

Europan 13

Adaptable city 2
Suomi Finland

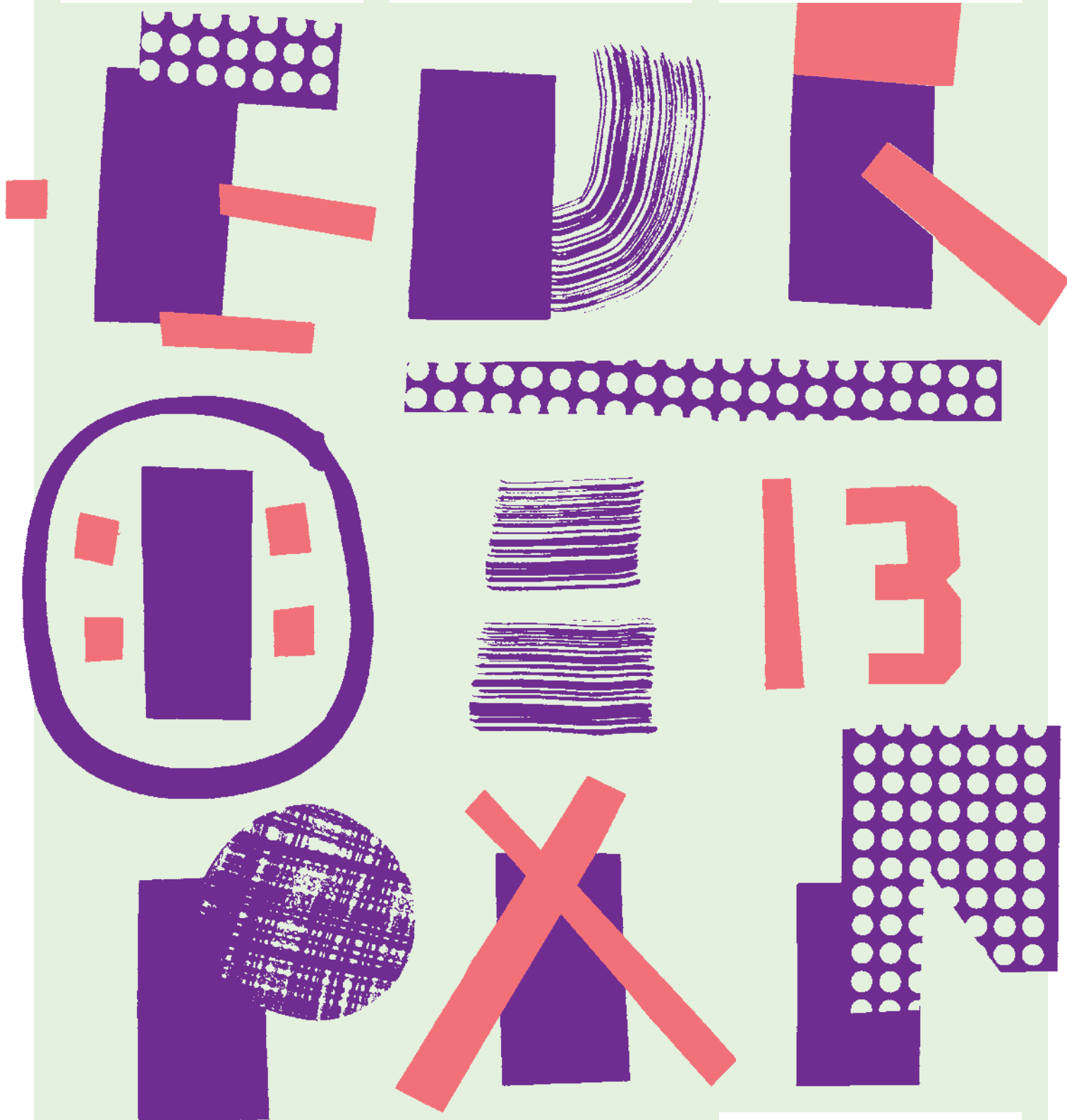
Jury Report

December 4, 2015

Espoo

Jyväskylä

Seinäjoki



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1 European 13 – competition



EUROPAN is a competition directed at young professionals in the fields of architecture and urban design. Competitors are encouraged to form multidisciplinary teams, each team including at least one architect. All team members, whatever their profession, must be under 40 years of age on the closing date for submission of entries.

Each competitor or team may enter submissions for several sites, provided that those are in different countries. In each country, a national jury evaluates the entries, selects the winning projects and runners-up, and awards the prizes.

In European 13 there were 49 sites from 15 different European countries. The Finnish sites were in Espoo, Jyväskylä and Seinäjoki.

The theme of European 13 was Adaptable City 2.

1.1 European 13 Theme

ADAPTABLE CITY 2:

SELF-ORGANIZATION – SHARING – PROJECT / PROCESS

European 12 already explored the topic of “The Adaptable City” and “Inserting Urban Rhythms”, European 13 goes on with this general topic focusing this time on the adaptation to the need for more sustainable development, but also adaptation to the context of an economic crisis that the majority of European cities are currently undergoing.

Three generic concepts structure this overall theme:

RESILIENCE AS A CHALLENGE

To be able to extend or find again the identity of the city's structural elements (built or landscaped) in a context of significant changes.

SOCIAL ADAPTABILITY AS A GOAL

Reconciling the coherence of these structures with the evolving uses and practices.

ECONOMY AS A METHOD

Managing urban transformations in different contexts of actors and means, yet with limited resources and in the era of the “post-oil city”.

CHANGES IN THE URBAN AND ARCHITECTURAL ORDER

Taking these three themes into account induces changes in the urban and architectural order:

IN THE LOGICS OF ACTORS

WELFARE STATE VS. SELF-ORGANIZATION

The essence of the European city is a certain sense of the community. A change is currently taking place from less “welfare state” to more “self organization”. What will the new relation between the public and private domains be? Who will take care of the public domain if the state is less involved? And what does it mean for the practice as an architect or an urban planner?

IN THE CONTENTS

SEGREGATION VS. SHARING

Sharing at the urban scale can stimulate the “empowerment” of coexistences between different cultures: preserving the collective while inventing a more appropriate organization of the society. How could sharing be a way to develop cheaper and lighter solutions to build an ecological and sustainable city? How could it be a way to regenerate the co-inhabited environments?

IN THE DESIGN PROCESSES

OBJECT VS. PROJECT (PROCESS)

With communication tools and social networks in the rising, our culture grows less object-based; and this phenomena affects architecture and urbanism. The objects can already partly exist and the project is about managing the existing, dealing with social constructions, developing a context and raising the question of “urbanism with less or without growth”.

THEMES OF SITES

HOW TO INTEGRATE VACANT SITES IN URBAN DEVELOPMENT?

Changes in economy, governance or society can give rise to overwhelming vacant spaces in the urban landscape: entire building complexes waiting for new users, former military zones, leftover green areas... These spaces cannot be taken up in normal/organic urban development as they are far too large and in need of full adaptation. Where should we therefore search for elements to fill the emptiness up and when can we consider it as a value? How can we give sense to vacancy and integrate it in new ways of making the city?

SITES

Barreiro (PT), Bergen (NO), Bordeaux (FR), Feldafing (DE), Genève (CH), Leeuwarden (NL), Metz (FR), Nacka (SE), Zagreb (HR)

HOW TO USE NEW INPUTS TO CHANGE URBAN SPACE?

How to profit from new inputs to transform urban space and disperse the incoming positive dynamics to adjacent areas to create new urbanities? How to manage potential tensions between the local and translocal activities? These inputs are related either to new public transport network connections or to new programmatic developments. The scale of these incoming urban dynamics varies from the urban agglomeration to the whole world.

SITES

Bondy (FR), **Espoo (FI)**, Landsberg (DE), Lund (SE), Molfetta (IT), Montreuil (FR), Santo Tirso (PT), Schwäbisch Gmünd (DE), St Pölten (AT), Stavanger (NO), Trondheim (NO), Vernon (FR), Wien (AT)

HOW TO CREATE POSITIVE DYNAMICS FROM A DIFFICULT SITUATION?

Many sites are faced with difficult urban situations. The origins of these difficulties are to be found in problems caused by urban, economic and environmental factors, as well as differing values and a lack of cultural understanding. Despite these difficulties, the sites nevertheless constitute a favourable ground for the creation of new dynamics which rely on scenarios of sharing and the adaptation of traditional architectural and urban tools.

SITES

Azenha do Mar (PT), Barcelona (ES), Bruck/Mur (AT), Charleroi (BE), Gera (DE), Goussainville (FR), **Jyväskylä (FI)**, La Corrèze (FR), Linz (AT), Marl (DE), Ørsta (NO), Selb (DE), Streefkerk (NL), Warszawa (PL)

HOW TO TRANSFORM PHYSICAL OBSTACLES INTO NEW CONNECTIONS?

We understand “bridges” as linear connections between different contexts spanning over a barrier, which may be a river, a railway track or other physical obstacles. But we sometimes can transform the obstacle so that it allows movement in different senses and directions, becoming a connecting element rather than separating barrier. The obstacle may be inhabited, cut or criss-crossed; it can become an opportunity to increase density, change the functions on either side or bring a new perspective to a familiar context.

SITES

A Coruña (ES), Bamberg (DE), Gjakova (KO), Graz (AT), Ingolstadt (DE), Irun (ES), Libramont (BE), Marne-la-Vallée (FR), Moulins (FR), Os (NO), Palma (ES), Saint-Brieuc (FR), **Seinäjoki (FI)**

1.2 Organizers

The organizers in Finland were Senate Properties in **Espoo**, City of Jyväskylä, Student Union of the University of Jyväskylä JYY and NCC Group in **Jyväskylä** and City of Seinäjoki in **Seinäjoki**, together with European Suomi Finland.

1.3 Sites



Espoo, Finland

POPULATION	265 000, part of Helsinki capital region of 1 400 000 inhabitants
PROJECT SITE	5 ha
SITE PROPOSED BY	Senate Properties
OWNER OF THE SITE	Senate Properties, City of Espoo, Aalto University Properties Ltd

Espoo is the second largest city in Finland and part of the Helsinki metropolitan area. Otaniemi in the south-eastern part of Espoo is best known for being the home of Aalto university campus as well as several high tech research and business facilities. The master plan of Otaniemi was made in the 1950's and 60's by Alvar Aalto, who has also designed several buildings there.

A new metro line will connect Otaniemi to Helsinki city center in 2016. That in addition to Aalto university's decision to move the School of arts to Otaniemi in 2017 have increased the interest to develop and densify the area.

The contestants will be asked to propose 25 000 m² of new housing for the project site for both university students and people working in the area and 5 000 m² of office space for research and administrative use.

The goal of the competition is to illustrate creative and innovative solutions to integrate the vacant site to the existing urban structure while addressing the following questions:

- How to build near the shore without disrupting the bird life of the Natura 2000 area?
- How to include the values of nature to the design?
- How to harmonise the squirrel habitat with the new development?
- How to complement the characteristic red brick facades of Otaniemi?
- What kind of housing typologies?
- How to integrate communal spaces and shared resources?

