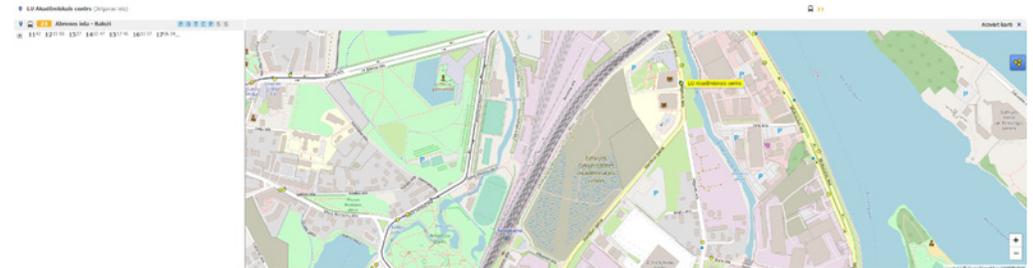


6. (14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu (heavy)

G: PUBLIC TRANSIT INTENSITY



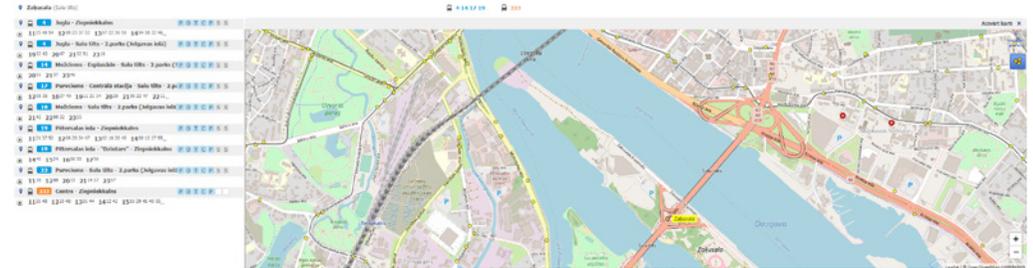
7. (19A) Skanstes iela (light)



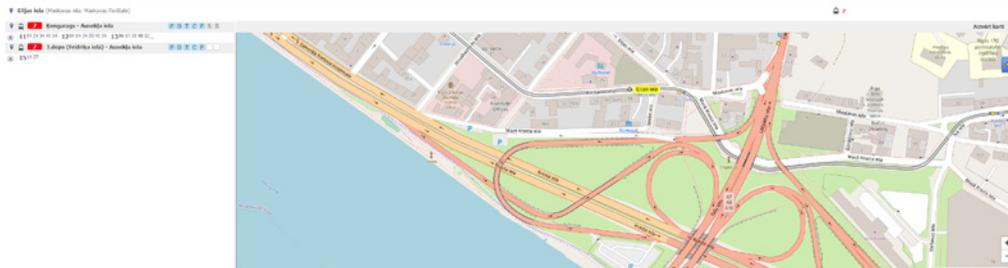
10. (31) Torņakalns (light)



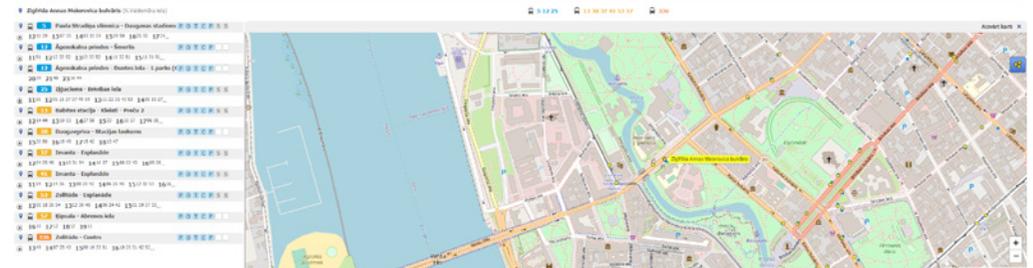
8. (35) Teritorija pie Spīķeriem un Kārļa baseina (heavy)



11. (03D) Zaķusala (moderate)



9. (33) Teritorija Salu tilta ZA galā (light)



12. (30) Kongresu nams, Krišjāņa Valdemāra iela 5 (heavy)

4. CAPACITY OF TRANSPORT NETWORK

Criterion indicates if the surrounding street network is ready to facilitate increased flows of traffic (incl. logistics).

