

**TOPIC**

New garden village - Karisto. The Karisto-area is to become a pleasant garden suburb with mainly wooden buildings, offering its 7,000-10,000 residents basic services and recreational facilities within short distances, and good traffic connections to places further off.

**CONURBATION**

Today the city of Lahti has a population of some 100,000 people, and continues to grow. Its growth is expected to spiral in the near future, especially after a fast railway line will connect it with the Helsinki region. The Lahti district is estimated to receive some 10,000 new residents and 6,000 new jobs.

**SITE**

The competition area on Perhossaari (Butterfly Island) in Karisto is located some 4 kilometres from the Lahti city centre. The island is at the mouth of a stream flowing into lake Kymijärvi, to be made into Korennonvirta (Dragonfly Stream).

The competition site is about 1.5 ha in size. The Karisto area includes several groves, small bogs, springs, rocky meadows, and different kinds of forest, with cultivated lands as well. General appearance of the area is forested. Karisto has remained nearly unbuilt to this day.

Population: 98.000

Study area: 10 ha

Project area: 1,5 ha



**PROGRAMME**

The objective of the competition is to create a high-quality housing area that will take into account today's requirements for comfortable living, moving about, safety, and recreational activities. Examples of how to use the element of water in a varied yet feasible way are particularly appreciated.

**ISSUES**

**Social, functional**

The district must be a built environment that supports communal urban functions and social contact. How can private, municipal and voluntary (so-called third sector, social enterprises) modes of operation meet on a local level? What new operational and economic functions can they produce?

The competition area Perhossaari includes two blocks of housing with a permitted building volume of 4 090 m<sup>2</sup> of gross floor area. Residential buildings should have mostly two storeys, but the blocks will also profit from buildings of different scales.

Instead of one central parking area, parking places should be located in smaller clusters within the blocks, inside buildings and in the yards. There should be 2 parking places / residence.

**Sensitive**

In an urban residential environment, the significance of public space is emphasised. Squares, parks, as well as the distributor and side streets are essential as recreational and meeting places for the area. Yet the adequate protection of private space must also be taken into account in densely built residential areas.

**Sustainability**

How can the identification and integration of light traffic networks, public transportation and private traffic services (taxis, car rentals, city car clubs) be used to reduce the number of privately owned cars? What is the potential offered by a residential area with low vehicle stock? What are the economic benefits brought to a community by everyday exercise?