HOW TO CREATE POSITIVE DYNAMICS FROM A DIFFICULT SITUATION?



Jyväskylä, Finland

POPULATION	135 000
PROJECT SITE	3,7 ha
SITE PROPOSED BY	City of Jyväskylä, The Student Union of the University of Jyväskylä JYY, NCC Group
OWNER OF THE SITE	City of Jyväskylä, The Student Union of the University of Jyväskylä JYY, NCC Group

The city of Jyväskylä is located in the lake district of Central Finland. Jyväskylä's population growth rate is one of the highest in Finland. With the population of 135 000, Jyväskylä is the seventh largest city in Finland.

Kortepohja is a city district with 10 000 inhabitants, only 2 km outside of the city center. The northern part of Kortepohja has been listed by DOCOMOMO as one of the nationally significant modern architectural environments in Finland. The master plan from 1966 was designed by Bengt Lundsten based on a competition winning entry and the area has maintained its original characters until today.

The project area to the south is not as coherent as the north, though it follows the same principles: white geometric buildings, large courtyards and green areas between the buildings, car free connections and long internal axis.

There is a dated shopping center in the middle of the project area that will be demolished and an over sized parking lot next to it. To the east of the center there are student housing buildings K, L and MNOP and Kortepohja church. The MNOP building is in a poor condition and due to its inflexible structure it is very difficult to adapt it to today's spatial requirements.

The objective of the competition is to study how to densify the southern part of Kortepohja without losing the original characteristics and values of the area. And how to develop Kortepohja to be a vital city district with a more diverse mix of uses. The contestant should also propose what to do with the MNOP building - renovate, restore or remove it?



Seinäjoki, Finland

POPULATION	City 60 000, Seinäjoki region 200 000
PROJECT SITE	33 ha
SITE PROPOSED BY	City of Seinäjoki
OWNER OF THE SITE	City of Seinäjoki, State of Finland and several private owners

Seinäjoki is the regional centre of southern Ostrobothnia which has approx. 200 000 inhabitants. Seinäjoki is one of Finland's fastest growing cities with an annual growth of 1,5%. Seinäjoki has excellent rail connections to many cities, such as Tampere (1h 05min), Helsinki (2h 40min), Vaasa (55min) and Kokkola (55min).

The competition area is the Seinäjoki railway station with its railway yards and station buildings. Seinäjoki railway station is an important junction of five railway lines half way between Helsinki and Oulu. The lines were originally built 1880 – 1913 and the city of Seinäjoki grew up around the station.

The old cargo railway yard, however, has become obsolete and is currently an urban fallow. Many of the warehouse buildings as well as a large part of the tracks will be removed in the future and the area will become available for new development.

The objective of the competition is to develop Seinäjoki railway station area into a versatile center where multiple functions, commercial services and housing come together. The station's location in the very center of the city is ideal, and it is hoped that the new functions will be closely linked to the center and enliven the surrounding areas. Developing the railway station area will offer an opportunity to complement and expand the city center and bring to the city a much needed new urban quality.

The railway tracks and railway yard separate the Seinäjoki city center from the city district of Pohja. A decades old vision has been to offer pedestrian and bicycle connections across the railway yard between the two districts. The station area also acts as a calling card for Seinäjoki and its appearance and identity should be improved. The outlook of the area as seen from the city as well as the experience of entering the city center via the train station should be examined.

1.4 Jury

FIRST AND SECOND JURY MEETING

Santeri Lipasti, Chairman, Architect SAFA, CEO Huttunen-Lipasti-Pakkanen Architects

Hille Kaukonen, Architect SAFA, Planning Development Manager, Skanska

Juan José Galan Vivas (ES), Associate Professor, Landscape Architecture, Aalto university

Pia Sjöroos, Architect SAFA, European 11 winner, Project Leader, Regeneration Areas Project, Helsinki City Planning Department

Bodil V. Henningsen (DK), Architect MAA, City of Aalborg

Roope Mokka, CEO, Co-Founder, Demos Effect

Declined: Theresa Krenn (AT), Architect, European 9 winner, Studio UEK

Substituted by: **Sami Vikström**, Architect SAFA, European 11 winner, Arkkitehdit Gylling-Vikström

SUBSTITUTES

Anne Jarva, Architect SAFA, Planning Director, City of Hyvinkää

SITE REPRESENTATIVES

Site presentatives participated in the first jury meeting.

Olavi Hiekka, ESPOO, MSc, Division Director, Senate Properties

Tapani Tommila, JYVÄSKYLÄ, Architect SAFA, Planning architect, City of Jyväskylä

Martti Norja, SEINÄJOKI, Architect SAFA, Planning director, City of Seinäjoki

1.5 Registration and submission of the entries

European Finland recieved 114 registrations, 53 for Espoo, 36 for Jyväskylä and 25 for Seinäjoki. There was a total of 1 862 registrations for the entire European 13 competition.

The entries were submitted digitally through the european-europe.eu web site.

Espoo recieved 37 entries, Jyväskylä 30, and Seinäjoki 18 entries. The entire European 13 competition received a total of 1305 entries. European Finland recieved a total of 85 entries, of which 21% were submitted by Finnish teams.

2 Results of the competition

2.1 The decision of the jury

The jury met twice. The first meeting was held in the organising cities on September 17-19th, 2015. At this meeting, in accordance with the competition rules, the best and most representative of the entries – the so-called shortlist – were selected (Espoo 6 entries, Jyväskylä 6 entries and Seinäjoki 5 entries). The second jury meeting was held in Bratislava on November 8th, 2015.

The jury decided to distribute the prizes, runners-up and special mentions as follows:

ESPOO

Winner	12 000 €	OX871	Wild Synapse
Runner-up	6 000 €	DH526	Pärske
Special mention		KC070	Tumbling Dice
Special mention		QK579	Weaving The Woods
Special mention		XY388	Piilokoju

JYVÄSKYLÄ

Winner	12 000 €	QJ416	The Nolli Gardens
Runner-up	6 000 €	MU921	New Kids On The Blocks
Special mention		EM862	Tree Village
Special mention		KT205	Exchange City
Special mention		VX526	Fog

SEINÄJOKI

Winner	12 000 €	ON365	Notch
Runner-up	6 000 €	TS689	Semaphore
Special mention		FR049	I Went Down To The Crossroads
Special mention		XF419	Intermezzo
Special mention		XR496	Somewhere Over the Railway

2.2 Authors of the awarded entries

ESPOO

WINNER 12 000 €

Authors

Collaborators

OX871 WILD SYNAPSE

Borja Sallago Zambrano (ES) – architect
Alan Cortez de la Concha (MX) – architect
Manuel Pinilla Fernández (ES) – architect
Ana Georgina Hernández Aranda (MX) – graphic designer
Fernando Alejandro Basurto Gallegos (MX) – student in architecture
Francisco Crespo Burgueño (ES) – student in architecture
Luisa Daza Reyes (ES) – student in architecture
Alba Sospedra Arrufat (ES) – student in architecture

RUNNER-UP 6 000 €

Author

Collaborators

DH526 PÄRSKE

Maria Kleimola (FI) – architect
Hannele Cederström (FI) – student in architecture
Inka Norros (FI) – student in architecture
Kirsti Paloheimo (FI) – student in architecture
Sini Rahikainen (FI) – student in architecture

SPECIAL MENTION

Authors

Collaborators

KC070 TUMBLING DICE

Guiomar Martin Dominguez (ES) – architect
Javier de Esteban Garbayo (ES) – architect
Jimena Alonso Díaz (ES) – student in architecture
Jose Manuel de Andres Moncayo (ES) – student in architecture
Miriam Martin Santos (ES) – student in architecture
Ana Sabugo Sierra (ES) – student in architecture

SPECIAL MENTION

Authors

Collaborators

QK579 WEAVING THE WOODS

Begoña de Abajo Castrillo (ES) – architect
Carlos García Fernández (ES) – architect
Luis Lecea Romera (ES) – architect
Ismael López Portilla (ES) – architect
Andrea Muniáin Perales (ES) – architects

SPECIAL MENTION

Authors

Collaborators

XY388 PILOKOJU

Fernando Perez Del Pulgar Mancebo (ES) – architect
Leopoldo Gonzalez Jimenez (ES) – architect
Juan Francisco Parrilla Sanchez (ES) – architects
Jose Jimenez Perez (ES) – architect
Angeles Montero Rodriguez (ES) – architects
Elena Gonzalez Casares (ES) – student in architecture

JYVÄSKYLÄ

WINNER 12 000 €

Authors

QJ416 THE NOLLI GARDENS

Jarrik Ouburg (NL) – architect
Maciej Abramczyk (PL) – architects
Freyke Hartemink (NL) – architects

RUNNER-UP 6 000 €

Authors

MU921 NEW KIDS ON THE BLOCKS

Virve Väisänen (FI) – architect
Riikka Kuittinen (FI) – architects
Miia Mäkinen (FI) – architects

SPECIAL MENTION

Authors

Collaborators

EM862 TREE VILLAGE

Matteo Biasiolo (IT) – architect
Markus von dellingshausen (DE) – architect
Timothy Bacheller (US) – architect

SPECIAL MENTION

Authors

KT205 EXCHANGE CITY

Morten Vestberg Hansen (DK) – architect
Christopher Galliano (DK) – architects
Aske Hansen (DK) – architects

SPECIAL MENTION

Author

Collaborators

VX526 FOG

Albert Palazon (ES) – architect
Raul Alvarez (ES) – architects
Leandro Villalba (UY) – architects

SEINÄJOKI

WINNER 12 000 €

Author
Collaborators

ON365 NOTCH

Tapio Kangasaho (FI) – architect
Jonna Heikkinen (FI) – student in architecture

RUNNER-UP 6 000 €

Authors

Collaborators

TS689 SEMAPHORE

Laura Nenonen (FI) – architect
Lotta Kindberg (FI) – architect
Miika Vuoristo (FI) – architect urbanist
Joona Hulmi (FI) – architect
Taavi Henttonen (FI) – student in architecture

SPECIAL MENTION

Authors

FR049 I WENT DOWN TO THE CROSSROADS

Tomi Jaskari (FI) – architect
Laura Hietakorpi (FI) – architect urbanist

SPECIAL MENTION

Authors

XF419 INTERMEZZO

Guillermo Dürig (CH) – architect
Matthias Winter (CH) – architect

SPECIAL MENTION

Authors

XR496 SOMEWHERE OVER THE RAILWAY

Collaborators

Jenni Lautso (FI) – architect urbanist
Sisko Hovila (FI) – architect
Riikka Österlund (FI) – urban planner
Suvi Saastamoinen (FI) – landscape architect
Jun Yang (FI) – landscape architect
Annina Vainio (FI) – architect
Enni Oksanen (FI) – student in architecture
Anna af Hällström (FI) – student in architecture
Otto-Wille Koste (FI) – student in engineering

2.3 Affirmation of the results



Santeri Lipasti, chairman




Hille Kaukonen



Juan José Galan Vilas



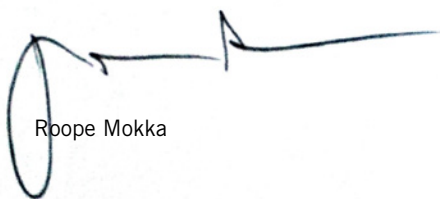
Pia Sjöroos



Bodil V. Henningsen



Sami Vikström



Roope Mokka



Mari Koskinen, secretary

SITE REPRESENTATIVES

Site presentatives participated in the first jury meeting.



