

Delta Interventions

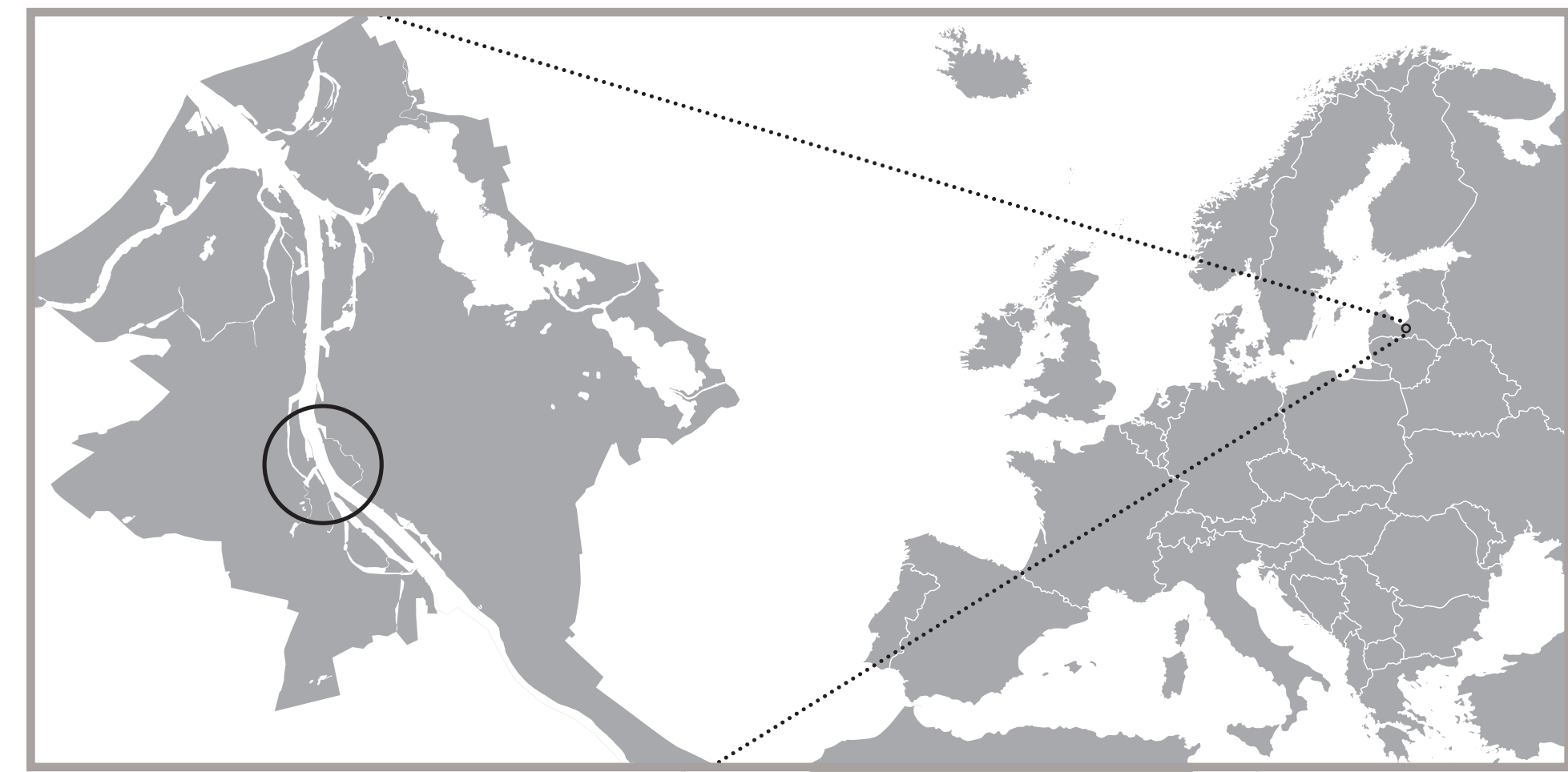
graduation studio



Towards a Green Capital

Designing a waterfront in Riga

