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Rīga Spatial Plan

Explanatory note



Approved by Binding Regulation No. 103 of
the Rīga City Council "Binding Regulations
on the Land Use and Building in the Territory
of Rīga" dated 15 December 2021 and in
force from 16 February 2023

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Abbreviations

Abbreviation	Explanation of abbreviation
SP	Spatial plan of the municipality
TP	Thematic plan
LP	Local plan
DP	Detailed plan
Strategy	Sustainable Development Strategy of Rīga until 2030
RSP	Rīga Spatial Plan
RSP 2006–2018	Rīga Spatial Plan 2006–2018
RLUBT	Regulations on the Land Use and Building in the Territory
RCC	Rīga City Council
CM	Cabinet of Ministers
HCR	Historic Centre of Rīga
PA	Protection area
Rail Baltica	"Rail Baltica" railway track with the European standard nominal track gauge
CM Regulation No. 240	Cabinet of Ministers Regulation No. 240 General Regulations for the Planning, Use and Building of the Territory dated 30 April 2013
CM Regulation No. 628	Cabinet of Ministers Regulation No. 628 Regulations on Local Government Spatial Development Planning Documents dated 14 October 2014

1 Basis and methodology for development of the Spatial Plan

Urban development is a process that is based on various preconditions governed by spatial development planning tools. A spatial plan of a municipality (hereinafter – SP) is a development planning document of local significance underlying all operations with immovable property and prescribing requirements on the land use and building in the territory. When approved by the municipality's binding regulations, it becomes a legitimate restriction on the property rights by which the municipality limits private discretion for public interest. The main goal of the SP is to serve as an effective instrument to implement Rīga's long-term development policy in accordance with the Sustainable Development Strategy of Rīga assessing the potential of the municipality's spatial development and providing conditions to develop the city in terms of land use.

The Rīga Spatial Plan (hereinafter – RSP) was developed in accordance with Decision No. 4936 of Rīga City Council (hereinafter – RCC) "On Beginning of the Development of Rīga Spatial Plan" dated 3 July 2012 (as amended by Decision No. 314 of RCC dated 22 October 2013 and Decision No. 663 of RCC dated 15 December 2017). The RSP was prepared in accordance with the laws and regulations applicable in the Republic of Latvia with the key legal acts listed below:

- 1) Constitution of the Republic of Latvia;
- 2) Law On Municipalities;
- 3) Development Planning System Law;
- 4) Spatial Development Planning Law.

The SP is developed in accordance with the Sustainable Development Strategy of the local municipality and in accordance with other spatial development

planning documents of local level.¹ The key spatial development planning documents or preconditions for the development of the RSP are as follows:

- 1) Sustainable Development Strategy of Latvia until 2030;
- 2) National Development Plan for 2014–2020;
- 3) Sustainable Development Strategy of Rīga planning region until 2030;
- 4) Spatial plan of Rīga planning region for 2005–2025;
- 5) Development programme of Rīga planning region for 2014–2020;
- 6) Sustainable Development Strategy of Rīga until 2030 (hereinafter – Strategy);
- 7) Development Programme of Rīga for 2014–2020.

The RSP was developed in accordance with the principle of continuity, considering the existing development planning documents and their implementation practice. After the restoration of independence of the Republic of Latvia, the RCC has developed and applied two spatial development planning documents that differ in terms of their elaboration methodology, scope of information and level of detail contained therein. Spatial development of the Municipality of Rīga from 1995 to 2005 was carried out in accordance with the Rīga Development Plan for 1995–2005, and since 2006 – in accordance with Rīga Development Plan for 2006–2018 that consists of three interrelated documents. The hierarchically highest of the documents was Rīga Long-Term Development Strategy until 2025, which is a comprehensive document that sets out the city's development vision, defines the city's interests and sets development priorities and objectives, spatial planning guidelines, and a model for monitoring the implementation of the strategy. The Strategy was followed by the Development Programme of Rīga for 2006–2012 that describes the current situation of Rīga by sectors and specifies the tasks, programmes, and projects to be carried out to promote the socio-economic development of Rīga in accordance with the city's long-term development strategy. The second long-term planning document subordinate to the Rīga Long-Term Development Strategy until 2025 was the Rīga Spatial Plan for 2006–2018 (hereinafter – RSP 2006–2018).

¹ Section 23 of the Spatial Development Planning Law

The Rīga Long-Term Development Strategy until 2025 was developed during the period of rapid growth of national economy and this was done in accordance with the economic growth indicators of the time, as well as the economic development forecasts for Latvia and Rīga. The economic crisis of 2008–2009 significantly changed the forecast for economic growth, including the number of residents, economic well-being and other indicators. As the economy recovered, it was concluded that the Rīga Long-Term Development Strategy until 2025 no longer represented the current and future needs of the city and did not contribute to successful and balanced development of the city as a whole, therefore a new Strategy (until 2030) was developed and approved by the RCC Decision No. 1173 dated 27 May 2014.

Since 2011, a new spatial development planning system was implemented in Latvia that was included in the Spatial Development Planning Law. This law introduces a unified system of interrelated spatial development planning documents and sets out their hierarchy. Meanwhile, a new Construction Law was passed and several other national laws and regulations have been amended. Along with the changes in the city's strategic guidelines it was concluded that the structure and level of detail of the RSP 2006–2018 no longer corresponded with the current regulatory framework as the socio-economic conditions and perceptions of the city's future development had changed and a new TP was needed to implement the Strategy.

Until a new plan of the Historic Centre of Rīga (hereinafter – HCR) and its Protection Area (hereinafter – PA) is developed, the Spatial Plan of the HCR and its PA approved in 2006 (as amended in 2013) and Binding regulation No. 38 Regulations on Land Use and Building of Historic Centre of Rīga and its Protection Area dated 7 February 2006, as well as the local plans of the HCR and its PA in force, are applicable in this area in accordance with the procedure established by the Law on Preservation and Protection of the Historic Centre of Rīga and other laws and regulations.

The goal of the new RSP is to create a flexible spatial planning document that provides conditions for the development of the city in accordance with its history, culture, landscape, services, public participation, and potential changes in economic and social conditions.

The key objectives of the new RSP are as follows:

- 1) To become an efficient instrument in the implementation of Rīga's long-term development policy in accordance with the Strategy;
- 2) To ensure the stabilising, regulating, and proactive function of the spatial plan that serves as the key document to regulate the land use and building in Rīga;
- 3) To establish a continuous multistage planning process in the Rīga City Council;
- 4) To reach a compromise between the different stakeholders involved in the development of the city;
- 5) To ensure that the spatial planning process is understandable for the residents of the city, who are directly involved and interested in the planning and execution of Rīga's spatial development;
- 6) To ensure complete transparency in the planning process by explaining the public, individuals, non-governmental organisations, and public authorities the project's goals and objectives and the processes how those will be achieved;
- 7) To create awareness among stakeholders in regards to the opportunities for delivering a quality urban environment explaining the role of each party in the SP implementation process.

To ensure that the objectives were met, the RSP was developed in an interactive process together with the public and institutions, analysing the preconditions for the development of the RSP and previous experiences of the SP development, as well as identifying spatial planning trends in Europe. Schematic representation of the development process is shown in Figure 1.1.

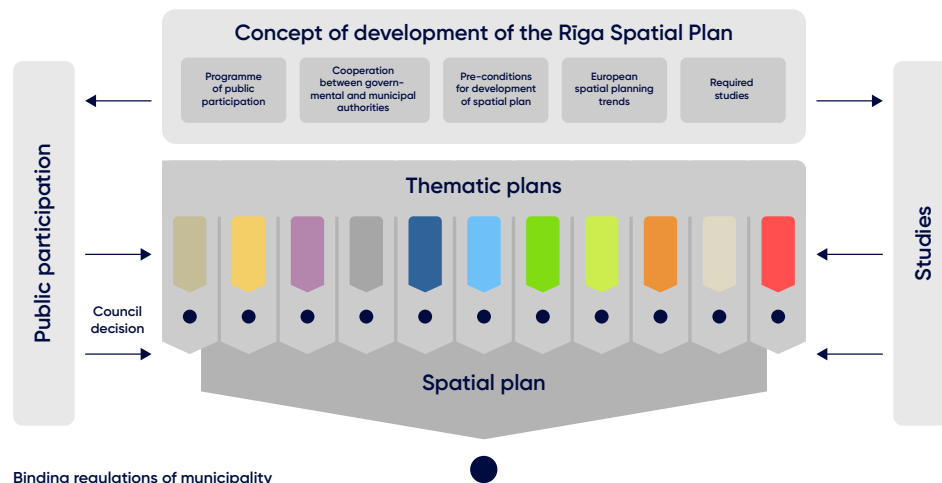


Figure 1.1. Schematic representation of the RSP development process



The methodology of the new RSP development includes research-based development of conceptual part of RSP solutions, comprising 11 thematic plans (hereinafter – TP):

- 1) TP of cultural and historical territories;
- 2) TP of housing development;
- 3) TP of territories necessary to ensure business functions;
- 4) TP of amelioration development;
- 5) TP of water territories and waterfronts;
- 6) TP of plantation structure and public outdoor space;
- 7) TP of protection zones and restrictions;
- 8) TP of transport development;
- 9) TP of landscapes;
- 10) TP of territories necessary to ensure governmental and municipal functions;
- 11) TP of the Freeport of Rīga.

The TPs make up the conceptual part of the RSP, providing the basis of solutions for the specific questions included therein, and guidelines for development of other planning documents. The TPs address different urban design issues related to the use of territories, in accordance with the

city's strategic guidelines. The development of the TPs has been founded upon a comprehensive review of the legal framework and expert studies; this process actively engaged the participation of the general public, governmental and municipal institutions and neighbouring municipalities. All TPs were developed simultaneously and their solutions are interlinked.

The municipality, as the entity responsible for providing and balancing public interests in accordance with the principles of spatial development planning, has to identify different interests in the process of elaboration of the SP and determine which should be prioritised, encouraging people to act and achieve better results in the implementation of the SP. To achieve this, public awareness of spatial development planning and the process of implementing the planning documents has to be promoted. Therefore, during the preparation of the RSP, maximum transparency of the planning process was ensured by explaining the residents, non-governmental organisations, municipal and governmental authorities the objectives, tasks and processes how the RSP will be implemented.

Past experiences in the preparation of planning documents have highlighted that the public participation measures specified in the laws and regulations do not ensure substantial public engagement and an impartial exchange of opinions concerning urban development issues. Therefore, considering the recommendations by residents, non-governmental organisations and other stakeholders involved in planning process, a broad and diverse public participation programme was implemented during the preparation of the RSP, where most of the activities were initiated by the municipality and were based on the cooperation between the structural units of the RCC.

The public was engaged in the entire development process of the RSP, starting from the initial stage and continuing through discussions on the spatial planning tasks to be considered within the RSP. The public was informed about the various stages of RSP development and their opportunities for engagement by posting information regarding the municipality's activities related to the plan's development on the website of the City Development Department of the RCC. Public participation events were organised by topics, territories and areas of expertise. To jointly seek solutions for the RSP, working groups and seminars

were organised with the participation of residents, representatives of municipal and governmental institutions, representatives of neighbouring municipalities and experts. Foreign experts were also involved in the development of the plan, offering recommendations for the development of water-related territories and sharing their expertise in rainwater management planning – an area of growing significance amid the evolving trends of climate change.

As part of the RSP development, residents were surveyed to find out their views on life in the neighbourhoods, advantages and issues to be addressed, as well as to identify the locals willing to be involved in the planning process in the future. Meetings and study visits were organised in the neighbourhoods to work with residents to seek solutions to existing problems. As the planning documents are rather complex and not everyone can understand their impact on their daily life, during the RSP development process the goal was to present information in an easily understandable way. To make the younger generation feel they belong to their neighbourhood, to engage them in the urban planning process and to promote the RSP among children and their parents, a competition was organised where pupils were invited to draw or write an essay about their neighbourhood – depicting, how they see it today or how they would like to see it in the future.

Draft TPs were presented to the general public in the end of 2016 and the refined versions – in the autumn of 2017. All 11 TPs were approved by the RCC on 15 December 2017. The public discussion of the draft RSP and of the Environment report of the Strategic environmental assessment of the RSP took place from 9 January to 8 February 2018. During the public discussion, all stakeholders had the opportunity to review the RSP and to provide feedback thereon. During the public discussion, the opinions of the institutions on the draft version of the plan were requested. On 25 April 2018, the RCC passed a decision on improvement of RSP in accordance with the opinions of the institutions and the results of the public discussion.

The improved version of RSP was available for public discussion from 13 March to 10 April 2019. During the public discussion, the opinions of the institutions on the draft document were requested.

Following the public discussion, the RSP was revised. On 25 October 2019, the revised RSP was submitted to the Rīga City Council to take a decision on the further development of RSP in accordance with Article 88 of the Cabinet of Ministers (hereinafter – CM) Regulation No. 628 Regulations on Local Government Spatial Development Planning Documents dated 14 October 2014 (hereinafter – CM Regulation No. 628), but the decision by the Rīga City Council on the further development of RSP was passed only on 16 October 2020. On 16 December 2020, the RSP was submitted for improvement due to the need to adjust the planning solutions in accordance with the amended laws and regulations, for example, amendments of 16 October 2020 to CM Regulation No. 240 General Regulations for the Planning, Use and Building of the Territory dated 30 April 2013 (hereinafter – CM Regulation No. 240), as well as after reviewing the scheme of Rīga transport infrastructure development in relation to the planned construction of “Rail Baltica” railway track with the European standard nominal track gauge (hereinafter – Rail Baltica). The decision also provided that the proposals received during the public discussion of the RSP from 13 March to 10 April 2019 shall be reassessed. To gain a better insight into the situation and to get feedback from locals on the RSP solutions, more than 20 online events attended by neighbourhood representatives, the RCC deputies, and the Department’s specialists were held from 12 February to 15 April 2021. Based on the discussions, proposals received during the public discussion on the revised RSP that was organised from 13 March to 10 April 2019 were reassessed.

On 18 August 2021, Rīga City Council passed Decision No. 794 On Submission of Version of the Rīga Spatial Plan for Public Consultation and Receipt of Institutional Opinions, based on which the public discussion on the revised RSP was organised from 3 September to 4 October 2021.

The RSP comprises an explanatory note, a graphic part and the Regulations on the Land Use and Building in the Territory (hereinafter – RLUBT) with annexes. The RSP is approved by binding regulations of the municipality in accordance with Article 91 of CM Regulation No. 628. After it is approved and implemented, the solutions contained therein shall be binding upon every person within the administrative territory of Rīga.

2 Spatial Development Planning Documents of Rīga

2.1 Compliance of the spatial plan with the Sustainable Development Strategy of Rīga

The RSP is a spatial development planning document developed for the implementation of the Strategy. Its solutions are prepared to ensure that in 2030 Rīga:

- 1) **Is compact, resource-efficient, and smart:** The RSP respects the spatial development perspective provided in the Strategy, supporting a compact city development model, making the most efficient use of the existing resources of the currently built-up areas and / or the areas adjacent to the city centre. The requirements are prepared to ensure sustainable land use and construction.
- 2) **Is multicultural and tolerant:** The urban environment has a significant role in promoting the policy of opportunities by creating a harmonious, comfortable, and safe environment where to live, work, and relax, by developing infrastructure that helps people learn and integrate in the community, and by encouraging the development of traditional and creative businesses and by establishing new work places. The RSP includes solutions that support the development of a diverse housing offer, and areas where a wide range of business activities could be implemented, as long as that does not conflict with the interests of the residents to live in a quality environment respecting the natural and cultural heritage.
- 3) **Is friendly for pedestrians, cyclists, and public transport:** The solutions developed for traffic infrastructure respect the continuity of planning.

The solutions are based on the concept of the development of the street network grid that provides two distinct circular lines and radial connections to reduce the traffic intensity in the central part of the city and to reduce air and noise pollution, while providing advantages to the development of public transport, and comfortable and pleasant movement for pedestrians and cyclists. The RSP identifies areas where park-and-ride facilities, multi-modal transport hubs, and other transport infrastructure facilities, for example, transport interchanges might be developed that is the permitted use in almost all zones.

- 4) **Has a modern, and client-oriented administration:** Within the development of the RSP, an extensive programme of public participation and cooperation with national and local authorities was prepared. The solutions provide flexible conditions for the development of facilities required for the administration functions, opportunities to develop social infrastructure facilities that are located close to the place of residence. The conditions are developed based on the permissible impact of the future developments on the residential environment and the general public interest.
- 5) **Has a good cooperation in the suburban sprawl:** RSP was developed in cooperation with the neighbouring municipalities of Rīga. Transport solutions were designed to improve national, regional, and local accessibility. In cooperation with the Ķekava Municipality, it is planned to restore local historical railway line, and a network of bicycle lanes is developed in coordination with adjacent municipalities. In cooperation with the Ropaži Municipality, it is planned to develop a common industrial production area in the neighbourhoods of Gaisma and Šķīrotava, and in cooperation with Mārupe Municipality – to develop the neighbourhood of Mūkupurvs near Rīga International Airport. It is planned to preserve forests along the administrative boundary of Rīga city to provide the required conditions for recreation and health of the residents, and to reduce the negative impact of the city on the environment.
- 6) **Has diverse, available, and quality housing:** The requirements for the land use and development are established to promote the diversity of Rīga's residential areas in accordance with the historical development, based

on the main elements that form the spatial structure of the city – the centre, suburbs, and periphery and the guidelines for their development included in the Strategy: in the city centre: compact development housing; in the suburbs: a combination of large residential areas and mixed use building; in the periphery: private house and low-storey building with different recreational areas.

- 7) **Has excellent cultural environment and creativity of residents:** The conditions for the design of building were prepared to ensure that in the process of changing the landscape the elements creating its value are altered minimally. The RSP continues preserving the cultural heritage by imposing specific requirements on protection area zones, monuments, and other sites with existing or potential cultural heritage value.
- 8) **Has vital neighbourhoods and preserved cultural landscape:** Particular attention is paid to neighbourhoods and their functional centres. The RSP considers the interests of neighbourhoods by promoting public participation, cooperating with the neighbourhood residents and their associations, identifying the specific qualities of neighbourhoods and addressing issues. Neighbourhood centres have been identified in the RSP, where targeted investments should be made to promote their development.
- 9) **Has diverse and quality nature areas, green corridors, and accessible watersides:** Recognising the importance of the existing nature and greenery territories in the city, preconditions have been prepared to develop a joint structure of plantations and network of public outdoor space based on biological centres, urban green centres, green corridors and paths, green belt adjacent to the city and single spatial structure of water and the RSP solutions have allowed to increase the proportion of green areas in the city.
- 10) **Has a well-considered industrial policy:** With the urban policy changing from liberal planning to compact urban development, the areas with business-related functions have been reviewed and the requirements for development in accordance to their potential have been set. Building conditions in priority development areas are designed to implement the development directions set out in the Strategy.

- 11) **Has a successful port that complies with environmental quality:** Recognising the importance of the port not only for the development of the city, but for the development of the national economy, flexible land use conditions and several functional zones have been established in the territory of the Freeport of Rīga, providing solutions to conflicts that may arise between industrial development and the demand for a quality living space of the residents in the port area. The RSP is a detailed spatial development perspective that is defined in the Strategy. The TPs that have been prepared within the framework of the RSP include a comprehensive analysis of the Strategy's guidelines in relation to the RCC policies set out in the RSP 2006–2018 to assess their relevance and ensure that the principle of continuity is met.

2.2 Rīga Spatial Plan 2006–2018

Before the RSP comes into force, the main instrument to implement spatial development policy of Rīga is RSP 2006–2018, approved on 22 December 2005 by Binding regulation No. 34 of the RCC. The RSP 2006–2018 represents the spatial development of the city in accordance with the vision “Rīga – an opportunity for everyone”, defining a comparatively open and flexible approach to the spatial development processes.

The RSP 2006–2018 was developed and approved at the time when Rīga and Latvia experienced rapid economic growth. This affected the organisational process and ideological approach to the development of planning documents that were primarily based on strengthening Rīga's competitiveness among the metropolises of the Baltic Sea region and creating diverse and flexible spatial development opportunities based on the RLUBT. Solutions included in the RSP 2006–2018 were developed to streamline the mechanisms of free market thereby ensuring a better ability to adapt to the specific socio-economic conditions. The RSP 2006–2018 was developed in accordance with the legal framework for spatial planning at the time (Law on Local Governments, Spatial Planning Law, CM Regulation No. 883 Regulations of Local Municipality Spatial Planning dated 19 October 2004, etc.).

Spatial planning guidelines for the RSP 2006–2018 cover the following key spatial development areas of the city:

- Development of the general structure of Rīga's plan, i. e., improvement of the spatial organisation of Rīga;
- Preservation of cultural and historical areas and improvement of their architectural and spatial quality;
- Creation of new urban development areas and strengthening the existing local centres.

While preparing the RSP, assessment of the implementation of the Riga Spatial Plan 2006–2018 was carried out.² Conclusions were drawn in regard to the role of the RSP in the development of the city in general, and the internal and external factors of the effectiveness of the implementation of the RSP 2006–2018 were analysed, assessing their impact on RSP during its development, their changes during its implementation and trends that affect the development and planning of Riga today. The content and form of the RSP 2006–2018 was analysed in the assessment and suggestions for the development of the RSP were given.

In the assessment, it was noted that the SP has a restrictive nature as an instrument impacting land use or economic activity and construction processes. The flexible solutions originally introduced in the RSP 2006–2018 have been changed during the implementation phase. Since the approval of the RSP 2006–2018, more precise definitions and requirements have been implemented that allow for as little room for interpretation as possible. Amendments to the RSP 2006–2018 were made in 2009, 2011, and 2013, as well as during the preparation of individual local plans (hereinafter – LP). The main goal of the amendments made in 2009 was to incorporate the requirements for water object protection zones provided in the national laws. The changes also significantly affected areas related to production and business. The amendments of 2009 introduced more detailed internal

zoning in the Freeport of Rīga, dividing the mixed use building areas into two sub-zones: mixed use building with residential function and mixed use building with industrial function. The amendments made in 2011 reinforced the red lines of the new traffic infrastructure areas. In 2013, amendments were introduced to eliminate contradictions with Binding regulation No. 38 Land Use and Building of Historic Centre of Rīga and its Protection Area dated 7 February 2006. In accordance with these amendments, the HCR and its PA were excluded from the scope of the city's plan.

Since the approval of the RSP 2006–2018 and until the preparation of the RSP was started, more than 600 applications have been received suggesting the necessary amendments to the plan. Most of them suggest changing the functional zoning of an area or the maximum building height. Some of the suggestions were taken into account in the amendments to the RSP 2006–2018, while others were considered only within the framework of preparation of the RSP. Detailed planning has been carried out during the implementation of RSP 2006–2018 by preparing detailed plans (hereinafter – DP) and, since 2013, also by preparing LP that have also been developed to amend the solutions set out in the RSP 2006–2018 (see Subchapter 2.3).

The highest construction intensity during the period of the RSP 2006–2018 was before the economic crisis, namely, in 2006 and 2007. Majority of construction was located in the area of the HCR up to the railway; the most intensive construction of private houses took place in the neighbourhoods of Dārziņi and Bierīņi, while business objects were developed mostly in the HCR and in the zone along Brīvības iela. In the areas where increased building intensity was planned in the RSP 2006–2018, only in several areas, mainly near the large residential areas, development complied with the intentions set out in the RSP 2006–2018. In several locations with the Centre Building Territory status, suggestions were received to reduce the development intensity, for example, two LPs have been proposed in Podrags, and one LP in Mežaparks, Kokneses prospekts 1A, to amend the provisions of the RSP 2006–2018. This proves that the ambitious goal included in the plan providing development of local centres with increased number of storeys and development intensity has not been achieved. In many places, development in the areas identified for

² LLC "Grupa93", Assessment of the implementation of the Riga Spatial Plan 2006–2018, 2013. The study was developed upon request of the City Development Department of Riga City Council. Available: www.sus.lv

building did not materialise due to lack of the necessary infrastructure, or, on the contrary, the necessary infrastructure was not developed in areas already developed, for example, water supply and sewerage utility networks in Dārziņi. The transformation of degraded areas was rather slow. The improvement of the transport scheme during the implementation of the RSP 2006–2018 was also implemented as planned, however, at a much slower pace than planned.

The most important achievement of the RSP 2006–2018 is the preservation and development of the ideas of continuity and city structure. Solutions incorporated in the plan have determined harmonious development of the city and have allowed avoiding unconsidered and risky activities and development proposals. The complete implementation of the RSP 2006–2018 vision “Rīga – an opportunity for everyone” was limited by the existing laws and the economic crisis. The planning process was not flexible enough to facilitate positive changes in the urban environment, not only to protect existing values.

Amendments to the SP, continuous improvement of LP and DP show the connection between the planning system and sense of its purpose. The current regulatory framework – a more general SP that is detailed in DP, while complex problems are addressed in LP, which, if necessary, modifies the original solutions provided in SP – allows to implement a focused and targeted policy, using the municipality’s tools to achieve specific spatial objectives. Open and flexible approach to spatial development allows priorities to be implemented and focus on the objectives that can be achieved. Planning should be implemented as part of the ongoing city development, thereby ensuring economic growth and meeting the objectives provided in the Strategy.

2.3 Local plans (LP) and Detailed plans (DP)

The preparation of DP and LP has an important role in the spatial development planning. It provides an in-depth analysis of the territory, identifying opportunities for more rational and efficient use to achieve sustainable

development of the territory. These long-term spatial development planning documents of the local municipality are prepared for a part of city, for one or more land plots, to address a planning objective, to specify or to amend a SP.

LP may also detail SP, but the proposals for their preparation are mainly focused on amendments to the permitted use and building indicators, and to the permitted building height. Since 1 December 2011, when the Spatial Development Planning Law was passed, it was possible to amend the spatial plan by preparing LP, and almost 70 proposals for the preparation of LP have been received. Some of the proposals have been rejected due to the failure to comply with the Strategy or the requirements of other planning documents, while approximately half of the proposed LPs have been prepared and approved by the RCC. LPs are mainly developed to create conditions for business and maximising use of property, to find integrated solutions for future development of the territory, and to specify the permitted building height and technical indicators of the development in the local planning area thereby creating preconditions for sustainable development of the territory.