Olavi Hiekka, Senate-Properties



Tapani Tommila, City of Jyväskylä



Martti Norja, City of Seinäjoki

3 ESPOO

3.1 General evaluation

Located in Otaniemi in Espoo, in the campus area designed by Alvar Aalto, are Aalto University as well as several public and private research institutes. Over 2000 students live in the area. The campus is currently undergoing heavy redevelopment. The fusion of three universities and their placement in Otaniemi as well as the construction of the West Metro line further increases the significance of the area. The objective of the architecture competition was to examine infill development on the northern edge of the campus area.

The competition area is a relatively small forested shoreline area. The planning area is demarcated on one side by a sea bay, the entirety of which is a Natura 2000 bird sanctuary. Furthermore, the area is home to the flying squirrel, which is a protected species, the habitat and paths of movement of which had to be taken into consideration in the planning. The task of the competition was to examine the placement in the area of housing for students and those working in the area, as well as a certain amount of office space for research and administration purposes. The objective was to find answers to the following questions:

- How to build and live near the shore without disrupting the bird life of the Natura 2000 area?
- How to harmonise the squirrel habitat with the new development and how to include the values of nature to the design?
- How to connect the site to the existing structure of Otaniemi?

The task proved to be rather demanding. The plot is cramped and hampered by many limiting factors. Due to the unusual conservation aspects, the competition participants were encouraged to include in their design teams also expertise in landscape architecture and/or the natural sciences. Judging by the competition proposals, however, the jury was left with the impression that very few participating teams had followed this advice. Only a few proposals had clearly mapped out and utilised the potential of nature values in their design proposal.

In their assessment of the proposals, the jury put more emphasis on principles regarding the urban structure, the relationship of the plan to the surrounding nature values and its connection to the structure of Otaniemi, than on the quality of the building design.

Several proposals had set out to solve the task either through finger-like lamella blocks that stretched towards the shoreline or separate tower blocks scattered among the trees. The third typical approach was to build long building masses following the direction of the shoreline, between which a semi-public route was created. Simple tower block solutions with the minimal footprint

were considered the most suitable for the location. Their strength lay in how the nature connection flowed in a web-like fashion between the buildings. The longer building masses inevitably cut off the connections of the narrow plot and also blocked more views and nature connections as well as the movement paths of the flying squirrels. The consideration of nature values became the foremost assessment criterion.

Another important assessment criterion was communality, that is, the ability to create an environment that fosters social encounters, as well as envisaging how the students live and function in the area, and how the common spaces can be made an intrinsic part of daily life. In many proposals, the spaces for semi-public encounter had been expertly developed both for the interiors and the exterior spaces between the buildings.

The parking was clearly a difficult aspect to plan. The amount of parking included in the competition programme was relatively large, in that it followed the present requirements for the area. Many proposals had solved parking by means of an underground parking garage. In the present circumstances of the competition area, however, this is not technically or economically realistic, particularly if parking is located beneath the buildings. Large deck constructions reduce the space available for trees and thus impede the routes of the flying squirrels. Also parking garages and ground-level parking were proposed in various alternatives. It was felt, however, that not a single proposal had found a particularly good and balanced parking solution. As a particular consequence of the competition, it can indeed be noted that the amount of parking required for the area was simply too much. The parking guidelines will likely be revised in the future, after the metro connection opens in 2016 and Otaniemi becomes more strongly linked to the centres of the Helsinki metropolitan area. Also the fact that the target group of the housing, that is, the students, traditionally are active users of public transport would create a case for less parking.

3.2 Proposals

AWARDED ENTRIES

OX871 WILD SYNAPSE, WINNER

In regard to the urban structure, the proposal respects the totality of Otaniemi. The street alignments have not been changed and the forest character of the building plot has been preserved. Building has been kept below the tree tops and retains a sufficient buffer zone between the shoreline and the buildings. The totality forms its own natural layer in Otaniemi's urban structure.

The most important objective of the competition was to find the means to integrate housing and the nature values of the protected shoreline. The tower blocks in the proposal have been placed as if scattered in the forest, the buildings resembling tree houses growing out from the forest itself, and they sit well in their location. The solution minimises the construction footprint in the area. In addition, the facades of the buildings have been designed so that they endeavour to facilitate the common paths of movement of the flying squirrels. The interface between building and forest is softened. Construction adapts to the surroundings and also serves the needs of nature. The idea is one of a kind and there are definitely good reasons for it to be studied further. This new kind of approach could be of help on a more general level when building close to sensitive nature areas.

Overall, the jury was of the opinion that there were slightly too many buildings, and it would be good to leave out a few. The proposed underground parking is presently not a realistic solution in Otaniemi. The parking solution, however, can be developed without endangering the proposal's values, for example as a parking garage in the vicinity of the present buildings.

The work has boldly set out to develop a new kind of tower block. The floor plans of the dwellings work well. The architecture of the balcony and terrace areas offers the promise of a new kind of campus atmosphere. The residents' communal spaces have been placed on the ground floor and



in some of the buildings on the second floor, in which case the buildings are also connected by bridges. Particularly the location of the communal spaces with passageways should be studied further. The communal spaces should be as accessible as possible for as many as possible.

Each floor in the building is different and because of this the exterior wall alignments project in and out a lot. The solution will be challenging to build, impractical from an energy efficiency point of view, and cost-wise expensive.

In the further development of the proposal, the exterior spaces between the buildings and routes, for instance the maintenance, emergency service vehicles, etc, should be examined more closely so that the sensitive connection to nature will be implemented in reality, too. It would also be important to consider more closely the connections between the buildings as well as the number of storeys. The proposed bridge that connects the buildings and their communal spaces still seems somewhat incomplete and too heavy-handed as a solution. The sculptural and unique appearance of an individual building loses its power when it is replicated en masse with the same height and appearance. The overall idea would allow for exploring buildings of clearly different heights. The unique appearance of the building type is to a large extent based on the skilful design of the surrounding unheated external structures. Therefore, it would be easy to develop the form of the insulated envelope of the building into a simpler and more economic one without the architecture of the building suffering.

The unique buildings bring a unique living atmosphere to the site, and which correspond to both the site and ambition of the programme. It could be used as a brand for the campus, giving it also an international aspect, and would help attract students to the campus site.

DH526 PÄRSKE, RUNNER-UP

In the proposal the authors have laudably analysed the most important principles of Otaniemi's urban context, and the connection to the overall urban structure is skilfully designed. The scheme includes novel variations of the typical Otaniemi atrium house and its scale. The thoughts on the courtyard buildings are interesting, and they have produced spaces that enable social interaction.

The building design is without doubt the main strength of the proposal. The stairs and spatiality of the atrium yard create a strong image of communal living. Wood as a building material enables semi-heated courtyards with pleasant acoustics. The character and needs of the campus area have been excellently taken into consideration in the design of the dwellings. The varying building types



have a lot of potential in an environment such as Otaniemi. The proposal presents a skilful strategy, the biggest strength of which is its flexibility and development potential. It enables very diverse alternatives in dwelling design: for example, also a tower block would be well-suited to this urban planning idea.

The floor plans for the different sized dwellings have been skilfully explored. The ground floor plans and their relationship to the exterior space have been successfully resolved. The plan layout creates a vibrant environment that enables encounters between the residents.

The immediate surroundings of the buildings would have required a softer touch, one that integrates more with nature. By reducing the number of buildings, the nature connection to the shoreline could easily be strengthened. The change in the street alignment exploits well Otakaari, creating a strongly urban street space. However, it was seen as a danger that the new urban street space could compete with the centre of Otaniemi. The role of a new kind of street should indeed be examined as part of the whole Otaniemi area.

In regard to its overall appearance and the cityscape, the proposal remains schematic. The totality does not seem to grow from the Otaniemi environment, but rather could be from anywhere in Europe. Due to the distinctly simple and streamlined massing, the schematic exterior architecture could, however, be easily developed in many different directions. The parking placed beneath the buildings and yard deck would be both expensive and challenging to realise.

All in all, the proposal is a very balanced and expertly executed totality.

KC070 TUMBLING DICE, SPECIAL MENTION

At the urban planning level, the proposal is one of the most successful in the competition to be based purely on the use of tower blocks.

The proposal's insightful idea is to group buildings around a communal yard. It draws together a social unit of a suitable size and enables encounters between people. The yards become a separate entrance area that strengthens the unique individual of the residential environment. A sufficient buffer zone has also been left between the shoreline and the buildings.

The area's connection to the structure of Otaniemi is especially weak next to Otakaari. Unfortunately, the architecture and interiors of the buildings are lacking in quality and would need to be developed further. Many of the solutions linked to dwelling, such as the roof terraces and placement of communal spaces along entrance routes, have a great development potential. Resolving the design

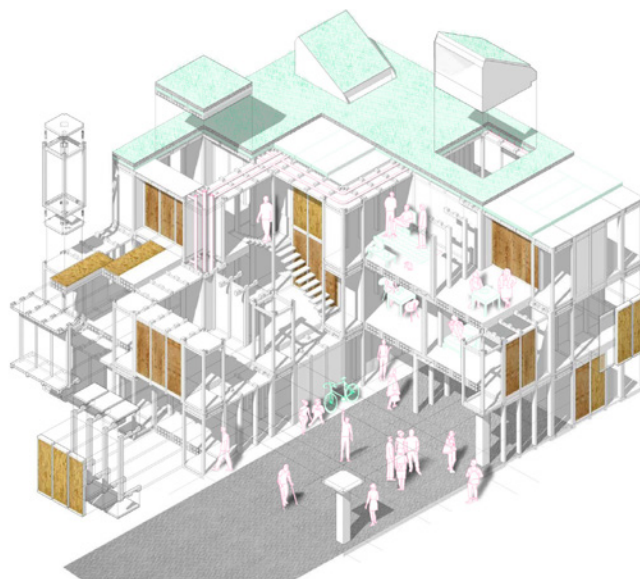


of the whole area by repeating a single house type makes the environment look unnecessarily monotonous. The presented illustrations are dark and sombre and do not show the proposal's merits in the best possible way.

QK579 WEAVING THE WOODS, SPECIAL MENTION

The proposal presents an interesting, organically organised construction system based on a modular wood construction. By varying it, an endless number of alternatives and variety are created. The building system is easy to adapt and can respond, even rapidly, to changes in spatial needs. The system would enable, for instance, an interesting interactive design process where the students could play Minecraft and design their own apartment. The interiors of the building have been beautifully researched. They positively exude communal and sustainable student living. The chosen building materials strongly support the totality.