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Design location



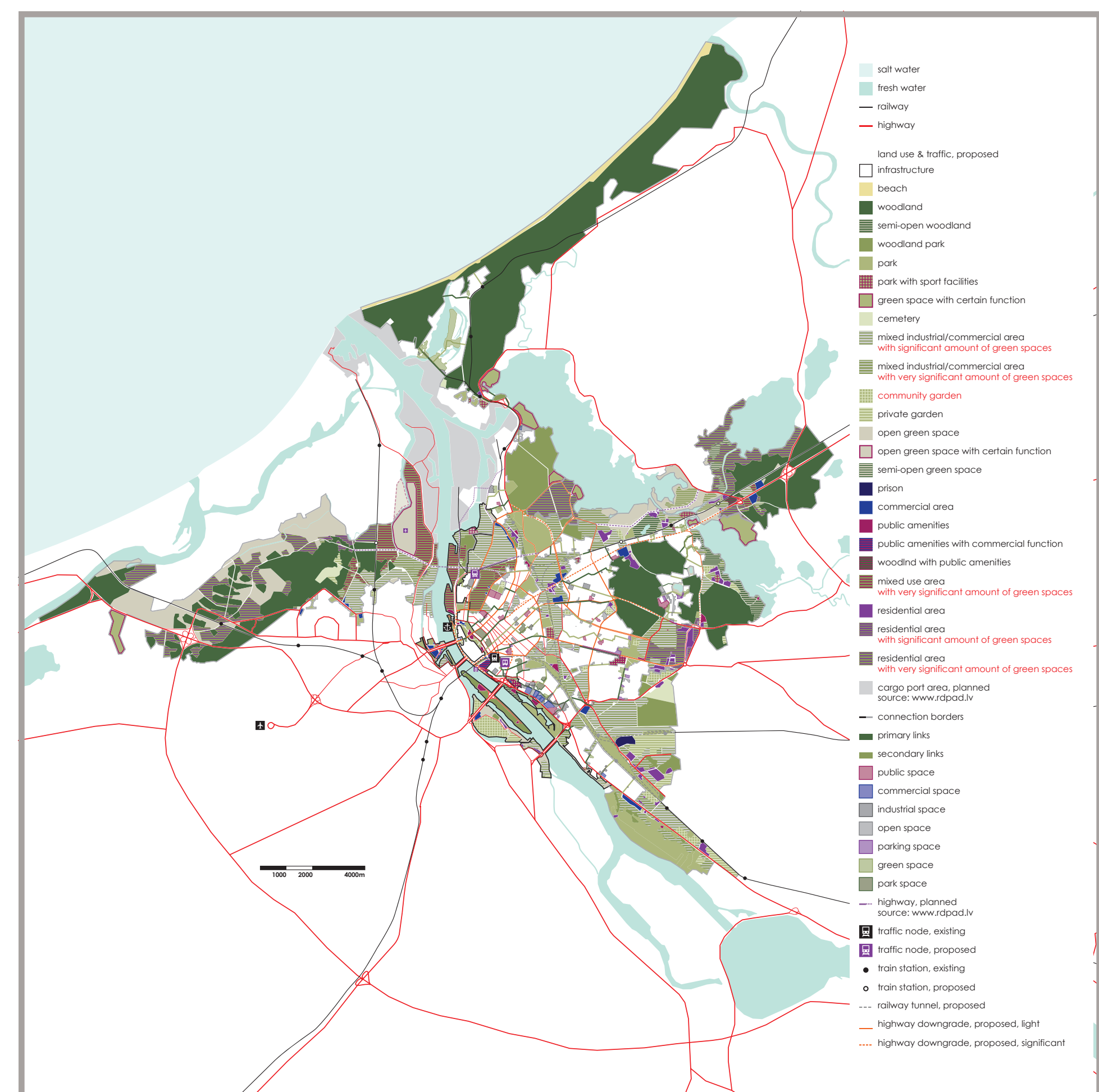
Riga metropolitan region, source: author