During preparation of RSP, solutions of the existing (approved) LPs were reviewed in the context of the current version of the plan, assessing the possibility to integrate those in the RSP. The LPs that had become effective before 11 November 2021 and in which the types of land use, their restrictions, transport infrastructure, etc. were defined with a high level of detail, remain valid:

- 1) Local plan of the Culture and recreation park “Mežaparks” (approved by Binding regulation of the Rīga City Council No. 221 Binding regulations on the land use and building of the Culture and recreation park “Mežaparks” dated 18 June 2013);
- 2) Local plan of land plots on Ulbrokas iela without a number (cadastre No. 0100 092 2322, cadastre No. 0100 092 2438) (approved by Binding regulation of the Rīga City Council No. 141 Binding regulations on the land use and building of land plots on Ulbrokas iela without a number (cadastre No. 0100 092 2322, cadastre No. 0100 092 2438) dated 24 February 2015);

- 3) Local plan of land plot on Ieriķu iela 5 k-1 (cadastre No. 0100 070 2347) (approved by Binding regulation of the Rīga City Council No. 184 Binding regulations on the land use and building of the land plots on Ieriķu iela 5 k-1 (cadastre No. 0100 070 2347) dated 15 December 2015);
- 4) Local plan of land plots on Kantora iela without a number (cadastre No. 0100 106 2132, cadastre No. 0100 106 2134) (approved by Binding regulation of the Rīga City Council No. 185 Binding regulations on the land use and building of land plots on Kantora iela 10 (cadastre No. 0100 106 2134) dated 15 December 2015);
- 5) Local plan of land plot on Kojusalas iela without a number (cadastre No. 0100 092 2014) (approved by Binding regulation of the Rīga City Council No. 200 Binding regulations on the land use and building of land plot on Kojusalas iela without a number (cadastre No. cadastre No. 0100 092 2014 dated 19 April 2016);
- 6) Local plan of land plot on Vecāķu prospekts 205 (cadastre No. 0100 120 0076) (approved by Binding regulation of the Rīga City Council No. 205 Binding regulations on the land use and building of the land plots on Vecāķu prospekts 205 (cadastre No. 0100 120 0076) dated 17 May 2016);
- 7) Local plan of land plot on Ūdeļu iela 30 (approved by Binding regulation of the Rīga City Council No. 208 Binding regulations on the land use and building of the land plots on Ūdeļu iela 30 (cadastre No. 0100 123 2176) dated 7 June 2016);
- 8) Local plan of land plots on Augusta Deglava iela 161 and Augusta Deglava iela 167 (approved by Binding regulation of the Rīga City Council No. 216 Binding regulations on the land use and building of the land plots on Augusta Deglava iela 161 and Augusta Deglava iela 167 dated 30 August 2016);
- 9) Local plan of the block between Maskavas iela, Bārddziņu iela, Mazā Krasta iela and Lāčplēša iela (cadastre No. 0100 043 0066, No. 0100 043 0068, No. 0100 043 0065) (approved by Binding regulation of the Rīga City Council No. 238 Binding regulations on the land use and building of the block between Maskavas iela, Bārddziņu iela, Mazā Krasta iela and Lāčplēša iela (cadastre No. 0100 043 0066, No. 0100 043 0068, No. 0100 043 0065) dated 20 December 2016);
- 10) Local plan of territory on Daugavgrīvas iela 93 (approved by Binding regulation of the Rīga City Council No. 239 Binding regulations on the land use and building of territory on Daugavgrīvas iela 93 dated 20 December 2016);
- 11) Local plan of land plot on Buļļu iela 9 (cadastre No. 0100 066 0003) (approved by Binding regulation of the Rīga City Council No. 240 Binding regulations on the land use and building of the land plots on Buļļu iela 9 (cadastre No. 0100 066 0003) dated 20 December 2016);
- 12) Local plan of the territory between Gustava Zemgala gatve, Ķīšezera iela, Kokneses prospekts and historical building of the neighbourhood of Mežaparks (approved by Binding regulation of the Rīga City Council No. 259 Binding regulations on the land use and building of the territory between Gustava Zemgala gatve, Ķīšezera iela, Kokneses prospekts and historical building of the neighbourhood of Mežaparks dated 13 June 2017);
- 13) Local plan of territory in Suži (approved by Binding regulation of the Rīga City Council No. 253 Binding regulations on the land use and building of territory in Suži dated 2 May 2017);
- 14) Local plan of land plot on Ventspils iela 50 and adjacent territory (approved by Binding regulation of the Rīga City Council No. 254 Binding regulations on the land use and building of land plots on Ventspils iela 50 and adjacent territory dated 2 May 2017);
- 15) Local plan of land plot on Mūkusalas iela 100 (cadastre No. 0100 052 0235) (approved by Binding regulation of the Rīga City Council No. 260 Binding regulations on the land use and building of land plot on Mūkusalas iela 100 (cadastre No. 0100 052 0235) dated 13 June 2017);
- 16) Local plan of land plots on Jelgavas iela 17 (cadastre No. 0100 054 0003), Akaču iela (cadastre No. 0100 054 0136), Jelgavas iela 9 (cadastre No. 0100 054 0002), and Jelgavas iela without a number (designation of the cadastre 0100 054 0176) (approved by Binding regulation of the Rīga City Council No. 261 "Binding regulations on the land use and building of land plots on Jelgavas iela 17 (cadastre No. 0100 054 0003), Akaču iela (cadastre No. 0100 054 0136), Jelgavas iela 9 (cadastre No. 0100 054 0002), and Jelgavas iela without a number (designation of the cadastre

- 0100 054 0176) dated 13 June 2017);
- 17) Local plan of land plots on Jūrmalas gatve 113B (cadastre designation 0100 082 0801) and Ceriņu iela 20 (designation of the cadastre 0100 082 0804) (approved by Binding regulation of the Rīga City Council No. 2 Binding regulations on the land use and building of land plots on Jūrmalas gatve 113B (cadastre designation 0100 082 0801) and Ceriņu iela 20 (designation of the cadastre 0100 082 0804) dated 17 August 2017);
 - 18) Local plan of land plots on Patversmes iela 18 and Duntē iela without a number (approved by Binding regulation of the Rīga City Council No. 14 Binding regulations on the land use and building of land plots on Patversmes iela 18 and Duntē iela without a number dated 15 November 2017);
 - 19) Local plan of territory between Ķīsezera iela, Rusova iela, Ungura iela, and Talejas iela (approved by Binding regulation of the Rīga City Council No. 30 Binding regulations on the land use and building of territory between Ķīsezera iela, Rusova iela, Ungura iela, and Talejas iela dated 28 March 2018);
 - 20) Local plan of Krievu Island (Krievu sala) (approved by Binding regulation of the Rīga City Council No. 33 Binding regulations on the land use and building of Krievu Island dated 25 April 2018);
 - 21) Local plan of land plots on Gulbju iela 17A and Bauskas iela 159A (approved by Binding regulation of the Rīga City Council No. 34 Binding regulations on the land use and building of land plots on Gulbju iela 17A and Bauskas iela 159A dated 25 April 2018);
 - 22) Local plan of territory in Podrags (approved by Binding Regulation of the Rīga City Council No. 38 Binding regulations on the land use and building of territory in Podrags dated 23 May 2018);
 - 23) Local plan of territory between Kalnciema iela, Grenču iela, Mūkupurva iela, and Jūrkalnes iela (approved by Binding Regulation of the Rīga City Council No. 41 Binding regulations on the land use and building of territory between Kalnciema iela, Grenču iela, Mūkupurva iela, and Jūrkalnes iela dated 19 June 2018);
 - 24) Local plan of Export Port (Eksportosta) and the adjacent territory (approved by Binding regulation of the Rīga City Council No. 46 Binding regulations on the land use and building of Export Port and the adjacent territory dated 11 July 2018);
 - 25) Local plan of territory between the tributary of the river Sarkandaugava, Degvielas iela, Tvaika iela, and Uriekstes iela (approved by Binding regulation of the Rīga City Council No. 47 Binding regulations on the land use and building of territory between tributary of the river Sarkandaugava, Degvielas iela, Tvaika iela, and Uriekstes iela dated 11 July 2018);
 - 26) Local plan of territory between Ķiburgas iela and Lazdu iela (approved by Binding Regulation of the Rīga City Council No. 59 Binding regulations on the land use and building of territory between Ķiburgas iela and Lazdu iela dated 21 November 2018);
 - 27) Local plan of land plot on Čiekurkalna 4. šķērsliņija 4 (approved by Binding regulation of the Rīga City Council No. 71 Binding regulations on the land use and building of Čiekurkalna 4. šķērsliņija 4 dated 27 March 2019);
 - 28) Local plan of land plot on Juglas iela 11 (approved by Binding regulation of the Rīga City Council No. 72 Binding regulations on the land use and building of land plots on Juglas iela 11 and dated 27 March 2019);
 - 29) Local plan of territory on Zaķusala Island (approved by Binding Regulation of the Rīga City Council No. 75 Binding regulations on the land use and building of territory on Zaķusala Island dated 24 April 2019);
 - 30) Local plan of land plots on Maskavas iela (cadastre No. 0100 125 0221, cadastre No. 0100 125 0267) (approved by Binding regulation of the Rīga City Council No. 39 Binding regulations on the land use and building of land plots on Maskavas iela (cadastre No. 0100 125 0221, cadastre No. 0100 125 0267) dated 6 August 2020);
 - 31) Local plan of land plot on Kadagas iela 3 (approved by Binding regulation of the Rīga City Council No. 43 Binding regulations on the land use and building of land plots on Kadagas iela 3 dated 17 September 2020);
 - 32) Local plan of land plots on Krišjāņa Valdemāra iela without a number, Daugavgrīvas iela 8, Daugavgrīvas iela 10, and Kalnciema iela 3 (approved by Binding regulation of the Rīga City Council No. 57 Binding regulations on the land use and building of land plots on Krišjāņa

Valdemāra iela without a number, Daugavgrīvas iela 8, Daugavgrīvas iela 10, and Kalnciema iela 3 dated 16 June 2021 with amendments No. 96 Amendments to the Binding regulation of the Rīga City Council No. 57 Binding regulations on the land use and building of land plots on Krišjāņa Valdemāra iela without a number, Daugavgrīvas iela 8, Daugavgrīvas iela 10, and Kalnciema iela 3 dated 27 October 2021).

Along with the approval of the RSP, local plan of a part of Rīga city administrative territory becomes ineffective: for land plots on Slokas iela 65 (cadastre No. 0100 064 0177), Mildas iela 6 (cadastre No. 0100 113 2228), Berģu iela 4 (cadastre No. 0100 1272028), and Murjāņu iela 72, Murjāņu iela without a number (cadastre No. 0100 123 0097, No. 0100 092 2556) (approved by Binding regulation of the Rīga City Council No. 118 Binding regulations on the land use and building of part of Rīga city administrative territory: land plots on Slokas iela 65 (cadastre No. 0100 064 0177), Mildas iela 6 (cadastre No. 0100 113 2228), Berģu iela 4 (cadastre No. 0100 1272028), and Murjāņu iela 72, Murjāņu iela without a number (cadastre No. 0100 123 0097, No. 0100 092 2556) dated 9 September 2014), because its solutions have been integrated in the RSP. The local plan on detailing the red lines in Rīga city administrative territory (approved by Binding regulation of the Rīga City Council No. 124 On detailing red lines in Rīga city administrative territory dated 4 November 2014) remains in force in the HCR and its PA.

The RSP sets out a number of mandatory territories of local planning:

- 1) Spaced private housing development area of the neighbourhood of Mangaļsala – an area where the local plan is used to provide a comprehensive assessment of the existing natural values, including the requirements to preserve and protect the specially protected habitat “Wooden coastal dunes” (“Mežainās piejūras kāpas”) and the identification of areas where it is possible to place buildings and engineering infrastructure;
- 2) Territory between Gustava Zemgala gatve, Ķīsezera iela, Kokneses prospekts, and historical building of the neighbourhood of Mežaparks – an important territory in the context of the city that already has a local plan, however, if the plan is revoked in whole or in part, it is necessary

- to develop a new local plan ensuring preservation and protection of natural values in the territory, harmonious integration of the planned development in the historical building structure of Mežaparks, and integration of the planned traffic flows in the overall network of streets;
- 3) Territory in Suži – an important territory in the context of the city that already has a local plan, however, if the plan is revoked in whole or in part, it is necessary to develop a new local plan, that would provide solutions for optimal spatial development, ensuring preservation and protection of natural values in the territory, providing detailed requirements for the types of planned building and layout, engineering and technical preparation of the territory, provision of transport and engineering infrastructure;
- 4) Export Port and the adjacent territory – an important territory in the context of the city that already has a local plan, however, if the plan is revoked in whole or in part, it is necessary to develop a new local plan by assessing the impact of solutions on the Historic Centre of Rīga and its Protection Area, ensuring compliance of air and noise levels with the regulations, preventing risks of possible planned activities, at the same time providing solutions for the transport linear infrastructure, their connections, traffic organisation and engineering infrastructure;
- 5) Zaķusala Island – an important territory in the context of the city that already has a local plan, however, if the plan is revoked in whole or in part, it is necessary to develop a new local plan, detailing the regulations for the land use and providing requirements for the layout and height of the planned building, analysing the visual impact of the planned changes on the Latvian TV Tower, the HCR and its PA to preserve values of cultural monuments and reduce the potential impact of the planned building thereon;
- 6) Tumes iela 25 – an important territory in the context of the neighbourhood of the city that, in parallel with the development of the RSP, has already developed a local plan to detail the conditions for the land use, ensuring integration of the planned development in the existing building landscape, determining the requirements for the types, location and height of buildings, and ensuring that

the transport infrastructure complies with the requirements of the residential area, respecting the nearby private house building, the proximity of the Cemetery of Ziepniekkalns and Brethren Cemetery;

- 7) Territory of architectural monument of local significance, the Culture and recreation park "Mežaparks" – an important territory in the context of the city that already has a local plan, however, if the plan is revoked in whole or in part, it is necessary to develop a new local plan, providing the requirements for land use and building of the park, respecting the nature of cultural and historical environment, structure of planning, diversity of species, and spatially architectonic elements of the landscape to ensure quality recreation, education, entertainment, and sports opportunities for the residents.
- 8) Territory of Long-term Development of Main City Roads – important territories in the context of the city that require local plans to determine and specify requirements for the main connections necessary for the transport system of Rīga, construction solutions for the objects of transport infrastructure and the required borders of the territories and street protection zones.

Since 2013, when, in accordance with Article 9 of the Transitional Provisions of the Spatial Development Planning Law, a new procedure for the development of DP became effective that was directly related to the construction process, specifying the requirements for use of specific land units and building parameters, detailing the borders and restrictions of land units, DP administration functions have been delegated to the Construction Board of the Rīga City. The RLUBT of the RSP includes requirements for the development of DP, specifying the issues to be addressed therein, and conditions set out in the RSP for the implementation of approved DP and completion of the ongoing DPs.

The DPs outside the HCR and its PA that have become effective until 11 November 2021 and remain in force are as follows:

- 1) Detailed plan of the territory adjacent to Bikstu iela and Kaplavas iela (approved by Binding regulation of the Rīga City Council No. 14 On approval of the binding part of detailed plan (amendments to

the Rīga Development Plan 1995–2005, Approved by the Rīga City Council Decision No. 2819 On Adoption of the Rīga Development Plan 1995–2005 and Approval of the Rīga City Building Regulations dated 12 December 1995) for the territory adjacent to Bikstu iela and Kaplavas iela dated 13 September 2005);

- 2) Detailed plan of territory in Lucavsala Island between the Island Bridge (Salu tilts), the river Mazā Daugava, Lucavsalas iela and designed streets (approved by Binding regulation of the Rīga City Council No. 22 On approval of the binding part of detailed plan (amendments to the detailed plan of Lucavsala and Zaķusala approved by decision of the Rīga City Council No. 4568 On approval of detailed plan of Lucavsala Island and Zaķusala Island) of territory in Lucavsala between the Island Bridge, the river Mazā Daugava, Lucavsalas iela and designed streets dated 27 September 2005);
- 3) Detailed plan of the territory between Ezermalas iela and Annas Sakses iela (approved by Binding regulation of the Rīga City Council No. 23 On approval of the binding part of detailed plan (amendments to the Rīga Development Plan 1995–2005, approved by the Rīga City Council Decision No. 2819 On Adoption of the Rīga Development Plan 1995–2005 and Approval of the Rīga City Building Regulations dated 12 December 1995) for the territory adjacent to Bikstu iela and Kaplavas iela dated 27 September 2005);
- 4) Detailed plan of territory on Maskavas iela 264 (cadastre No. 0100 078 0413) and Maskavas iela without a number (cadastre No. 0100 078 1004) (approved by Binding regulation of the Rīga City council No. 67 Regulations on land use and building of territory on Maskavas iela 264 (cadastre No. 0100 078 0413) and Maskavas iela without a number (cadastre No. 0100 078 1004) dated 19 December 2006);
- 5) Detailed plan of land plots near Mazās Juglas iela (cadastre No. 0100 123 2002, No. 0100 123 2006, No. 0100 123 0130, No. 0100 123 0145, No. 0100 123 0144, No. 0100 123 2152, and No. 0100 123 2310) (approved by Binding regulation of the Rīga City Council No. 173 Binding regulations on land use and building of land plots near Mazās Juglas iela (cadastre No. 0100 123 2002, No. 0100 123 2006, No. 0100

- 123 0130, No. 0100 123 0145, No. 0100 123 0144, No. 0100 123 2152, and No. 0100 123 2310 dated 26 May 2009);
- 6) Detailed plan of land plot on Ropažu iela 8 (cadastre No. 0100 086 0438) (approved by Binding regulation of the Rīga City Council No. 179 Binding regulations on land use and building of land plot on Ropažu iela 8 (cadastre No. 0100 086 0438) dated 16 June 2009);
 - 7) Detailed plan of the territory adjacent to the crossing of Seaside Main Road (Piejūras maģistrāle) and Northern Crossing (Ziemeļu šķērsojums) (approved by Binding regulation of the Rīga City Council No. 180 Binding regulations on land use and building of the territory adjacent to the crossing of Seaside Main Road and Northern Crossing dated 16 June 2009);
 - 8) Detailed plan of land plots on Jāņogu iela without a number (cadastre No. 0100 125 6668) and Maskavas iela without a number (cadastre No. 0100 125 6667) (approved by Binding regulation of the Rīga City Council No. 12 Binding regulations on land use and building of territory on Jāņogu iela without a number (cadastre No. 0100 125 6668) and Maskavas iela without a number (cadastre No. 0100 125 6667) dated 29 September 2009);
 - 9) Detailed plan of a territory in the neighbourhood of Rumbula: land plots with cadastre No. 0100 125 0156, No. 0100 125 0257, No. 0100 125 0211, No. 0100 125 0093, No. 0100 125 2026, No. 0100 125 6843, No. 0100 125 6844, and No. 0100 125 0208 (approved by Binding regulation of the Rīga City Council No. 15 Binding regulations on land use and building of a territory in the neighbourhood of Rumbula: land plots with cadastre No. 0100 125 0156, No. 0100 125 0257, No. 0100 125 0211, No. 0100 125 0093, No. 0100 125 2026, No. 0100 125 6843, No. 0100 125 6844, and No. 0100 125 0208 dated 13 October 2009);
 - 10) Detailed plan of land plot on Krasta iela 66 (cadastre No. 0100 048 0193) and its adjacent territory (approved by Binding regulation of the Rīga City Council No. 55 Binding regulations on land use and building of land plot on Krasta iela 66 (cadastre No. 0100 048 0193) and its adjacent territory dated 9 February 2010);
 - 11) Detailed plan of land plot on Rātsupītes iela without a number (cadastre No. 0100 104 0084) (approved by Binding regulation of the Rīga City Council No. 83 Binding regulations on land use and building of land plot on Rātsupītes iela without a number (cadastre No. 0100 104 0084) dated 15 June 2010);
 - 12) Detailed plan of land plot on Vecāķu prospekts (cadastre No. 0100 120 1317) (approved by Binding regulation of the Rīga City Council No. 87 Binding regulations on land use and building of land plot on Vecāķu prospekts (cadastre No. 0100 120 1317) dated 6 July 2010);
 - 13) Detailed plan of land plot on Rēznas iela without a number (cadastre No. 0100 048 2035) and its adjacent territory (approved by Binding regulation of the Rīga City Council No. 98 Binding regulations on land use and building of land plot on Rēznas iela without a number (cadastre No. 0100 048 2035) and its adjacent territory dated 9 November 2010);
 - 14) Detailed plan of territory near the crossing of Jaunciema gatve and Brīvības gatve (approved by Binding regulation of the Rīga City Council No. 121 Binding regulations on land use and building of territory near the crossing of Jaunciema gatve and Brīvības gatve dated 26 April 2011);
 - 15) Detailed plan of land plot on Līduma iela without a number, Gaiļezera iela without a number, Hipokrāta iela without a number (cadastre No. 0100 122 2070) and water bodies adjacent thereto (approved by Binding regulation of the Rīga City Council No. 178 Regulations on land use and building of land plot on Līduma iela without a number, Gaiļezera iela without a number, Hipokrāta iela without a number (cadastre No. 0100 122 2070) and water bodies adjacent thereto dated 12 June 2012);
 - 16) Detailed plan of territory between Ceraukstes iela, Padures iela, Kazdangas iela, and Bišumuižas ditch (approved by general administrative act of the Construction Board (building authority) No. BV-14-278-Is Decision on approval of detailed plan of territory between Ceraukstes iela, Padures iela, Kazdangas iela, and Bišumuižas ditch (land units with designations of the cadastre 0100 119 2152; 0100 119 2151; 0100 119 2150; 0100 119 2149; 0100 119 2148; 0100 119 2147; 0100 119 2146; 0100 119 2145; 0100 119 2144; 0100 119 2143; 0100 119 2142; 0100 119 2141; 0100 119 2029; 0100 119 2028; 0100 119 0085; 0100 119 0216;

- 0100 119 0087; 0100 119 9005, and 0100 073 0002) dated 4 April 2014);
- 17) Detailed plan of territory near Juglas iela, Ūdeļu iela and Mazā Juglas iela (approved by general administrative act of the Construction Board No. BV-14-387-Is Decision on approval of detailed plan of territory near Juglas iela, Ūdeļu iela and Mazā Juglas iela (land units with designations of the cadastre 0100 123 2181, 0100 123 2180, 0100 123 2182) dated 15 May 2014;
 - 18) Detailed plan of territory between Juglas iela and Mazā Juglas iela in Rīga (approved by general administrative act of the Construction Board No. BV-16-227-Is Decision on approval of detailed plan of territory between Juglas iela and Mazā Juglas iela in Rīga dated 17 May 2016);
 - 19) Detailed plan of land unit on Jāņa Endzelīna iela 32A, Rīga (approved by general administrative act of the Construction Board No. BV-17-131-Is Decision on approval of detailed plan of land unit on Jāņa Endzelīna iela 32A, Rīga (designation of the cadastre 0100 076 0803) dated 17 July 2017);
 - 20) Detailed plan of land plot on Ulbrokas iela, Rīga (designation of the cadastre 0100 121 2879) (approved by general administrative act of the Construction Board No. BV-17-138-Is Decision on approval of detailed plan of Ulbrokas iela, Rīga (designation of the cadastre 0100 121 2879) dated 10 August 2017);
 - 21) Detailed plan of land units on Maskavas iela 188 and Maskavas iela 192, Rīga (approved by general administrative act of the Construction Board No. BV-17-166-Is On approval of detailed plan of land units on Maskavas iela 188, Rīga (designation of the cadastre 0100 048 0068) and Maskavas iela 192, Rīga (designation of the cadastre 0100 048 0070) dated 13 October 2017);
 - 22) Detailed plan of land unit on Kalnciema iela 191, Rīga (approved by general administrative act of the Construction Board No. BV-17-190-Is Decision on approval of detailed plan of land unit on Kalnciema iela 191, Rīga (designation of the cadastre 0100 081 0019) dated 24 November 2017);
 - 23) Detailed plan of land plot on Kleistu iela, Rīga (designation of the cadastre 0100 097 2104) (approved by general administrative act of the Construction Board No. BV-18-1-Is On approval of detailed plan of Kleistu iela, Rīga (designation of the cadastre 0100 097 2104) dated 2 January 2018);
 - 24) Detailed plan of land unit on Valgales iela 4, Rīga (approved by general administrative act of the Construction Board No. BV-18-16-Is On approval of detailed plan of land unit on Valgales iela 4, Rīga (designation of the cadastre 0100 099 0141) dated 23 January 2018);
 - 25) Detailed plan of land units on Veiksmes iela, Rīga (designations of the cadastre 0100 120 1319 and 0100 120 2402) (approved by general administrative act of the Construction Board No. BV-18-18-Is On approval of detailed plan of land units on Veiksmes iela, Rīga (designations of the cadastre 0100 120 1319 and 0100 120 2402) dated 2 February 2018);
 - 26) Detailed plan of land unit on Vaduguņu iela, Rīga (designation of the cadastre 0100 120 2056) (approved by general administrative act of the Construction Board No. BV-18-36-Is On approval of detailed plan of Vaduguņu iela, Rīga (designation of the cadastre 0100 120 2056) dated 28 February 2018);
 - 27) Detailed plan of land unit on Veiksmes iela, Rīga (designation of the cadastre 0100 120 1589) (approved by general administrative act of the Construction Board No. BV-18-37-Is On approval of detailed plan of Veiksmes iela, Rīga (designation of the cadastre 0100 120 1589) dated 28 February 2018);
 - 28) Detailed plan of land unit on Dzirciema iela 44, Rīga (designation of the cadastre 0100 065 0035) (approved by general administrative act of the Construction Board No. BV-18-184-Is On approval of detailed plan of Dzirciema iela 44, Rīga (designation of the cadastre 0100 065 0035) dated 29 November 2018);
 - 29) Detailed plan of land unit on Turaidas iela 4, Rīga (designation of the cadastre 0100 070 0026) (approved by general administrative act of the Construction Board No. BV-18-192-Is On approval of detailed plan of Turaidas iela 4, Rīga (designation of the cadastre 0100 070 0026) dated 10 December 2018);
 - 30) Detailed plan of land units on Ventspils iela 63A, Rīga (designation of the cadastre 0100 075 0014), Ventspils iela 63D, Rīga (designation of the cadastre 0100 075 2023), Lielirbes iela 9, Rīga (designation of the cadastre 0100 075 2100) (approved by general administrative act of

- the Construction Board No. BV-19-90-ls On approval of detailed plan of land units on Ventspils iela 63A, Rīga (designation of the cadastre 0100 075 0014), Ventspils iela 63D, Rīga (designation of the cadastre 0100 075 2023), Lielirbes iela 9, Rīga (designation of the cadastre 0100 075 2100 dated 12 July 2019);
- 31) Detailed plan of land unit on Krasta iela 1C, Rīga (designation of the cadastre 0100 043 0091) (approved by general administrative act of the Construction Board No. BV-19-125-ls On approval of detailed plan of Krasta iela 1C, Rīga (designation of the cadastre 0100 043 0091) dated 5 September 2019);
 - 32) Detailed plan of land unit on Pureņu iela 16, Rīga (designation of the cadastre 0100 082 2664) (approved by general administrative act of the Construction Board No. BV-19-127-ls On approval of detailed plan of Pureņu iela 16, Rīga (designation of the cadastre 0100 082 2664) dated 6 September 2019);
 - 33) Detailed plan of land unit on Dārziema iela 9, Rīga (designation of the cadastre 0100 071 0498) (approved by general administrative act of the Construction Board No. BV-19-132-ls On approval of detailed plan of Dārziema iela 9, Rīga (designation of the cadastre 0100 071 0498) dated 17 September 2019);
 - 34) Detailed plan of land unit on Berģu iela 168, Rīga (designation of the cadastre 0100 127 0602) (approved by general administrative act of the Construction Board No. BV-18-66-ls On approval of detailed plan of Berģu iela 168, Rīga (designation of the cadastre 0100 127 0602) dated 20 April 2018);
 - 35) Detailed plan of land units on Juglas krastmala 13, Rīga (designation of the cadastre 0100 092 2495), Juglas krastmala 15, Rīga (designation of the cadastre 0100 092 0469), Dzirnupes iela 5, Rīga (designation of the cadastre 0100 092 2180) and parts of land units without an address in Rīga (designations of the cadastre 0100 092 0509 un 0100 092 0512) (approved by general administrative act of the Construction Board No. BV-20-37-ls On approval of detailed plan of land units on Juglas krastmala 13, Rīga (designation of the cadastre 0100 092 2495), Juglas krastmala 15, Rīga (designation of the cadastre 0100 092 0469), Dzirnupes iela 5, Rīga (designation of the cadastre 0100 092 2180) and parts of land units without an address in Rīga (designations of the cadastre 0100 092 0509 un 0100 092 0512) dated 13 March 2020);
 - 36) Detailed plan of land unit on Brīvības gatve 462, Rīga (designation of the cadastre 0100 127 2022) (approved by general administrative act of the Construction Board No. BV-20-46-ls On approval of detailed plan of Brīvības gatve 462, Rīga (designation of the cadastre 0100 127 2022) dated 30 April 2020);
 - 37) Detailed plan of land unit on Dzirciema iela 123, Rīga (designation of the cadastre 0100 077 2103) (approved by general administrative act of the Construction Board No. BV-20-28684-nd On approval of detailed plan of Dzirciema iela 123, Rīga (designation of the cadastre 0100 077 2103) dated 21 December 2020);
 - 38) Detailed plan of land unit on Veiksmes iela, Rīga (designation of the cadastre 0100 120 1473) (approved by general administrative act of the Construction Board No. BV-21-441-ap On approval of detailed plan of Veiksmes iela, Rīga (designation of the cadastre 0100 120 1473) dated 11 January 2021; on 21 January 2021, the Construction Board issued administrative act No. Bv-21-708-ap On correcting spelling mistake in decision of the Construction Board of the Rīga City No. Bv-21-441-ap dated 11 January 2021);
 - 39) Detailed plan of land unit on Veiksmes iela, Rīga (designation of the cadastre 0100 120 1286) (approved by general administrative of the Construction Board No. BV-21-2541-nd On approval of detailed plan of Veiksmes iela, Rīga (designation of the cadastre 0100 120 1286) dated 1 February 2021);
 - 40) Detailed plan of Veiksmes iela without a number and Mangaļsalas iela without a number (designations of the cadastre 0100 120 1408 and 0100 120 1511) (approved by general administrative act of the Construction Board No. BV-21-2586-nd On approval of detailed plan of Veiksmes iela without a number and Mangaļsalas iela without a number (designations of the cadastre 0100 120 1408 and 0100 120 1511) dated 2 February 2021);

- 41) Detailed plan of Brīvības gatve 201 k-16 (designation of the cadastre 0100 128 0165) (approved by general administrative act of the Construction Board No. BV-21-13102-nd On approval of detailed plan of Brīvības gatve 201 k-16 (designation of the cadastre 0100 086 0310) dated 3 June 2021);
- 42) Detailed plan of Amoliņa iela 10, Rīga (designation of the cadastre 0100 128 0165) (approved by general administrative act of the Construction Board No. BV-21-18934-nd Decision on approval of detailed plan of Amoliņa iela 10, Rīga (designation of the cadastre 0100 128 0165) dated 12 August 2021).

Along with the RSP becoming effective, the detailed plan of the Torņakalns administrative centre (approved by Binding regulation of the Rīga City Council No. 63 Binding regulations on land use and building in the Torņakalns administrative centre dated 13 April 2010) becomes invalid. Currently, the key development direction in the territory of Torņakalns is building related to science, education, culture, and transport infrastructure. Considering that the development intention about the administrative centre of the RCC included in DP has lost its topicality, as well as considering that the railway line Rail Baltica, development plans of the University of Latvia and Railway Museum has caused to review the connection route between Vienības gatve and Raņķa dambis that has consequently impacted the layout of red lines and location of railway crossings, the detailed plan of Torņakalns shall be revoked.

Detailed plan of the territory adjacent to Zunda channel (approved by Binding regulation of the Rīga City Council No. 87 On approval of detailed plan of territory near Zunda channel (amendments to the Rīga Development Plan 1995–2005, approved by the Rīga City Council Decision No. 2819 On Adoption of the Rīga Development Plan 1995–2005 and Approval of the Rīga City Building Regulations dated 12 December 1995) dated 22 February 2005) is also revoked; It is a detailed plan developed by the municipality. Since DP became effective, SP has changed several times and its solutions, in essence, do not comply with the RSP 2006–2018. Therefore, significant amount of conditions included in DP are not

applicable any more. Considering the above, it is not useful to retain DP in force.

In the territory of the HCR and its PA, the TP of the HCR and its PA are applicable that were approved by decision of the Rīga City Council No. 832 dated 7 February 2006, as well as the effective LP and DP applicable in this territory. In accordance with Section 8 of the Law on Preservation and Protection of the Historic Centre of Rīga, the land development conditions in the HCR and its PA will be reassessed and solved after 2020, when the LP of the HCR and its PA will be developed.

3 Neighbourhoods of Rīga

The term “neighbourhood” was first used in the RSP 2006–2018 where it was defined it as “a spatially coherent, diverse, and functionally interconnected part of the administrative territory of the Rīga City that usually comprises one or more residential districts”. Neighbourhoods highlight Rīga’s unique diversity that is shaped by its geographical location, cultural heritage and the diversity of its residential communities, and neighbourhoods as informal territorial units of Rīga have become a place for action for residents and experts that allow to propose and implement local ideas and initiatives. However, it should be noted that the division of neighbourhoods and their borders used currently do not serve as an official administrative division of the city and they may change as the urban areas and the communities evolve.