The enormous depth of the building frame and the number of communal spaces that have no natural light, however, weaken the quality of the result.



The clearly weak point in the proposal is the nebulousness of the urban structure of the surroundings. The pixel-like or cross-stitch-like design solution in itself is rather well-suited to Otaniemi, but the proposed building masses are fragmentary and look as if they have sprung up organically without any particular thought for the urban space that they create. The urban-planning solution, for instance, cuts off too strongly the connection to the shoreline zone. The proposal shows the software but not its application.

In terms of the cityscape, the appearance is heavy and the connection between the buildings and the ground level is not very convincing, at least as shown in the illustrations.

The proposal is, nevertheless, a very professionally made and cohesive whole with a strong and viable premise.

XY388 PIILOKOJU, SPECIAL MENTION

The proposal takes a very strong approach to landscape and building design. Building with a small footprint is a good starting point. The proposal laudably coordinates the habitat of the flying squirrels and residential building. The narrow tower blocks rise above the tree tops, thus breaking the principle of building heights in Otaniemi. The tower blocks can, however, also be perceived as creating a dialogue, in a small-scale, sympathetic way, with the future skyscrapers of Keilaniemi. The deck construction built over the street and the covered path connections leading to the buildings are massive and cut off the nature connections around them.

The challenges for the proposal in regard to cost efficiency are obvious. The deck and path constructions linked to the buildings, where each floor level comprises only a single apartment or even a two-storey apartment, is economically unrealistic. Even though the building type in the proposal is far from the conventional efficiency of housing construction, similar buildings have been realised elsewhere as part of a larger totality (e.g. John Hejduk's Berlin Tower). This type of housing could work, for instance, as special apartments for visiting researchers and teachers.

There is a systematic zonal thinking in the spatial planning of the building, and the idea of the pixellated fenestration on the facades is excellent. The proposal does not, however, create a distinct space that would support social interaction. The communal spaces are located at the top of the buildings, but the number of residents in a single building is so small that there are not enough users for the communal spaces. Their location should be as central as possible, so that opportunities for encounters would be created.

Even though the proposal goes against the design principles for building in Otaniemi, and is not suited in that sense to its surroundings, it nevertheless deserves a special mention for its bold, novel and open-minded design approach.



3.2.2 OTHER ENTRIES

AS381 AMPLIFIED GEOGRAPHY

The proposal continues the spirit of the surrounding buildings of Otaniemi. A composition with a balanced totality has been achieved by staggering the buildings and varying their heights. The plan does not, however, propose any development in the surrounding area or anything new in relation to the existing residential blocks. The buildings passively hide amidst the forest, and the layout of the courtyards does not to any significant extent encourage interaction between the residents. The shift in the street alignment is successful. The underground parking solution is structurally challenging and uneconomical. In regard to the cityscape, the facades and choice of materials are monotone and rather outdated in their appearance. In regard to the distribution of dwellings, the proposal presents only students communal or shared housing and fairly large family dwellings. The floor plans of the dwellings are realistic.

AV482 NESTING (INTER)ACTIONS

The positioning of the buildings in terms of the cityscape does not utilise the unique features of the location. The proposal takes the clear stance that nothing should be built in the area below the ground height of +3.00 metres. Overall the proposal is very timid and conventional. The change in the street alignment has not been exploited in the placement of the buildings. The underground parking solution with the proposed building density is unnecessary, and when placed partly beneath the buildings becomes technically challenging and expensive. The separate parking garage is also massive. The floor plans of the dwellings nevertheless function well, and the facades as well as the yard layouts are successful. The location and orientation of the buildings do not support the central corridor design solution, as it leads to too many dwellings being oriented towards the northeast and east. The shoreline views are not really utilised, nor do the yards left between the buildings seem very communal. The idea of the multi-height stepped, communal space at the end of the building with the central corridor is interesting.

BF789 AALTO'S GHOST

The cityscape structure is based on rod-like lamella blocks that follow the street line. Views open up from the street towards nature and the sea. The lamella blocks successfully step down towards the shoreline. The illustrations and photos of a scale model do not speak the same language. The photos of the scale model show the balanced massing of the buildings and the relationship to the surroundings. However, the buildings push too close to the shoreline. They are also placed too compactly in relation to each other. Removing one building and widening the exterior spaces between the buildings would have produced a more spacious solution. The tall wall that runs along the entire length of the building at ground level seems contrived and an unnecessary mask that needlessly hides the signs of life behind it. The use of the roof gardens has not been presented. The parking solutions are too massive. The dwellings function well but there is hardly any variation in size or layout. As a whole, the proposal remains unfinished.

BM529 * CARESSING NATURE *

The proposal comprises curved block complexes, and thereby introduces a totally new urban structure into Otaniemi. The objective of the proposal is to adapt to nature, but framing the street heavily with buildings is incongruent with such as ambition. The new wall-like building complex makes the whole shoreline area behind it look like a back yard. At the same time, it also unnecessarily cuts the shoreline zone into two different landscape spaces by extending too close to the shoreline in the middle of the area. Apart from the communal terraces between the building masses, the treatment of the exterior spaces and routes remains non-existent. The street perspective reveals an untypical Otaniemi environment. From a distance, the building masses seem to be located very close to each other and the dwellings directly overlook each other. Such a solution does not work. The atrium yard structure of the dwellings, on the other hand, is interesting and creates

a successful interface between building and nature. The design seems to have developed from the inside outwards. The floor plans of the dwellings have been laudably developed, and particularly the dwellings for small families are successful. The stormwater management has been insightfully researched.

DW056 TOUCH ME NOT

The analysis of the location and placement of buildings are successfully handled. Retaining a distance from the shoreline is an exceptional and interesting solution, but causes large problems in relation to the existing situation. The street becomes an interface between the built environment and nature, which is not considered a successful solution. The subtle orientation of the dwelling units successfully opens up views from the dwellings. The appearance of the buildings in regard to the cityscape, the contrived way the balcony levels cut through the facades to form separate horizontal zones and the actual forms of the balcony levels do not sit well in the Otaniemi environment. The building type is systematic and the floor plans function well. Variations in the dwellings, however, are shown only very schematically.

EE197 EKOTONI

The proposal's linked structure and deck solution have created problems for the overall design. The solution is alien to Otaniemi as a whole, particularly in connection with the sensitive nature area. In regard to the cityscape, the design has an institutional look. The building masses lifted onto legs do not work in the Finnish climate, and create beneath them unpleasant, dark and cold spaces. The deck structure at the end of the street is inhuman in size. The floor plans of the dwellings partly work well and the overall plan, which combines lamella blocks, gallery access blocks and central corridor blocks, is viable. The proposal remains very incomplete.

EN098 FOREST INSIDE

The proposal's broad concept is resolute and the analysis of a cottage in different settings applied to the larger structure is interesting. The structure as shown, however, is very heavy for the Otaniemi site and scale. The scale and appearance of the building in relation to its surroundings is in every sense overwhelming. The 6-7 storey building mass, which runs the entire length of the competition area, is made even heavier by its stepped appearance. The proposed structure divides the narrow shoreline area into ever-narrower zones. The solution is harsh, and in reality the forest would not survive inside such a structure in Finland. The intermediate space would also remain rather shady. The idea of a post-and-lintel-type bookshelf-like structural system into which spatial elements can be installed is rather theoretical. The building type in itself is systematic. The floor plans of the dwellings could benefit from further development. The solution of placing the parking in a single large parking garage, the facades of which have taken the form of a multimedia facade, is not convincing. The illustrations for the proposal are very beautiful.

FV428 LIVING IN THE FOREST

The tower blocks scattered in the forest manage fairly well to become part of the Otaniemi urban structure. The exterior spaces between the buildings are ambiguous. The parking solution is decentralised and the ground-level parking could in practice become a problem in an environment surrounded by nature. In itself the idea of creating a street network on the terms of the existing trees is interesting. Bringing vehicular traffic into the centre of the forest, however, is not a sustainable solution. The amount of building in the proposal is also too large as the building extends too close to the shoreline. The look of the cityscape as depicted in the illustrations is not successful. The illustrations of the interiors of the dwellings, however, are full of atmosphere. The idea of the tower block is typologically interesting and viable, but resolved in this way the student dwelling spread on several floors and with its own internal staircase, is wasteful in its use of space, and the floor plan itself is flawed. The character of the architecture of the facades is sympathetic but in the illustrations looks heavy and clumsy. Structurally the small indentations and shifts in the facade line are expensive and susceptible to error. The advantage achieved by these is minor. Resolving the plan of the whole area by replicating only a single house type has created an unnecessarily monotonous result.

GJ030 BIRD LINE

The sculptural forms of the buildings are beautiful, but the totality that they form is unsuited to Otaniemi. The logic of the composition of the urban structure is not strong and the end result is confusing. The reuse of the existing buildings has been carefully addressed, but the proposed extensions seem too massive. Market Village is attractive in terms of its architecture, but the scale is too detailed in relation to the surrounding buildings. The services of the area will, however, be concentrated around the new metro station and hence its location is problematic. The underground parking solution is technically challenging and expensive. The sports activities placed in the vicinity of the shoreline, on the other hand, is something that could be extended throughout the Otaniemi area. The design solutions for the apartment blocks do not take very well into consideration the potential offered by the area: the side gallery access placed on the west side prevents views of the shoreline in the majority of the dwellings. The floor plans of the dwellings have mostly been well designed. The design solutions for the large dwellings, however, are flawed. The facades have been shown schematically, without fenestration, and thus one can only guess what the cityscape would look like.

GQ286 PIXEL_FICTION

The principle design solution of the pixellated urban structure works well and the scale is pleasant. The structure is reasonably well suited to the totality of Otaniemi. The layout would have required, however, more variation and rhythm. As such, the buildings almost completely block off views from the street towards the shoreline. The parking solution does not work. The parking places arranged as a long zone between the street and the buildings create a bleak street space. The idea of small courtyards surrounded by communal spaces is attractive and excellent in reinforcing the feeling of communality among the residents. The communal spaces and lobbies are, however, overdimensioned. There are two floor plan solutions, one of which contains no entrance hall. Otherwise, the floor plans work well. The proposal would have needed more variations in dwelling types. The look of the cityscape in the presentation is ambiguous. Continuing the pixellation into the landscape planning seems formalistic and too urban in relation to the location. The proposal remains incomplete.

HF784 ESPOO HOMES

The block complexes, with their courtyards, each within their own set of coordinates, are well suited to the urban structure of Otaniemi. The totality remains, however, monotonous because there is little variation in size and form between the blocks. The roof form that ties together all the buildings of the block complex makes the blocks look too massive. The relationship of the blocks to the street remains ambiguous and they are situated too close to the shoreline. The spaces between the buildings would have offered opportunities for spaces for social encounters, but they have remained anonymous and are somewhat problematic, and for instance, the ground-level parking solutions do not work. The choice of wood as a building material and ecological solutions such as solar panels on the pitched roofs are excellently suited to the Otaniemi spirit of development. The idea of different façade designs on the exterior and yard sides of the blocks is good: the modest exterior and the social interior. The social spaces on the ground level have been laudably designed. Also the design solutions for the dwellings function well.