	Site	A. Site and the surrounding street network can accommodate increased traffic flows? (can the site be accessed from more than one street? Is there potential to create traffic jam before events? The site and the surrounding transport network handle increased logistics flows).	B. Major accessibility improvements foreseen in the future (included in local development plans, action plans/budget allocated).	C. Increased parking demand will not have negative impact to surrounding neighborhoods (there are additional parking facilities that could be used during events).	D. Average traffic intensity in 500m radius is heavy / moderate / light.	Score
1.	(25) AB Dambis	<i>No: Site is next to the junction of multiple streets with intensive traffic.</i>	<i>Yes: Planned bridge to left bank of the river.</i>	<i>No: Direct context doesn't have capacity for needed parking.</i>	<i>Moderate: Perspective light road transport intensity 1000-2000 auto/ rush hour.</i>	0.500
2.	(06) Andrejsala, Andrejostas iela 17	<i>Yes: Site is far enough from busiest streets and has multiple access points.</i>	<i>Yes</i>	<i>Yes: Direct context does have capacity for needed parking.</i>	<i>Light: perspective light road transport intensity 500-1000 auto/ rush hour.</i>	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	<i>No: Site is located in busy neighborhood and surrounded by tight streets.</i>	<i>No</i>	<i>Yes: Parking shortage can be compensated with underground parking of congress hall.</i>	<i>Moderate: Perspective average light road transport intensity 500-1000 auto/ rush hour. But it's surrounded by streets from three sides.</i>	0.500
4.	(04) Ķīpsalas pludmale	<i>No: Site is located next to very busy transit streets/ bridge.</i>	<i>No</i>	<i>Yes: Increased need of parking would have negative impact on neighborhood.</i>	<i>Heavy: Perspective average light road transport intensity 2000-2500 auto/ rush hour.</i>	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	<i>Yes: Surrounding infrastructure has enough capacity for increased flow.</i>	<i>No</i>	<i>No: Increased need of parking would have negative impact on neighborhood.</i>	<i>Moderate: Perspective average light road transport intensity 500-1500 auto/ rush hour.</i>	0.500
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	<i>No: Site is surrounded by multiple streets, however capacity is limited due to existing logistics of the market.</i>	<i>No</i>	<i>Yes: Underground parking is planned in this area.</i>	<i>Light: Perspective average light road transport intensity 500-1000 auto/ rush hour.</i>	1.000

	Site	A. Site and the surrounding street network can accommodate increased traffic flows? (can the site be accessed from more than one street? Is there potential to create traffic jam before events? The site and the surrounding transport network handle increased logistics flows).	B. Major accessibility improvements foreseen in the future (included in local development plans, action plans/budget allocated).	C. Increased parking demand will not have negative impact to surrounding neighborhoods (there are additional parking facilities that could be used during events).	D. Average traffic intensity in 500m radius is heavy / moderate / light.	Score
7.	(19A) Skanstes iela	<i>Yes: Surrounding infrastructure has sufficient capacity for increased flow.</i>	<i>No</i>	<i>Yes: Infrastructure has sufficient capacity for increased need of parking.</i>	<i>Light: Perspective average light road transport intensity 500-1000 auto/ rush hour.</i>	0.833
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	<i>No: Site is surrounded by very busy streets.</i>	<i>Yes: Maskva iela is planned to be converted to a shared space, Railbaltica development and Sustainable mobility measures</i>	<i>Yes: Planned underground parking in front of Latvia's science academy could cover the need of extra parking.</i>	<i>Moderate: Perspective average light road transport intensity 1500-2500 auto/ rush hour.</i>	0.833
9.	(33) Teritorija Salu tilta ZA galā	<i>No: Site is surrounded by very busy streets.</i>	<i>No</i>	<i>No: Currently existing transit junction is very intensive and to handle extra parking would mean a rebuilding whole infrastructure.</i>	<i>Heavy: Perspective average light road transport intensity 2000-2813 auto/ rush hour.</i>	0.000
10.	(31) Torņakalns	<i>Yes: Site is further from busy city centre, however current transport network is sufficient to handle the increased traffic flow.</i>	<i>No</i>	<i>Yes: Site has capacity for increased parking need.</i>	<i>Light: Perspective average light road transport intensity 0-500 auto/ rush hour.</i>	1.000
11.	(03D) Zaķusala	<i>No: Site can only be accessed by the bridge.</i>	<i>No</i>	<i>Yes: Site has capacity for increased park need.</i>	<i>Heavy: Perspective average light road transport intensity 2500-2813 auto/ rush hour.</i>	0.333
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	<i>Yes: Site can be accessed from multiple streets and has underground parking.</i>	<i>No</i>	<i>Yes: There is an underground parking next to the site.</i>	<i>Moderate: Perspective average light road transport intensity 500-1000 auto/ rush hour. But it's surrounded by streets from three sides.</i>	0.833