CM Regulation No. 240 defines neighbourhood as a populated area of a conditional size in towns, villages and rural area with its identity determined by the building features, landscape and community feeling of the residents. The Strategy also notes the explanation and significance of neighbourhoods defining that cultural and historical structure of Rīga relies on 58 neighbourhoods characterised by a populated environment of an appropriate size, service level, identity, and character that is derived from types of construction, physical borders, landscape, and community feeling of the residents. Therefore, the importance of the service in each neighbourhood is emphasised in the city of Rīga.

One of the principles included in the Strategy is that the unique characteristics and needs of every neighbourhood and the views of the local neighbourhood community are taken into account when deciding on different issues, especially in relation to the urban environment. The neighbourhood dimension or the spatial view of the city is incorporated in

the solution to every problem or opportunity of the city while also noting the global context of the city³.

The Strategy provides that during its implementation it is recommended to define the neighbourhood centres thereby strengthening the neighbourhood identity, supporting spatial balance and improvement of living space.⁴ European city planning experience shows that the active presence of easily identifiable local centres in a neighbourhood is an important element to create a sense of community. Neighbourhood centres may have spatial, functional, social, or recreational significance, and they will serve as centres of socialising or places where attractive public spaces can be developed for all residents of the neighbourhood⁵. During the public events organised during the development of the RSP, residents have expressed their opinion that the neighbourhood centre is:

- 1) Place for socialising and gathering;
- 2) Place that characterises the neighbourhood;
- 3) Place that has cultural and historical significance;
- 4) Multifunctional place;
- 5) Conveniently accessible place;
- 6) Aesthetically arranged and visually attractive place;
- 7) Recreation place.

Opinion expressed by residents was the key element in identifying the neighbourhood centres. The centres were identified only in the neighbourhoods where greater unanimity existed as to its location, as well as other available data showed the development potential of the neighbourhood centre. In some neighbourhoods residents indicated an object located on the border of neighbourhoods as the preferred neighbourhood centre. In these locations, one centre was identified for two neighbourhoods. In neighbourhoods, where the centre has not been identified in the current building conditions, it shall be developed in the

³ Sustainable Development Strategy of Rīga until 2030

⁴ Sustainable Development Strategy of Rīga until 2030

⁵ Sustainable Development Strategy of Rīga until 2030

future when new building will be developed. Neighbourhood centres are not identified in the HCR and its PA, as it is the centre of national significance and the opinions on the local community centres among residents are ambiguous. During the development of the RSP, neighbourhood centres have been identified for 33 out of 58 neighbourhoods of Rīga; however, those can change as new public objects are built and public outdoor space is improved in the neighbourhoods.

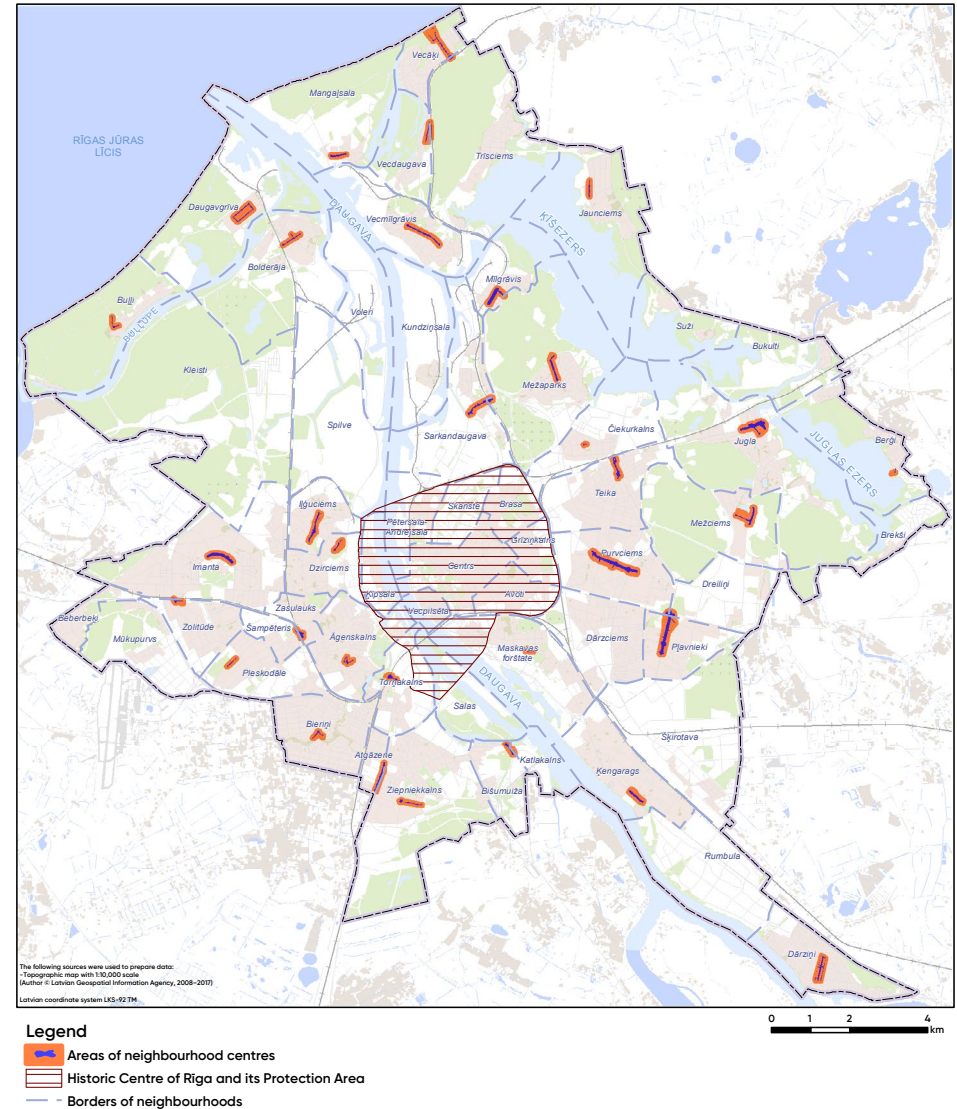


Figure 3.1. Locations of neighbourhood centres

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The RSP includes 51 neighbourhoods of Rīga outside the HCR and its PA.

Atgāzene is the smallest neighbourhood of Rīga. From two sides it is surrounded by main streets and on the third side – by the railway line Rīga–Jelgava. According to the residents, the neighbourhood's qualities are convenient public transport, silent environment, peace, and rich plantation. The neighbourhood includes private houses and low-storey residential houses with gardens, and areas with commercial buildings, including shopping centres, offices, and some multi-storey residential buildings with adjacent extensive green areas. It is therefore planned to maintain the established residential structure in future in the parts of the neighbourhood where it exists today, allowing mixed building in the remaining area.

There are no public plantations in the neighbourhood, but, according to the residents, the most characteristic features of the neighbourhood are the private houses and gardens, the buildings and trees of Atgāzenes iela, and the Rīga Estonian Primary School. The centre of the neighbourhood is Vienības gatve from Beverīnas iela to Irbenes iela that is currently the location of major retail and service facilities.

Āgenskalns is one of the most culturally and historically significant areas in the city. The majority of the neighborhood is designated as a territory of building protection called "Āgenskalns" which includes two monuments of national importance: "Pārdaugavas apbūves fragments (Fragment of Pārdaugava building)" and "Kalnciema ielas koka apbūve (Wooden building of Kalnciema iela)". The areas with cultural and historical value include different and diverse buildings, including historical manors, wooden and low-rise stone buildings, villas, multi-storey and low-storey stone buildings, historical industrial buildings and territories, the ensemble of Pauls Stradiņš University Clinical Hospital, and the market of Āgenskalns. There is a high proportion of historical wooden architecture in Āgenskalns, including the first complex of semi-detached houses built on Liepājas iela in Rīga and the first standardised multi-storey apartment building complex "Āgenskalna priedes". Churches, for example, St. Albert's Catholic Church in Rīga and Evangelical Lutheran Church of St. Martin in Rīga, the water tower on Alīses iela and the Rīga State German Grammar

School on Āgenskalna iela provide characteristic features to the landscape of Āgenskalns. Part of Āgenskalns neighbourhood – Klīversala Island and the area around the National Library of Latvia – is located in the HCR and its PA. Cultural heritage, peace and quiet, green zones are the main qualities of the neighbourhood for the residents of Āgenskalns that was also reflected in the residents' proposal for the RSP to include additional conditions to protect the large trees in the neighbourhood. Public outdoor space areas that provide a wide range of recreational uses are Uzvaras Park and the plantations of Māras pond. Other parks of the neighbourhood and the inner courtyards of the residential area "Āgenskalna priedes" are also important green areas. The developments in Āgenskalns are characterised by a variety of functions that are typical of urban centres. Majority of the building territory is included in the Mixed Centre Building Territory and Low-Storey Residential Building Territory with special conditions for urban monuments and building protection areas.

Convenient public transport connections provided by a wide range of public transport modes is among the listed advantages of the neighbourhood. Kalnciema iela and Raņķa dambis have an important connecting function in the overall transport infrastructure of the city. Āgenskalns is surrounded by a railway line in the southern part that will be complemented by Rail Baltica in future. Construction of this major infrastructure facility is expected to change the spatial structure and traffic organisation of Āgenskalns, affecting cultural heritage and the mobility of residents.

The centre of Āgenskalns is the area between the market of Āgenskalns and Pilsoņu iela, and the section of Nometņu iela along the market. The residents consider the market of Āgenskalns to be the most characteristic landmark of the neighbourhood, and Māras pond, which is the largest water body in the neighbourhood, to be of particular importance.

Beberbeķi is one of the smallest neighbourhoods of Rīga. It is remote from other populated areas and separated from the rest of Rīga by transport and air traffic corridors. Residents mentioned nature, plantations, peace and quiet as the main qualities of the neighbourhood. Kārļa Ulmaņa gatve serves as the link to the city, it divides the neighbourhood both spatially and functionally. The neighbourhood borders with the Mārupe

Municipality, the territory of the Rīga International Airport aerodrome. The building area of Beberbeķi consists of simple garden houses and large, mostly two-storey private houses with fenced garden areas. Residents noted that the neighbourhood is characterised by private houses and gardens, and mentioned nature and greenery territories, and the nature park as its advantages. The centre of the neighbourhood has not been identified.

Berģi is located on the shore of lake Juglas along the border of Rīga. The residents think that the main qualities of the neighbourhood include nature – forest, lake Juglas, peace and quiet – and as the most characteristic objects of the neighbourhood mentioned lake Juglas and Latvian Ethnographic Open-Air Museum, located on the shore of lake Juglas in a pine forest, which has cultural, historical, aesthetic and ecological landscape value. Main access to the neighbourhood is provided by Berģu iela. The residential environment of the neighbourhood, except for a few typical multi-storey houses on Rožu iela and at the end of Berģu iela, is characterised by private and low-storey residential buildings in a scenic pine forest. Nowadays, residents continue building private houses in the neighbourhood. Due to its comparatively untouched nature, fresh air and proximity to the lake, social care institutions have been established in Berģi. Next to these institutions, at the place where Uguns iela borders the shore of lake Juglas, the centre of the neighbourhood is emerging. The embankment of lake Juglas is an important recreational area for the residents of Rīga.

Bieriņi is a typical residential area with nature and plantations, peace and quiet being listed as the main qualities. It has always been preferred by artists and other creative people who are also socially active residents. The residential building of Bieriņi merges with the neighbouring Mārupe Municipality, and only streets mark the border between the two municipalities. On the eastern side, Bieriņi borders the railway line of Rīga–Jelgava, and on the north – Kārļa Ulmaņa gatve and the railway line of Rīga–Ventspils that will be complemented by Rail Baltica in future. The river Mārupīte flows through the neighbourhood of Bieriņi from Mārupe towards Āgenskalns, and the river is an important landmark of recreational significance, and it provides drainage for the neighbourhood

and improves the aesthetic quality of the environment. A bicycle lanes along the river Mārupīte connects the neighbourhoods of Rīga with Mārupe. Bieriņi is best characterised by its private houses and their courtyards, the river Mārupīte and the sculpture park created by the sculptor Indulis Ranka. The centre of the neighbourhood is part of the park of Mārupīte between Kantora iela and the river Mārupīte. The northern part of Bieriņi that is separated from the rest of the neighbourhood by Kārļa Ulmaņa gatve with an intensive traffic flow is characterised by a more varied building territory. With the construction of Rail Baltica, one of the main challenges will be to connect Bieriņi with the areas on the other side of the railway line.

Bišumuiža was historically a territory with residential and industrial building. In the opinion of residents, the objects that characterise the neighbourhood are the ensemble and park of Bišumuiža Manor that is an architectural monument of national significance, the bank of the river Daugava and the forests. The qualities of the neighbourhood include greenery and nature, peace and quiet, and its proximity to the city centre. The borders of the neighbourhood are Ziepniekkalna iela, the river Bieķengrāvis, Bauskas iela and the city border with the Ķekava Municipality. Residential building in the neighbourhood is located in individual groups, alternately with industrial and nature areas. The neighbourhood is crossed by the Southern Bridge (Dienvidu tilts) that is separated from the residential areas by nature and greenery territories. The water treatment plant “Daugava” is located in the southern part of Bišumuiža, near the city border with the Ķekava Municipality.

The area around the Bišumuižas ditch is mainly used for allotment gardens, but this area is subject to transformations in the future. However, these changes foresee restoring the Bišumuižas ditch and creating a publicly accessible recreational area. There are also several other areas in the neighbourhood that have the development potential. In the largest areas, a diverse range of uses has been permitted. The key development project that might have a significant impact on the spatial structure of the neighbourhood in future is the Latvian Paralympic Sports Centre that is planned to be located between the park of Bišumuiža and the track of the Southern Bridge. Bauskas iela from the tram terminal to the river Bieķengrāvis, where

several cultural monuments are built, is the centre of Bišumuiža (together with Katlakalns). The embankment of the river Bieķengrāvis provides recreational opportunities to the residents and needs to be facilitated.

Bolderāja is located on the bank of the river Buļļupe near the mouth of the river Daugava. In the north and east, Bolderāja borders Loču channel and river Hapaka grāvis. According to the residents, the main qualities of the neighbourhood are the proximity to the sea and the river Buļļupe, plantations, forest, and easily accessible services. Since the neighbourhood historically developed as a coastal village and was added to the administrative territory of Rīga only in 1924, and it is located comparatively far from the city centre, the residential area of Bolderāja is a self-sufficient neighbourhood with public and private services primarily needed by its residents. Bolderāja has extensive nature and greenery territories used for recreation by the residents of Rīga. The quarry of Bolderāja is a popular recreational area. The Cemetery of Bolderāja is located to the north of the quarry. The neighbourhood is structurally divided into two parts, as it is crossed by a railway line with a parallel-running street with intensive traffic. Both transport facilities also serve the port areas. Due to its proximity to the port, Bolderāja has historically been and still is an industrial area. Part of the industrial zones are located in the territory of the Freeport of Rīga, where the port's economic operations take place.

The residential area of Bolderāja is surrounded by water, the oldest part of the residential area is placed along the river Buļļupe and Loču channel, but the multi-storey apartment blocks built in the 1960s are located along river Hapaka grāvis and on both sides of the Bolderāja railway line. The older part of Bolderāja is characterised by an aesthetically high quality cultural and historical landscape, where the preservation of the cultural and historical environment and atmosphere is the development priority. Part of the neighbourhood is covered by the preservation area "Bolderāja" that is characterised by a dense concentration of single and two-storey historical wooden buildings. Building territories in Bolderāja are characterised by allotment gardens and high number of buildings in a comparatively small area. According to the residents, the most characteristic features of the

neighbourhood are the proximity to the sea, the river Buļļupe and the churches. The centre of the neighbourhood is Stūrmaņu iela from Gaigalas iela to Rīga Secondary School No. 33 with the dominant feature of the low-storey residential landscape of Bolderāja, Roman Catholic Church of the Assumption of the Most Holy Virgin Mary Church, and service facilities important for the neighbourhood.

Brekši is located in the suburbs of Rīga, on the shore of lake Juglas, near the city border with the Ropaži Municipality, where the city meets the countryside. Residents noted that the qualities of the neighbourhood include nature – forest, lake Juglas, the river Jugla and the river Piķurga, and fresh air. The name of this small neighbourhood that was added to the territory of Rīga only from 1974 to 1979 comes from Brekšu Manor, which was used as a primary school until the beginning of the 21st century. Brekši is home to the project developed in the 21st century Juglasciems that unites different types of housing, and the village of Jugla paper mill that began to develop in the mid-19th century in the vicinity of the paper mill established on the Juglas Manor, not far from Brekšu Manor. Residential building is planned for the neighbourhood in future, but the area of the former Jugla paper mill has been provided a wider range of permitted uses. The Jugla paper mill along with lake Juglas and the forest, are the most characteristic features of Brekši; however, no consensus exists among residents on the location of the neighbourhood centre. Brekši is connected to other neighbourhoods by Biķernieku iela. It is also one of the road entrances to Rīga and marks the border between the Rīga city and the Ropaži Municipality.

Bukulti is located in the periphery of the city, on the shore of lake Ķīšezers, near the city border with the Ropaži Municipality. The neighbourhood has a suburban character, therefore, the main qualities of Bukulti are the large nature areas, forest, peace and quiet. Lake Ķīšezers and its adjacent areas in Bukulti are included in "Jaunciems Nature Reserve", the forest of Bukulti is located to the north of Jaunciema gatve, and there are several other undeveloped areas in the neighbourhood that can be used for recreation. In the northern part of the neighbourhood, near

“Jaunciems Nature Reserve”, the most significant historical object of the neighbourhood is located: architectural monument of national importance, Vārnu Farmstead. The existing residential buildings, mainly private houses, are located next to Juglas channel in the eastern part. There are several potential building development areas in the neighbourhood, the largest of which are next to the Rīga Northern Transport Corridor that will cross Bukulti in future, linking it with Jaunciema gatve. The areas closer to lake Ķīšezers are provided for residential building, and a wider range of land uses is planned in the section between Juglas channel and the Rīga Northern Transport Corridor. Brīvības iela is the preliminary border between Bukulti and Bergi. This area is the beginning of Brīvības ceļš entering Rīga and, along with the Rīga Northern Transport Corridor, it forms the gateway to Rīga with open views to lake Ķīšezers and lake Juglas. The northern part of the neighbourhood borders with the Ropaži Municipality. The residents name Juglas channel and forests as the most characteristic features of Bukulti, but development is still planned, therefore the centre of the neighbourhood has not been identified yet.

Buļļi is located in the periphery of the city, on a peninsula between the Gulf of Rīga, the river Lielupe and the river Buļļupe, bordering the neighbourhood of Daugavgrīva, and marks the border with the city of Jūrmala. The neighbourhood is historically divided into two parts – Rītabuļļi and Vakarbuļļi, with private houses as its characteristic building type. According to the residents, the qualities of the neighbourhood include forest, plantations, access to the sea and the river Buļļupe, peace and quiet, privacy, however, at the same time it is one of the most important recreational areas for all residents of Rīga. Large areas of Buļļi are a part of the Nature Park “Piejūra” that includes the Nature Conservation Area “Vakarbuļļi”. The nature park area and the flood zones along the river Buļļupe and the river Lielupe are the reason why the building development in the neighbourhood is limited. The beach “Vakarbuļļi” is located on the seafront. Residents pointed out that the neighbourhood can be best characterised by the sculptor Pauls Jaunzems’ collection of stone-mason’s art works on the bank of the river Buļļupe, along with the river Buļļupe itself and the sea. The centre of the neighbourhood is the section of Dzintara iela near Ilmeņa iela.

The residential building territory in Čiekurkalns historically developed along with industrial areas, shaped by the railway line of Rīga–Lugaži. The railway circle separates the neighbourhood from the PA of the HCR, while the railway line of Rīga–Lugaži serves as the border between the neighbourhoods of Čiekurkalns and Teika. On the crossing of railway lines on Čiekurkalns side, there are industrial areas, and the former military area near Gaujas iela has been transformed and the administrative complex of the Ministry of the Interior has been established. Jānis Poruks Secondary School is located opposite of the administrative complex. The school was designed by the architect, Reinholds Šmēlings, and one of the most distinctive vertical elements of the neighbourhood, the water tower, which, along with the gardens in the yards, is considered among the most characteristic features of the neighbourhood, according to the residents. The Eastern Main Road (Austrumu maģistrāle) separates this part of the neighbourhood from the historical residential area of Čiekurkalns. Čiekurkalns was one of the first working-class residential areas in Rīga in the late 19th and early 20th century. It is characterised by wooden buildings, among which later building developed. The centre of Čiekurkalns is not distinct, its features are visible on the crossing of Čiekurkalna 2. līnija and Čiekurkalna 4. līnija. At the same time, the area between Čiekurkalna 4. līnija and 5. līnija that consists of three municipally-owned land plots intended to create a public outdoor space, is a promising location for the neighbourhood centre. The part of the neighbourhood included in the territory of building protection “Čiekurkalns” preserves the authentic wooden low-storey housing and long narrow land plots that were intended for gardens and green courtyards. According to the residents, the qualities of the neighbourhood include greenery, peace and quiet, and its proximity to the city centre and the neighbourhood of Mežaparks. This has facilitated the developments on the northern part of Čiekurkalns, where there are still large areas that could potentially be developed with wider range of land uses. A number of industrial enterprises are located in Čiekurkalns, including Rīga’s first thermal power plant. The planned Rīga Northern Transport Corridor will have a significant impact on the spatial structure of Čiekurkalns, separating the neighbourhood

from part of the shore of lake Ķīšezers; therefore, with the development of the Rīga Northern Transport Corridor, it is very important to ensure connections between the areas on both sides of the Corridor so that the motorway does not restrict access to Mežaparks and the northern part of Čiekurkalns, including lake Ķīšezers.

Water serves as the border of **Daugavgrīva** from three sides – the neighbourhood is located on the coast of the Gulf of Rīga, near the estuary of the river Buļļupe into the river Daugava, and the estuary of the river Daugava in the sea. Daugavgrīva's only land border is with the neighbourhood of Buļļi. The estuary of the river Daugava and the adjacent land is the territory of the Freeport of Rīga where the port operations are carried out, but in the remaining part of the neighbourhood – near the sea and the river Daugava – the Nature Park "Piejūra" is located and the nature conservation zones – "Daugavgrīva" and "Mīlestības saliņa" that are part of the nature park. Therefore, according to the residents, the key qualities of the neighbourhood are sea, proximity of the river Daugava and the river Buļļupe, the large nature and green areas, forest and fresh air, and many residents of Rīga come to Daugavgrīva to enjoy them. The neighbourhood includes part of fortification complex of the estuary of the river Daugava, as well as Daugavgrīva Fortress built in the 17th century that is an architectural monument of national importance and, in the recent years, it has become a popular place for recreation and excursions for the residents of Daugavgrīva, Bolderāja and other neighbourhoods of Rīga, and tourists from other Latvian cities and abroad. Different local and international cultural events are organised in the Fortress. The residential building territory of Daugavgrīva is mainly dominated by multi-storey residential houses built in the 1950s–1960s, and low-storey buildings in the vicinity of the Memmes meadow. The centre of the neighbourhood is formed by the block around the Daugavgrīva Secondary School with services and public outdoor space areas relevant to the neighbourhood. The Memmes meadow is among the largest community gardening sites with allotment gardens in Rīga. Next to that, to the west, the Daugavgrīva biological wastewater treatment plant is located. Due to technical solutions, a corridor of red lines has been established up to

the beach that serves as an important access point to the sea.

The borders of **Dārziems** are marked by railway (including the future Rail Baltica track), the Southern Bridge, Ilūkstes iela and Augusta Deglava iela which is among the major inbound traffic routes for road vehicles entering Rīga. According to the residents, the Southern Bridge and the urban landscape are most characteristic of the neighbourhood of Dārziems. Two radically different types of residential buildings coexist in the neighbourhood – next to large private housing areas with private backyard gardens that complement greenery of the neighbourhood and create an atmosphere of a smaller town, extends a large-scale residential area with multi-storey (three to nine storeys) houses built in the 1970s–1980s. Along the main streets, mixed use developments are emerging, separating the private-home areas important to the residents from the negative impact caused by intense traffic.

The Eastern Main Road is planned parallel to the railway line stretching through the neighbourhood. While a part of Piedrujas iela has been constructed, significant changes are expected in the part of the street north of Vietalvas iela. The spatial development of the area between the Eastern Main Road and the railway line is more of a commercial and industrial character. The Cemetery of Matīss and the Central Prison of Rīga are located on the railway junction, where the railway lines diverge, along with the visually impressive historical water towers.

The residents think that the main qualities of the neighbourhood are the nature and greenery territories, the peace and quiet, the proximity to the centre of Rīga, and good transport connections and infrastructure, but they cannot agree on the location of the neighbourhood centre, therefore it has not been identified.

Dārziņi is located near the border of Rīga with the Salaspils Municipality and one of the main streets of the city – Maskavas iela. Historically, the neighbourhood formed as allotment gardens of tiny little houses and people lived there only in warmer months of the year. Although, Dārziņi currently does not have a developed infrastructure, i. e., it lacks municipal utilities such as centralised water supply and sewerage networks, increasingly

more summer houses are rebuilt to serve as year-round places of residence, because the residents appreciate the nature, proximity of the river Daugava and fresh air. The TP of the public infrastructure development of Dārziņi was developed and approved in 2017 by the RCC to improve the living environment of the neighbourhood. In the TP, pre-conditions were analysed and solutions proposed for a balanced development of the neighbourhood, however, these proposals have not been implemented yet. Residents listed the river Daugava, forest and landscapes as the key features of the neighbourhood. Public transport and some business and service developments on Taisnā iela facilitate that the street is becoming the centre of the neighbourhood. Wider range of functions is available in the areas bordering the neighbourhood of Rumbula.

Dreiliņi is a neighbourhood on the border of Rīga where active development can be observed. Large part of the neighbourhood has not been built or are intended for transformation, other areas have been developed comparatively recently. New residential areas have been built in Dreiliņi based on a joint design project featuring facilitated public territories, the relevant street network and transport infrastructure. Besides, part of the apartment buildings serve the purpose of social housing. The neighbourhood qualities listed by the residents include forest, meadows, peace and quiet, and fresh air that along with the new residential houses are the characteristic features of the neighbourhood. Large business centres, including warehouses and commercial sites, are being developed in the neighbourhood, however, the lack of public utility networks and the incomplete network of streets cause issues. The border of the neighbourhood is marked by some of the key streets of the city, Biķernieku iela, Augusta Deglava iela and Juglas iela, that border the Ropaži Municipality and next to which, on the side of the Ropaži Municipality, large trade centres are being developed. Although, many new development projects are planned in the neighbourhood, its centre has not been identified yet. To the south from Biķernieku iela, a small part of the Jugla forest is designated for private houses. The decommissioned landfill of Augusta Deglava iela that has been turned into the hillock of Dreiliņkalns is a specific element in the landscape of the neighbourhood, and in future

it might serve for leisure and recreation functions for residents. Residents have supported creation of such territory in their proposals.

Residents describe Dzirciems as a neighbourhood rich in plantations, where there is peace and quiet, and that provides convenient and peaceful public transport and railway traffic.

The neighbourhood has a rich cultural and historical heritage, it is located between the railway of Bolderāja and Zunda channel and is crossed by three parallel streets significant in the city transport system, Daugavgrīvas iela, Slokas iela and Dzirciema iela, splitting the neighbourhood into multiple parts. There are several cultural monuments in Dzirciems, including the park of Dzegužkalns hill, as well as territory of building protection "Dzegužkalns–Nordeķi" that includes typologically various historical buildings that have been built over a long period of time. The historical buildings preserved until nowadays were built from the 18th century to the middle of the 20th century. There are buildings of former suburban manor houses, and workers' and fishermen's residential buildings on divided manor land plots, and historical factory buildings. Currently, the neighbourhood is crossed by the future Hanseatic Crossing; however, the idea of balancing the development of the heritage area with the creation of the much-needed transport link will be further assessed. Neighbourhood highlight listed by the residents is the park of Dzegužkalns hill that is also the centre of the neighbourhood. Since the view from Dzegužkalns hill towards the HCR is valuable, a lower building height has been set for the developments along Zunda channel.

The neighbourhood area along Daugavgrīvas iela is mainly characterised by historical industrial buildings – both currently operating factories and unused warehouse buildings –, therefore the RSP permits a wide range of functional uses to facilitate the development of these areas. The buildings along Dzirciema iela also have the character of mixed centre that are home to different service facilities and one of the largest higher education institutions of Latvia – the campus of Rīga Stradiņš University. The area between Dzirciema iela and the railway line is characterised by multi-storey residential buildings built in the 1980s that, like the buildings constructed at that time on the other side of Dzirciema iela, are

“embedded” in the historical territory of low-storey residential buildings in Dzirciems. There are large courtyards with plantations between the houses that are used for recreation by the residents.

Iļģuciems is a typical residential neighbourhood between the railway of Bolderāja and Zunda channel that borders the neighbourhood of Dzirciems and where the first typical apartment block buildings were built in the 1950s for the workers of Rīga Cement and Slate Factory. Some historical low-storey buildings, former factories and manufactures are still found among the multi-storey residential buildings. The block of apartment buildings was designed in the 1960s, but was never entirely completed. The areas in the northern part of the neighbourhood and along Daugavgrīvas iela are rather industrial.

According to the residents, the main qualities of Iļģuciems include plantations, convenient public transport connections, peace and quiet, and low-intensity traffic, as the main connecting streets of the city surround but do not cross the neighbourhood of Iļģuciems. The railway line and the future motorway along it mark a clear border between Iļģuciems and Imanta. The planned extension of the Hanseatic Crossing would potentially mark a more distinct border with Dzirciems.