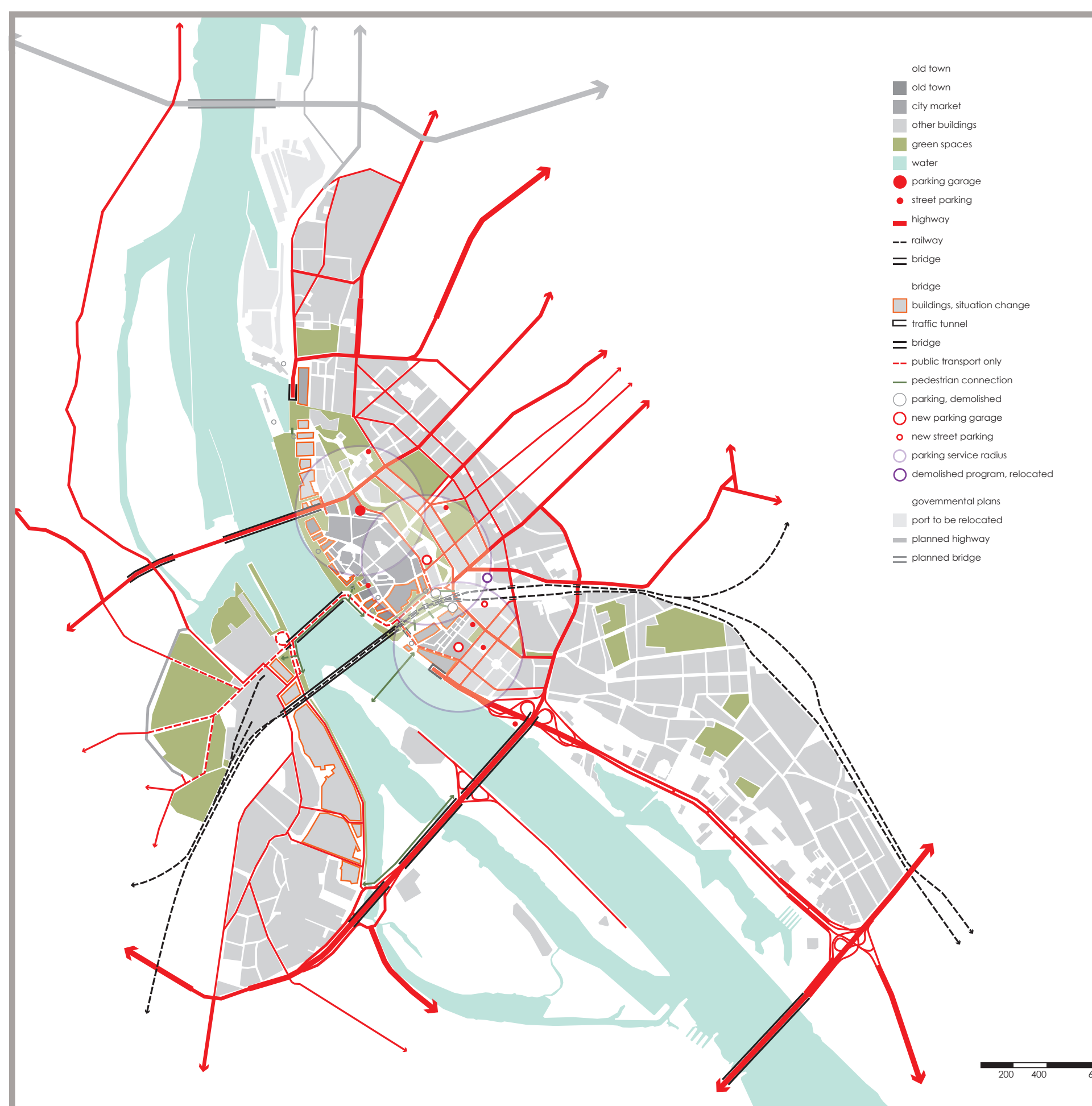
Design location, current situation, source: Google Maps



Strategic design intervention: redevelopment of an area between old town, central city market and central train station; plan, sections; source: author



City vision, proposed land uses and infrastructure, source: author



Waterfront development scenario: high speed traffic tunnel, public transport traffic and urban park on surface, source: author

es and provide access to the landscapes on the periphery.

The vision consists of 'green corridors' interconnected by 'green links' and small public sub-spaces. Current industrial sites that form a ring around the inner city and disconnect it from the periphery are redeveloped into mixed use industrial and commercial spaces with significant amount of green. Railway is put underground and highways that cut through city parks and forests are downgraded. To improve the connection between the recreational spaces and the neighbourhoods, a new traffic hub in the north of the city is proposed and several additional train stops are introduced.