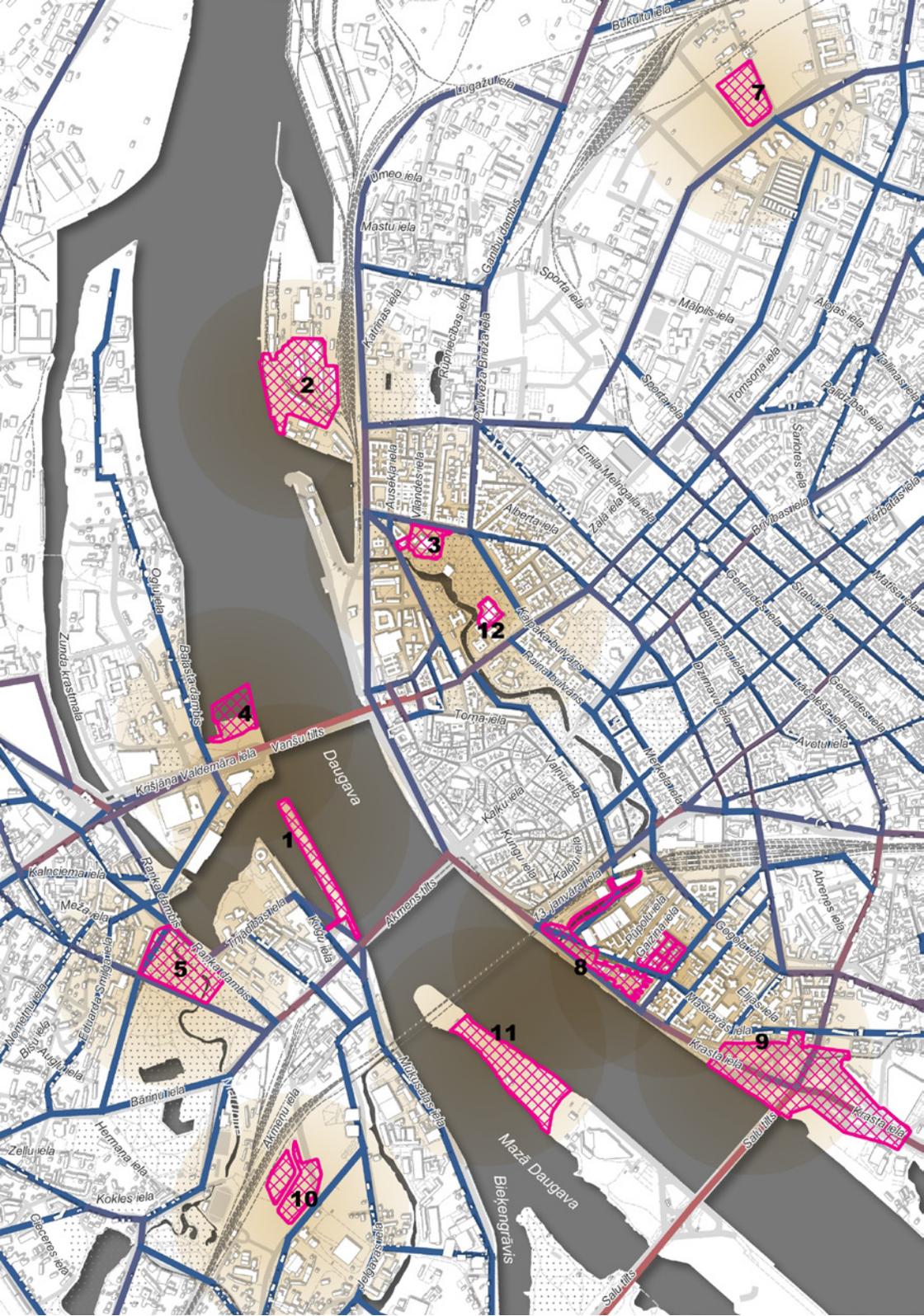
A: INCREASED PARKING DEMAND WILL NOT HAVE NEGATIVE IMPACT TO SURROUNDING NEIGHBOURHOODS (THERE ARE ADDITIONAL PARKING FACILITIES THAT COULD BE USED DURING EVENTS)



-  Sites boundaries
- Parking lots**
-  Existing parking lots
-  Perspective parking lots
-  Sites accesibility - 500 m

Source: OSM, Riga municipality

B: AVERAGE TRAFFIC INTENSITY IN 500M RADIUS (Light road transport)



 Sites boundaries

 Sites accesibility - 500 m

Perspective light road transport intensity (rush hour)