IC124 BETWIN

The longish twisting lamella blocks are aligned with the shoreline, and follow two abreast parallel to the street line. The solution does not really fit the Otaniemi setting in the best possible way, and in the south the buildings are placed unnecessarily close to each other. The views from the street towards the shoreline have been closed off almost completely and the urban space thus created is disorganised. The stepped form of the building mass is somewhat ambiguous and with an arbitrary silhouette. It would have been worthwhile to use the stepped building mass as terraces for the dwellings. The dwellings only face southwards, so the sea views have not been utilised. The proposal nevertheless has studied interesting atrium structures as well as solutions for adapting to climate change. The urban network map is excellent. The variations in different dwellings are successful.

IK741 COUPLE IN THE WOODS

On first sight this is a proposal that is interesting in terms of the cityscape, as well as generous and sculptural. The external architecture is confidently consistent, but without being monotonous. The character of the building type is well suited to Otaniemi. The content of the proposal, however, is rather lacking, and focuses only on solving the building type. Ideas for developing the urban structure, the functions of the area, and the communality of the residents have not been studied. For example, the entrances to the buildings have been hidden away in their own separate alleys, which in this case is an excessively urban solution. The solution for the underground parking is structurally challenging and expensive. The design of the parking garage does not sit well in its surroundings. The layout of the yard deck and surroundings has been left unfinished. The fan shape of the buildings is structurally and economically challenging, yet at the same time enables better views from the dwellings. The floor plans function well, though they are rather on the large side. In the units for special housing, the communal spaces situated in the middle of the building frame have no natural light or views out, which is a mistake. The presentation of the proposal is distinct and beautiful.

ME198 #SAUNAPATH

The proposal presents some very inspiring analyses and diagrams, but the justification for the proposed urban structure remains weak. The basic idea would indeed offer the prerequisites for a versatile and spacious design solution in terms of the house typology, but there seems to be no clear justification for the location of the buildings placed in a meandering fashion along the broad access route, because in practice they block all views in the direction of the shoreline. The plaza-like starting point of the route is vague and disorganised. The building's relation to the main road, access route and nature remains in every sense ambiguous. The appearance of the buildings in regard to the cityscape does not seem suited to Otaniemi. The underground parking solution placed below the buildings is technically challenging and expensive. The presentation of the floor plans of the dwellings is confusing. The dwellings are partly dark, and overall the architecture of the building is heavy.

MZ678 ESPOO RAISING GROUND

The idea of small-scale residential buildings placed amidst the forest is viable in terms of the urban structure. However, the form, appearance, and facades of the buildings as well as the cityscape expression do not support the idea of buildings camouflaged in a forest. The aerial view also shows well how the totality has become too heavy to fit into Otaniemi as a whole. The emphases of building construction in this proposal are in a good balance. Building more lightly in the forested area is a good solution. The approach to the massing of the university building is impressive, albeit there would be no need at the present time for a new building of that size. The circle theme in the building design seems contrived. The parking layout dominates the vicinity of the university building. The floor plans of the dwellings are conventional, but in places the outlines of the walls of the circular building have been skilfully utilised in the interiors.

NH911 CITY OMELETTE

The complex of lamella blocks and tower blocks, which in themselves have been successfully designed, has been connected by a uniform plinth, which makes the totality heavy and alien in its surroundings. The alignment of the street has been altered, but this is not a realistic solution. Parking has been shown very schematically. The communal spaces and service facilities in the plinth are architectonically interesting but over-dimensioned. The amount of building proposed for such a sensitive nature area is too large. The layout of the facades and choice of materials are successful and are skilfully presented in the illustrations. The solutions for both the lamella blocks and tower blocks are cost-efficient and carefully researched. There is a lot of variation in the floor plans of the dwellings and they function well.

NJ813 THE IN-BETWEEN CAMPUS

Due to the presentation technique, it is difficult to envisage the cityscape in the proposal. The logic behind the design of the urban structure has not been presented in a comprehensible way. The buildings form a slightly ambiguous and disjointed frontage towards the sensitive shoreline zone. The graphics are beautiful but hard to decipher. The residential buildings have been introduced also on the east side of the street, thus creating the attractive impression of a village main road that is framed by sparsely placed tower blocks. The scale of the village-like milieu is pleasant and the handling of the facades is distinctive. The underground parking garage is structurally challenging and expensive. The development of the building types is laudable and the communal roof garden is a strong motif. Growing trees on the roofs, however, is questionable.

OM084 POROCITY

The buildings that pass over the street stretch towards the shoreline. This is a bold solution within the urban structure of Otaniemi and leaves the shoreline zone sufficiently spacious. From the point of view of traffic safety, however, such a solution could be dangerous. Even though the cityscape structure of the buildings is very strict, at the smaller scale there is variation among the buildings, even perhaps excessively so. The building envelope meanders continuously both on the horizontal and vertical planes. In terms of construction technology, the proposal is challenging and expensive. The proposal is not sound in regard to energy economics. The buildings in the cityscape have a heavy appearance. They also stretch unnecessarily close to the existing buildings in the area, thus forming an inappropriately compact environment. Brick as a façade material adds to the heaviness of the massing. Brick motifs have been developed for the facades, however, that are well suited to Otaniemi. The floor plans of the dwellings are indicated very schematically. The communal spaces on the roofs of the buildings are excellent and function well.

PS515 BE CAREFUL WHERE YOU STEP

In terms of the urban structure, the cube-like buildings – their coordinates shifted in relation to each other and scattered in various sized combinations along the Otaniemi shoreline – are well suited to their intended location. The combinations and chains of buildings demonstrate an energetic and novel approach. The light-coloured, ethereal buildings seem somewhat alien, particularly as found along a street in Otaniemi. The look works better in the forest and along the shoreline duckboards. Overall, the scale of the buildings works well. Lifting the buildings off the ground, in combination with their brick facades, does not seem a natural solution. Placing parking in depressions beneath the buildings does not work close to the shoreline and the proposed parking garage is over-dimensioned. The distribution of dwellings follows the massing in a natural way, but the floor plans of the dwellings are conventional.

RK815 INTERACTIONS

The terraced, oblong buildings frame the street space and create an urban environment interspersed with views of the natural environment. The buildings are, however, too massive. They are stepped in a clumsy way and the horizontal motifs emphasise the massiveness. The buildings come too close to the shoreline and detract from the nature values of the shoreline zone. The treatment of the exterior spaces remains schematic and monotonous, and the totality does not support social interaction. The realignment of the street is justified and the additional space gained has been utilised well. The yards between the buildings are disorganised and the facade treatment is rigid and heavy.

The parking garage is too massive. The floor plans are distinct and the communal spaces in the lobbies, with their circular staircases, are spatially excellent, even though in relation to the number of dwellings they are wastefully spacious. The two-storey terraced-house-like parts by the shoreline add to the diversity of the dwellings. The design of their exterior spaces and floor plans has, however, remained unfinished.

RL303 LIVING CLUSTERS

In the proposal the authors have set out to find a new large-scale urban block typology for Otaniemi. The new block type makes poor use, however, of the particular characteristics of the plot. The courtyard house is a natural model for student housing that promotes communality, but results in too compact and introverted exterior spaces. The spaces that are left beneath the raised building masses would be unpleasant in Finnish conditions. The exterior spaces, particularly of those buildings closest to the shoreline, should preferably have opened up more boldly towards the shoreline. The proposal takes a broad approach in the design of the facades and the variation in materials works well. The gradation in the scale of the buildings towards the shoreline creates an appropriately scaled environment. In the Community dwellings there is a spatially excellent interconnection of two levels. The design solutions in the Uplifted dwellings are distinct and function well, but in the Compact dwellings the floor plans are incomplete and deficient. The underground parking solution is structurally challenging and expensive. The proposed parking garage does not sit well in its surroundings as it is too massive. The university building has been well placed.

SA461 TERRACES OF ESPOO

The long rod-like buildings wedged towards each other and the shoreline sit beautifully within the urban structure of Otaniemi. The diversity of the buildings and the terracing is overwhelming and indeed leads to the impression that the totality would be excessively diverse. The massing is more detailed towards the street rather than the shoreline, which as a design solution feels somewhat back-to-front. The meandering building envelope is also not sound from the viewpoint of energy efficiency. Parking has been solved with a central parking garage and drop on – drop off areas at the corners of the building. The garage has within the context of the cityscape been presented only schematically and it seems rather massive. The brick themes of the facades sit well in Otaniemi and are beautiful, and brick has been successfully and logically used also in the interior. The buildings have a systematic building frame and with a diversity of floor plans for the dwellings. Sea views, nevertheless, have hardly been utilised at all in the dwelling layouts. The shape of the yards is based on thematic zones. The paths, however, do not create a logical totality, nor do the exterior spaces promote social interaction. Bringing allotment gardens into the yards to the degree indicated is not a viable solution. The illustrations of the interiors successfully show the spatial ideas in the dwellings.

TD130 MINGLE

In the proposal the authors have set out to find a new block typology for Otaniemi. The open urban structure with features of enclosed blocks makes poor use, however, of the unique characteristics of the plot. The blocks themselves have been skilfully designed. The massing is successful in terms of scale and internal structure but the totality does not sit well in the Otaniemi setting.

The gradual decrease in the height of the building masses towards the shoreline, the sculpturally folded building masses, and the different orientations and views from the dwellings have been expertly resolved. The roof form has been successfully utilised also in the interior architecture. The fenestration of the facades is calm and uncontrived. The building frames are logical and distinct. The floor plans of the dwellings are conventional but function well. The apartment block comprising student housing functions rather well and is pleasant in terms of the placement of communal facilities, as long as they are compartmentalised from the escape routes. The zone of terraced houses situated closest to the shoreline would have worked better in regard to the landscape and views from the apartment blocks as only two-storeys: the three-storey townhouse type is not necessarily the most appropriate in these surroundings. The underground parking solution is structurally challenging and expensive. The ground-level yard deck creates interesting exterior spaces at different levels. Integrating the multi-storey parking garage as part of the massing of the block is an interesting design solution: a roof form that would follow the roofs of the residential buildings would probably have integrated even more successfully with its surroundings.