Residents consider that the most significant historical landmark and architectural monument of national significance, Nordeķu Manor, its scenic park, natural landscapes and plantations, are typical features of Iļģuciems. According to the residents, the centre of the neighbourhood is formed by Dzirciema iela from the former cinema “Ilga” to the park of Nordeķi. The park of Nordeķi is the most popular recreational area for locals, while the large inner courtyards of the residential area also provide access to public plantation territories.

Imanta is among the most populated neighbourhoods of Rīga. By number of residents, it ranks third, however, its large territory results in a comparatively low population density. According to the residents, the key qualities of the neighbourhood are plantations, nature areas, convenient traffic, including railway, as well as availability of quality commercial services. Border of the neighbourhood is marked by the railway lines from the

south and east, by the forest from the west and north-west that is also the border with the Mārupe Municipality, while in the north the border of the neighbourhood is marked by streets of local importance – Kurzemes prospekts, Kleistu iela. The industrial areas between these streets and the railway line are surrounded by the residential low-storey buildings and private houses that historically developed along the railway line. The former territory of the Rīga Radio Factory is gradually transformed into a significant commercial and service centre.

Largescale residential housing blocks built in the 1960s–1970s dominate in the building territory of the neighbourhood. The forest park of Anniņmuiža is in its centre and it is surrounded by the crescent-shaped Anniņmuižas bulvāris. Four radial streets run from Anniņmuižas bulvāris to Kurzemes prospekts, subdividing the neighbourhood into five residential districts that are made up of five-storey and nine-storey buildings with different service facilities in-between. The cluster of multi-storey residential buildings built in the later years stands out in the landscape and silhouette of central Imanta around Anniņmuižas bulvāris, cultural centre “Imanta” and entrance to the forest park of Anniņmuiža.

For recreation, the residents of Imanta can use the forest park of Anniņmuiža and the forest in the north-west part of the neighbourhood, therefore attention should be paid to their accessibility. The residential area itself is characterised by large yards, however, almost all of them are privately owned. The multi-storey blocks of houses are surrounded by low-storey and private housing areas that are characterised by backyard gardens. In some places, multi-storey houses are found between low-storey buildings, but in future, low-storey buildings will be preferred in these areas. In the area between Jūrmalas gatve, which along with its extension serves as an important connecting function on the city level, and the railway line, where it is planned to build also Rail Baltica, larger public facilities such as the sports centre, health centre, educational institutions, and the neighbourhood’s most important historical object – the Anniņmuiža residential building with alleys, an architectural monument of regional importance, located in the former territory of the Faculty of Education, Psychology and Art of the University of Latvia – are located among low-

storey residential buildings. According to the residents, the neighbourhood is characterised by its plantations and natural views, the multi-storey buildings on Anņņmuižas bulvāris and the former Riga Radio Factory. The spatial structure of Imanta and the mobility of its residents will be significantly impacted by the construction of the Rail Baltica railway line, which, along with the new regional station and significant changes in traffic organisation, will require efficient solutions to integrate the project in the city structure.

Jaunciems is the bordering neighbourhood of Rīga that is separated from the city by lake Ķīšezers, and connected with other neighbourhoods by Jaunciema gatve. The impact of paper manufacturing industry is seen in the architecture of the buildings in Jaunciems. There are private houses built in the 1920s–1930s, as well as multi-storey residential buildings built in the 1970s. “Jaunciems Nature Reserve” near lake Ķīšezers is characterised by large variety of terrain types and biotopes. The border between Rīga and the Ropaži Municipality is the forest where the Cemetery of Jaunciems is located. According to the residents, the qualities of the neighbourhood include nature territories – forest, lake Ķīšezers, peace and quiet, fresh air. While the disadvantages are as follows: the imperfect regulation of public access to the lake which means they have to cross private properties, the insufficient recreation options, and the undeveloped infrastructure.

Jaunciema gatve with its adjacent areas is the most lively part of Jaunciems. The neighbourhood centre is located between the library of Jaunciems that is a branch of the Rīga Central Library and Rīga Primary School No. 7. In the direction of lake Ķīšezers, there is the Jaunciems marina and access points to lake Ķīšezers, which, along with the marina, landscapes, gardens and courtyards are the typical features of the neighbourhood, according to the residents.

Jugla is sometimes called the “gateway to the city”, since this neighbourhood is crossed by major inbound traffic routes from Vidzeme: the railway line Rīga–Lugaži and one of the most important streets, the Brīvības gatve. By size of the neighbourhood, Jugla is the second largest neighbourhood in Rīga, because a large part of it is covered with forests

and water, but in terms of population, Jugla ranks tenth among other neighbourhoods of Rīga. Regarding qualities of Jugla, residents listed the convenient and modern public transport connections, good access to stores and natural areas – forests and lakes.

Due to its considerable size, the neighbourhood can be divided into several smaller parts. In the northern part of the neighbourhood, between lake Ķīšezers and the railway line Rīga–Lugaži, there is the so-called fishermen village that is characterised by undeveloped areas intended for transformation. It is expected that construction of the Rīga Northern Transport Corridor will cause major changes in this part of the neighbourhood, as its route runs parallel to the shore of lake Ķīšezers. This area is part of the gateway to Rīga, and therefore, the construction projects on the shore of lake Ķīšezers shall ensure the views from the envisaged corridor are unobstructed towards lake Ķīšezers. The connectivity of two sides of the motorway is also important, with the embankment of lake Ķīšezers to the north and lake Bābelītis, with the adjacent recreational area and the New Jewish Cemetery, to the south. Majority of the existing building territory in this part of Jugla are closer to Juglas channel with residential and industrial areas.

The most vibrant part of the neighbourhood is the area alongside Brīvības gatve. This part is characterised by multi-storey apartment buildings dating back to the 1960s and 1970s. The centre of the neighbourhood is Brīvības gatve next to the terminal of Tram 6 with different business and services facilities, along with some new multi-storey residential buildings. According to the residents, after the scenic views of lake Juglas and Juglas channel, this area marks the spatial beginning of Rīga for those driving into the city. In southern direction, the building is arranged around Juglas iela. In the residential blocks between Juglas iela and the forest of Šmerlis, multi-storey buildings and private houses are located. In the centre of the residential area on both sides of Juglas iela there are several cultural monuments of national importance, including historical buildings of Strazdumuiža Manor and park on the shore of lake Juglas, as well as workers’ barracks on Pāles iela between Juglas iela and the river Strazdupīte, the preservation and protection requirements of which

impact the surrounding buildings in the monument protection zone. The centre for the visually impaired and blind people is located in the area of Strazdumuiža Manor between Juglas iela and lake Juglas. In the south-east part of Jugla, on the border with Brekši, Zēlustes Manor and park are located on the shore of lake Juglas.

The forest of Šmerlis, the areas adjacent to the river Stazdupīte and the backyards of residential houses are the most important recreational areas in this part of the neighbourhood, and particular attention should be paid to their accessibility in future. Large part of the area between Juglas iela and lake Juglas are under transformation, but the main quality of the neighbourhood is lake Juglas and its embankment that is a popular recreational area for the residents, and it is planned to make it more convenient and accessible for residents in future. There are extensive plantation and natural areas both near lake Juglas and in the forest of Jugla that is located a little further away.

Katlakalns is a small neighbourhood on the bank of the river Daugava on the city border with the Ķekava Municipality. The neighbourhood mainly consists of industrial and public buildings, low-storey buildings and private houses with allotment gardens along Bukaišu iela and Bauskas iela, including several buildings with the status of cultural monument in the centre of the neighbourhood that is the same as the centre of the neighbourhood of Bišumuiža and has developed along Bauskas iela from the tram terminal to the river Bieķengrāvis. Boathouses and berths are located in several rows on the bank of the river Daugava.

Katlakalns is crossed by the Southern Bridge that, along with the view of the river Daugava, is the most characteristic feature of the neighbourhood. The residents mentioned that the main qualities of the neighbourhood are its proximity to the river Daugava, nature, plantation, and convenient traffic. It is important to develop access to the watersides, especially near the centre of the neighbourhood.

Kleisti, in terms of the area, is the largest neighbourhood in Rīga, while being one of the least urbanised neighbourhoods. Majority of Kleisti is undeveloped land, including forest where "White Dune (Baltā kāpa)" of

Jūrmala is located, the forest of Kleisti with the Graveyard of Lāčupe, part of the Spilve meadows that are partly planned to be transformed for development and where some residential development projects are implemented. The ensemble of Kleistu Manor, an architectural monument of national importance, the National School of Applied Sports of Latvia, Institute of Microbiology and Virology of Augusts Kirhenšteins, and the Biomedical Research Centre are the most important objects in Kleisti. Residents noted that the neighbourhood has good infrastructure – stores, shopping facilities, gym, and entertainment centres. According to the residents, the key characteristic features of the neighbourhood are the National School of Applied Sports of Latvia, horses, equestrianism, landscapes and natural areas – meadows, the river Buļļupe –, private houses and their yards. However, the centre of the neighbourhood has not been identified, since the neighbourhood is still developing. The future Rīga Northern Transport Corridor, the envisaged Seaside Main Road and other transport infrastructure objects will cross Kleisti and will significantly affect the neighbourhood.

Kundziņšala is located entirely within the borders of the Freeport of Rīga, and the neighbourhood is dominated by port operations and its infrastructure developments. Since it is an island, it is surrounded by water. The residents of the residential area of Kundziņšala believe that, regardless of the presence of the port, the qualities of the neighbourhood include peace and quiet, plantation and nature, and the proximity to the city centre. The residents noted that the most characteristic features of the neighbourhood are the private gardens, bridge, former school building on Kundziņšalas 7. šķērsliņija 1 and the river Daugava. The centre of the neighbourhood has not been identified. Balancing development of the Freeport of Rīga and Kundziņšala is included in the local plan.

Ķengarags is a typical large residential area that is characterised by uniform model multi-storey buildings with five-storey and twelve-storey prefabricated residential houses built in the 1960s, as well as two-storey residential houses built in the 1950s, and private houses. Ķengarags is located between the river Daugava and the railway line Rīga–Daugavpils.

Its border towards the centre is marked by the Southern Bridge, near which multiple retail and service facilities are developing, while in the opposite direction – Ķengarags borders with the neighbourhood of Rumbula. Maskavas iela crosses the entire Ķengarags, and it is the key location of service facilities and the centre of the neighbourhood is near the shopping centre “Dole”. The residents noted that the most characteristic objects of the neighbourhood include the shopping centre “Dole”, the river Daugava and its waterside promenade, as well as convenient public transport and plantation. The promenade is the most significant public outdoor space for the residents. The large inner yards that are characteristic of this neighbourhood are mainly privately held.

Mangaļsala is located in the periphery, in the northern part of the city, near the estuary of the river Daugava in the Gulf of Rīga. It is a peninsula between the river Daugava, its former river-bed, the river Vecdaugava, and the Gulf of Rīga. The part of the neighbourhood near the river Daugava is located in the territory of the Freeport of Rīga where the port’s economic operations take place. Residential building includes private houses and some four-storey and five-storey residential houses that are located near the river Daugava and the river Vecdaugava and in some parts they border directly with the port companies.

The residents believe that the qualities of the neighbourhood include nature, forest, sea and the river Daugava, as well as the port, but they view the Freeport of Rīga and its development as a threat to the residential building of the neighbourhood. Another factor that limits the residential building is the mismanaged water supply system in the neighbourhood. Since the fishermen’s collective farm period (kolkhoz), port businesses have been in charge of water supply and sewerage services to locals and the utility management was done apart from the municipal water supply system, therefore it has been difficult to develop the service properly. Nowadays, water management in the neighbourhood Mangaļsala has been transferred to the municipality.

Most of the neighbourhood is covered by pine forests and small dunes, and part of the neighbourhood is located within the nature park “Piejūra” and the “Vecdaugava Nature Reserve”. Mangaļsala, as is the neighbourhood

of Vecāķi, is a very popular recreational area for the residents of Rīga, therefore, investments are made in recreational infrastructure and amenities. There are military facilities in Mangaļsala of various historical periods, starting with fragments of fortifications dating back to the Russian Empire to Soviet army structures. Part of the fortification complex in the delta area of the river Daugava has been assigned the status of state protected cultural monument. According to the residents, the Eastern Breakwater and the Mangaļsala lighthouse, sea and its coast, the river Daugava, and ships and boats are the most prominent characteristics of the neighbourhood. Public access to these objects in the port area is a subject of discussion between the residents of the neighbourhood, municipality and the Freeport of Rīga.

There are large undeveloped areas in Mangaļsala with plans to build private housing there in the future. Considering that most of the neighbourhood is covered the protected habitat of the European Union importance “Mežainās piejūras kāpas (Wooden coastal dunes)” and neither road infrastructure nor public utilities exist there, and any development in these areas requires comprehensive and detailed planning. Transport access to the neighbourhood is currently provided only by the Mangaļu prospekts, therefore future connection across the river Audupe extending Laivinieku iela is planned. The centre of the neighbourhood is the section of Albatrosa iela between Veiksmes iela and Traleru iela.

According to the residents the qualities of **Maskavas forštate** include the proximity of the city centre, convenient public transport, plantation, cultural and historical heritage. Maskavas forštate is located between the river Daugava and railway line Rīga–Daugavpils, between the Railway Bridge (Dzelzceļa tilts) and the Southern Bridge. The Island Bridge and Lāčplēša iela that cross the neighbourhood mark the border of the PA of the HCR and separate the part of the neighbourhood that is closer to the city centre, including it in the PA of the HCR. It is expected that Rail Baltica and the related urban development projects will provide a significant impetus for new development in the entire neighbourhood. Large part of the neighbourhood beyond the PA of the HCR is occupied by the territory of building protection “Maskavas priekšpilsēta”, the greatest

value of which is the diversity of buildings that date back to different time periods within a single block or street section. In the small area, it is possible to see all stages in construction development: two-storey and one-storey wooden buildings with gardens from the first half of the 19th century, three-storey and four-storey tenement houses, and multi-storey stone buildings on the street crossings that in some places occupy the street completely. The unique architecture of the area is supplemented by parks that have been partly built in former cemeteries, St. John the Forerunner Church of Rīga and its cemetery, and other churches of different denominations. The historical part of Maskavas forštate also includes the neighbourhood centre, the square in the historical territory of Hay Market. Further away from the centre of Rīga, Maskavas forštate is dominated by multi-storey residential buildings "Krasta masīvs" built in the 1970s. The land strip between these areas and the river Daugava was not developed for a long time. After the restoration of independence of the Republic of Latvia, intensive construction of commercial and office buildings started in the area alongside Krasta iela that continues to this day. Residents noted that the leisure centre "Lido", the river Daugava and the neighbourhood parks are the most characteristic features of Maskavas forštate.

There is intensive traffic on Krasta iela and this limits residents' access to the river Daugava. In future, access to the waterfront should be improved and facilitated riverside infrastructure should be developed, making the banks of the Kojusalas ditch a convenient and pleasant public outdoor space. By extending Austuves iela, it is planned to connect it to the Zvirgzdu peninsula in future.

Mežaparks can be divided into two parts: the largest part of the neighbourhood is within the territory of urban building monument of national significance "Mežaparks" on the shore of lake Ķīšezers that includes the first residential area in Rīga planned in accordance with the principles of a city garden, the park with the Great Bandstand (Dziesmusvētku estrāde) and the Rīga National Zoological Garden; the other important area is the cemetery facility that includes the Meža Cemetery, the Cemetery of Rainis, Brethren Cemetery, the Cemetery of Miķelis, the Cemetery of Garnizons, and the Cemetery of Sarkandaugava.

The residential area of Mežaparks is characterised by private and low-storey apartment buildings on comparatively large land plots covered with trees. The area to the south of the urban construction monument near the Rīga Northern Transport Corridor has been developed later, with multi-storey apartment buildings along low-storey residential housing. While in the area adjacent to Gustava Zemgala gatve, a new low-storey residential area is being developed currently. The shore of lake Ķīšezers in the residential area of Mežaparks with nature and greenery territories shall be improved in future thereby expanding the recreational opportunities. The largest public area on the shore of lake Ķīšezers is the Culture and Recreation Park "Mežaparks" that is among the most popular recreation areas in Rīga. In the north it borders the residential area of Milgrāvis, and in the west its border is marked by the Eastern Main Road that crosses the neighbourhood, separating the residential area of Mežaparks from the cemetery facility.

According to the residents, the qualities of Mežaparks include the private houses with gardens, the Culture and Recreational Park "Mežaparks", the recreational opportunities and the natural areas in general, peace and quiet, proximity to the city centre, and easy access to the city centre. As for neighbourhood landmarks, the residents list the Rīga National Zoological Garden, the Great Bandstand, Mežaparks, and lake Ķīšezers. The local neighbourhood centre is Kokneses prospekts from Stokholmas iela to the entrance to Mežaparks and the Rīga National Zoological Garden, where the neighbourhood services are located.

The building of **Mežciems** is surrounded by forest from three sides, therefore it is only logical that residents mention forest, peace and quiet, fresh air, convenient public transport, and good infrastructure as the main qualities of the neighbourhood. Mežciems differs from other neighbourhoods of Rīga by the numerous water bodies, and the main are lake Gaiļezers, lake Linezers, and the river Šmerļupīte. Along with forests, health care facilities and the Rīga Motor Museum are the most characteristic objects of the neighbourhood. The residential building of Mežciems consists of prefab five-storey, nine-storey and sixteen-storey residential houses built in

the 1970s and 1980s, in some of them artist's workshops have been built. New residential housing blocks and commercial facilities are also being developed in the neighbourhood. The centre of the neighbourhood is Gailezera iela near Hipokrāta iela. The forest of Biķernieki that surrounds the residential area from the west, is a popular recreational area with a racing track, the Rīga Motor Museum is nearby, and there are marked jogging and skiing tracks in the forest. The large forest area is crossed by Biķernieku iela; on the other side of the forest there is the cemetery and memorial for the victims of World War Two. Health care facilities are located in the forest of Biķernieki near the border with the neighbourhood of Teika.

Health care facilities of national importance are also located in the Jugla forest on the eastern part of Mežciems. The Biķeri Church with the adjacent cemetery on one side of the forest of Jugla on the border with the neighbourhood of Dreiliņi is another scenic area.

The location of [Milgrāvis](#) is complicated from the point of view of urban building, because the neighbourhood consists of two separate areas – Jaunmilgrāvis and Aplokciems – that are separated by railway line and Viestura prospekts that changes to Milgrāvja iela and make up part of the Eastern Main Road.

Jaunmilgrāvis is partially located in the territory of the Freeport of Rīga where the port's economic operations take place. There is also the territory of building protection "Jaunmilgrāvis (Ezera iela)" in this part of the neighbourhood that includes the preserved 19th and 20th century buildings, impressive stone buildings of the former Jensen porcelain factory and small wooden houses for the worker families of the nearby factories, and four-storey stone houses built from 1940 to 1960 with the décor of the post-war socialist era. The value of the area lies in the historical buildings characterising the industrial development of Rīga and the authentic landscape of Ezera iela between railway and the Freeport of Rīga. Aplokciems is a residential area surrounded by forest that has grown from individual farms in the 17th century to a compact village, and during the Soviet period it was supplemented by apartment buildings. After restoration of independence, some three-storey and five-storey

apartment buildings and a golf course have been built on the shore of lake Ķīšezers that is entirely enclosed within the borders of the neighbourhood. According to the residents, the qualities of the neighbourhood include the adjacent Mežaparks and lake Ķīšezers that should be made even more accessible to the residents of Milgrāvis. Currently, the second main entrance to Mežaparks is from the side of Milgrāvis, where the neighbourhood centre is also developed. The residents consider that the courtyards and gardens, the railway station Mangaļi located at the centre of the neighbourhood are the characteristic features of the neighbourhood.

[Mūkupurvs](#) is currently a low-developed, boggy territory on the border of Rīga, near the Rīga International Airport in the Mārupe Municipality. There are private houses and buildings typical for allotment gardens in the neighbourhood of Mūkupurvs. The spatial development of the neighbourhood is restricted by the airport, and therefore the number of residential buildings in Mūkupurvs is small, and the study on the living environment in the neighbourhood concluded that the neighbourhood does not comply with the requirements for a residential environment. Despite the negative assessment, the residents noted nature, peace, fresh air as the qualities of the neighbourhood. The area adjacent to the northern part of the airfield is undeveloped and boggy, but the plans for the future expansion of the airport's service facilities and the intended construction of Rail Baltica imply that the territory has a potential for development. The neighbourhood is surrounded by Kārļa Ulmaņa gatve, along which some commercial objects are located. It is difficult for pedestrians to cross Kārļa Ulmaņa gatve, and the only connection to Zolitūde on the other side of the motorway is the pedestrian bridge that the residents deem as the most characteristic feature of the neighbourhood, along with the take-off and landing corridor of the Rīga International Airport and the natural areas in the neighbourhood. The centre of the neighbourhood has not been identified.

The border of [Pleskodāle](#) is marked by Jūrkalnes iela that borders Zolitūde, Kārļa Ulmaņa gatve that separates Pleskodāle from the neighbourhoods of Bierīni and Mūkupurvs, and railway line Rīga–Ventspils that borders

Zasulauks and that will be supplemented by Rail Baltica corridor in future. The border with the neighbourhood of Šampēteris is not clearly defined, and the residential building of the two neighbourhoods merges into each other with mainly private and low-storey houses, with some apartment houses in between. The neighbourhood includes the territory of building protection "Pleskodāle" that comprises low-storey buildings, courtyard greenery and gardens created from the late 19th century to 1940, and a number of two-storey stone houses built from 1940 to 1960. The centre of the neighbourhood is the school and the entrance to the Šampēteris forest that is a popular public outdoor space for the local residents. According to the residents, the qualities of the neighbourhood include plantation, peace and quiet, proximity to the city centre and access to shopping centres and services.

The neighbourhood is spatially and functionally divided by Lielirbes iela that together with Kārļa Ulmaņa gatve provides one of the most important incoming transport routes in Rīga. Development of commercial facilities is predominant alongside these streets. The bifurcation of streets is one of the gateways leading into Rīga from Kurzeme, therefore it requires special consideration when making decisions on its development. The area between Lielirbes iela and Jaunmoku iela has been successively designated as the area where it is permitted to develop elevated buildings to accentuate the entrance into the city, and a wide range of permitted uses in the development of the adjacent blocks. Closer to the railway line, low-storey residential buildings have already been built alongside Krūzes iela. According to the residents of Pleskodāle, shopping centre "Spice", the forest of Šampēteris, and private houses with gardens are the most characteristic objects of the neighbourhood.

Pļavnieki is a typical large residential area consisting of nine-storey and sixteen-storey prefabricated residential houses built in the 1980s, and several eighteen-storey residential buildings. The residents appreciate the qualities of the neighbourhood, including convenient public transport, availability of stores, and plantation. The borders of the neighbourhood are marked by Lubānas iela that is the border with the neighbourhood of Šķīrotava and in the future it will become the western part of the circular

transport corridor, Ilūkstes iela that separates the large residential area of Pļavnieki from the private houses of Dārzciems, and Augusta Deglava iela that forms the border with the neighbourhoods of Dreiliņi and Purvciems. When entering Rīga from east, Pļavnieki serves as the gateway leading into the city, with a view of the tower of Evangelical Lutheran Church of St. Paul of Rīga located in the area of the HCR. According to the residents, the neighbourhood can be best characterised by the bird's eye view from the windows of the upper floors of multi-storey residential buildings, the birch grove that is a popular recreational place along with the park of Pļavnieki, and the shopping centre "Tālava". The nature and greenery territories along Lubānas iela provide a buffer zone between residential development and the arterial route. The residents also use the green inner yards of the buildings, but almost all of them are privately held. The centre of the neighbourhood is Andreja Saharova iela from Augusta Deglava iela to the Health Centre "Pļavnieki".

Purvciems is a large residential area built in the 1970s dominated by five-storey and nine-storey housing with some eighteen-storey houses. Nowadays, the neighbourhood continues developing with new multi-storey residential and commercial projects. Several blocks of Purvciems are characterised by mixed use building with private and low-storey residential buildings built before 1960, and commercial and service facilities that have been preserved among the apartment buildings. The residents point out that the availability of different commercial services is one of the qualities of the neighbourhood. Plantations, proximity to the forest, peace and quiet, and convenient public transport are also appreciated by the residents. Plantation in the neighbourhood is mainly related to inner yards and street-side landscaping. There is a lack of large municipality owned public outdoor spaces with greenery in the neighbourhood, however, residents can use the nearby forest of Biķernieki for recreation, as well as the recovered landfill site on Augusta Deglava iela is a popular recreational area for the residents.

The borders of the neighbourhood are marked by streets that are important in the street network: Ieriķu iela, Lielvārdes iela and Augusta Deglava iela that separate Purvciems from the neighbourhoods of Teika,

Mežciems, Dreiliņi, Pļavnieki and Dārzciems, and in the western part of Purvciems – railway line that marks the border of the neighbourhood with the PA of the HCR. In this part of the neighbourhood, the construction of the Eastern Main Road will cause changes, separating the residential area of Purvciems from the area close to the railway, where the Rīga Technical College campus and different commercial and industrial objects are located. The residents mentioned that shopping and service facilities, for example, Cafeteria “Lido “Ķirsons māja””, Joint Stock Company “Mēbeļu nams”, and shopping centre “Domina” are the objects characterising the neighbourhood. Dzelzavas iela between Vaidavas iela and Joint Stock Company “Mēbeļu nams” is the centre of the neighbourhood.

Rumbula is located alongside Maskavas iela between the river Daugava and the railway line Rīga–Daugavpils. The residents appreciate the convenient public transport and access to shopping services, the proximity to nature and the river Daugava, as well as the riverside promenade along the river Daugava. There is almost no residential development in the area, but the large areas between Maskavas iela and the river Daugava are intended for mixed use building in future, providing residents with different types of housing. The development in the neighbourhood is hindered by the lack of the necessary utilities and infrastructure. Currently, the area is mainly used by companies related to car sales and repair, and for allotment gardens. The former airfield of Rumbula is also partly occupied by car dealerships. Since the planned development of Rumbula has not been established, the centre of the neighbourhood has not been identified yet. Nowadays, the promenade along the river Daugava is the most characteristic feature of the neighbourhood. It is planned that the area of Rumbula between Maskavas iela and the railway line will remain industrial.

The neighbourhood of **Salas** consists of three islands: Zaķusala Island, Lucavsala Island, and Kazas sēklis . On Zaķusala Island, Latvian TV Tower and the building of State Limited Liability Company (SLLC) “Latvian Television” are located that are well-known landmarks in Rīga and Latvia. Allotment gardens take up the largest part of Lucavsala Island, but on

the bank of the river Mazā Daugava there is a small residential area that includes the house of former Lucavsalas Manor and some recently built houses. Next to the residential area, a rowing centre is located. The central part of Lucavsala Island, closer to the Island Bridge, is designated for intensive development. The island is rich in venerable trees, and a monument to the Russian soldiers who passed away in Rīga during the Great Northern War in 1701 is located on the bank of the river Mazā Daugava. On the other side of the Island Bridge, the recreational park of Lucavsala Island is located. It was created by the municipality in 2013 and it offers recreational opportunities to different generations and has become a favourite place for relaxing and swimming for the residents of Rīga. Kazas sēklis is an uninhabited island of river alluvial at the end-point of Lucavsala Island between Zaķusala Island and the neighbourhood of Bišumuiža that is mainly used for allotment gardens.

The islands are crossed by the Island Bridge that also marks the border of the PA of the HCR. In future, it is planned to build new streets and bridges in the neighbourhood of Salas, thereby providing connections to other parts of the city. According to the residents, the qualities of the neighbourhood include the river Daugava, nature and landscape (including venerable trees), proximity to the city centre, and the distinctive feature of the neighbourhood is Latvian TV Tower, the building of State Limited Liability Company (SLLC) “Latvian Television” and the recreational park of Lucavsala Island. The centre of the neighbourhood has not been identified.

Sarkandaugava historically developed as an industrial area, its borders are marked by Daugava, along which the port’s economic activities mainly take place, Viestura prospekts and the railway line Rīga–Skulte that mark the border with the neighbourhood of Mežaparks, the railway circle around the HCR and its PA, along which the Rīga Northern Transport Corridor route is planned. Sarkandaugava has extensive industrial areas, some of which are located in the territory of the Freeport of Rīga. The neighbourhood is not only surrounded by, but also crossed by significant transport corridors of the city, for example, Ganību dambis, Dunties iela and Tvaika iela that connect with Eastern Main Road in the northern part of the neighbourhood, and the railway line Rīga–Skulte to the north from Tilta iela.

There is a typical large residential area with three-storey to nine-storey buildings located between the railway line and Viestura prospekts providing also service facilities and courtyards with greenery. Typical apartment buildings are also located in the remaining part of Sarkandaugava; however, the historical buildings create a special character of the neighbourhood, including buildings with the status of state protected cultural monuments: the historical complex of hospital that houses the Rīga Psychiatry and Narcology Centre; Aldaris park with artificial castle ruins, department of the National History Museum of Latvia "Dauderi", the historical brewery "Valdšleshens", Holy Trinity Lutheran Church of Rīga, as well as several tenement houses. The neighbourhood includes the territory of building protection "Sarkandaugava" that consists of three separate groups of blocks: low-storey buildings built before World War Two in the blocks between Tvaika iela, Zāģeru iela, Sarkandaugavas iela and Limbažu iela, a block of multi-storey residential buildings between Allažu iela, Sarkandaugavas iela, Ceļinieku iela and Aptiekas iela with the building built from 1950 to 1973; the residential area between Tilta iela, Patversmes iela, Simaņa iela, Āžu iela, and Dantes iela, including buildings on both sides of Patversmes iela, Simaņa iela and Āžu iela, built at the turn of the 19th and 20th centuries. The residents consider that the neighbourhood is characterised by Holy Trinity Lutheran Church of Rīga located next to the Cemetery of Sarkandaugava Hillock, and the yards of houses used for recreation.