Waterfront scenarios

The waterfront in the city centre is designed as a flagship project. The potential public recreational space at the riverside benefits from proximity of traffic hubs, water, green islands and central position. Furthermore, the waterfront as a whole can be redeveloped into a green corridor which would reconnect city centre and multiple neighbourhoods adjacent to the river. Currently the waterfront is cut off the city by a busy highway and the quality of public spaces at the waterfront is low. Besides, there are no public amenities at the waterfront, except for a passenger port and two small yacht clubs. That is why, the waterfront most of the time is lifeless.

The author has suggested four design scenarios for the waterfront redevelopment: (1) slow traffic road; (2.1) high-speed traffic tunnel with an urban park on the surface; (2.2) the same as 2.1, with public transport on the surface; (3) high-

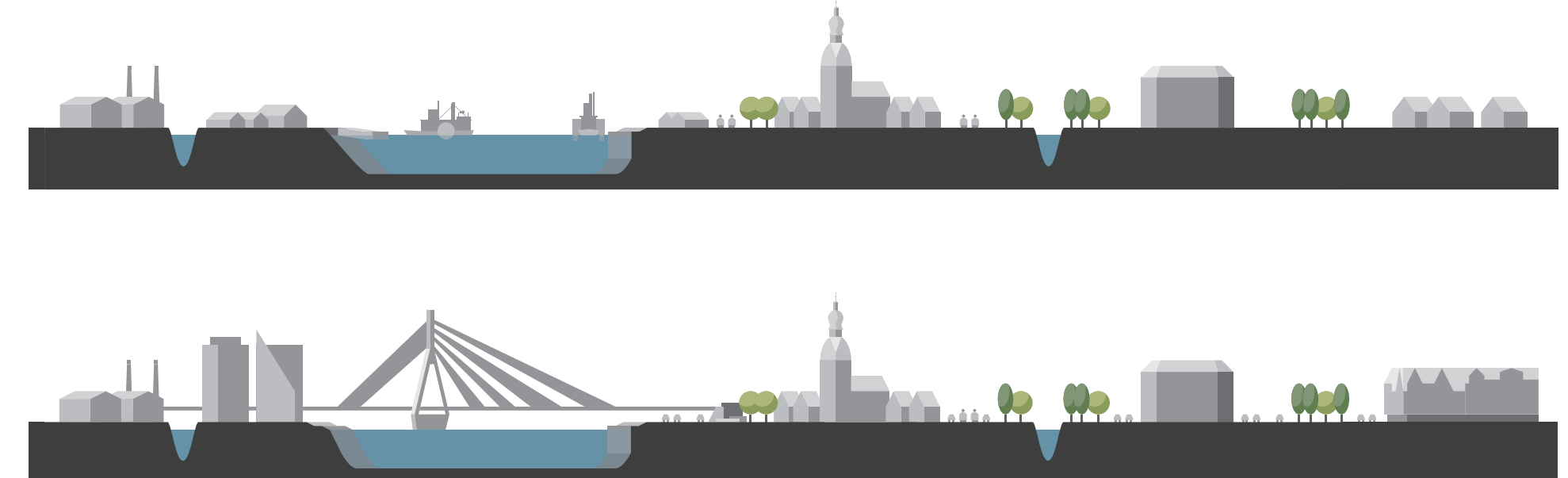
speed traffic tunnel and a slow traffic road on the surface. For a strategic design intervention scenario 2.2 is chosen.

Since there is no through traffic in the old town, the high-speed tunnel does not have a significant influence on the traffic system of the city. The cars cross the river via the bridges flanking the old town, while the public transport which crosses the river through a bridge in the centre of the old town stays on the surface. This way the waterfront is made free from heavy high-speed traffic, the river and the old town are reconnected.