UJ095 SIX FEET OVER

The idea of tower blocks scattered in the middle of the forest is a good starting point in regard to the urban structure of Otaniemi. In terms of the cityscape, playing with different coloured brick is a beautiful idea but the structural use of the material has led to problems. The analyses, functional block diagrams and visualizations are beautifully presented. The additional space achieved by the realignment of the street has also been well exploited. The amount of building, however, is too excessive. The wooden deck constructions that tie together the buildings are unnecessarily large in size. Building construction comes too close to the shoreline. The spaces left between the buildings are ambiguous. The facades are beautiful and confidently designed. The floor plans of the dwellings have been carefully researched and function well. The sheltered communal roof gardens are an excellent idea, but there are, however, communal spaces on only three of the thirteen buildings. The potential of the ground floor level as an active zone, offering communal spaces, has not been utilised, and the entrance recess on the ground floor gives the brick buildings an appearance that is strangely detached in relation to the surroundings. The design of the university building is successful and it forms a central point of attraction in relation to the overall plan, with the kindergarten working well as a counterpart to it. In resolving the parking solution, two parking garages have been proposed. Particularly the scale of the garage adjacent to the university building is too massive.

US869 FORMER LIFE

Both the design premise inspired by a poem and the town-planning approach are powerful. The block typology has its starting point in a long rod-like shape, which is then folded and allowing at one end pedestrian access to the roof. Thus far, the idea has a grandiloquence suitable for Otaniemi, but the arched openings in the following stage, together with the straight eaves line, create a heavy and problematic totality in regard to the cityscape. The fenestration in the facades is systematic and even monotonous. The connections between the buildings and the surrounding environment have been presented only minimally. The building's appearance in the direction of the shoreline remains a mystery. The seven-storey-high gables close to the shoreline would probably make the shoreline route feel too cramped. The floor plans of the dwellings contain a lot of variation but are mainly conventional, and the changes in coordinates do not bring much additional value to the interiors. The communal spaces of the student housing are cleverly placed centrally in the joint-part of the building, from where they lavishly overlook the shoreline.

UU270 POROCITY

The proposal is based on several straight lamella blocks that follow the alignment of the curved road as well as a couple of blocks that bend and meander around an internal courtyard. The design solutions are conventional and there are no real ideas for the urban structure of the totality. The scheme lacks any cohesive and significant places as well as a spatial hierarchy. The relation to the shoreline zone is restrained and introvert. The proposal's analyses and diagrams have been done beautifully. The parking solutions are too massive. The views from the street towards the sea have been cut off, and overall the setting and layout have become heavy. The individual exterior spaces for each ground-floor dwelling along Otakaari as such show potential for enlivening the street space, but would require more detailed examination. The floor plans of the dwellings work well. The stairwell solution, whereby each stairs feeds only two dwellings per floor, is inefficient. The fenestration of the terraced atrium house and the materials sit well in the Otaniemi environment.

UZ273 PHASMATODEA

The proposal with a bug-like character sits camouflaged on the Otaniemi shoreline. At the same time, it creates a barrier between the street and the shoreline, and in a way privatizes the site. In places the building reaches unnecessarily close to the shoreline, but the sprout-like and branching entity can, in this regard, be freely altered and easily corrected. The solution has a relaxed generosity but a staggered implementation could be challenging. The rises and falls of the eaves line of the building mass, as well as the parts of the building that seem to defy gravity, have been presented sensitively. There is something of the Otaniemi spirit evident in the scheme's pompous over-elaboration. The idea of the inverted Aalto building is also amusing. Using the spaces below the raised building mass would in reality be unpleasant in Finnish conditions. The parking solutions along Otakaari create a bleak street space. The central corridors in the buildings are in places too long, but the atrium yards next to the communal spaces are a well-functioning and beautiful idea that promotes communality, and which can be developed to work better and be more responsive towards their surroundings. The floor plans of the dwellings are conventional. The facades are handled with confidence and the illustrations create an excellent atmosphere.

WN499 MULTIFARIOUS URBAN BLOCKS

The proposal is based on L-shaped blocks that turn on top of each other to create internal courtyards. The concept proposed for the urban structure does not suit the Otaniemi context. The architectural form is alien and the area taken up by building is too large. The internal courtyards are very cramped. The large parking lots are also problematic. Researching the flexibility of the dwellings and integrating solar panels within the architecture are positive features of the proposal.

XS192 INTO THE WOODS

Tower blocks placed in the middle of the forest are a realistic starting point in the urban structure of Otaniemi. The proposal runs into problems, however, with the relationship between the building material and massing. A brick building that stands like a tree on a support that is considerably narrower than its own height challenges the essence of the material in an abnormal way. The realignment of the street is justified and the resultant space has been well utilised. The floor plans of the dwellings work well but the insulated wall line of the buildings meanders exceedingly and is very uneconomical, technically challenging and a bad solution in terms of energy efficiency. The proposal is clearly unfinished.

YB756 VÄLITTÄJÄ

The proposal has remained rather incomplete. In terms of the urban structure, the grandiloquent meandering mass completely cuts off the connection from the street to the sea, even though the building on the street level to a large extent has been left open and raised up on pillars. From the point of view of the cityscape, the uniform eaves line and monotonous facades are unsuited to Otaniemi. There are few options among the dwellings, but the floor plan of the student flats works well.

ZF248 LIVING THE TREES

The typology of a block that winds around internal courtyards challenges the sensitive nature values of the location. The composition is too massive and heavy, and has the character of a deck. The building complex continues the spatial structure of the existing university buildings, even though its use is completely different. There is no street space on the ground level and the pedestrian scale is created by dark spaces beneath the building. The access galleries prevent almost all possible views from the apartments towards the shoreline, and the result is in many places almost monastery-like, enclosed and introverted. The floor plans of the dwellings are logical and work well. In many aspects, however, the proposal is incomplete.

ZX826 UIVELO

The proposal is an interesting new variation of a lamella and tower block. The form allows views from the direction of Otakaari and creates communal yard spaces between the blocks. The folds in the building masses open up long vistas from the dwellings. Of all the so-called finger-model solutions that were submitted to the competition, this was the best. However, a problem in the finger model is that transversal nature connections are lost. One of the buildings in the plan extends too close to the shoreline and thus also endangers its green connection.

Particularly the floor plans of the lamella blocks work well and the alcove solution is particularly suitable for the small student dwellings. The principle of the folded lamella apartment block is viable. The presentation technique is on the whole convincing and beautiful. The exterior views, however, do not present the strengths of the proposal in the best possible way.

4 JYVÄSKYLÄ



4.1 General evaluation

The Kortepohja district of Jyväskylä represents a typical Finnish suburb, with its distinct tower blocks set within orthogonal coordinates in the middle of a forest. It is the connection with nature that makes Kortepohja special: the yards, the sides of the streets, the parks and nearby forests with their mature trees paint the suburban landscape green. The mainly low-rise apartment blocks are complemented by taller student dormitories, and service buildings add their own layer to the urban structure. Complementing this totality may at first seem a straight-forward task, but a closer look shows its complexity.

Infill building and remodelling involving partial demolition are complex building tasks. In its assessment, the jury focused particular attention on the overall design and how the planned structure sat within the distinct totality of Kortepohja. In addition, the jury emphasised the authors' research of the everyday life of the residents of the area, so that their design would enrich everyone's surroundings. The communal spaces and yards, as well as the locations for communal leisure time, are well represented in the proposals. Most of the proposals called for the demolition of the MNOP building. There were no really successful proposals suggesting the preservation of the MNOP building.

Roughly divided, the proposals set out either to respectfully complement the old structure or to create a new, clearly distinct layer on top of the old structure. In several proposals it was suggested that infill building could be placed also outside the competition area. In addition to traditional lamella blocks, tower blocks, or terraced houses, the proposals also contained various enclosed block structures and smaller "parasites" added to an older structure. The design solutions for the commercial centre comprised either of a structure that was similar to the proposed housing construction or a completely different kind of structure. At best, the commercial centre, however, stands out from the residential blocks both structurally and in regard to the cityscape.

Dwelling was quite laudably analysed in many of the proposals. In the best proposals, consideration had been given to the residents' life circumstances, flexible housing solutions, communal spaces and, for example, two-storey dwellings or dwellings with openings facing different directions. Roof terraces and their communal use were recurring themes in several of the proposals. New or unique ideas did not particularly emerge through ecological and sustainable solutions in urban planning or housing design. The issues that came up most frequently were stormwater management, building materials and energy solutions, or sustainable and ecological design solutions linked with mobility.

Parking had been strongly highlighted in the competition programme and the proposals often analysed the parking solution in great detail. In the best proposals, the parking had been solved in a diverse way. Often the strong centralisation of parking in a single location caused problems. Particularly extensive ground-level parking lots were considered a major fault. The most novel ideas in the development of parking were those that proposed some other activity in connection with the parking facilities, and which would serve residents from a wider area – ideas that should be developed further in future planning.

In many of the proposals, certain sub-areas of infill-building had been admirably researched, but often the totality lacked analysis of, for instance, the pedestrian environment, particularly the relationship of the ground floors of the buildings to the pedestrian routes. The European theme – how to create positive dynamics from a difficult situation – had often been approached by means of the design of communal spaces: encounters create positive dynamics. The jury wished that this angle would have been more closely linked to the pedestrians' environment and experiences outside the blocks.

4.2 Proposals

AWARDED ENTRIES

QJ416 THE NOLLI GARDENS, WINNER

In the proposal, the blocks of the competition area are demarcated by a strong gesture in the form of entities that respect the old street network and leave it unaltered. The design is based on a distinct student block and a corresponding central block. The design of the student housing block has a similar grandiosity as in the MNOP building. In the proposal, particular attention has been given to the courtyard as a place for social encounter.

By analysing the life between the buildings within the overall structure and architecture of the site, the proposal offers a strong new concept for a communal environment.

The relationship to the street network and the opening up of the ground floor towards the street space requires further development. Access and the staggering of the building construction have been laudably considered. The building frames are systematic and within these there is an appropriate amount of exceptions created by the communal spaces within the overall layout. The



floor plans for the dwellings are schematic and in need of further development. Particularly the structure of the student block should be developed so that construction could be carried out in stages. In the further development of the proposal, particular care should be taken so that the central corridor sections do not become too long and that the communal spaces naturally support social encounters.

Parking placed beneath the blocks is unrealistic in the present situation.

The elderly apartment block, with the supermarket etc. on the ground floor, has the potential to develop into the lively urban heart of the district. And the student community has a great potential to create a certain student startup environment - in cooperation with local business and the university, the framework for a unique new settlement for students can be developed together with the inhabitants.

The proposal is very expertly executed. The presentation material is very illustrative and the perspectives are beautiful.

MU921 NEW KIDS ON THE BLOCKS, RUNNER-UP

In the proposal Kortepohja's existing urban fabric has been successfully analysed and the conclusion, made on the basis of the analysis, has been to propose infill building with multi-storey blocks. The approach is sensitive and subtle, consciously avoiding grand gestures.

Changes of rhythm, condensations and densifications mainly work well within the totality. The structure is smaller in scale than at present and would in places be able to cope with even taller buildings.

The general look of the block comprised of multi-storey apartment buildings can only be guessed: it would have been good to show a façade-section running through the area. The idea of a small-scale spatial structure inside the block is interesting, but the result leaves a somewhat cramped feeling. In terms of its ideas, the block structure is certainly viable and could easily be implemented in stages.

The dwellings are somewhat conventional, but they have been very expertly designed and the aspect of flexibility has been cleverly and realistically taken into consideration.