 0 - 500

 500 - 1000

 1000 - 1500

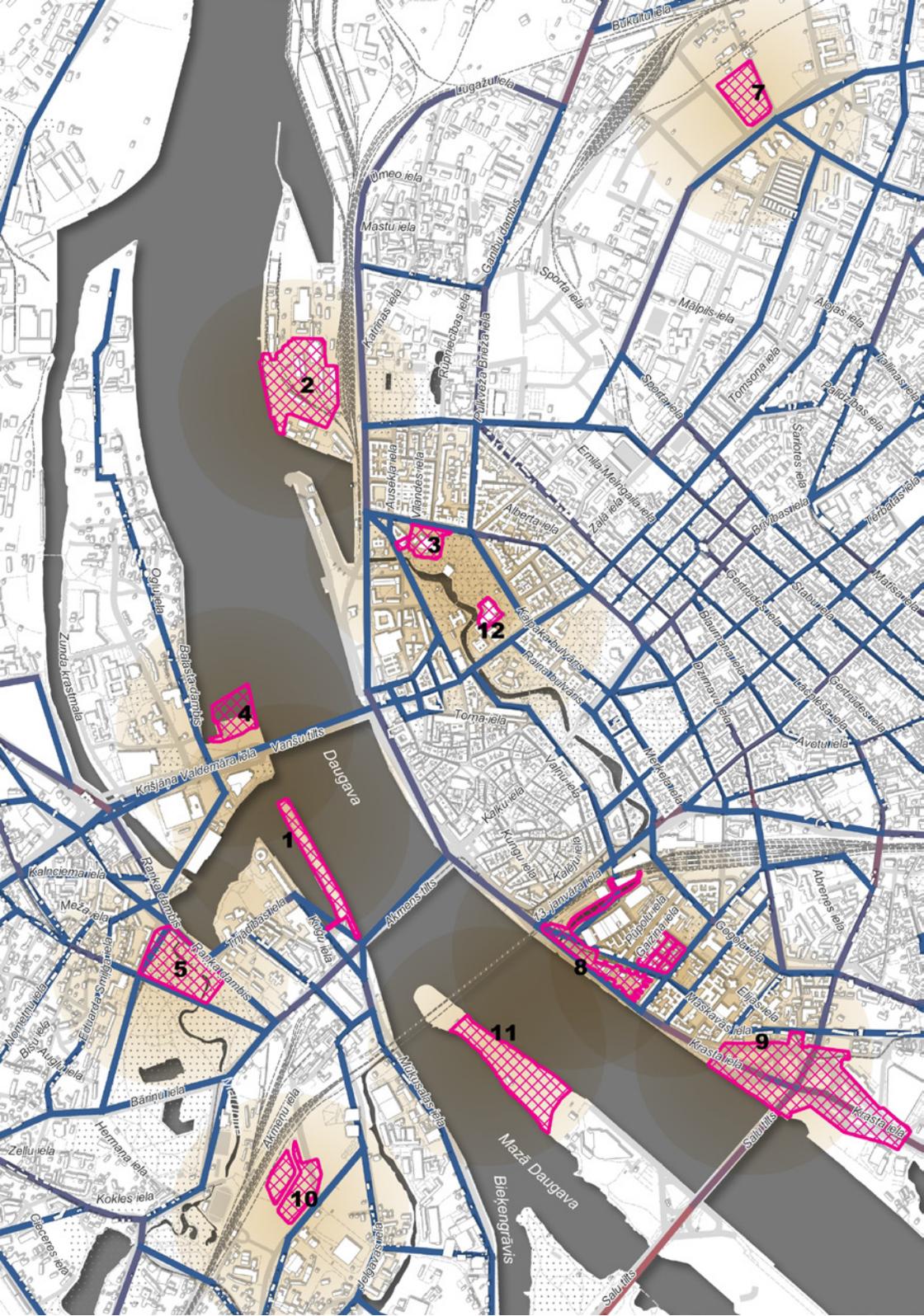
 1500 - 2000

 2000 - 2500

 2500 - 2813

Source: Riga municipality

C: AVERAGE TRAFFIC INTENSITY IN 500M RADIUS (Small capacity trucks)



 Sites boundaries

 Sites accesibility - 500 m

Perspective small capacity trucks intensity (rush hour)

 0 - 50

 50 - 100

 100 - 150

 150 - 200

Source: Riga municipality

5. READINESS FOR DEVELOPMENT

Criterion indicates how much extra work will have to be done to prepare the site for development. Site preparations include demolishing existing structures (building, roads, rails etc.) and extra time that will be needed to deal with ownership issues. Criterion also indicates whether the site and all built structures in the site are publicly or privately owned.

	Site	A. Start of development: a. Site can be developed straight away. b. There are structures that will have to be demolished to start developing the site but there are no legal or other obstacles preventing from starting process straight away. c. There are major obstacles that will postpone the beginning of site development.	B. Plot for development a. There is a plot formed in the selected site. b. There are plots that will have to be merged.	C. Site and the buildings (if there are any) are publicly owned.	D. Site is publicly owned but there are buildings or other structures in the site that are privately owned.	Score
1.	(25) AB Dambis	<i>No: Dam has to be reconstructed before construction of the RCH.</i>	<i>Yes: Plot is formed.</i>	<i>Yes: Ownership - public.</i>	<i>Yes: Ownership - public.</i>	<i>0.750</i>
2.	(06) Andrejsala, Andrejostas iela 17	<i>0.5: Existing structures need to be demolished.</i>	<i>Yes: Plot is formed.</i>	<i>Yes: Ownership - public.</i>	<i>No: Buildings belong to private entities.</i>	<i>0.625</i>
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	<i>No: Building needs to be demolished.</i>	<i>0.5: Plots need to be formed.</i>	<i>Yes: Ownership - public.</i>	<i>Yes: Ownership - public.</i>	<i>0.625</i>
4.	(04) Ķīpsalas pludmale	<i>No: In part of the plot an artificial landfill is needed.</i>	<i>Yes: Plot is formed.</i>	<i>Yes: Ownership - public.</i>	<i>Yes: Ownership - public.</i>	<i>0.750</i>
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	<i>No: Need to change current land-use.</i>	<i>Yes: Plot is formed.</i>	<i>Yes: Ownership - public.</i>	<i>Yes: Ownership - public.</i>	<i>0.750</i>