The centre of the neighbourhood is Tilta iela that is currently the busiest part of the neighbourhood. The area to the south of Tilta iela has a mixed use building character with commercial and service facilities, office buildings, industrial facilities, and healthcare facilities. The river Sarkandaugava flows through the neighbourhood and should be cleaned of accumulated industrial pollution and renaturalised thereby providing opportunities for people to access the waterside and use the area for recreation. Currently, recreational opportunities for the residents of Sarkandaugava are provided by the nearby Mežaparks that the residents highly value as one of the qualities of the neighbourhood. The convenient public transport is also appreciated by the residents.

The largest part of Spilve is taken up by the Freeport of Rīga with industrial and manufacturing facilities and the Spilve aerodrome. The central building of the Spilve Airport with its tree-lined access road is a national architectural monument and it is the most significant landmark of the neighbourhood, according to the residents. The qualities of Spilve include the river Daugava and its view, plantation areas, peace and quiet, and rural environment. Most of the neighbourhood is located in the Spilve meadows or a boggy plain that is a polder area with a high groundwater level and forms part of the territory of the Freeport of Rīga. Large areas of Spilve are utilised for allotment gardens, and some part of the garden colonies are envisaged to be transformed into industrial areas. There is a small microreserve area established. In the section along the railway line outside the territory of the Freeport of Rīga, a variety of development, including residential, is planned, but is hindered by the lack of public utility networks. Transport corridors are planned to pass through the area and those might potentially cause significant changes to the existing spatial structure. As the planned development of Spilve has not been established, the centre of the neighbourhood has not been identified yet.

Suži is located on the periphery of the city, near the border with the Ropaži Municipality; a place that feels like countryside yet is located within the capital city. Residents of the neighbourhood said that the qualities of the neighbourhood include nature, forest, trees, fresh air, peace and quiet. The neighbourhood is very green: it is home to "Jaunciems Nature Reserve" that can be characterised by great variety of landforms and habitats, and more than half of the neighbourhood is covered by the lake Ķīšezers. The neighbourhood is predominantly occupied by private houses. More diversified development is planned in the area of the former military complex in the vicinity of the Sužu Manor, where there are some apartment houses. The residents said that the neighbourhood is characterised by lake Ķīšezers, forest and the large oak trees on the shore of the lake. The centre of the neighbourhood has not been identified.

The border of **Šampēteris** is marked by railway line in the northern and eastern part of the neighbourhood, separating it from the neighbourhoods of Imanta and Zaslauks, and Lielirbes iela in south-east, marking border with part of Pleskodāle. On the other side of Lielirbes iela, the border with Pleskodāle is not that clearly defined, as the residential development of the two neighbourhoods merges, there are apartment buildings, and private houses with gardens and street plantations. Šampēteris is part of the territory of building protection "Pleskodāle" that includes low-storey wooden buildings dating back to the turn of the 19th and 20th centuries. The residents mentioned that the main qualities of the neighbourhood include plantations, peace and quiet, and convenient public transport. The centre of the neighbourhood (along with Zaslauks) is Zaslauks train station that is also the most characteristic feature of Šampēteris, according to the residents; they also mentioned green areas of the neighbourhood that mainly consist of yards of residential houses and tree alleys along the streets.

The northern part of the neighbourhood has a distinct industrial character. The border of the neighbourhood with Zolitūde is marked by Jāņa Endzelīna iela where there is mixed use building on the Šampēteris' side and a typical multi-storey residential area on the side of Zolitūde. Jūrkalnes iela has been planned as the connecting street of the city, forming a connection to Kurzemes prospekts in Imanta.

Šampēteris is one of the neighbourhoods of Rīga that will be significantly impacted by the future Rail Baltica railway line. It might be challenging to ensure a crossing over the railway line to maintain close links with Zaslauks and other neighbourhoods on the other side of the railway.

Šķīrotava is the neighbourhood with mainly industrial type of areas. According to the residents, the key characterising features of the neighbourhood include railway, railway station Šķīrotava, Prison of Šķīrotava, as well as the adjacent forest. It is planned to use the forest in the northern part of the neighbourhood to expand the adjacent Cemetery of Pļavnieki. The northern border of the neighbourhood is clearly marked by Lubānas iela and its connection to the Southern Bridge.

Areas between Lubānas iela, forest and railway line, where Rail Baltica

is planned, are distinctly industrial. The residential building is located between industrial areas and warehouses, but residents consider that the qualities of the neighbourhood are the private houses, peace and quiet, forest, and easy access to railway and other transport infrastructure. There are currently allotment gardens in several locations of the neighbourhood, however, since the Strategy has listed Šķīrotava among Rīga's priority industrial areas for future development, the RSP provides extensive transformation of the areas as mixed-use and industrial areas.

Teika is a neighbourhood located around the main street of Rīga, Brīvības gatve. The neighbourhood is separated from the centre neighbourhoods by railway line, and the historical VEF Bridge (VEF tilts) serves as a link with the centre. The railway line Rīga–Valka marks the border with the neighbourhood of Čiekurkalns, while the eastern border of Teika is the forest that is a popular place of recreation for the residents, because the neighbourhood does not have large nature and greenery territories, except for yards and street plantations. The residents of Teika appreciate the neighbourhood's proximity to the city centre, convenient public transport, plantations, access to different commercial services provided by shops, markets, shopping centres, as well as peace and quiet.

There are two territories of building protection in the neighbourhood: "VEF rūpnieciskā apbūve (Industrial Building of VEF)" that contains an outstanding ensemble of late 19th–early 20th century industrial brick buildings between Brīvības gatve, Ūnijas iela, Stārķu iela and Bērzaunes iela, and the other territory of building protection "Teika" that comprises well-preserved 20th century residential blocks built in the 1920s and 1930s in accordance with a unified urban design and with special building regulations between Brīvības gatve, Dzērbenes iela, Aizkraukles iela, Lielvārdes iela, Biķernieku iela and Struktoru iela that is characterised by one-storey and two-storey private houses and low-storey residential houses built based on the functionalism principles and three-to-five-storey tenement buildings along the major streets. The area is rich in cultural monuments, with more than 50 state protected architectural monuments that are mainly private houses and low-storey apartment houses. The centre of the neighbourhood is around Brīvības iela near the

Square of Zemitāns and Džutas iela.

While the central part of the neighbourhood is dominated by low-storey residential buildings, the area between Brīvības gatve and railway line, and in the direction of Purvciems, is more diverse in terms of function, typology and building structure. The border with Purvciems is marked by Ieriķu iela that is one of the connecting streets of the city, but the areas adjacent to Ieriķu iela are equivalent in terms of their building structure. The area between the Eastern Main Road and railway has a post-industrial atmosphere with some areas transformed for retail, service and office functions, while in others industrial operations are still carried out. The transformed area of a former factory is located on Brīvības gatve near the Šmerlis forest where the shopping centre "Alfa" is currently located. The residents mentioned the shopping centre "Alfa" and the Square of Zemitāns in the centre of the neighbourhood as the neighbourhood's most characteristic landmarks.

Torņakalns is a culturally and historically significant area of the city whose border in the west merges with the neighbourhood of Āgenskalns; Māras pond and the adjacent plantations, park of Arkādija and the National Library of Latvia are often spatially perceived as part of Āgenskalns, as this area is separated from the rest of Torņakalns by railway line, which also includes the planned Rail Baltica. However, when the residents had to name the most characteristic objects of their neighbourhood, they mentioned the park of Arkādija, train station Torņakalns and Rīga Luther Evangelical Lutheran Church (Torņakalns Church) the tower of which rises above the historical buildings of Torņakalns. The neighbourhood includes the territory of building protection "Torņakalns" that is characterised by the clear development of the suburb from the early 19th century to the present day and the great variety of the area's buildings and environment that includes historical manor houses, low-storey wooden buildings and multi-story stone residential buildings along the arterial streets, territories of several historical factories, the ensemble of the Children's Clinical University Hospital. The area is characterised by green yards and gardens and a fully preserved network of historical streets.

The area of Torņakalns near the railway line is undergoing major

transformations such as the developments of the campus of the University of Latvia and a multimodal hub, the construction of the future Rail Baltica railway track and a regional station all of which will bring significant changes. This is truly the centre of the neighbourhood – Torņakalns train station and its connection with the park of Arkādija. The area of Torņakalns along Mūkusalas iela is post-industrial in nature – some areas have been transformed into offices, retail and service facilities, while others are still used for industrial functions. The Kileveina ditch is located in the area and should be restored. Another water body to be renaturalised in the neighbourhood is the old river bed of the river Mārupīte from Ojāra Vācieša iela to its estuary in the Kileveina ditch that should be preserved as a surface water body in the section from railway to Jelgavas iela for surface rainwater collection from the campus of the University of Latvia and the multimodal transport hub in Torņakalns. If necessary, its configuration and location can be changed. Mūkusalas iela along the bank of the river Daugava encumbers access to the river for residents, however, as a result of transformed traffic infrastructure, it is expected that the situation would improve. The residents consider that the qualities of the neighbourhood include the availability of shops and services, plantations and convenient public transport.

The implementation of the Rail Baltica project will cause significant changes to Torņakalns: the construction of the European-width railway track will require a tunnel to cross the existing railway line, and it will be necessary to modify the existing and build new railway crossings and interchanges for pedestrians, bicycle and road traffic that will impact the cultural heritage sites in the neighbourhood, as well as the traffic organisation and spatial structure of the area.

Trīsciems is a quiet nature spot on the shore of lake Ķīšezers, in the northern part of Rīga, near the city border with the Ādaži Municipality. The border between Vecmilgrāvis and Trīsciems is marked by Jaunciema gatve, from the neighbourhoods of Vecdaugava and Vecāķi the neighbourhood is separated by the railway line Rīga–Skulte, and the border with the neighbourhood of Jaunciems is marked near the regional road P1 Rīga–Carnikava–Ādaži and is not visible in nature. Part of the embankment of

Ķīšezers within the borders of the neighbourhood is included in "Jaunciems Nature Reserve" where protected bird and plant species can be found. According to the residents, the qualities of Trīsciems include natural environment, forest, proximity to water bodies such as the river Langa, lake Ķīšezers, and peace and quiet. The forest that extends from Jaunciema gatve to the railway line Rīga–Skulte covers almost half of the neighbourhood, but residents feel that there is insufficient public access to the forest. The land strip between the forest and the river Langa, as well as the areas on the other side of the river, are characterised by private housing. Historically, these lands belonged to the Mangaļu Manor estate, where residential building developed gradually. More diversified building has developed in the area between Jaunciema gatve and lake Ķīšezers. The building development in Trīsciems is limited due to the lack of public utility networks and infrastructure. Connection with other parts of Rīga is provided by Jaunciema gatve that crosses the neighbourhood and is currently not wide enough for the existing traffic flows, but is planned to be upgraded providing a complete arterial street profile. According to the residents, the neighbourhood is characterised by nature, lake Ķīšezers, forest, and private houses and their gardens. The centre of the neighbourhood has not been identified.

[Vecāķi](#) is a distinct seaside neighbourhood that initially formed as fishermen's village, and in the first part of the 20th century developed as a health resort. Before Vecāķi was incorporated in the territory of Rīga in 1949, it existed as a separate territorial unit.

Vecāķi is located in the north of Rīga, by the sea, and borders the neighbourhoods of Mangaļsala, Vecdaugava and Trīsciems. Vecāķi is a popular recreational area for the residents of Rīga and this is possible due to the existing transport infrastructure: the railway line Rīga–Skulte that also marks the border between Vecāķi and Trīsciems, the bicycle lane to Vecmīlgrāvis, and Vecāķu prospekts that provides a road transport link. Until the construction of the overpass on Laivinieku iela, Vecāķu prospekts is the only street providing vehicular access to Vecāķi and Mangaļsala in the narrow strip between the river Vecdaugava and railway line.

The neighbourhood is a typical residential area. A more diversified

building has developed only in the centre of the neighbourhood, on Pludmales iela – from Vecāķi train station to the beach. The residents consider that the main qualities of the neighbourhood are the sea, the river Vecdaugava and the beach, forest, plantations, fresh air, peace and quiet, and cultural and historical heritage and it all creates a pleasant environment that resembles countryside. The neighbourhood includes the territory of building protection "Vecāķi" that includes one-storey and two-storey wooden summer houses built between the early 20th century and the 1940s on large land plots in a seaside pine forest. The architecture of buildings is typical of a resort area: turrets, verandas, attics, balconies, and terraces. According to the residents, the neighbourhood's main characteristic features include the sea, beach, nature and forest.

The majority of the neighbourhood of [Vecdaugava](#) is located within the "Vecdaugava Nature Reserve" and it stands out with rich biological diversity and two state protected archaeological monuments: Cloister of Daugavgrīva that is a medieval fortification near the house "Skanstinieki" and the Church Hillock (Baznīcas kalns) that is a medieval cemetery. According to the residents, the river Vecdaugava, forest and the nature reserve are the most characteristic objects of the neighbourhood and, along with the proximity to the sea, represent the main qualities of the neighbourhood. The residential area of Vecdaugava is located on a narrow strip between the river Vecdaugava and the railway line Rīga–Skulte where part of the area has not been developed yet. The neighbourhood includes the territory of building protection "Vecdaugava (Airu iela)" that includes blocks with buildings built in the 1950s–1960s for the residents of the fishermen's collective farm (kolkhoz). Two standard designs were used there: one is a one-storey building of plastered timber construction with a ridged roof, the other is a two-storey stone apartment building with a four-sided roof and a glass stairway that is closer to the functionalism style. The centre of the neighbourhood is Vecāķu prospekts near Palejas iela.

The [Vecmīlgrāvis](#) neighbourhood is bordered on three sides by water. The neighbourhood is located on the bank of the river Daugava between the river Audupe and Mīlgrāvis channel, and its northern-eastern border

is linear transport infrastructure – railway line and Laivinieku iela that are planned to be connected to Jaunciema gatve in Trīsciems and to Albatrosu iela in Mangaļsala.

The neighbourhood is partly located in the territory of the Freeport of Rīga, therefore, large part of it is occupied by industrial and manufacturing territories. Vecmīlgrāvis is characterised by large blocks of typical apartment prefab houses, the construction of which started in the 1970s demolishing the historical low-storey buildings. Private houses and low-storey buildings represent a tiny share in the building territory of the neighbourhood. There are two territories of building protection in the neighbourhood: “Territory of Cultural and Historical Complex of Ziemeļblāzma” that includes the state protected architectural monuments “Cultural house of Ziemeļblāzma”, “Ensemble of the Cultural house of Ziemeļblāzma building with park” and “House of Burtnieki”, and the former site of the Green School, which was destroyed in fire in 2006, and “Vecmīlgrāvis (Emmas iela)” that is a residential block built in the 1950s with a symmetrical layout typical for the period, spacious yards and typical building – workers’ dormitory houses that have a characteristic architectural form and decor.

Being asked to write down the most distinctive feature of the neighbourhood, the residents named “Ensemble of the Cultural house of Ziemeļblāzma building with park”. It is also a cultural site of city importance and a recreational area for both residents and visitors of Vecmīlgrāvis. Other nature and greenery territories are also available to residents in the neighbourhood, however, access to the river Daugava has yet to be improved; there is a recreation area on the bank of the river Daugava opposite of Skuju iela, and access to the dune within the territory of Rīga Shipyard has to be developed.

The connection between the future Seaside Main Road and Jaunciema gatve will be developed in the southern part of Vecmīlgrāvis, however, considering that the project is planned for distant future, conditions have been created to allow to start implementing the current use of the territory, including the construction of new buildings.

Augusta Dombrovska iela is the main place for shopping and services in

the neighbourhood, therefore the centre of the neighbourhood is formed in the area from Skuju iela to the market of Vecmīlgrāvis. The residents appreciate the natural areas, convenient infrastructure and cultural heritage of the neighbourhood.

Voleri is located in the territory of the Freeport of Rīga and is mainly an industrial port area. There are two residential areas in the neighbourhood: Voleri that consists of a row of low-storey buildings on the bank of the river Daugava, and Krēmeri that consists of private houses along the river and the artificial bay. Despite the close proximity to the port, residents consider that the main qualities of the neighbourhood include nature, proximity to the sea, river, forest, peace and quiet. The neighbourhood is home to the nature reserve “Krēmeri” that was established to preserve and protect an important bird nesting site in Rīga, and an architectural monument of local importance, the house of Voleru Manor. According to the residents, the most characteristic features of the neighbourhood include the river Daugava, its bank, beach, gardens of the houses and the meadow. The centre of the neighbourhood has not been identified.

Zasulauks historically developed as an industrial area on the railway crossing that denotes the heterogeneous nature of the neighbourhood. The railway line Rīga–Tukums marks the border with Šampēteris, and the railway branch-line to Bolderāja crosses Zasulauks thereby separating the industrial part from the residential building area. Zasulauks and Šampēteris have common centre of the neighbourhood – Zasulauks train station. In the north, the border of the neighbourhood is marked by Jūrmalas gatve, but borders with Imanta and Āgenskalns cannot be distinctly defined. With industrial growth and expansion in the second half of the 20th century, multi-storey apartment building blocks were built in the neighbourhood that formed the spatial structure of the central part of the neighbourhood. The yards are mainly privately held. Developments towards the neighbourhood of Āgenskalns are predominantly low-storey buildings. Only a small part of the buildings has a cultural and historical value and they are included in the territory of building protection “Āgenskalns”.

The planned construction of the Rail Baltica railway line will cause significant changes to the spatial structure of Zaslauks that will also impact the mobility of residents and the connection to Šampēteris, and one of the biggest challenges will be to ensure convenient crossings of railway. The residents of the neighbourhood appreciate the convenient public transport, plantations and easily accessible commercial services. The Botanical Garden of the University of Latvia is located in Zaslauks that together with the Zaslauks train station are the most significant objects in the neighbourhood, according to the residents.

Ziepniekkalns is one of the largest neighbourhoods of Rīga with a diverse building structure. The border of Ziepniekkalns is marked by arterial streets: Vienības gatve in the west and Kārļa Ulmaņa gatve in the north, Mūkusalas iela along the river Daugava, the river Bieķengrāvis, Ziepniekkalna iela and the administrative border of Rīga, spatially marked by the Medema marsh and Vienības gatve along railway line.

The Medema marsh is a large area of natural plantation and greenery, and the adjacent building territory is distinctly industrial. This area is spatially separated from the rest of the neighbourhood by the Southern Bridge that connects Ziepniekkalna iela and Vienības gatve. The large residential area of Ziepniekkalns is characterised by typical multi-storey prefab houses including the so-called "Great Wall of China" – a distinctive apartment building on Ozolciema iela built in the 1980s that is the longest of its type in Rīga. The area between Valdeķu iela and the market of Ziepniekkalns is the centre of the neighbourhood. The building area towards the city centre includes residential area of mainly one-storey and two-storey private houses built in the first half and middle of the 20th century, and apartment blocks and commercial and service facilities. The historical park and house of Ēbeļmuiža Manor, which will be granted the status of a cultural monument, the Cemetery of Ziepniekkalns, and other nature and greenery territories are located in the neighbourhood. A part of the allotment gardens in the southern part of the Ziepniekkalns are subject to transformation.

According to the residents, the qualities of the neighbourhood are plantations and nature, convenient public transport, and accessibility

to different commercial services, while the most characteristic objects of the neighbourhood are the park of Ēbeļmuiža Manor, the forest of Ziepniekkalns and its surrounding areas. Despite the proximity to the river Daugava, the waterfront is not currently used by the residents, because the areas along the river Bieķengrāvis are post-industrial and some of them are still used for manufacturing, some are used for office and retail premises, and the Road Traffic Safety Directorate and the Technical Inspection Station are located there.

The border of **Zolitūde** in the north is marked by the railway line Rīga–Tukums that will be linked to the Rail Baltica line with a turn to the Rīga International Airport in the north-west corner of the neighbourhood. A crossing over Kārļa Ulmaņa gatve is planned that also marks the western border of Zolitūde. Jūrkalnes iela and its planned extension to Kurzemes prospekts in Imanta is the city's connecting street that forms the neighbourhood's border with Pleskodāle and Šampēteris.

The most typical part of Zolitūde is the large residential area that consists of six-to-ten-storey and sixteen-storey residential buildings built in the end of the 1980s. Residents also noted that the bird's eye view of the neighbourhood, as well as the Rīga Zolitūde Gymnasium are the most characteristic features of the neighbourhood. The centre of the neighbourhood is the area between the Imanta train station and Ruses iela. The area is similar in size to the area of private and low-storey residential areas. Residential building is complemented by different commercial and service facilities. Distinct commercial building zone is formed alongside Kārļa Ulmaņa gatve where some residential buildings are located among commercial service facilities.

The residents of the neighbourhood appreciate the convenient public transport, railway line, convenient availability of a variety of commercial services, proximity to Jūrmala and the sea, as well as the plantations in the backyards and undeveloped areas of the neighbourhood. Along with the Rail Baltica railway line in the neighbourhood, it will be an important challenge to ensure that connections are maintained with the areas on the other side of the railway.

4 Description of the solutions of the Spatial Plan

4.1 Spatial structure and landscapes of the city

Over time, the city of Rīga has been created by people who developed and transformed the structures that satisfy their needs. These can be divided into two parts: natural and man-made structures that together form a modern urban space. Along with their functional qualities, people perceive urban space in its various urban landscapes through complex biological, psychological, social, and cultural processes. Landscape development is a process that is based on different preconditions regulated by spatial development planning instruments. Landscape development is impacted by national and local policies that define the place and role of the city and represent the main values recognised by the society.

The preconditions for landscape preservation or spatial and functional changes in the landscape are created by the SP that defines the development of functions and the parameters of potential buildings, placement principles, requirements for public outdoor spaces and environmental design permitted in every area. Although the SP cannot specify precisely when and which function and spatial characteristics of a building or function will be implemented on a land unit, the range of land uses identified is specific enough to provide an idea of the potential changes in the landscape. The development of the RSP considered the landscape values that define the spatial structure and identity of Rīga, since those had been identified during the development of Landscape TP – high cultural and historical value, high ecological value, residential building territories, industrial (including the Freeport of Riga) and railway landscapes.

To protect the landscapes of cultural and historical value (e.g., cultural monuments and their protection zones, building protection areas, individual culturally valuable buildings or areas), the RSP develops requirements for the alteration or renovation of existing buildings and for the construction of new buildings in these areas. To protect ecologically valuable landscapes (e.g., woodlands, dunes, parks, allotment gardens, street plantations), the RSP primarily establishes functional zoning that either provides full preservation of plantations or allows development with an increased proportion of plantations. Moreover, there are requirements for the preservation of plantations and natural areas. Functional zoning has been established to preserve the value of industrial landscapes (e. g., areas of production and logistics enterprises, transport structures) and the landscapes of the Freeport of Rīga that are economically valuable landscapes with a distinctive visual image, and at the same time stricter requirements are imposed to reduce pollution and/or risk hazards caused by the activities of enterprises located in industrial areas. Residential building landscapes are the areas where the housing function is an important component. Those are the living landscapes for the residents of Rīga. The RSP protects the key values of these landscapes providing functional zoning that supports preservation of the quality of residential environment and providing commercial and service facilities and jobs that comply with the character of this environment. The railway landscape is a notable element of the transport infrastructure that affects the image of the city. It has been set a specific functional zoning considering the risks for the development of areas adjacent to the railway and considering the advantages provided by this mode of transport.

Based on the current and future situation analysis and considering the basic principles of spatial development provided in the previous Development Plans of Rīga, a scheme of spatial structure of Rīga has been developed providing a conceptual basis for the preservation of the main values that make up Rīga and for development of potential objects. The scheme of the spatial structure consists of the key natural areas (water, forests, parks and other areas of plantations) and the structures of building areas constructed in different historical periods (Old Town, centre of Rīga, historical suburbs, large-scale building territories, etc.) that are connected by a transport network.

The functional and spatial network nodes are neighbourhoods, and service centres of urban and state significance. To ensure implementation of the spatial structure of Riga, the principles provided in the scheme have been considered in the development of the RSP functional zoning and development regulations.

The spatial composition of city is the representation of the urban structure in space that is largely impacted by the height and shape of the building. Spatial composition is an important element of the landscape, it defines the image of the city or part of it, creates the sense of space and fosters (or hinders) spatial orientation in the city. SP influences the spatial composition of the city by setting the permitted height of building and the requirements for building parameters in each specific development area. In terms of building height, the solutions included in the RSP are based on the principle provided by the Strategy that the city should have one spatial centre (urban core) that includes the HCR and its PA and the adjacent areas, with functional cores or neighbourhood centres being more important in the remaining part of the city that are not necessarily represented with elevated building. To ensure that the height and intensity of building comply with the current economic and social conditions, and with the spatial form of Riga as provided by the Strategy, the solutions of the RSP to determine the height of building are based on the use of existing city resources and qualities, considering the established height of building in a block or a clear group of buildings as the basis. As the provisions of the RSP are related to creation of new building, the height of the planned building in some locations may differ from that provided in RSP 2006–2018.

To create a clear urban structure and to avoid having to set an excessively detailed building height, the number of storeys allowed in residential and mixed use building areas is set by steps, where one step represents three storeys. Building that is higher than 12 storeys should be located purposefully to facilitate the spatial accents that comply with the urban structure and to ensure completeness of the complexes of multi-storey building. Therefore, areas with elevated building determined in the previous planning periods have been identified and the implementation of plans has already started and these have been identified as areas where building above 12 storeys can be permitted. Considering the spatial and functional requirements, different conditions for building heights have been provided in areas with cultural

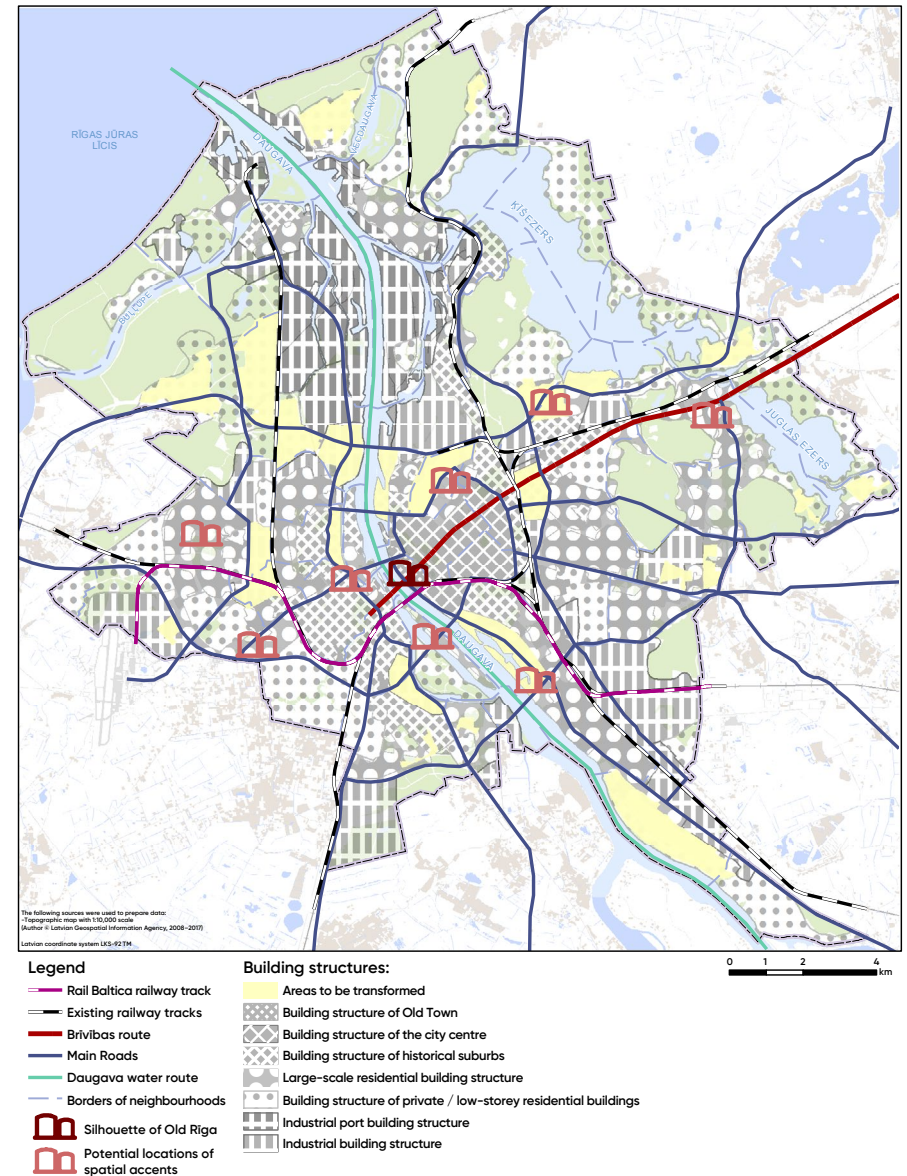


Figure 4.1. Basic principles of the building spatial structure

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heritage value and in the areas of industrial development. Basic principles of the spatial structure have been displayed in Figure 4.1. Landscape is built of natural or man-made spatial constructions; however, their value and significance are discovered when they are perceived. The RSP supports high-quality building culture in the processes of building design, planning of infrastructure networks and urban landscape. Building culture includes every action of humans that changes the environment. Every designed and built object that is incorporated in a natural environment and related to it has to be perceived as an entirety. Spatial development in any sector and scale has to facilitate culture-oriented and sustainable approach. To ensure proportionality of changes in landscapes and involve society in the change process, the RLUBT include conditions for implementation of detailed planning procedures of different levels that provide public participation. High-quality architecture in the city could be facilitated by organising more tenders for submission of ideas and sketches.