The parking solutions, the bridges that link the yard decks, as well as the double-level external spaces of the commercial and residential block have been resolved skilfully and carefully. The so-called "carved block" complex, with its piazzas, would have the prerequisites to become the local heart of the area; the proposed restaurant pavilion, however, isolates the piazza unnecessarily strongly from the pedestrian route that cuts through the area.

In the proposal the authors have understood the important pedestrian connections in Kortepohja, and activities have been successfully placed on the ground floor in the area where the streets Emännäntie and Kartanonkuja intersect. The pedestrian landscape and its surroundings are pleasant



due to the alternating dot-like building masses, low yard buildings and openings between the buildings. The connection from the park towards the lake has been successfully resolved, as has the sloping park with its bobsleigh hill.

In terms of the cityscape, continuing the area's white appearance would be boring without the proposed wood cladding. In the design of the new layer, the look of the cityscape is softened by the use of wood in the facades of the buildings. The facades have been skilfully designed.

EM862 TREE VILLAGE, SPECIAL MENTION

The concept of Tree Village is bold, and the typological combination of forest and tower-block living is interesting. The concept brings to mind not only the forest but also the mountains or an old large Alpine chalet. The strengths of the concept lie particularly in the building design. The proposal creates an extremely unique and charismatic new layer in Kortepohja, one even somewhat excessively alien in form, even though in terms of the urban structure the proposal continues the old structure quite directly. Part of the reason why the new layer comes across as alien or aggressive could be due to its large density.



The totality would be in need of variation in terms of building size, and this would also benefit the cityscape: the totality would feel lighter in appearance. The perspective illustrations portray a pleasant and extremely urban environment, but Kortepohja's links to nature have been forcefully altered due to the high building density. The strengths of the proposal in particular include the careful examination of various views; the views of the lake, forest and city provide excellent justification for the proposal. The idea of infill building all of Kortepohja with the Tree Village is also an interesting one and provides more depth to the proposal.

The structural frame of the building and its interior, despite the steppings, have been admirably studied. The façade idea works well and supports the unique character of the housing type. The communal winter garden on the roof of each building is interesting and impressive. The principle of the floor plans of the dwellings is systematic and mainly works well. The parking solution is rather conventional and bulky, albeit on the whole carefully studied. The location of the commercial centre is correct, but the design solution is not convincing. Overall, the relationship between the street space and the ground floors has not been developed. The presentation technique is throughout very impressive and professional.

KT2015 EXCHANGE CITY, SPECIAL MENTION

In the proposal the competition area's relation to the centre of Jyväskylä has been laudably analysed. The comprehensive solution has its starting point in the parking garages which form the functional hubs. The idea is interesting, but extremely challenging to implement, at least within the scope presented. Building development is based on the tower block typology, which is richly varied by means of placement and heights. Little consideration in the work has been given to the design of



the exterior spaces and the buildings' relationship with the street space. Resolving the design of the whole area by repeating a single house type makes the environment look unnecessarily monotonous.

The building design is one of the main strengths of the proposal. The floor plans of the dwellings have been expertly resolved. The student loft apartments are small and functional. Many of the solutions linked to dwelling, such as the roof terraces, shared balconies and placement of communal flex spaces on the ground level, have a great development potential.

Sustainable solutions and parking layout are conventional. Commercial center has not been planned quite properly. The analysis of private, semi private, semi public and public spaces are refreshing and excellently executed. Axonometric pictures of the buildings are illustrative and beautiful.

VX526 FOG, SPECIAL MENTION

In the proposal a megastructure has been created among the blocks of Kortepohja, one that is intended to be flexible and to expand as necessary. The approach is laudable and poetic, albeit somewhat theoretical and mannered.

The structure is based on tower segments and canopies skilfully and beautifully composed to suit the environment. The shadows cast by the tallest buildings, however, have been inadequately taken into consideration. The structure of the canopies creates the impression of a deck structure, giving the totality a heavy, even clumsy look. It is questionable how well the canopy structure works in creating a pleasant micro-climate. The proposed parking solution is unconvincing. The Finnish winter and cold climate have been presented as problems and wintertime outdoor activities have not been taken into consideration. Removing the wintertime yards is not a successful idea. Too little attention has been paid to the commercial centre. The architecture of the buildings is impressive and systematic. The dwellings are well-functioning, spacious and stylish. The dwelling types have been laudably developed and a touch of luxury has been achieved. The smaller dwelling types could have been further developed, and the design of the roof-level floors could have been more innovative. The stairwells are wastefully large.



4.2.2 OTHER ENTRIES

CC040 FEE-FI-FO-FUN

The proposal is based on an interesting geometric game, which could lead to the creation of a new kind of flexible city grid for Kortepohja. The concept and typological research are laudable. The best aspects of the proposal are the fixing of the network of routes and the developed tower block type as if part of the forest. The ideas are bold and the approach systematic. The tower block type works particularly well in terms of its potential to offer views of the area and from the dwellings. However, this potential has not been utilised much at the level of dwelling design. The idea of bringing the advantages of low-rise houses to living in an apartment block is ambitious and interesting. The complexity of the building structure, however, leads to poor energy efficiency. The zonal thinking in the floor plans of the dwellings works well and the presented extension options are interesting. The structure of the commercial centre creates a pleasant small scale and is spatially interesting, but remains theoretical. Replicating the flower form of the tower blocks in the commercial buildings seems a contrived and unnecessary design solution. The analysis of the cityscape remains incomplete and the scheme fails to capture the spirit of Kortepohja. Keeping to a single geometric principle that covers the entire area has excessively fettered the design. In the perspectives the look of the buildings and, for instance, the development of the fenestration remain preliminary. The mood is dark and gloomy. The ground floor level and the courtyards of the residential buildings have been shown schematically, and the enclosed character and small floor area of the ground floor level are problematic. The relationship between the dwellings and exterior space has not been shown. It is impossible to perceive the boundaries between public, semi-public and private exterior space. The proposed parking solution of 4-storey parking garages, combined with spaces for other functions, distributed throughout the Kortepohja area is an idea that would be worth exploring further.

DA178 PLUG IN MÖKKI

The proposed small building units connecting to the old structures are an interesting type of infill building, but the totality is unsuccessful. The new layer is like a tumour, and hinders the existing urban structure. The proposal has carefully examined ecological solutions, but they are rather conventional and their influence on the cityscape is vague. The idea of a new kind of balance between nature and building is beautiful and poetic, but in reality could lead to an inhumane, deteriorated environment. Opportunities for outdoor recreation and activities have been proposed for the green roofs, even though there are already plenty of yards and parks in the area. There is no balance between the amount of dwellings and outdoor spaces. Only a few floor plans for the dwellings have been presented and the social aspect of the proposal remains weak. The idea of cutting off vehicular traffic does not work, nor does the proposed parking solution. The presentation and layout are carefully and beautifully executed. The authors have laudably and ambitiously applied their strategy on an area considerably wider than the competition area.

EQ678 TRANSFORMATION

The proposal includes good analyses of the present situation. Infill building is mainly based on the parking solution and the expansion of the existing structure. Overall, the proposal does not provide a new solution for the urban structure, but rather hinders the old structure. Increasing the amount of parking via ground-level decks is questionable in terms of its effect on the cityscape. The proposed widenings to the building frame do not decisively improve the floor plans of the dwellings.

EX948 DRIVE-IN WALK-IN

The starting point for the proposal is the idea of combining car and pedestrian traffic. Such a solution could work in Kortepohja, but the proposal has not managed to resolve the overall urban structure in a justified way. The solutions for the pedestrian scale are unconvincing. The idea to raise the residential buildings off the ground and to reserve the ground level for cars creates an inhuman environment. There is a good variety of dwelling types, but the floor plans have only been shown schematically. The overall design solution remains incomplete.

FJ084 JYVASKYLA ° APP

The design solution is based on continuing and combining the old structure. The application- or game-like approach has led to problems in the design of the urban space. The proposal remains incomplete in its analysis of the urban structure and public space, as well as the street space. The presentation is hard to decipher. The idea of the residents having an influence on the cityscape is nice, but has remained superficial. The parking solution does not work. The floor plans of the new buildings are interesting and bold. The oblique column module is probably more a hindrance than an advantage. The strong character of the stairwells and the minimalist loft-like design solution for the dwellings are stylish and can be adapted by the residents. The remodelling of the MNOP building has been harsh on the façades.

GP634 SYNECDOCHE

The blocks of the competition area have been given a diverse structure, where in particular the building height has been varied. The basic idea, especially in regard to social diversity, is good and the dimensioning of the urban structure in itself is successful. The park axis has been beautifully placed within the whole. The set of coordinates for the basic residential blocks is the same as that of the surrounding urban structure. The size, form and boundary of the courtyards of the blocks nevertheless seem incomplete. The set of coordinates for the commercial centre has been turned, but the justification for doing so is not convincing. The change in the coordinates also leads to unnecessary difficulties for the underground parking garage. The triangular-shaped piazzas' relationship to the surrounding urban structure and route network remains largely ambiguous. The proposed sauna building is unrealistic. Overall, in the new layer of infill building there is no feeling of Kortepohja. Only part of the floor plans of the dwellings have been shown. Varying colours and somewhat arbitrary fenestration have been indicated in the facades of the buildings. The colour theme is distinct and effective, but the fenestration design would require more resolve. The parking solution is conventional. The proposal remains partly unfinished.

HC548 VIHREÄ MÄÄLI

The proposal takes a strong stand in support of a green topography, but this connection to the urban structure of Kortepohja as a whole remains problematic. Collecting the old buildings together to form an ensemble also seems a heavy-handed and difficult solution in which little is gained. The green wall surrounding the MNOP building unnecessarily blocks the residents' views, and the proposed extension parts are too small to be economically feasible and realistic. The communal spaces of the enclosed block complex seem over-dimensioned. No visual influences on the street space have been presented. The floor plans of the dwellings are systematic but conventional. The proposal's generous approach is interesting, but the solution remains somewhat incomplete.

J1650 PIIRI

A generously delineated orthogonal block succeeds by means of the small-scale and low-rise construction to create a humane atmosphere for housing and a completely new role for the existing buildings as visual focal points in the area.

The MNOP building has been preserved and a low-rise enclosure has been placed around it. Placing buildings along the existing street line challenges the old structure with a new and fresh approach. At the same time, however, the design solution creates an enormous obstacle on the main pedestrian route and the proposal does not suggest a workable alternative to the truncated access route.

The proposed method of infill building is unusual in Finland and it would be interesting to see it applied in some other suburban renewal project. The small-scale, two-storey low-rise apartment blocks and terraced houses are economically feasible, without the requirement of a lift. The new dwelling types could also enrich the social structure of the area. The large courtyards of the blocks emphasise the link to nature in the area, and it would be possible to create a forested atmosphere in the yards. The floor plans of the dwellings contain a lot of variation and their design solutions work well. The centralised parking solution is conventional. The presentation of the proposal is skilful and beautiful.