	Site	A. Start of development: a. Site can be developed straight away. b. There are structures that will have to be demolished to start developing the site but there are no legal or other obstacles preventing from starting process straight away. c. There are major obstacles that will postpone the beginning of site development.	B. Plot for development a. There is a plot formed in the selected site. b. There are plots that will have to be merged.	C. Site and the buildings (if there are any) are publicly owned.	D. Site is publicly owned but there are buildings or other structures in the site that are privately owned.	Score
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	0.5: Existing structure need to be demolished.	0.5: Multiple plots have to be merged.	Yes: Ownership - public.	Yes: Ownership - public.	0.750
7.	(19A) Skanstes iela	Yes: Plot is ready for development.	Yes: Plot is formed.	Yes: Ownership - public.	Yes: Ownership - public.	1.000
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	No: Major infrastructure changes needed.	No: New plot has to be formed.	Yes: Ownership - public.	Yes: Ownership - public.	0.500
9.	(33) Teritorija Salu tilta ZA galā	No: Major infrastructure changes needed.	Yes: Plot is formed.	Yes: Ownership - public.	Yes: Ownership - public.	0.750
10.	(31) Torņakalns	No: Ongoing campus development will effect development.	0.5: Multiple plots have to be merged.	Yes: Ownership - public.	Yes: Ownership - public.	0.625
11.	(03D) Zaķusala	No: Land-use has to be changed.	0.5: Multiple plots have to be merged.	Yes: Ownership - public.	Yes: Ownership - public.	0.625
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	No: Existing congress hall building has to be demolished.	Yes: Plot is formed.	Yes: Ownership - public.	Yes: Ownership - public.	0.875

6. COMPLIANCE WITH LOCAL PLANNING DOCUMENTS

Criterion indicates if there are any planning/development regulations that would prevent development of 15 000 m². ~25meters high, public/cultural building or there will be a need to revise relevant regulations.

	Site	A. Potential RCH building parameters are in compliance with the local planning regulations.	Score
1.	(25) AB Dambis	No: Detail plan is connected with the results of the architecture competition from 2006. It will need to be changed after the a new competition is finished. If the decision is made not to hold a new competition and carry on with the current project, only minor modifications of the DP will be required.	0.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes: Detail plan of Andrejsala allows construction of a free standing public building In the designated area for RCH.	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	No: If development of RCH is regarded as new construction (not reconstruction), detail plan for the area will be necessary.	0.000
4.	(04) Ķīpsalas pludmale	No: Land-use – Green territory and Water territory Necessity of detail plan/Local plan Threat to historical heritage.	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	No: Territory is foreseen as green and infrastructure area. Development density is limited, height up to 6 meters. Planning documents will have to be adapted.	0.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	No: Territorial Plan [1] determines this part of the land plot as part of separate sub-zone of Public development territory P5, where only inter-modal traffic hub as a main use is permitted [1.3].	0.000

	Site	A. Potential RCH building parameters are in compliance with the local planning regulations.	Score
7.	(19A) Skanstes iela	No: To change the planned land uses and conditions for construction the changes in existing Territorial Plan will be necessary and it demands for elaboration of new Local Plan with status of amendments of Territorial Plan.	0.000
8.	(35) Teritorija pie Spīķeriem un Kārļa baseīna	No: Planned as Street territory (I).	0.000
9.	(33) Teritorija Salu tilta ZA galā	No	0.000
10.	(31) Torņakalns	No: Primary use – multi-modal transport hub.	0.000
11.	(03D) Zaķusala	No: Nature and Greenery territory.	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	No	0.000

7. SITE CAPACITY

Criterion shows if the site is big enough for the development of Concert hall with parking and an outdoor public space.

	Site	A. RCH physically fit in the site.	B. There is enough space for parking/logistics.	C. There is enough space for public space.	Score
1.	(25) AB Dambis	Yes <i>Plot size – 30 672 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 38%</i> <i>Space for open space – 62% (used for logistics and public space)</i>	1.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes <i>Plot size – 93 175 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 12%</i> <i>Space for open space – 88% (used for logistics and public space)</i>	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes <i>Plot size – 18 574 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 1400 sq.m (56 spots)</i>	Yes <i>Perspective plot built efficiency – 45%</i> <i>Space for open space – 55% (used for logistics and public space)</i>	1.000
4.	(04) Ķīpsalas pludmale	Yes <i>Plot size – 28 826 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 40%</i> <i>Space for open space – 60% (used for logistics and public space)</i>	1.000
5.	(10A) Parka teritorija starp Raņča dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes <i>Plot size – 62 837 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 19%</i> <i>Space for open space – 81% (used for logistics and public space)</i>	1.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes <i>Plot size – 19 323 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 1400 sq.m (56 spots)</i>	Yes <i>Perspective plot built efficiency – 43%</i> <i>Space for open space – 57% (used for logistics and public space)</i>	1.000

	Site	A. RCH physically fit in the site.	B. There is enough space for parking/logistics.	C. There is enough space for public space.	Score
7.	(19A) Skanstes iela	Yes <i>Plot size – 32 357 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 36%</i> <i>Space for open space – 64% (used for logistics and public space)</i>	1.000
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes <i>Plot size – 40 480 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 1400 sq.m (56 spots)</i>	Yes <i>Perspective plot built efficiency – 21%</i> <i>Space for open space – 79% (used for logistics and public space)</i>	1.000
9.	(33) Teritorija Salu tilta ZA galā	Yes <i>Plot size – 17 4413 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 1400 sq.m (56 spots)</i>	Yes <i>Perspective plot built efficiency – 5%</i> <i>Space for open space – 95% (used for logistics and public space)</i>	1.000
10.	(31) Torņakalns	Yes <i>Plot size – 25 592 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 45%</i> <i>Space for open space – 55% (used for logistics and public space)</i>	1.000
11.	(03D) Zaķusala	Yes <i>Plot size – 62 913 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 4640 sq.m (186 spots)</i>	Yes <i>Perspective plot built efficiency – 5%</i> <i>Space for open space – 95% (used for logistics and public space)</i>	1.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes <i>Plot size – 7965 sq.m</i> <i>Perspective building footprint – 7000 sq.m</i>	Yes <i>Perspective requirement for parking area – 1400 sq.m (56 spots)</i>	Yes <i>Perspective plot built efficiency – 88%</i> <i>There is an underground parking and park next to the site</i>	1.000

8. QUALITY OF URBAN ENVIRONMENT

Criterion shows if the site is big enough for the development of Concert hall with parking and an outdoor public space.