4.2 Housing

The RSP does not include plans for new residential building areas, the structure of city building is based on the current building territories, including the ones provided in the previous planning documents but not yet developed. The RSP addressed undeveloped building territories set by the TPs, which are reserved for future housing development, assessing the residential environment quality of these areas and opportunities of improvements, development potential of residential building and its compliance with the applicable planning documents (LP and DP).

Implementing the guidelines of the Strategy, the functional zoning of residential areas and height of building was created in accordance with the model of compact city: in the city centre and around it, zoning is flexible permitting wider use opportunities and higher number of storeys, but in the areas further away from the centre and closer to the city border, the number of storeys and functional diversity is reduced considering the

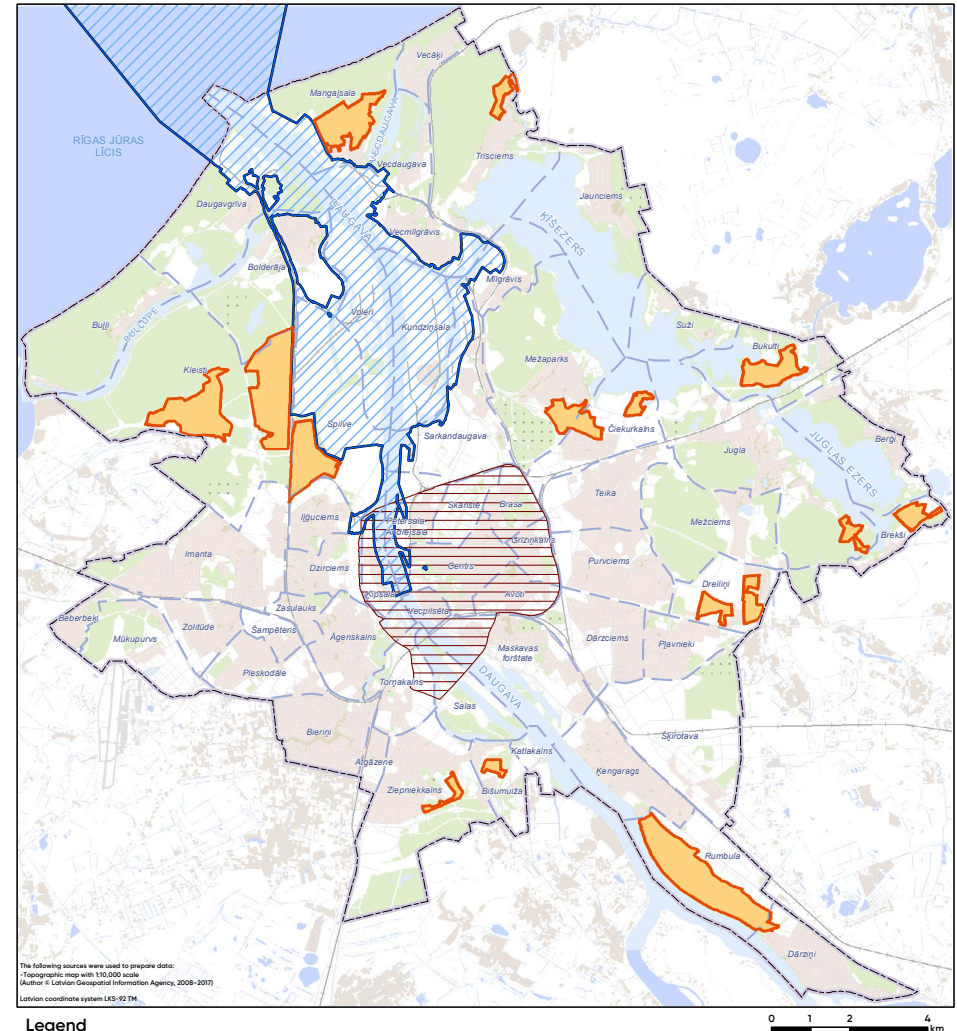


Figure 4.2. Future residential housing areas

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building type. In the remote and undeveloped residential building areas, low-storey and private housing building is mainly planned, based on the opinion of the residents on the preferred type of building, lack of available housing, as well as optional access routes, public utilities and infrastructure. The RSP retains functional zones such as building territories with increased amount of plantations to ensure balanced development in the areas where plantations are already available and provide ecological and aesthetic functions.

The functional zoning in the existing residential building areas was determined based on the historical type of residential building territory, opportunities of new building development, objects with other functions in the area and perspective development of the adjacent areas. To facilitate improvement of residential environment quality, the building regulations include additional requirements for improvements in the areas of apartment houses, as well as the preferred service facilities in the residential building areas and conditions for their location in accordance with the building type. Restrictions in regard to location of fuel filling stations and other objects with adverse impact on residential environment near the residential areas have been retained, and restrictions have been imposed to the size of public object not to boost traffic in the streets of local significance.

The RSP includes certain requirements for improvements of large-scale residential building blocks, as well as requirements for the functionally required land units of apartment buildings.

4.3 Business

Industrial manufacturing was one of the key development drivers of Rīga in the end of the 19th century and in the 20th century, and to a great extent, it defined the image of the city as it is today. Although, the role of industrial manufacturing in the economy of the city nowadays has decreased, Rīga remains the most significant manufacturing centre in the Greater Rīga Region and in Latvia. A pre-condition for successful industrial manufacturing is stable connections on international and local level with municipalities in Latvia and targeted and balanced development of

manufacturing territories in the city. Some of the areas that are significant for industrial development of Rīga are located near the city border and their successful development if possible if the neighbouring municipalities – the Ķekava Municipality and Ropaži Municipality – cooperate.

In the new RSP, industrial companies have been classified as light and heavy industry companies based on the type of polluting activity and their impact on the environment to reduce conflicts between the businesses and residents of residential areas. Activities that comply with the light industry building, are divided in two categories: the first category includes activities that do not impact the quality of residential environment significantly and the other category includes activities that reduce the quality of the residential environment therefore development of residential and public building is not recommended near these activities. The heavy industry businesses are classified in the third category, and as such are not allowed to be in the same functional zone with residential and public building. Restrictions are set in the plan for establishment and placement of such new companies near residential and public building territories. The same principle is used for the classification of warehouse building, permitting warehouses in Mixed Centre Building Territories where materials and goods related to light industry are stored, however, warehouses for hazardous substances are not permitted. Conditions have been set for commencement or expansion of existing operations of the light and heavy industry. These conditions include requirements for the location and certain pre-conditions for operations, provision of utilities, prevention of noise and air pollution impact on the surrounding areas, and intensity of cargo traffic.

The functional zoning of the areas where industrial businesses are located has been determined by assessing their compliance with the spatial structure of the city, considering the type of activity of the businesses, their impact on the surrounding areas and their potential for development, the existing and planned infrastructure, utilities and availability of vehicular access. At the same time, areas where commercial and industrial building is to be predominantly developed in future have been identified. Structure

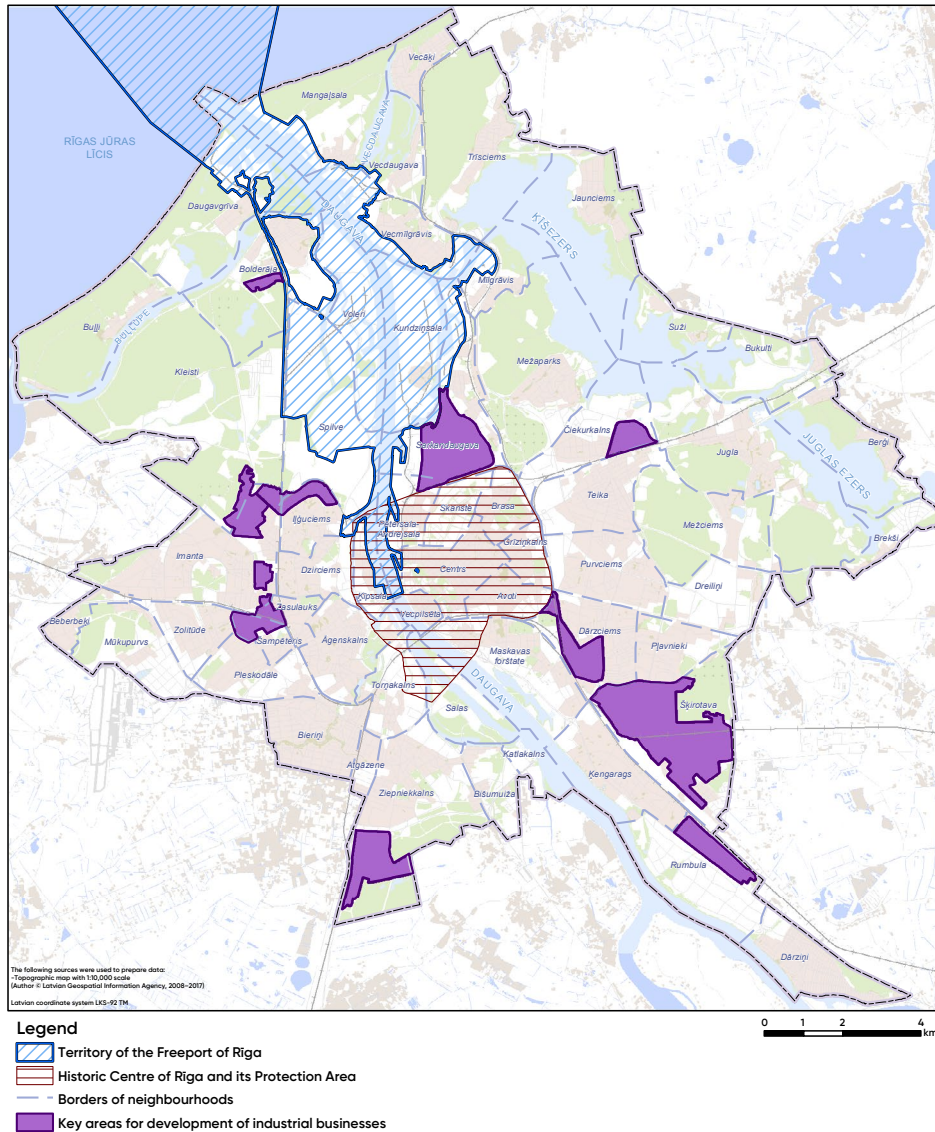


Figure 4.3. Areas significant for industrial development

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of the business and industrial development areas is based on 11 areas identified in the TP of the territories necessary to ensure business functions as significant for industrial development. Functional zoning of the RSP is developed to provide flexible development opportunities for service centres of different levels, and to set restrictions for the location and development of large service facilities in residential areas, minimising the potential negative impact that such facilities might have on the quality of the residential environment, for example, increased traffic intensity, noises, odours, and other factors reducing the quality of living environment. At the same time, the RSP provides opportunities to ensure a range and variety of available services that comply with the character and type of residential building. Restrictions on the location of fuel filling stations have been kept unchanged, and specific requirements for the location of car wash facilities in residential areas have been established.

The municipality is entitled to impose different restrictions on the property rights in the SP in accordance with the directions of spatial development stipulated in the SP and the preferences of the majority of community in regard to future development of the area. In accordance with the study supported by the Ministry of Health on gambling, computer gaming, and excessive use of the Internet in Latvia⁶, majority of respondents supported a ban on gambling considering that accessible gambling facilities contribute to addiction that, in turn, supports the need for stricter requirements for gambling/gaming halls (venues) and casinos. Based on the above and addressing gambling as an export commodity (“gambling go home with the tourist”), the RSP only permits gambling in four or five star hotels. Therefore, the municipality ensures and respects proportionality, coherence, and consistency reducing the availability of gambling places without completely prohibiting this type of commercial activity, thus ensuring that the fundamental rights of a merchant are not restricted completely.

⁶ Aivita Putniņa, Artūrs Pokšāns, Māris Brants. Study on the prevalence of process addictions (gambling, social media, computer gaming addiction) in Latvian population and risk factors affecting it, 2019

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In accordance with the judgement of the Constitutional Court dated 16 May 2019 in Case No. 2018-17-03, it was decided that the prohibition of gambling in the HCR and its PA is a proportionate restriction of the fundamental right stipulated in Article 105 of the Constitution of the Republic of Latvia (Satversme) to achieve the protection of human rights and public welfare, it is necessary to reduce the availability of gambling in a coordinated and systematic manner. There is no objective reason why the residents who are in the area of the HCR and its PA in their everyday life should be more protected against gambling addiction than the residents in any other part of Rīga. Therefore, by prohibiting gambling in the entire city of Rīga, except in four or five star hotels, as indicated in the Environment report of the Strategic environmental assessment of the RSP, the municipality ensures and promotes protection of the rights of people to live in a favourable environment, i. e., by ensuring the well-being of society (health and financial well-being) and the right to live in favourable cultural environment. This also ensures protection of cultural heritage and right to protection of cultural heritage, considering that in the territory of Rīga, including outside the PA of HCR, there are sites of cultural heritage of national and local significance to be preserved, protected and developed, to ensure that the cultural environment (or cultural urban environment) of the area is favourable, and attractive not only to the local residents and visitors, but also to foreign tourists that, consequently, contributes to the positive image of the capital city of Latvia.

4.4 Freeport of Rīga

The Freeport of Rīga has an important role in the economic development of the city, therefore the functional zoning and development conditions for the port areas are subjected to the primary objective – to ensure favourable conditions for the development of the economic operations of the port. At the same time, the RSP includes conditions for the operations of port businesses to reduce the negative impact on the environment and residential areas. The RLUBT set requirements for public utility networks of business areas, establishment and expansion of polluting activities,

and maintain the provisions of the RSP 2006–2018 on the monitoring of air pollution. To balance the interests of economic operations and the requirements of environmental and cultural heritage protection, the RLUBT of the RSP sets conditions for the establishment of temporary spoil piles in the territory of the Freeport of Rīga.

To protect the population from the negative impact of hazardous waste and scrap metal recycling, and from the negative impact of hazardous and polluting cargo handling, the RLUBT include conditions for the minimum distance of the respective facilities from residential buildings and the approaches that have to be used. The RSP also includes conditions for residential building in the territory of the Freeport of Rīga that was not included in the RSP 2006–2018, although, residential building exists in the area. Considering the specific nature of the port's activities, specific requirements have been set for the location of residential and public buildings, and for the development of new production and logistics facilities, to reduce the risk of accidents and their consequences for the health, life, and property of people.

When developing the functional zoning of the RSP for the areas of the Freeport of Rīga, the necessity to preserve and develop the protected nature territories and cultural monuments, as well as the necessity to create outdoor and recreational areas to improve the living environment quality for the residents in the area of the port and near port was respected.

4.5 Risk establishments and areas

Transit and storage operations in port territories and on the public railway infrastructure network, use of different chemicals in manufacturing, sources of ionising radiation and biochemical laboratories in research facilities and medical institutions can cause a variety of risks to health and life of people and to property in the vicinity of these facilities. The main risk establishments are included in the list approved by CM Regulation,

therefore the number and location of these establishments is subject to change. The RSP includes the most significant facilities that may cause the key risks, except for fuel filling stations that, due to their large number in small areas at risk and due to their variable nature are not included in the scheme of establishments of increased danger of RSP (Figure 4.5.1), but the impact of the risk caused by these facilities should be assessed in specific situations, for example, within the framework of the construction design.

In accordance with the statutory requirements of risk minimisation, safety distances are established around objects or equipment that qualify as industrial accident risk establishments. The safety distance established in the RSP is equal to the distance of the potential harmful effects of the accident as set in the programme or safety report for the mitigation of incidents at industrial accident risk establishments, as assessed applying the criteria set out in these regulations, and which cannot be less than the protection zone for the facility or engineering installation as provided in the Protection Zone Law. If, applying the criteria included in these regulations, the calculated distance of the radius of the potential harmful effect of accidents exceeds 500 m, safety distance is 500 m. If risk assessment has been performed and as a result of risk analysis, acceptable risk level has been determined ($P_{let} \leq 1 \times 10^{-6}$), the safety distance of the object is reduced down to the area with such risk level but it cannot be less than the minimum safety distance provided for the site or engineering installation as set in the Protection Zone Law. The goal of these measures is to reduce the probability of an accident (causing the so called "domino effect") and the risk that, in case of accident in the establishment, large number of population would be affected. At the same time, the conditions for determining minimum safety distances are provided to stimulate creation of clusters of dangerous facilities/businesses and use of the best available technologies in these businesses, thereby grouping the companies of the same business profile in specific locations in Rīga, including in port territory, to reduce the amount of areas subject to general industrial accident risk and restricted areas in the city.

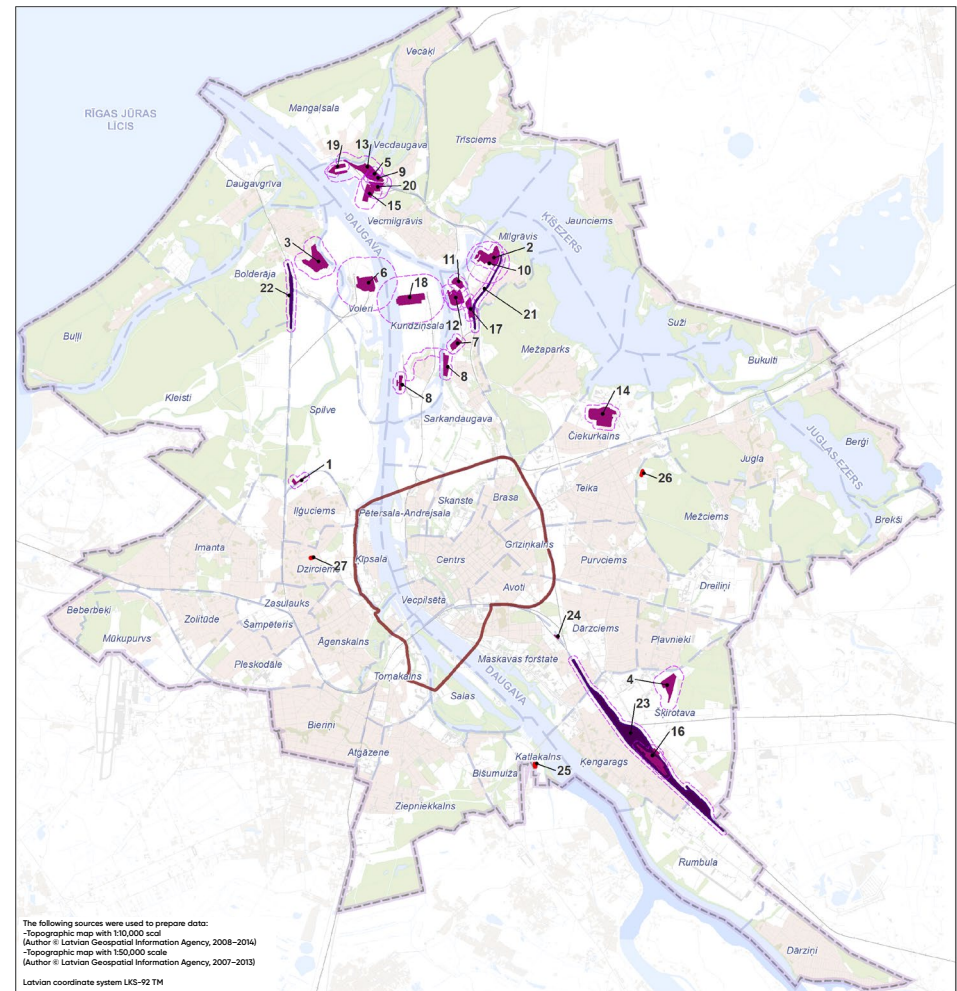


Figure 4.5.1. Establishments of increased danger

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No.	Company	Actual location of the object or equipment	Safety distance (m) or distance (m) around dangerous railway objects*
1.	LLC "Nordeka Oil"	Dzirciema iela 121A	100
2.	JSC "B.L.B. Baltijas termināls"	Ezera iela 22	100
3.	JSC "Latvijas finieris" factory "Lignums"	Finiera iela 6	200
4.	LLC "Latvijas ķīmija"	Cesvaines iela 3	200
5.	LLC "Circle K Terminal Latvia"	Laivinieku iela 7	100
6.	LLC "Latvijas propāna gāze"	Zilā iela 20	500
7.	LLC "PARS TERMINĀLS"	Tvaika iela 7A	100
8.	LLC "PARS TERMINĀLS"	Tvaika iela 9	100
9.	LLC "Neste Latvija"	Laivinieku iela 5 z.g. 0100 111 0955	100
10.	LLC "ADR TURBO"	Aplokciema iela 3	500
11.	LLC "VL Bunkering"	Tvaika iela 68	100
12.	LLC "Woodison terminal"	Tvaika iela 37 Tvaika iela 39 Tvaika iela 39A Tvaika iela 39B	150
13.	LLC "Naftimpeks"	Laivinieku iela 11	200
14.	JSC "Latvenergo", Rīga TPP-1	Viskaļu ielā 16	100
15.	LLC "Jaunzeltiņi"	Birztalu iela 26 Birztalu iela 28 Birztalu iela 34 Birztalu iela 38	200
16.	LLC "LDz ritošā sastāva serviss"	Krustpils iela 24 Krustpils iela 26A	100
17.	LLC "OVI"	Tvaika iela 58 Tvaika iela 58A Tvaika iela 60	100
18.	LLC "Rīga fertilizer terminal"	Uriekstes iela 48 k-1	500
19.	LLC "VLD GROUP"	Birztalu iela 66	100
20.	LLC "Cargo Concept, Ltd"	Birztalu iela 4 Birztalu iela 4A	200
21.	Railway station Mangalī	The territory was identified in accordance with CM Regulation No. 46 "List of establishments of increased danger" dated 21 January 2021 and data provided by the State Joint Stock Company "Latvijas dzelzceļš".	100
22.	Railway station Bolderāja		100
23.	Railway station Šķirotava		100
24.	JSC "Pasažieru vilciens"	Rēznes iela 9	0
25.	Institute "BIOR"	Lejupes iela 3	0
26.	Laboratory of the Centre of Infectious Diseases	Linezera iela 3	0
27.	State Blood Donor Centre	Sēlpils iela 9	0

* Minimum distance to a new residential house or public building from railway infrastructure objects (stations) of public use that have been included in CM Regulation No. 46 "List of establishments of increased danger" dated 21 January 2021.

Coordinated cooperation between municipal and governmental institutions and the establishment and maintenance of proper support infrastructure are significant to ensure emergency response. To ensure fire safety, the city has private surface water abstraction points and a network of hydrants operated by the municipal Limited Liability Company "Rīgas ūdens" in the city's centralised water supply system. Since centralised water supply is not available everywhere and in some neighbourhoods of Rīga there is a lack of hydrants or they are non-existent, it is not possible to ensure compliance with the laws and regulations to provide external fire-fighting for every building or structure from at least two hydrants for at least three hours.

If it is assessed in the context of population in 2020, measures should be taken during the planning period to provide fire-fighting water abstraction points by installing hydrants or dedicated water abstraction points near surface water bodies, mainly in the neighbourhoods of Dārziņi, Mangaļsala, Jaunciems, Trīsciems, Rumbula, Bukulti, Suži, Beberbeķi, Kleisti, and Buļļi.

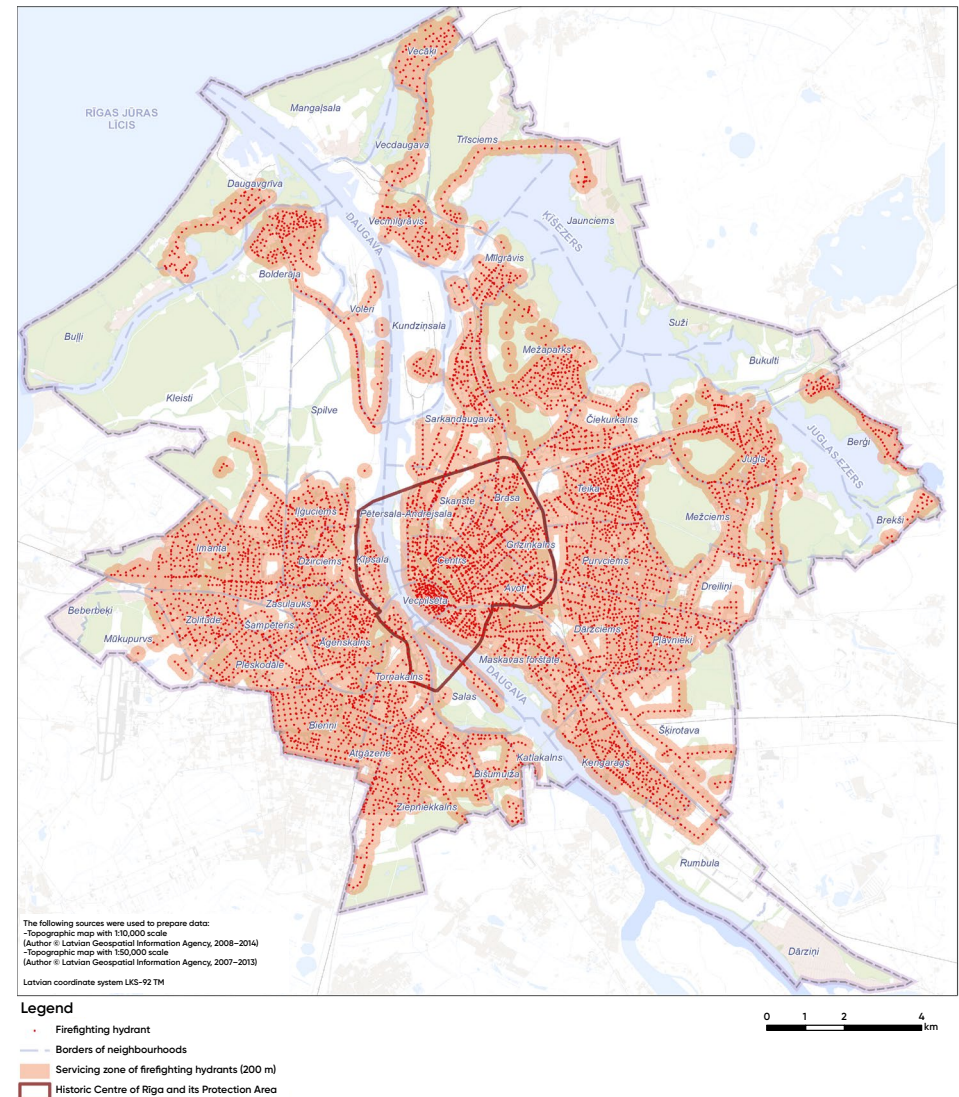


Figure 4.5.2. Locations of fire-fighting hydrants

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4.6 Transport

Rīga is an important transport and communications centre not only locally, but also on the national and international level, and it plays a significant role in the economic growth of Latvia. Rīga is home to important passenger transport facilities: the Rīga Passenger Port, the Rīga International Coach Terminal and the Rīga Central Train Station, while Rīga International Airport is located in the territory of the Mārupe Municipality that is neighbouring municipality of Rīga. In terms of transport and traffic, the role of Rīga will continue to grow as a result of the planned construction of the Rail Baltica railway line that will not only connect the Baltic States and Finland with Central Europe, but will also create a convenient link between the Rīga Central Train Station and the Rīga International Airport thereby contributing to the mobility of Latvian population and foreign visitors and increasing the number of transit passengers at these transport hubs.

The city's transport and street network is the main element of the infrastructure that ensures the mobility of residents. The population in the capital city is decreasing, but the population in the neighbouring municipalities is increasing. Work places, education, shopping, and entertainment opportunities are clustered in Rīga and commuting increases the strain on the transport infrastructure that consequently causes traffic jams, air pollution, and noise pollution.

The solutions included in the RSP, in accordance with the planning continuity, have improved the existing spatial structure of the transport infrastructure as defined in the planning documents: a grid of streets with a radial and circular pattern (the central circle is formed by Hanseatic Crossing, Zirņu iela, Pērnavas iela, the Island Bridge and Daugavgrīvas iela; the city circle is formed by the Rīga Northern Transport Corridor, the Southern Bridge, and the Eastern and Western Main Roads) and radial connections. Considering the impact of Rail Baltica and the undeveloped infrastructure facilities on the urban environment, changes have been introduced in the transport infrastructure development scheme of Rīga.

The Western Main Road has been relocated to the alternative track in the west of railway line of Bolderāja as provided in the Strategy, the Hanseatic Crossing between Dzirciems and Ilguciems has been stripped of Category C, the future Seaside Main Road of Category B has been removed and the link between the central circle and the Eastern Main Road through Kundziņsala Island has been identified as the main northern connection in the long term. Until a decision on the initiation of local plan is made, use and spatial development as defined in the respective functional zone is allowed on the streets where the future planning process requires preparation of a local plan and revision of red line corridors.

Section 12 Paragraph One Clause 6 of the Law On Taxes and Duties stipulates that the municipality council is entitled to impose municipal tolls in its administrative territory to vehicles entering restricted entry zones. Such dues and fees are subject to statutory requirements set by the Cabinet of Ministers. Article 11 of Cabinet of Ministers Regulation No. 480 Regulations on the Procedure How Municipalities May Impose Municipal Dues and Fees dated 28 June 2005 provides that SP determines such restricted entry zones. Article 433.2 of binding regulation No. 38 of the RCC Regulations on Land Use and Building in the Historic Centre of Rīga and its Protection Area dated 7 February 2006 provided and the plan of the graphic part "Plan of traffic infrastructure development in the Historic Centre of Rīga and its Protection Area" included the restricted entry zone "Historic Centre of Rīga" where the municipality may impose toll fees. Clause 141 of the Strategy provides that pedestrian and bicycle traffic is a priority in the transport zone that includes the HCR and its PA railway area. It is planned that entry fee might be set for this area in future. In the TP of transport development, approved by decision No. 655 of RCC dated 15 December 2017, it was emphasised that its main objective was to reduce the amount of private transport in the central part of the city. Therefore, imposing an entry fee on vehicles entering the restricted entry zone in the centre of Rīga is a long-term and consistent intention of the municipality that complies with the principle of succession. The RSP defines and graphically represents the restricted entry zone, in which the municipality, by issuing certain binding regulations, is entitled to impose

duties on vehicles entering it or any part of it. A restricted entry zone shall be established to improve road safety, ensure public health, public order and safety, and to protect the environment, specially protected cultural and historical territory and cultural monuments. The procedure to pay the duty, vehicles subject to the duty, rates, exemptions and reliefs, and other requirements will be regulated by separate binding regulations of the RCC.