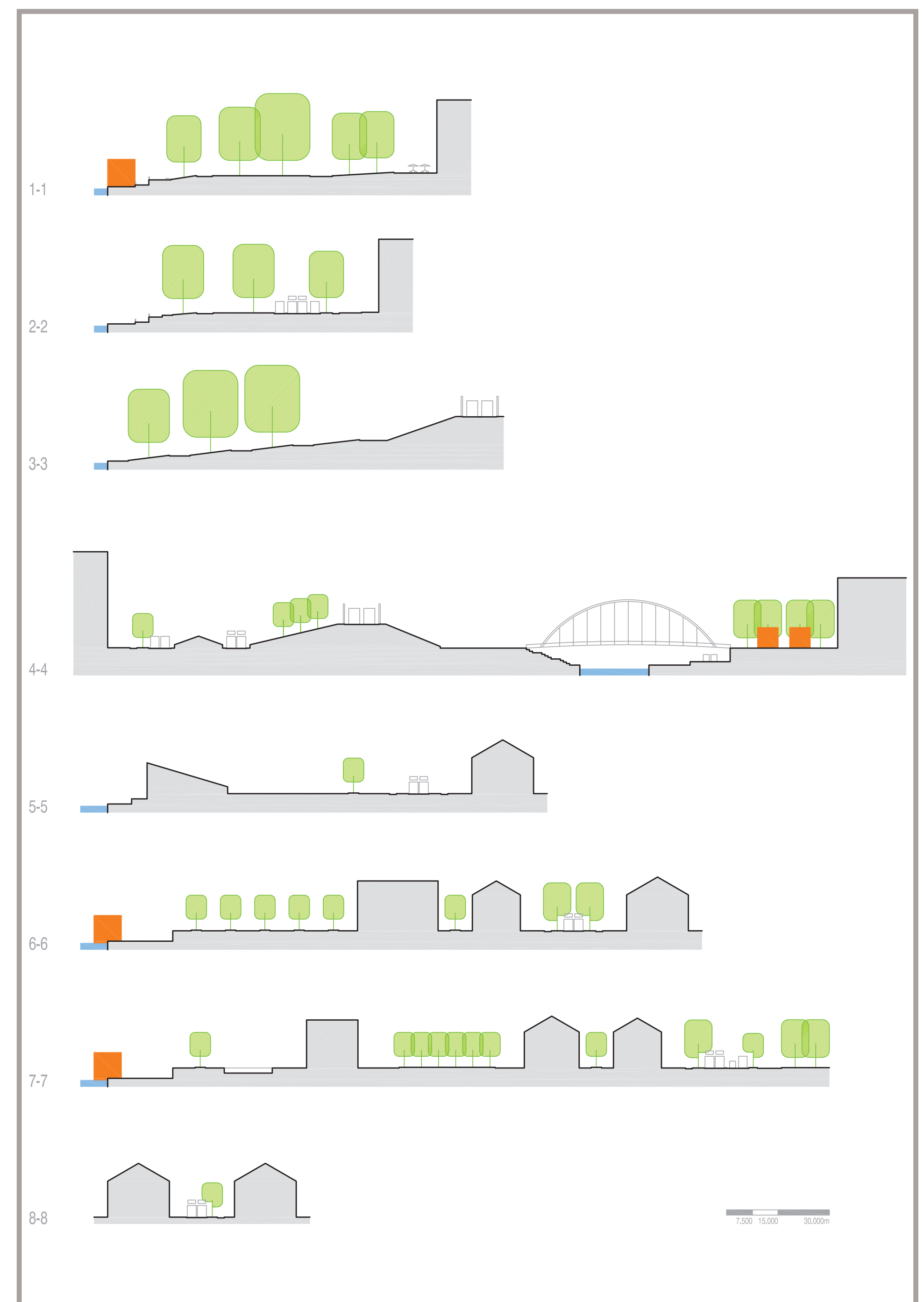
Strategic design intervention

For a strategic design intervention an area between the old town, central city market and central train station is chosen. This area has undergone dramatic changes in the 20th century and currently is a node where multiple centralities, traffic and pedestrian flows come together. The area has a low spatial quality because it is intersected by train and tram lines and highways. The city channel which goes through the heart of the area is neglected.

In the framework of the chosen development scenario the author proposes to free the area from car traffic and redesign public transport lines, so that they intersect the area as little as possible. The city channel is opened up to the river with a small boat harbour. On the reclaimed from the traffic territory a landscape park is designed which completes a park semi-circle around the old town.



Design location, historic development; plans, conceptual sections; source: author



Design strategy and phasing, source: author