	Site	A. Development of the neighbourhood follows principles of compactness and efficiency of land use.	B. There is a diverse mix of functions in the area.	C. There is a well-developed street network that promotes walkability and is safe (geometry of streets).	D. There is a well-developed public space and vegetation network.	E. Area (streets/ urban furniture, buildings, and other urban elements) is well maintained.	Score
1.	(25) AB Dambis	No: Surrounding area is occupied by a land consuming road network. This creates a condition that site is detached from surrounding neighborhood in the west of the Dam. Large, free standing, mono-functional objects are or will be erected on the South of Krisjana Valdermara street.	No: Context is poor in terms of mix-use. Few large scale mono-functional structures.	No: Site is surrounded by an intense road network.	Yes: Site is located on the dam that currently is an a public waterfront area filled with playgrounds, sculptures, various urban furniture. There are several boats-barges with cafes and cultural program docked at the Dam. Mukusalas Street Waterfront Promedade is planned to the redeveloped into an attractive public space. Waterfront of Agenskalna bay will also transform into a green public area (according to the Local Plan).	Yes: Site is surrounded by new developments. Unfortunately wide streets disconnects area from surrounding neighborhood but overall quality of infrastructure is good.	0.400
2.	(06) Andrejsala, Andrejostas iela 17	Yes: Masterplan anticipates compact urban forms, preservation of valuable structures, high built intensities. Territories on the other side of Eksportas street are slowly developing in a fairly compact form.	Yes: Site is not yet developed and is undergoing spontaneous conversion (emergence of small businesses, pop-up public spaces, street art, events).	No: Currently the site is not safe to access, is not developed, undergoing transformation.	Yes: Site is close to Dziesmu svetku park and Vašingtona square, that are connected with Konvvalda bulvar and park by a green street. Green network is foreseen in the detail plan of the area.	No: Site is not yet developed and is undergoing spontaneous conversion.	0.600

	Site	A. Development of the neighbourhood follows principles of compactness and efficiency of land use.	B. There is a diverse mix of functions in the area.	C. There is a well-developed street network that promotes walkability and is safe (geometry of streets).	D. There is a well-developed public space and vegetation network.	E. Area (streets/ urban furniture, buildings, and other urban elements) is well maintained.	Score
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	<i>Yes: Area is developed in a compact manner, historical heritage is well preserved.</i>	<i>Yes: Neighborhood is diverse, there is a high variety of functions, building types, building ages.</i>	<i>Yes: Street network is well developed, safe, sidewalks are walkable, building plinth is accessible and has an interesting program, there is a lot to see while walking. Site can be accessed via Kronvalda Park.</i>	<i>Yes: Site is part of the green belt of the historical city.</i>	<i>Yes: Surrounding areas are well maintained.</i>	1.000
4.	(04) Ķīpsalas pludmale	<i>No: Although Kipsala is protected cultural heritage area, development of surrounding territories are not striving for compactness and efficiency of land use. Areas around Krisnaja Valdemara street bridge are entangled in a complex street network, plots are developed with free standing, high intensity buildings that are not integral parts of Kipsala and create a lot of borders and no-spaces.</i>	<i>No: Program in the area is not diverse. Plots are developed by large scale mono-functional objects (office/hotel / supermarket).</i>	<i>No: Street network of the surrounding areas of the site does not promote walkability: streets are wide, sidewalks are narrow, network is not consistent. Traffic on Krisjana Valdemara street bridge is have, there is a lot of traffic noise.</i>	<i>Yes: Kipsala is a very green territory of Riga. Site itself is one of a few public beaches.</i>	<i>Yes: Streets, urban furniture and buildings are in acceptable condition.</i>	0.400
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	<i>Yes: Surrounding area is developing in a compact manner. Neighborhoods are revitalizing.</i>	<i>Yes: Lots of cafes, shops, offices, educational buildings.</i>	<i>Yes: Street network is dense and diverse. Geometry of majority streets is favorable for walking. Intense traffic is concentrated on Ranka dambis. Plot is part of the park.</i>	<i>Yes: Site is part of a cities green network. Site is part of Uzvaras park.</i>	<i>Yes: Maintenance level of surrounding buildings, streets and urban furniture is acceptable.</i>	1.000