Public transport is an important factor in increasing the mobility of citizens and linking the capital city to the neighbouring municipalities, as it ensures passenger transport thus reducing the necessity to use personal transport for daily trips to Riga. To mitigate the negative impact of commuting transport, especially on the central areas of the city, the plan provides introduction / development of the park-and-ride system. Areas with compliant functional zoning are reserved for this purpose. This would facilitate reduction of vehicular transport in the areas with higher levels of air and noise pollution (especially within the central circle of the city). To facilitate successful operation of park-and-ride facilities, the RLUBT provides that part of the area of the land unit reserved for park-and-ride facilities can be used for public functions, provided that the planned demand for park-and-ride facilities is ensured and its functionality is not impaired, thereby additional users would be attracted to this site. However, to ensure that less cars are parked in the inner yards and to reduce the lack of parking lots, several land units owned by the municipality in the RSP are planned for the construction of parking lots, and it is planned that in future it will be possible to install those within the borders of red lines of streets if this is envisaged in the road reconstruction or construction projects.

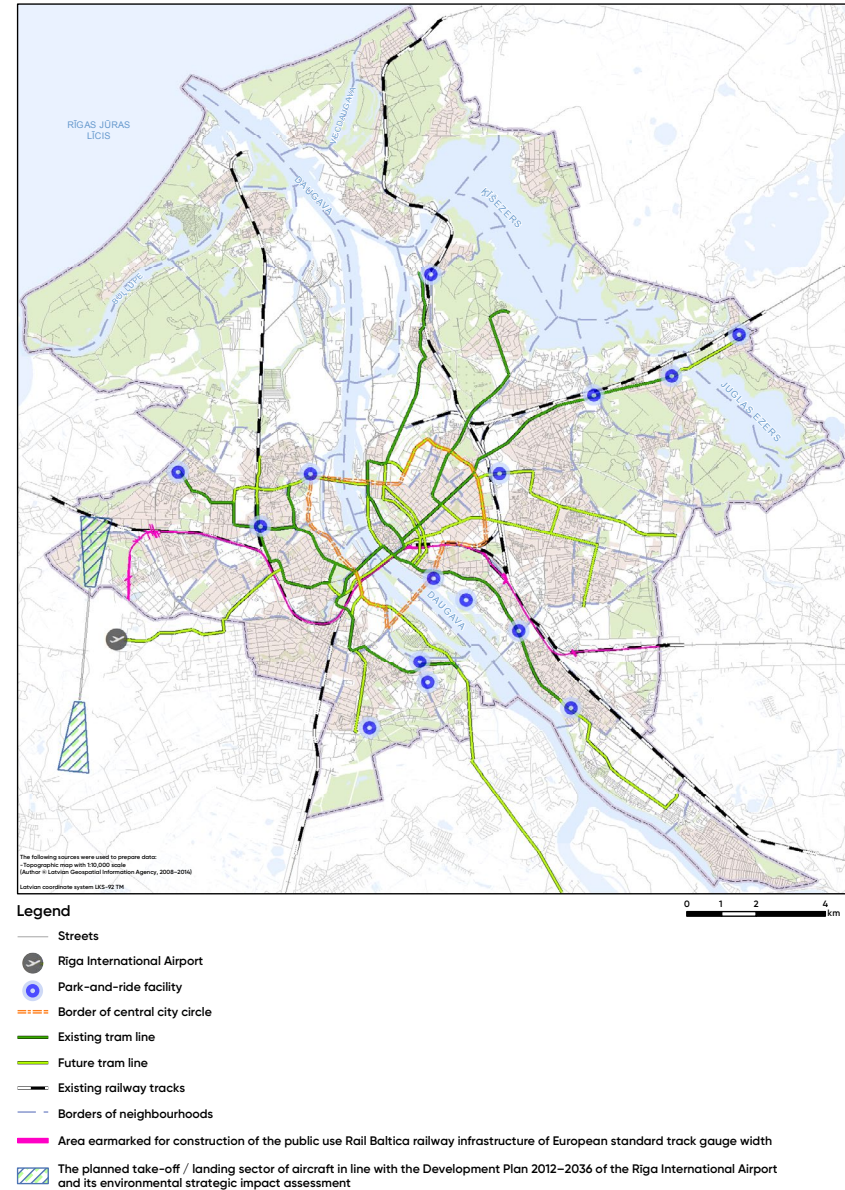
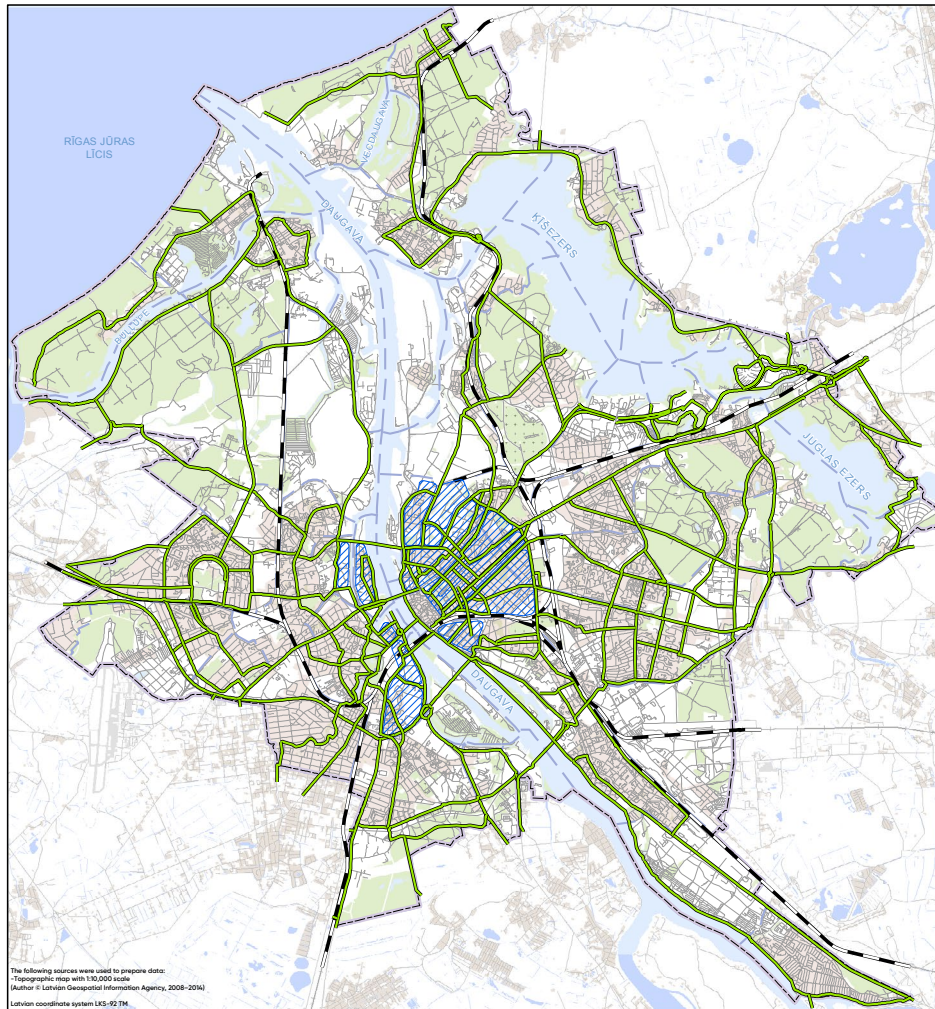


Figure 4.6.1. Park-and-ride facilities, railway infrastructure and development plans of the Riga International Airport

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- Legend**
- Bicycle infrastructure
 - Reduced speed zone
 - Existing railway tracks
 - Borders of neighbourhoods
 - Streets

Figure 4.6.2. Bicycle lanes

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In accordance with the goals included in the Strategy to facilitate convenient, safe and pleasant urban environment, the network of bicycle infrastructure has been improved in the RSP. Certain pre-conditions for the development of inner water transport have been included, regulating establishment of berths and marinas.

Considering that the requirement included in the RSP 2006–2018 to increase the number of parking lots is rather difficult because it is based on estimate data that often are not available during the construction design phase, namely, based on the number of visitors and workers, the application of parking lot regulation has been reviewed and its criteria has been specified based on the space of the planned facility in square meters.

To ensure functioning of the existing transport system and its sustainable growth, as well as to retain the option to carry out quality implementation of development intentions, the RSP includes requirements for further research of traffic flows based on foreign experience, and criteria has been included for the necessity to develop projects on traffic flow analysis and conditions for its development. The main criterion for the assessment and analysis of the traffic quality within a transport network is the level of service (LOS) at intersections, based on “Highway Capacity Manual 2000” (HCM) delay time service levels at controlled and uncontrolled intersections. For the future facility to successfully fit in the transport system in accordance with the results of research, the developer or municipality has to improve the analysis of traffic flows in the affected area or reduce the number of journeys of vehicles generated / attracted as a result of the intention, ensuring the permitted indicators of traffic comfort levels.

4.7 Functions of state and municipality

State and municipal functions encompass key directions through which the government ensures the fulfilment of fundamental conditions for the well-being of individuals and general public in areas such as education, culture, healthcare and social care, and, to some extent, recreational,

sports and leisure. Municipal functions include also the provision of public utilities. The majority of public administration and higher education institutions are clustered in the capital city Rīga. The city offers services that are unique for Latvia in the field of healthcare, education and culture and that attract service recipients from Latvia and abroad.

To guarantee the effective provision of essential state and municipal services in Rīga, it is crucial to ensure consistent spatial coverage ensuring that residents have convenient access to the necessary primary services within optimal distance from their residential areas. Therefore, the RSP does not include specific functional zones for the state and municipal functions, but the options of these services are integrated in functional zones where those are permitted as the main use or additional use. As part of the RSP development, data on properties earmarked for future state and municipal functions were collected and factored into the establishment of functional zones. This especially applies to the territories reserved for recreation in the city and in cases when those are smaller than the minimum included in the RSP, these territories (squares) are included in the appendix to the RLUBT of the RSP to retain their function.

Objects of national interest and their use conditions are determined, developed and approved by the Cabinet of Ministers. Information on the objects of national interest varies during the period of application of the plan. Up-to-date information is included in the Spatial Development Planning Information System (hereinafter – SDPIS), therefore the transport and military sites of national interest in Figure 4.7.1. include those that have been indicated in the SDPIS by 11 November 2021.

Promoting development of technical infrastructure, the construction of utility networks and facilities, and establishment of basic waste management infrastructure have been identified as permitted use in all areas. Requirements for the construction of utilities' infrastructure are determined mainly by regulations for each type of public utilities, along with the additional requirements specified by the RLUBT. In regard to the interoperability of technical infrastructure objects and other functions,

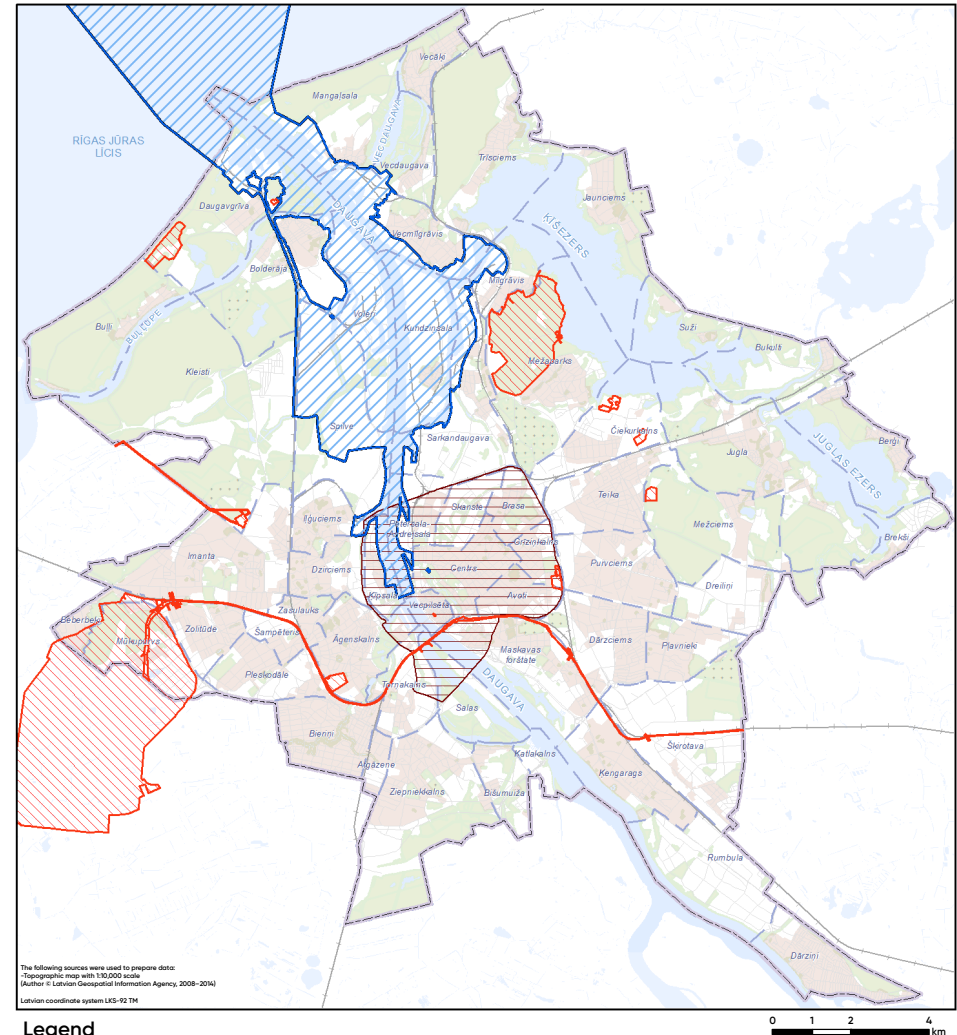


Figure 4.7.1. Location of sites of national interest

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certain restrictions have been imposed, for example, distances between residential and transformer substations, etc., and conditions for certain technical and transport infrastructure objects allowed only in specific functional zones, for example, 330 kV transformer substations, large and medium combustion plants, certain types of waste management and building activities of recycling companies, etc. However, detailed development solutions for public utility networks are provided in DP and LP or solved within the framework of development of construction projects.

In accordance with the Law on Water Management Services and CM Regulation No. 240, SP shall earmark territories where centralised water supply systems and centralised sewerage systems have to be installed, preventing the spread of pollution due to the lack of sewerage systems or, fragmented provision of centralised system, and ensuring quality drinking water for residents and companies.

The designated for the installation of centralized water supply and sewerage systems within the RSP have been determined based on the agglomeration border of Rīga city wastewater, as approved by decision No. 657 of the RCC on 15 December 2017.

Areas where centralised water supply systems and centralised sewerage systems shall be installed are depicted in the graphic part of the RSP. Within their border, new buildings and renovated buildings shall be connected to centralised water supply and sewerage system.

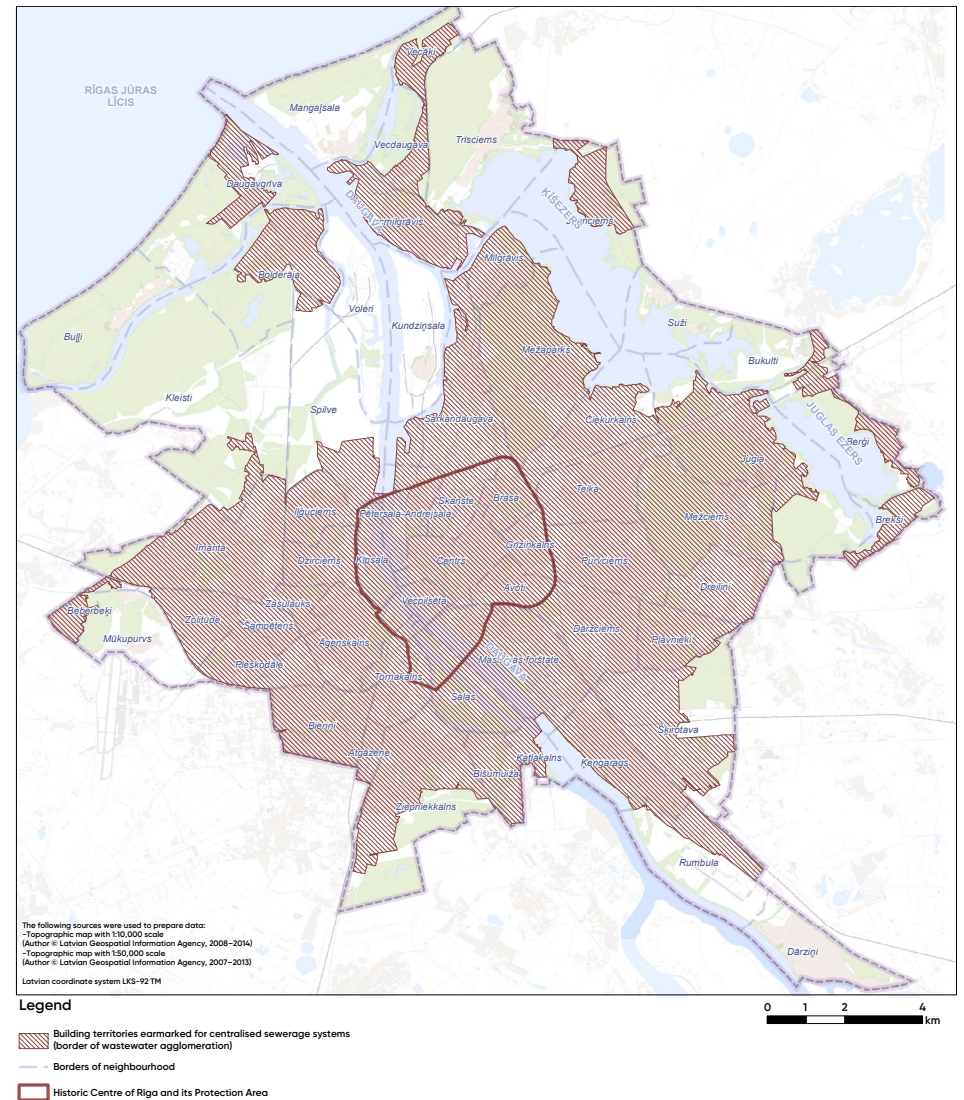


Figure 4.72. Areas earmarked for centralised sewerage systems

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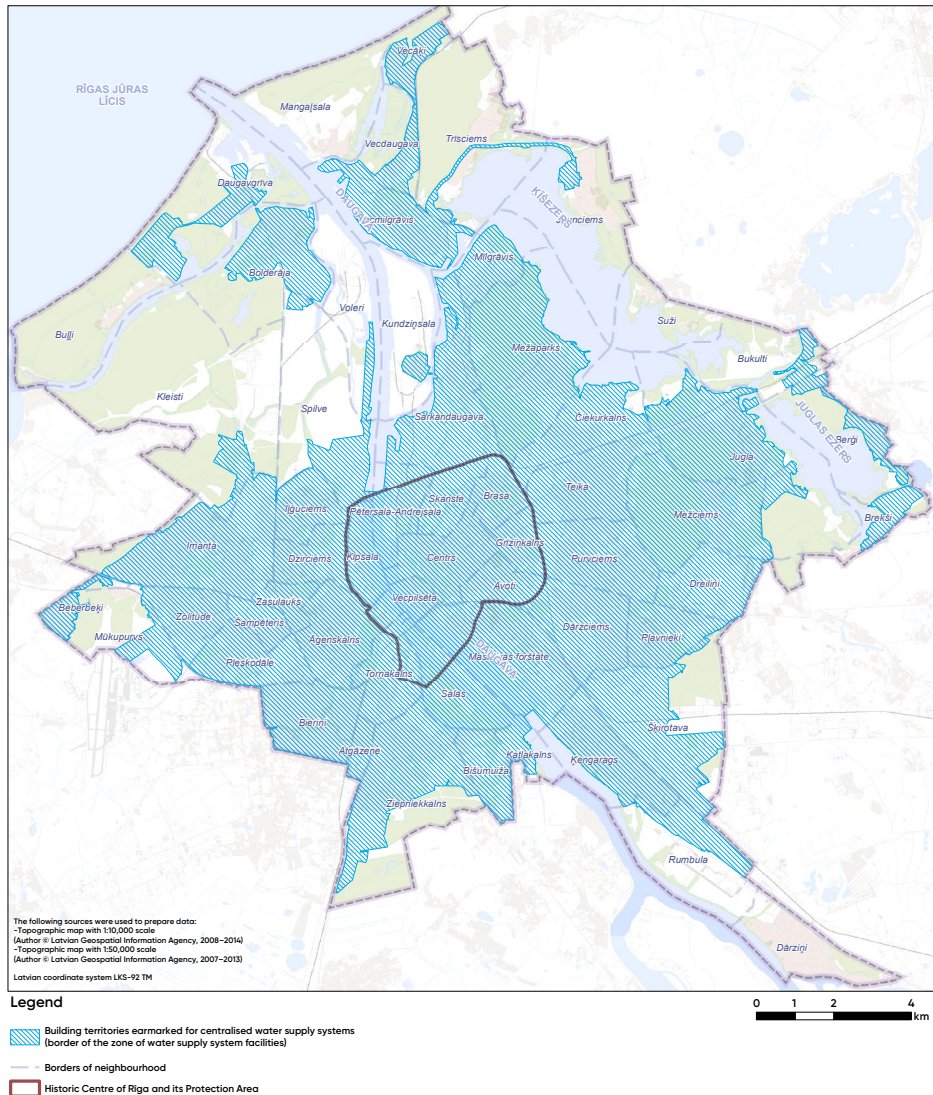


Figure 4.7.3. Areas earmarked for centralised water supply systems

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Addition of new territories to the wastewater agglomeration and changes in the borders of water supply area shall be evaluated in the development programme of the city and in the development concept of the Limited Liability Company "Rīgas ūdens" responsible for the municipal water management.

Social infrastructure objects are permitted in all functional zones where their location is permitted by CM Regulation No. 240, however, restrictions are imposed depending on the scale of the object and its location, for example, access from streets of certain categories has to be ensured for residential areas. Requirements for their compatibility with other functions, including technical infrastructure objects, have been specified for social infrastructure objects.

The RSP maintains a requirement for permitting objects that are necessary for essential public safety, health, environmental or cultural reasons in all areas. To ensure public order, municipality police facilities shall be developed near residential areas, and therefore they are allowed within residential building zones.

4.8 Plantations and public outdoor space

The role of plantations and the structure of public outdoor space in quality urban development in Riga is especially emphasised. Approximately half of the city's area is composed of nature and greenery territories along with water bodies. Consequently, there is a need to promote the creation of a unified and interconnected network of plantations and public outdoor structures within the city to enhance accessibility and quality to provide residents with enjoyable recreational opportunities and pleasant commuting experiences. To achieve this, the RSP includes conditions for nature and greenery territories, building territories, areas of activity centres and traffic zones.

The RSP defines three functional sub-zones of Nature and Greenery Territories outside the HCR and its PA. There are certain areas the main

objective of which is to preserve natural values and therefore a limited range of recreational uses and minimal amenities need to be developed there. This sub-zone covers specific nature territories, for example, specially protected nature territories, and watersides. Territories, where it is possible to create new forest parks, parks, squares and other improved areas, and nature and greenery territories owned by private entities, are assigned a separate sub-zone of Nature and Greenery Territories. A wide range of recreational uses, including buildings and engineering structures related to the relevant function, are permitted in the territory. Conditions have been specified for the location of building territories and preservation of plantations in these territories. Cemeteries are included in the sub-zone of Nature and Greenery Territories, where it is permitted to develop objects related to the functions of cemeteries. Also, procedures for establishment of new cemeteries and pet cemeteries are specified.

The RSP stipulates that only for the areas larger than 0.1 ha a separate functional zone is provided. This means that squares and other public outdoor spaces of less than 0.1 ha not adjacent to any larger nature and greenery territory are also not designated as separate nature and greenery territory, but are integrated into the functional zone defined for the respective block. Moreover, the functional zoning does not provide separate plantation sections along the streets, but requirements for their establishment are stipulated by the RULTB. Establishment of plantations and their facilitation is permitted in any territory. The RSP therefore provides conditions for forest parks, parks, squares, theme and amusement parks, improved watersides, swimming areas, allotment gardens and other public outdoor spaces, defining the requirements for their establishment, building, reconstruction, infrastructure, amenities and plantations. Considering that the allotment garden areas have a significant role in the structure of the plantations in Riga and their ecological, cultural, historical, social and socio-economic value, the RSP provides the possibility to create not only temporary allotment gardens, as it has been so far, but, by developing a single LP, to acquire the status of permanent allotment gardens where it is possible to build garden houses, too. Allotment gardens can also be established in the yards of residential houses as part of the facilitation of the territory.

Requirements for building territories are established to define building parameters and requirements for the infrastructure and improvements within these areas. These regulations aim to enhance the aesthetic appeal of the urban environment, preserve the presence of green spaces and their ecological importance, and guarantee recreational opportunities for residents. To facilitate biodiversity, assessment of the favourable protection status is planned in the areas where specially protected habitats have been identified. In the areas already characterised by established plantations, distinct building parameters are set to preserve the existing natural assets, such as trees, shrubs, ground vegetation, watercourses and topography.

Considering the wide range of benefits provided by water and green infrastructure to the urban environment and its residents, as well as referring to the Latvian National Plan for Adaptation to Climate Change until 2030, the RLUBT of the RSP introduces additional planning tool: green infrastructure elements, the use of which in the urban environment would contribute to the growth of diverse green areas and wetlands.⁷ These will enhance the control of microclimate and air quality, promote biodiversity and sustainable rainwater management. Simultaneously, this approach contributes to the creation of an attractive urban environment while increasing the value of real estate properties.

In accordance with CM Regulation No. 16 Procedure of Assessment and Management of Noise dated 7 January 2014, quiet areas have been identified in the strategic noise map of Riga agglomeration; these areas have a favourable impact on the health of individuals, who live in noisy areas of the city. These designated areas encompass spaces covering at least 10 hectares, with the majority of the annual L_{dvn} indicator measuring below 50 dB (A), and where 75% of the area registers a reading below 55 dB (A). They might be identified as quiet areas with low level of environmental noise pollution. Such public outdoor space should be predominantly assigned for the recreation of residents ensuring the development of appropriate infrastructure.

⁷ LLC "Grupa93", Analysis of rainwater management processes and provision of resources in the municipality of Riga and proposals for implementation of integrated rainwater management, 2017

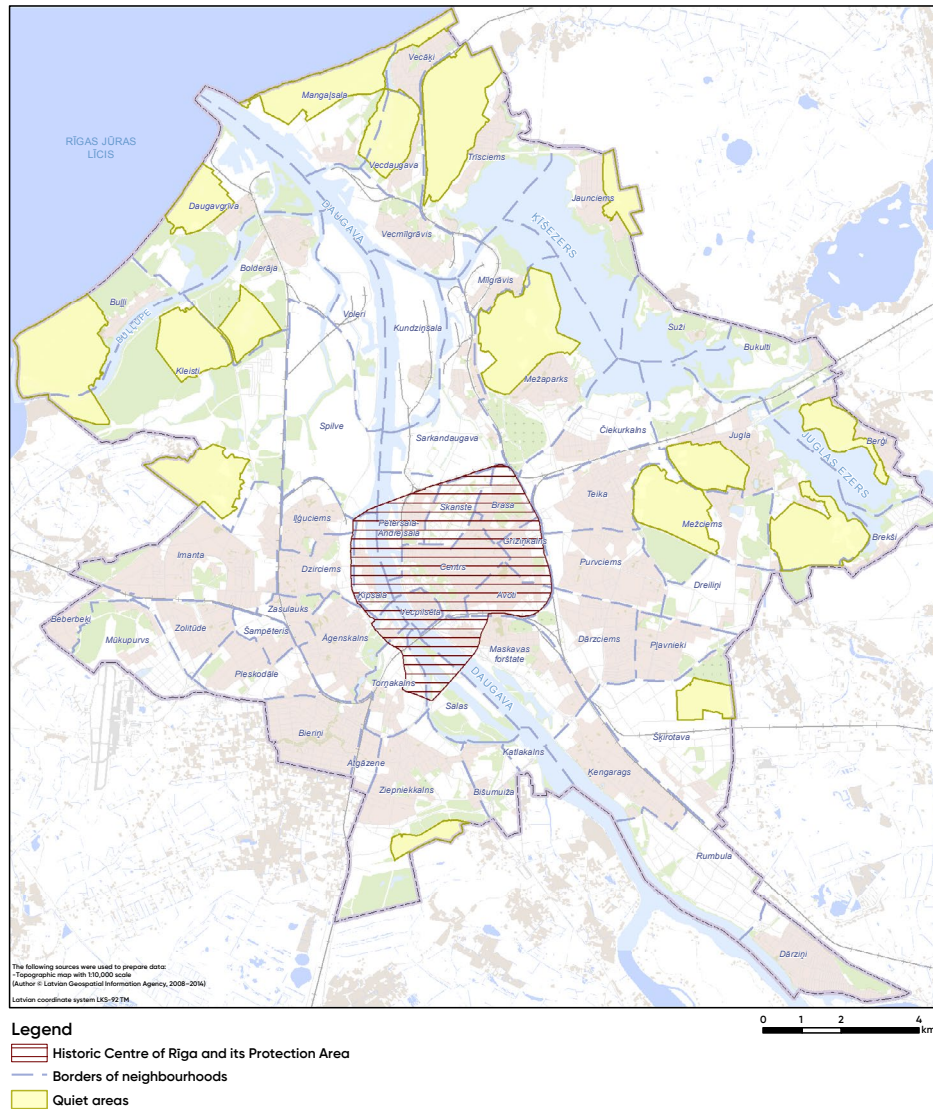


Figure 4.8. Location of potential quiet areas in the city of Riga

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Convenient and quality access by vehicular transport, cyclists and pedestrians can be provided by traffic areas where, depending on their role in the joint transport system, the possibility to create a functional and pleasant public outdoor space should be assessed. To facilitate this, additional requirements for streets and parking lots are introduced. If these objects meet specific criteria, guidelines for street plantations and the conditions for their implementation are provided. In newly designated building areas, protective plantations shall be created along the borders that adjoin existing industrial or technical buildings, as well as busy streets and railways. This measure aims to mitigate the adverse effects, such as noise and air pollution, on the planned residential or public structures. In the areas where streets or pedestrian roads cross a block of buildings at least 300 m apart, it is mandatory to provide pedestrian and cyclist access across these blocks. Pedestrian streets shall be established in any functional zone. However, it may be necessary to develop a detailed planning document to create the network of public outdoor spaces. The provisions of the RLUBT stipulate the cases when LP and DP should be developed, as well as the issues to be addressed by these, including solutions for public outdoor spaces.