	Site	A. Development of the neighbourhood follows principles of compactness and efficiency of land use.	B. There is a diverse mix of functions in the area.	C. There is a well-developed street network that promotes walkability and is safe (geometry of streets).	D. There is a well-developed public space and vegetation network.	E. Area (streets/ urban furniture, buildings, and other urban elements) is well maintained.	Score
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	<i>Yes: Neighborhood develops in a compact way. There are no signs of inefficient use of land.</i>	<i>Yes: Diversity mix of functions in the area.</i>	<i>Yes: Street network is dense, street perimeter is sufficiently active, orientation is good, there is a feeling of social surveillance, safety.</i>	<i>No: Area is relatively fragmented, there is no clear network or public/ green spaces now. It is planned with Rail Baltica station development and revitalization of the area.</i>	<i>Yes: Quality of urban fabric is sufficient.</i>	0.800
7.	(19A) Skanstes iela	<i>No: Planned spatial structure, planned built intensities and heights, amount of land designated for infrastructure and the surrounding developments on the other side of Skanstes street cast doubts about the future implementation of the plan</i>	<i>No: Currently territory is mono-functional.</i>	<i>No: Currently street network does not promote walkability.</i>	<i>No: There is a planned well designed greenery to be developed in the future.</i>	<i>Yes: Surrounding urban structures are not run down, well maintained.</i>	0.200
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	No	No	Yes	0.600
9.	(33) Teritorija Salu tilta ZA galā	<i>No: Transit nod of Krasta str. And Lacplesa str. has heavily fragmented the area. It is a strong barrier disconnecting different parts of the city and historical city from the waterfront. Surrounding sites are being developed in a wasteful manner: mono-functional buildings with large space of land allocated to parking. Non permeable surface. Nod will continue to worsen spatial quality of the urban fabric which is already visible.</i>	<i>Yes: There is a diverse mix of functions in the surrounding area of the site.</i>	<i>No: Traffic nod is not safe of encourages to walk. It has negative impact to walking quality of surrounding streets.</i>	<i>No: Public space and vegetation network is poor.</i>	<i>No: Surrounding buildings are in a bad shape, spaces are degraded, not well maintained.</i>	0.200

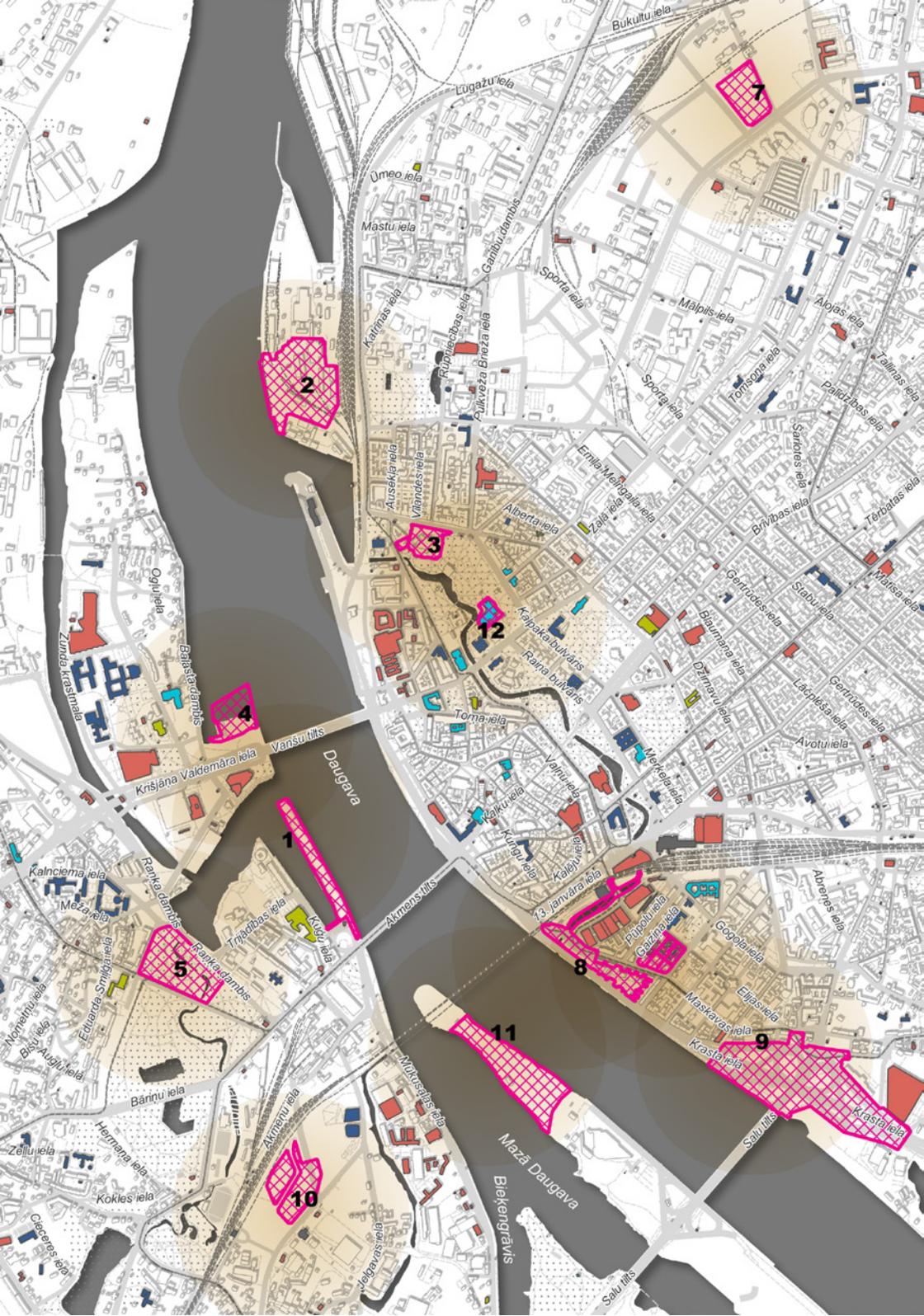
	Site	A. Development of the neighbourhood follows principles of compactness and efficiency of land use.	B. There is a diverse mix of functions in the area.	C. There is a well-developed street network that promotes walkability and is safe (geometry of streets).	D. There is a well-developed public space and vegetation network.	E. Area (streets/ urban furniture, buildings, and other urban elements) is well maintained.	Score
10.	(31) Torņakalns	No	No	No	No	No	0.000
11.	(03D) Zaķusala	No	No	No	No	No	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Yes	Yes	Yes	1.000

GREEN SPACES



-  Sites boundaries
- Green network**
-  Parks
-  Vegetation
-  Meadow
-  Sites accesibility - 500 m

SOCIAL INFRASTRUCTURE



-  Sites boundaries
- Functions**
-  Public buildings
-  Educational institutions
-  Retail / offices
-  Hotels
-  Transit nodes
-  Sites accesibility - 500 m

CULTURAL PLACES



9. REPRESENTATIVENESS

Criterion indicates if there are conditions in the site that would ensure its representativeness.

	Site	A. Building would be visible, easy to notice.	B. There is space to have an overview of the building.	C. Building will NOT compete with other landmarks.	D. The environment will NOT overwhelm the building	Score
1.	(25) AB Dambis	Yes	Yes	Yes	Yes	1.000
2.	(06) Andrejsala, Andrejostas iela 17	Yes	Yes	Yes	Yes	1.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	Yes	Yes	Yes	Yes	1.000
4.	(04) Ķīpsalas pludmale	Yes	Yes	No: Compete with Kipsala (island scale, waterfront, architecture).	No	0.500
5.	(10A) Parka teritorija starp Raņča dambis, Slokas ielu un Aleksandra Grīna bulvāri	Yes	Yes	Yes	Yes	1.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	No: Building will fade into in the urban fabric. It will not be easy to notice from distance.	No: Site is squeezed into urban fabric.	No: Building will compete with Latvian academy of Science.	Yes: With the right design it is possible to crate a structure that would fit into existing diverse context. Scale of the urban fabric demands an integral, non dominant structure where program and various activities dominate the street-scape.	0.250
7.	(19A) Skanstes iela	Yes: Visible from Skanste street and from around the park where it would be placed.	Yes: Site is surrounded by a park.	Yes: There are no dominant landmarks.	No: 16 storey buildings are planned at the east side of the plot, skanstes street is a wide street with heavy traffic. As RCH plot is reduced, building will be built close to the street.	0.750

	Site	A. Building would be visible, easy to notice.	B. There is space to have an overview of the building.	C. Building will NOT compete with other landmarks.	D. The environment will NOT overwhelm the building	Score
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	Yes	<i>No: Building would block the view towards the market (6633 - Central Market Pavilion Building Ensemble) (vertical accent of RHC) Marked as: Room for optimal perception of the silhouette of the Old Town and panoramas ("volume parades").</i>	No	0.500
9.	(33) Teritorija Salu tilta ZA galā	Yes	<i>No: View will be blocked by road nod.</i>	Yes	No	0.500
10.	(31) Torņakalns	<i>Unclear</i>	<i>Unclear</i>	Yes	No	0.250
11.	(03D) Zaķusala	Yes	Yes	<i>No: Will block view to historical city.</i>	Yes	0.750
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	Yes	Yes	Yes	Yes	1.000

10. RISK OF PUBLIC REJECTION

Criterion indicates if there are factors that would result in public rejection and discontent.

	Site	Factors that might result in public discontent area: destruction of public green spaces that are often used by the public, cutting down of valuable city vegetation, demolition of buildings that public has attachment to.	Score
1.	(25) AB Dambis	No	0.000
2.	(06) Andrejsala, Andrejostas iela 17	No	0.000
3.	(11) Elizabetes iela 2, Kronvalda bulvāris 6	No	0.000
4.	(04) Ķīpsalas pludmale	No	0.000
5.	(10A) Parka teritorija starp Raņķa dambis, Slokas ielu un Aleksandra Grīna bulvāri	No	0.000
6.	(14) Rūpniecības preču tirgus teritorija starp Gaiziņa ielu, Prāgas ielu un Turgeņeva ielu	Yes	1.000

	Site	Factors that might result in public discontent area: destruction of public green spaces that are often used by the public, cutting down of valuable city vegetation, demolition of buildings that public has attachment to.	Score
7.	(19A) Skanstes iela	Yes	1.000
8.	(35) Teritorija pie Spīķeriem un Kārļa baseina	Yes	1.000
9.	(33) Teritorija Salu tilta ZA galā	No	0.000
10.	(31) Torņakalns	Yes	1.000
11.	(03D) Zaķusala	No	0.000
12.	(30) Kongresu nams, Krišjāņa Valdemāra iela 5	No	0.000