4.9 Water bodies and embankments

Water bodies take up 16% of the territory of Riga, making them among the most valuable natural resources of the city. The location of the river Daugava, lakes and small water courses has significantly impacted the city's development and spatial layout. For centuries, the estuary of Daugava into the sea, coupled with robust inland connections, has underpinned the development of the port of Riga and the economic growth of the city. The unique natural conditions, recurrent flooding and the changing river bed, have created a number of ecologically important areas that constitute a substantial portion of Riga's natural environment. Water bodies form a part of the territory of Riga and have a functional, aesthetic and economic potential. Previously they were widely used for trade, sailing and recreation, however, nowadays, they are not fully used. To ensure full use of water bodies,

it is necessary to improve cooperation with neighbouring municipalities of Rīga, to implement joint projects regarding water bodies.

In order to preserve water bodies and facilitate the implementation of development scenarios associated with water usage within these bodies, a distinct land use category has been integrated into the functional zoning: the water body and the corresponding regulations (RLUBT) outline the conditions governing its use. The border of water bodies has been determined as precisely as possible, using the latest available spatial data.

The Civil Law stipulates that the littoral zone, as well as the lakes and rivers listed in the Annex to Section 1102 of the Law are included in public waters. All remaining water bodies are privately owned. A 10 m wide towpath is designated around public water bodies, and a 4 m wide towpath is allocated for other water bodies. In accordance with Article 9 Clause 16 of the Fishery Law, no towpath is established within the territory of the Freeport of Rīga. Division of water bodies in accordance with the Civil Law.

Status of the water body	Water bodies compliant with the status in Rīga
Public water bodies	Lake Juglas, lake Ķīšezers, river Buļļupe, river Daugava and all its tributaries, Juglas channel between lake Juglas, lake Ķīšezers and Lielais Baltezers, river Mazā Jugla, river Jugla, river Lielupe, Mīlgrāvis channel, river Vecdaugava, Zunda channel, river Mazā Daugava, river Āzene, river Audupe, sea coastline.
Private water bodies	Lake Bābelītis, lake Gaiļezers, lake Velnezers, Kīleveina ditch, lake Dambjapurva, quarry of Bolderāja, Māras pond, lake Linezers, river Langa, Beķergrāvis ditch, river Bieķengrāvis, Spilves ditch, river Hapaka grāvis, City Channel, river Šmerļupīte, river Mārupīte, Tēriņu spring, river Dreiliņupīte, river Piķurga, river Dauguļupīte, river Olekte, river Gaiļupīte, river Strazdupīte, river Lāčupīte, Bišumuižas ditch, etc.

Water bodies have to be viewed in relation to the development of the areas adjacent to them. The areas adjacent to water bodies are important to ensure recreation and environmental protection functions, as well as for economic activities. Hence, when establishing functional zoning along waterfront areas, not only the analysis of permissible use but also the proximity to water and the associated types of utilisation, have been made key considerations. Functional zoning mostly has primarily been implemented along the waterfront, catering to the development of residential, business and recreational functions. Outside the port area, new manufacturing areas are not planned along the waterfront. When developing a proposal for the allowable building height, the intention is to plan lower structures along the waterfront in order to maintain an unobstructed visual perspective.

In areas neighbouring water bodies, the implementation of comprehensive planning measures becomes necessary due to several factors, including the vulnerability of these areas to natural conditions (potential flood risks, unfavourable soil composition for construction, nature values), unarranged property layout and the need to balance the public and private interests in the use of watersides. The territories and cases where a more detailed planning document shall be developed for the water body and the adjacent territory, and the issues to be addressed therein, are specified in the RLUBT.

The Strategy underscores the ecological significance of water bodies, stating that in future, Rīga should try to preserve natural ecosystems, including water bodies and watersides, the processes taking place there, and promote the restoration (renaturalisation) of water basins. The shores and flood zones of water bodies are important to ensure ecological functions and form the characteristic landscape of a particular water body. To ensure the preservation of the shorelines, vegetation and aesthetic quality of water bodies, the RLUBT include provisions for strengthening, reconstruction and improvement of the embankments. To ensure restoration and maintenance of historical water bodies, the RSP includes sections of water bodies to be restored, where the possibility to

restore the water body in the adjacent area has to be assessed during construction processes. The activities carried out in water bodies impact not only the water quality, but also the quality of the environment in the adjacent land areas. To improve the ecological situation, RSP includes solutions to reduce the impact of pollution, namely, requirements for spatial development and construction in polluted and potentially polluted sites.

In the Strategy, important role has been assigned to the functional and recreational potential of water bodies, stipulating that free access to water bodies, improvement of shores of different types and levels and diverse use of water bodies should be encouraged, including development of sailing by creating berths to ensure possibility to reach watersides from the shore. To safeguard and maintain the current extent of publicly accessible waterside areas, the RSP includes currently publicly available watersides as zones subject to special requirements and establishes development conditions for comprehensive waterside areas ensuring public access of these watersides within the scope of a detailed planning process.

The importance of watersides as recreational areas is increasing, therefore the RLUBT includes the minimum procedures and requirements for the construction of well-developed watersides and swimming areas that comply with their size, potential number and intensity of visitors, and provision of infrastructure that conforms with the environmental quality requirements. The RLUBT include requirements for construction of marinas, and berths and footbridges to ensure nature protection, balancing public and private interests, and to promote more active use of water space, differentiating the requirements in accordance with the planned size of the object and its potential impact on the environment. Considering that floating structures are a relatively new type of building in urban territories and no examples exist in Rīga so far in the construction of floating facilities, the RSP does not determine specific territories suitable for the placement of floating structures, but includes conditions for the construction of individual floating structures and groups thereof.

4.10 Flood zones and amelioration

The location of Rīga along the lower river Daugava near the Gulf of Rīga sets a pre-condition where, under certain climatic conditions, some parts of the city may be susceptible to flooding. Wind surges, elevated water levels due to spring thaws, heavy rainfall and rising groundwater levels within the city contribute to flooding. Considering the climate change outlook, the likelihood and magnitude of flooding due to wind surge and rainfall is expected to increase in future.⁸

Until the mid-20th century, Rīga's growth and development were primarily concentrated in flood-protected areas characterised by favourable soil composition and groundwater levels. However, large residential districts built after 1950 in Rīga are often located in drained areas with a comprehensive open and closed rainwater drainage system. As the city expands, the need to utilise areas with challenging construction conditions, such as flood risks or high groundwater levels, becomes increasingly common. Consequently, the implementation of proper engineering measures and flood prevention structures in these areas is essential. The Strategy provides preventive measures to reduce the flood risk, including construction of flood prevention solutions set out in the Flood Risk Management Plan of Rīga. Moreover, preventing rainwater-induced flooding should also be considered by developing complex solutions for draining rainwater and aiming to drain more rainwater in open systems, improving those in accordance with the principles of quality urban environments and using green infrastructure elements introduced in the RSP, such as water meadows and wetlands.

To ensure compliance of flood zones with the climate scenario defined during the period of application of the RSP, the border of flood zones has been specified on the basis of the future (2021–2050) climate scenario provided in the project "Rīga against flood". The graphic part of the RSP includes areas with the probability of flooding once every 10 years (10%) as protection zones of water bodies. In accordance with the method used, the area of flood zones

⁸ Flood Risk Management Plan of Rīga, Rīga, 2012.

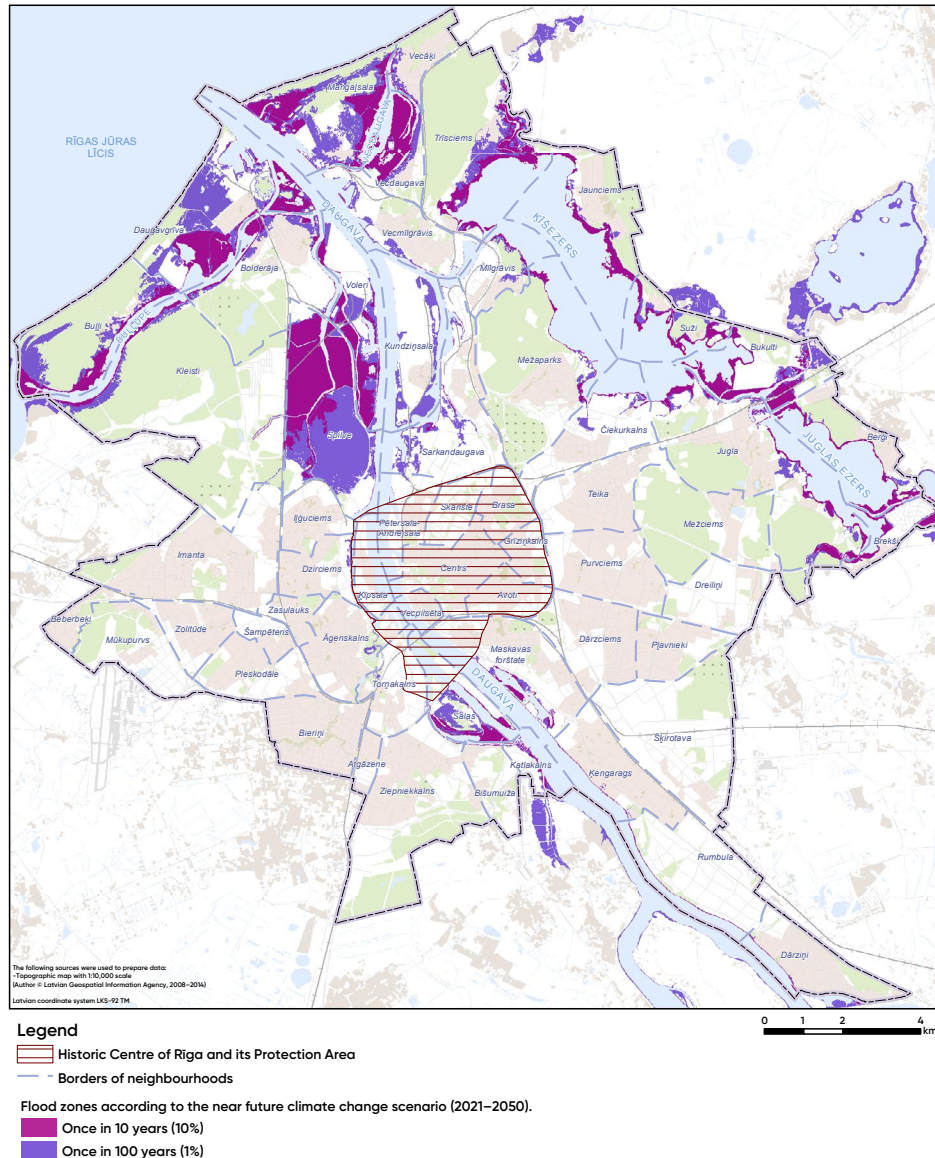


Figure 4.10. Flood zones in Riga

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in the RSP has increased compared to the RSP 2006–2018. Conditions for construction works in flood areas are included in RLUBT.

Figure 4.10. depicts areas with the probability of flooding once every 100 years (1%). The RLUBT do not include specific requirements for building in these areas, but owners can use this information for construction purposes and provide solutions to protect buildings and structures from damage caused by flood.

In many places in Riga, construction is hindered by high groundwater levels, therefore, the site has to be drained before construction. The border of territories to be drained have been determined based on information on the areas with high groundwater levels. These are areas with the groundwater levels exceeding 1 m below the surface of the earth.

The rise in both the frequency and intensity of rain is leading to a heightened occurrence of rainwater-induced flooding in Riga. Protection of an area against rainwater-induced flooding can be ensured with a fully functioning rainwater sewerage and amelioration system. To ensure the functionality and continuous operation of its key components, the RLUBT include requirements for the preservation and maintenance of elements within the municipal amelioration system and shared amelioration ditches, providing the cases when rearrangement of amelioration systems is permitted, and the width of restriction zones around amelioration objects.

Part of the Spilve polder – an area where water level is regulated using dam amelioration ditches and a pump system – is located in Riga. The RLUBT include requirements for the rebuilding, reconstruction and construction of polders in the existing polder areas to ensure protection of building territories against flood in the polder area where construction is permitted.

4.11 Protection zones and restrictions

Protection zones are dedicated areas to protect different types of objects (natural, and also artificial) from undesirable external effects, to ensure

the exploitation and safety thereof, or to protect the environment and people from the harmful effect of an object. The municipality and any manager or holder of immovable property have to observe the types of restrictions and the areas affected by it, because due to the variability of data and improvement of legal framework information becomes outdated and therefore causes confusion in the interpretation of different situations, especially in regard to the protection zones.

The graphic annex to the RSP "Main protection zones and other restrictions on the land use", in accordance with the scale of the graphic part of the plan S 1:30,000, depicts only those protection zones with the width of at least 10 metres. For the purposes of the Law on the Information System of Restricted Territories, the following protection zones fall within the competence of the Rīga City Council:

- 1) Surface water body protection zones – water bodies that have been assessed and specified in the RSP and whose protection zone shall be determined, and new border of flood zones has been introduced;
- 2) Baltic Sea and Gulf of Rīga coastal protection zone – the beginning of natural land vegetation is updated in the RSP, and the border of protection zone has been specified in accordance with the latest cadastre data;
- 3) Protection zone around water abstraction points shall be determined in accordance with the requirements of the laws and regulations; later the owner shall inform the municipality on the protection zone, the RSP depicts the chemical protection zones around the underground water abstraction points calculated by the State Limited Liability Company (SLLC) "Latvian Environment, Geology and Meteorology Centre";
- 4) Territories of forest protection zones around cities – the RSP identifies those forest areas in Rīga that have to be provided the status of protection zone;
- 5) Sanitary protection zones around cemeteries (graveyards), landfill sites, and wastewater treatment plants – in the RSP, these facilities have been reviewed and border of cemeteries has been specified in accordance with the Conceptual report on the development and management of cemeteries in Rīga approved by decision of the RCC

No. 4382 dated 18 October 2016;

- 6) Exploitation protection zones along streets and railway – the railway division section has been updated in the RSP, protection zone along railway and red lines of the streets;
- 7) Protection zones along railways on hazardous chemical substances and products are carried – the protection zone included in the RSP has been expanded in the planned residential building and nature areas;
- 8) Construction restrictions determined by municipality – in the RSP the borders of territories of building protection, and safety distances around areas or engineering facilities that pose industrial accident risks have been included, as well as the minimum distances to a new residential house or public building from railway infrastructure objects (railway stations) of public use included in the list of establishments of increased danger of national significance.

Protection zones of cultural monuments have been determined in accordance with the Protection Zone Law and the Law On Protection of Cultural Monuments. Amendments to the Law On Protection of Cultural Monuments passed by the Parliament of the Republic of Latvia (Saeima) on 17 May 2018 that became effective on 13 June 2018 significantly changed the management procedure of cultural monuments, instructs the municipality to overtake the control over the cultural monuments of local significance, thereby increasing the responsibility of the municipality for the cultural monuments in its territory. To ensure fulfilment of the task specified in the law and to provide information to municipality in regard to the cultural monuments of local significance that the municipality has to take over, the National Cultural Heritage Administration performs a review and clarification of the list of cultural monuments, and determines the individual protection zones for cultural monuments located in the territory of the city of Rīga that, upon approval, will replace the protection zones specified in the RSP around cultural monuments.

All remaining protection zones are depicted in the annex to the RSP "Main protection zones and other restrictions on the land use" based on the information provided by the responsible authorities or owners when it is submitted and can be displayed in accordance with the Law on the

Information System of Restricted Territories. The protection zones of public utility networks shall also be established only based on up-to-date highly detailed topographic information.

In addition, a list of establishments of increased danger of local importance should be published on the website of the City Development Department of the RCC during the transitional period. The most up-to-date information on polluted and potentially polluted sites is available in the Registry of Polluted and Potentially Polluted Sites published on the website of the State Limited Liability Company (SLLC) "Latvian Environment, Geology and Meteorology Centre". Information on the types of the local geodetic network markers and their location is available in the section Geospatial information on the website of the City Development Department of the RCC and information on the national geodetic network markers is available in the section 'Services' on the website of the Latvian Geospatial Information Agency. Moreover, due to reasons of accuracy of scale, the graphic part of the plan does not depict the natural monuments in the city, for example, protected trees of local and foreign origin (venerable trees) and their protection zones. Information on the locations of protected trees of national and local importance and their protection zones is available in the nature data management system "Ozols".

4.12 Cultural and historical heritage

The RSP has retained 15 territories of building protection provided in the previous planning documents, and the border of five of these building protection territories – "Āgenskalns", "Dzegužkalns–Nordeķu", "Jaunmilgrāvja (Ezera iela)", "Čiekurkalns" and "Torņakalns" – has been adjusted compared to the RSP 2006–2018. The border of territory of building protection in Āgenskalns has been adjusted to correct an inaccuracy of a technical nature, but in other territories of building protection borders have been changed to exclude building whose cultural and historical value does not comply with the status of the territory, or to include the building that complies with the status of the territory. At the same time, the content of the protected cultural and historical values in the territories of building protection

has been specified, dividing those in three levels, starting from general to detailed, and determining a set of requirements for implementation of development intentions in accordance with the level of detail.

To facilitate the implementation of development intentions clarifying the conditions for building, while preserving the urban environment characteristic of the valuable cultural and historical territories that is impacted by the character and scale of building in relation to the public outdoor space, two restrictive parameters – permitted number of storeys in the building block and the building line – have been specified in detail in all the territories of urban construction and territories of building protection. RSP has changed the principle how the building parameters are determined in the valuable cultural and historical territories. In the RSP 2006–2018, the building technical indices of building were determined, while in the RSP special sub-zones of functional zoning for cultural and historical territories with appropriate building parameters were created. In addition to the territory of building protection "Vecāķi" and urban building monument of national significance "Mežaparks", the indices of building density and free territory have been differentiated in accordance with the size of the land unit. It is significant to note that the cultural heritage supervision institutions are delegated the right to adjust and restrict the permitted use and building parameters in the respective functional zone in the construction intention in regard to the cultural monument or its protection zone, if the permitted use or building parameters may degrade the cultural and historical value of the object or territory.

The RSP has defined protected building groups in the territories of building protection. The purpose of these groups is to preserve building fragments, building blocks, streets and squares, parts of the city that characterise the cultural and historical value of the territory of building protection. In these territories, development intentions shall be implemented maintaining the height, scale, layout, material, greenery structure that is characteristic of the territory as much as possible. Within the framework of the development of the RSP, the initial value of buildings and structures located in the territory of building protection, which have not been granted the status of a cultural monument, has been determined. These have been divided in two groups:

potentially valuable historical building and building without specified cultural and historical value. The initial value shall be specified when the construction intention is submitted. In the subsequent planning phase, it is necessary to develop a municipal regulatory framework to determine the cultural and historical value of the historical building, and to establish an institution that would be in charge of this duty. As part of this, the necessary legal framework, including amendments to the RLUBT, should be prepared to ensure that the municipality can take over the functions of supervision and management of cultural monuments delegated to it by the amendments to the Law On Protection of Cultural Monuments dated 17 May 2018. In accordance with the above-mentioned regulatory amendments, cultural monuments of local significance are transferred to the municipality, therefore the National Cultural Heritage Administration shall perform a detailed review of the list of state protected cultural monuments, specifying the composition, value, border and protection zone of each monument included in the list. Besides, it can decide to exclude a monument from the list. Until this process is completed, the Riga City Council shall rely on the information included in the list of cultural monuments that is currently applicable. After the approval of changes, the information included in the RSP in regard to cultural monuments will be updated in accordance with the current situation.

Among other cultural heritage objects, the RSP includes historical industrial building and historical manors as special protected values that have been granted the status of protected building in the entire city territory regardless of the cultural and historical significance granted to the site.

As part of the RSP development, specific areas within the city were identified as potential sites for historically significant discoveries. Figure 4.12 depicts these areas in the context of state protected archaeological monuments and historical locations, existing and former cemeteries. Attention should be paid to these territories keeping in mind the respective development intentions and their implementation process. This information shall be clarified in the ongoing planning process, providing requirements and conditions for designs and construction in these territories, specifically considering the HCR and its PA.

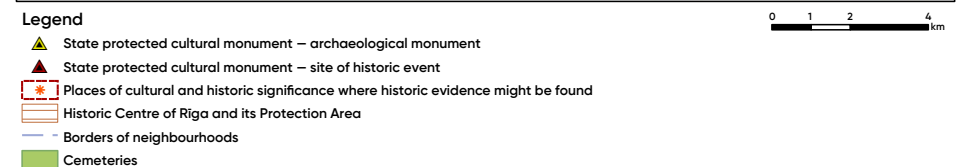
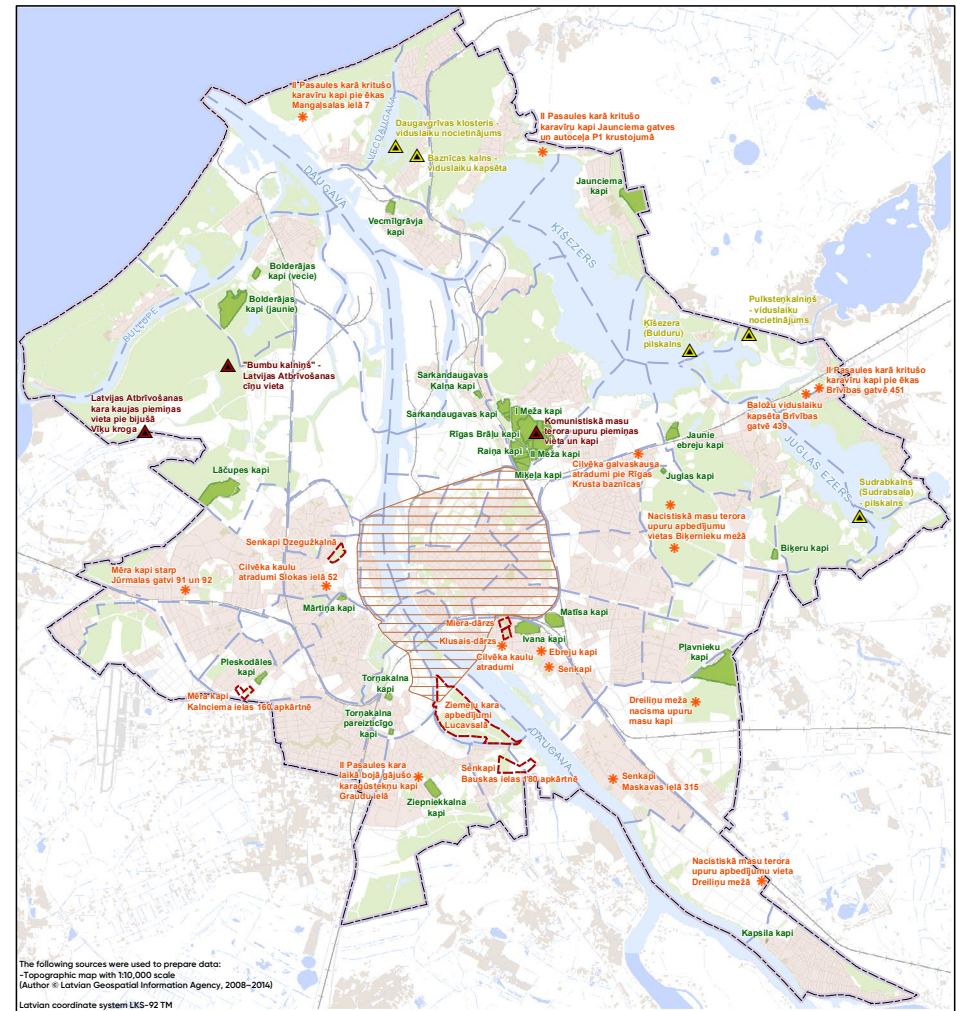


Figure 4.12. Potential locations of historical discoveries

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5 Public participation

In accordance with the principles of openness and participation, a broad and diverse public participation programme was implemented during the preparation of the RSP, where most of the activities were initiated by the municipality and which were based on the cooperation between the various departments of the RCC. The requirements and procedures for public participation in the planning and construction processes are regulated by several laws and regulations:

- 1) CM Regulation No. 970 Procedures for the Public Participation in the Development Planning Process dated 25 August 2009;
- 2) CM Regulation No. 628 Regulation on Local Government Spatial Development Planning Documents dated 14 October 2014;
- 3) CM Regulation No. 671 Procedure of public discussion of construction intention dated 28 October 2014.
- 4) CM Regulation No. 309 Regulations on cutting trees outside forest dated 2 May 2012;
- 5) CM Regulation No. 157 Procedures for Carrying Out a Strategic Environmental Impact Assessment dated 23 March 2004.
- 6) CM Regulation No. 18 Procedure for Carrying Out an Environmental Impact Assessment of Planned Activity and Accepting the Planned Activity dated 13 January 2015.

In the development of the RSP, joint methodology was used to assess the received proposals. The key criteria applied to assess the proposals were lawfulness, compliance with other planning documents, balance and proportionality, as well as validity.

The laws and regulations stipulate public participation in all major processes related to spatial development and construction, therefore, it is not currently planned to implement any new public participation

procedures. Based on international experience, quality over quantity is the key element in the public participation process.⁹ Therefore, further activities in providing public participation shall be carried out in two directions:

- 1) To ensure public participation, certain principles should be respected in the most significant matters related to spatial development and construction.

The society shall be involved as early as possible in the project development phase and the entire development process. The earlier the stakeholders are informed about a specific intention, the higher their trust and responsibility for the adapted solutions is. It is also essential that public participation measures continue over entire process of development of project at a reasonable frequency to ensure that decisions taken are openly discussed and accepted and that the involved parties are aware of the considerations that contributed to the adoption of the respective decision. Therefore, the representatives of the society become active participants in the process and have the sense of joint responsibility for the outcome of the project.

The objectives of public participation should be clearly defined to select a consistent method of public participation. Before a public participation measure is launched, a vision of the added value to be achieved from the participation process shall be clear, along with the most effective method, number of participants to achieve the result, and the required time and funding.

Before initiation of public participation events, target groups have to be identified and the events shall be oriented towards these groups. Target groups can differ by age, occupation, place of residence, sense of belonging, etc. The choice of correct target group is significant to create a meaningful discussion about the project or document under discussion. New forms of public participation should be developed and facilitated. Although the society is informed and public discussion on major issues and projects related to spatial development is organised in accordance with the laws and regulations, public participation is often rather formal.

⁹ <http://www.involve.org.uk/wp-content/uploads/2011/03/People-and-Participation.pdf>

Further on, the municipality has to work to differentiate the forms of public participation (discussions, meetings with involved experts, interviews, questionnaires, visits of the respective territory, games, etc.). Communication with the active members of the public identified during public participation activities should be maintained. The active residents who demonstrate their willingness and take initiative to participate in the project development process ensure active and interested dialogue and can help reach out to a larger community. Residents should be more active and communities should be developed in every neighbourhood of Rīga – past experience shows that non-governmental organisations of neighbourhoods are a good cooperation partner in solving issues related to the spatial development, as their participants have a good knowledge of the respective area, they have the support of neighbourhoods that allows them to represent the opinion of a higher number of residents constructively and purposefully. The associations of neighbourhoods have good mutual cooperation skills, and ability to cooperate with governmental and municipal authorities.

- 2) The range of institutions that organise the public participation measures and ensure their implementation in accordance with the above principles should be expanded. Municipality should serve as an example to private spatial developers ensuring quality process of public participation in the planning and construction stage of the objects of public importance:
 - 1) Transport infrastructure – construction of mobility hubs (stations, bus stations, etc.), construction of new streets, reconstruction and improvement of main streets, construction of new networks of public transport, organisation of public transport, construction of bicycle lanes, and construction of pedestrian streets, etc.;
 - 2) Structure of plantations – establishment of new parks and forest parks and improvement of existing ones, improvement of watersides, improvement of squares, etc.;
 - 3) Public infrastructure – construction of new municipal buildings and reconstruction of the existing ones, construction of main engineering communications, etc.;

Meaningful public participation begins with continuous information flow and dialogue during the design and implementation of the plan. Irregular activities draw attention, but they do not result in improvement of the situation in the long term. Public participation aims at achieving active participation of residents in development processes. To raise the public awareness of creative and regulated process of spatial planning, documents, decisions made and future opportunities, frequent activities, for example, explanatory work, informative materials, articles, interviews, professional discussions, cooperation with professional associations and organisations, should be ensured. Formal consultations should be replaced with widely accessible digital information and customised events. Planning specialists should use different interactive tools and platforms (Internet maps, social networks, etc.) to demonstrate the planning solutions and their impact. The materials available online have to be unambiguous. This would be a step towards maximising public access to data.

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