KM005 A CITY OF INTERIORS

The proposal's design premise of an all-year-round space is an interesting one. Placing a public outdoor space behind the dwellings, however, does not work. The strong geometric approach and the construction-like design solutions have led to problems in the urban structure. A strongly anomalous and contrived element has been brought into the old urban structure, and the justification for its placement is unconvincing. The exterior spaces between the building complexes seem arbitrary, and like empty wastelands. The colourful cityscape takes on a circus-like impression and comes across as an alien element in the forest landscape of Central Finland. The designs for the floor plans of the dwellings, which follow the curves of a circle, are laudable.

MC970 FLEXIBLE DOGMA

Overall, the proposal demonstrates a strong and bold vision. The sculptural block structure could form the starting point for new infill building in Kortepohja, but in the proposal public space remains introverted. The urban structure of Kortepohja is based on an orthogonal street grid and the weakness of the otherwise impressive proposal is that it makes no commitment to the existing street space. Building has been concentrated in two compact areas, of which the one more towards the north-east seems unnecessarily compact and cramped. The centre of the area remains a fairly ambiguous park area. The strong visionary totality would have required a more sensitive connection to the surrounding environment. The commercial centre has been resolved rather conventionally and the proposed placement of small local stores at street-level is theoretical. The location of these small stores does not correspond with the largest flows of people in the area. The architecture of the facades is powerful and impressive. The visual presentation of the proposal is consistently convincing. The dwelling solutions work well but are conventional. The design of the façade fenestration gives a strong character also to the interior of the dwellings. The proposed parking solution would be challenging, both economically and in regard to the Kortepohja cityscape.

MD312 TOGETHER IS MORE

The proposal approaches the idea of infill building by means of the users. The social infill building viewpoint has laudably been taken into consideration. In terms of the urban structure, however, the proposal is conventional, just like the existing urban structure. The social infill building viewpoint does not reach the level of the solutions for the urban structure. The public squares, yards and connecting routes are unjustified in terms of their functions and design. The exterior spaces of the southern-most block are unnecessarily cramped. The parking- and commercial building with a park on its roof is interesting as an idea, but its appearance in this location is too heavy and grandiose. The roof park is also not naturally connected to the routes in the neighbourhood. The rather deep-framed buildings are a problematic premise for housing design. The floor plans of the dwellings have been carefully researched and the axonometric illustrations of them are very illuminative. The discussion on the various user groups and resident profiles is very welcome and exceptional among the competition entries. The two-storey spaces and lofts, as well as the spatiality at the level of dwelling design, are successful.

MZ151 BLUE GRID

The proposal has concentrated on the design of the buildings, while the idea for the urban structure remains ambiguous. The driving ideas are a semi-warm space added to the facades of the buildings and the strong functional qualities of the street level, both of which, however, seem pasted on. The totality is expertly presented, but in terms of the design of the urban space the proposal is incomplete.

OP149 TOGETHER

The proposal's main idea in regard to the urban structure is distinct and based on the old structure. The heights of the new buildings and the facade compositions, however, create a dull and melancholy landscape. The proposal does not offer an opinion on public and semi-public space. The treatment of the street space is unclear. The buildings are systematic but on the whole the scheme

is monotonous. The zone formed by the gallery access should have been utilised more innovatively in the exterior architecture. There are in places great problems in the floor plans of the dwellings.

OV287 UTOPIA

The proposal creates a comprehensive concept for an ecological lifestyle in Kortepohja. The analysis of the design premises is successful. In regard to the urban structure, the solution is based on the idea of converting parking lots into parking garages and adding a new residential building. The proposed urban structure is dated. Concept thinking through ecological solutions is in itself laudable, but it has no local Kortepohja-based identity. No floor plans for the dwellings have been presented. Overall, the project remains at a very schematic level.

PG729 KORTEPOHJA THE RESILIENT VILLAGE

In the proposal the blocks of student housing within the overall Kortepohja area are complemented by tower blocks, which are linked to them, the coordinates of which gradually shift. The proposal also carefully analyses the resilience of the structure and, for instance, storm-water flood peaks. The premises and basic solutions for the analyses have been well chosen, but the connection between the proposal and its surroundings is in every sense unjustified. Though there are good individual ideas, they have not coalesced to form a coherent totality: the new construction is concentrated in two very different block complexes, which have no natural connection between them. The shifts in the coordinates of the tower blocks are arbitrary. The connection to the MNOP building, as well as the gradually lowering building mass, makes the totality look clumsy and unnecessarily bulky. The bridge connection from the new buildings to the MNOP building does not seem justified. The location of the area on a slope towards the lake in reality does not create major problems for storm-water management in the area. The infill building in the central block better suits Kortepohja as a whole and is a more successful solution. The parking solution is diverse and professionally planned, with the entrance to the facility in precisely the correct place. The research of alcoves in the floor plans of the student dwellings is interesting. The small dwellings, however, are problematic. Despite the very beautiful visualisations of the green areas, the proposal remains unfinished, particularly the design of the pedestrian environment and the street space.

PS896 (DIS)CONTINUITY

The urban structure of the proposal continues the existing scale and typology of Kortepohja through the placement of new buildings and lamella-type blocks. An interesting approach to the totality has been achieved by varying the height of the buildings, but its effects have not been analysed other than by cross sections through the area. In the perspectives the approach to the cityscape is lacklustre and old fashioned. The parking solution does not work. The floor plans of the small dwellings are successful. Particularly the design solution for the atrium-type apartment shared by two students is interesting. In regard to the cityscape, the proposal is lacking in content, and remains incomplete.

RI253 KORTEPOHJA: EPISODE V

The proposal comprehensively presents the tools for sustainable and participatory urban development in Kortepohja. The area as a whole has been handled commendably; in particular the consolidation of the water element and other aspects linked to it could bring a new functional dimension to Kortepohja. The proposal focuses on functions, and the development of the physical environment is based mainly on finding places of interest and only to a small extent on creating urban space. The listing of functions is rather superficial and the connection to Kortepohja rather weak. The proposal does not present a new comprehensive urban structure for Kortepohja that could help it develop, nor does it define the character of the public spaces. The east-west oriented street axis seems too open and fragmentary. The identity and spirit of Kortepohja are not strongly conveyed in the proposal. The floor plans of the dwellings have been shown only schematically. The idea of flexible design solutions for the dwellings remains on a theoretical level. The strength of the proposal lies in its contextual approach, which lists factors that are to be included in the design process of

the active environment. Another merit of the proposal is the endeavour to present, in addition to the long-term building projects, also short-term, lightweight and low-cost improvement measures in the environment. The proposal's approach has also encountered problems; the stakeholders have not been included in the process and also the proposal has not fully taken shape.

SA017 K +

The basis of the proposal lies in its sinuous structure within the coordinate system of Kortepohja. The complexity of the sinuous structure, together with the diverse low-rise and tower parts, forms an interesting planning premise. The perspectives demonstrate in a certain way the Kortepohja spirit, but the totality, in its massiveness, has the character of an office building or civic offices. Despite its obvious strengths, the proposal's basic structure is an alien element in its surroundings. The connection to nature and the pedestrians' views of their surroundings are narrow due to the massiveness of the structure. Increasing car traffic within the area is not a good solution. The parking solution is challenging and expensive. The idea of the residents having their say in the amount of construction and demolition of old buildings is a good one. The floor plans of the dwellings and their flexible solutions have been expertly researched. The exterior spaces for the individual dwellings, which vary according to dwelling type, are well dimensioned.

SO798 UPTOWN

In terms of its basic design solution, this is a high-quality proposal. The block layout, parking solution, and proposed range of materials create the impression of a skilful and well thought out totality. In the context of Kortepohja, however, the restrained totality of the proposal turns against itself and becomes cold and monotonous. The scale of the buildings and yards, as well as the presented range of building materials, creates somewhat the impression of commercial and office blocks rather than a residential area. The idea of scaling up the Docomomo area does not fully work. Particularly the façade compositions and the atmosphere in the perspectives create the impression of a solution that would be better suited to a brighter climate than Kortepohja. The parking functions well and is appropriate for its location. The lamella blocks in the central urban block are successful in terms of both scale and cityscape and their architecture is one of the most interesting aspects of the proposal. The roof terraces, with their proposed functions, have been excellently presented. The floor plans for the student and central blocks have been expertly researched.

SU178 SHIRAKABA

The proposal takes a sensitively respectful approach to the existing urban structure. The overall solution is based on a diagonal connection between Laajavuori and the Rautpohja lake, the analysis of the implementation of which remains, however, on the whole shallow. The existing blocks are complemented by east-west oriented lamella blocks. At the central block these are linked to the main pedestrian route, while at the block on the north side they divert from the route. The emphasis on the main pedestrian route therefore remains superficial. The MNOP building has partly been demolished and complemented with infill building. The wooden facade is poetic but rather theoretical. Multiplying the unusual birch wood façade on such a massive scale may turn against itself. The placement of the buildings has been excellently studied with the aid of a scale model. The model also reveals the incompleteness of the massing and terracing of the buildings. The parking solution is interesting. The floor plans of the dwellings have been studied excellently and insightfully. The idea of flexible and adaptable student housing placed among versatile communal spaces is also interesting. On the whole, however, the proposal is incomplete and timid.

VI800 ON CONTINUITY

The proposal adheres to Kortepohja's urban structure, respecting the old structure but adding an interesting new layer by means of shifts in the coordinate system. It continues the smaller scale building of the area with a fresh new interpretation. The buildings that deviate from the orthogonal grid make contact with the street or define a wider street space through small gestures and changes

in distance. The shared public environment is enriched by a sensitive new layer. The scale is small, and the solution from such a viewpoint is sumptuous.

From the perspectives one can sense a light-coloured, compact and small-scale atmosphere well suited to Kortepohja. The architecture is purposely restrained, but the fenestration is still rather monotonous and the general appearance anaemic. The chamfers and shifts in the coordinates of the buildings contribute to the success of the solution, particularly in regard to views; the views from the dwellings and within the cityscape are successful.

The totality, however, is ambiguous because the proposal does not show an aerial view rendering or aerial perspective from a wider context. The proposal contains an abundance of dwelling types. The floor plans of the dwellings are well-functioning and spacious, but partly incomplete – for instance, barrier free washing facilities are lacking. The biggest problem in the proposal is the treatment of the ground level and the deck-like structure. The deck structure is too massive in relation to the amount and scale of residential building. It also isolates the new buildings and their yards into a luxury zone that divorces itself too clearly from its surroundings. The presentation drawings are lacking, for instance, information about the number of floors and height levels, and consequently it is difficult to decipher the totality. The parking solution is conventional. The underground commercial spaces and lightwells do not work in the best possible way in the Finnish climate.

WN867 COMMONPLACES

An object-like infill unit has been created in the proposal, which successfully respects the urban structure old Kortepohja, and its sensitive approach suggests infill sites also outside the competition area. The scale model studies are beautiful. The building complex, however, is rather massive and it could be said that it is a new interpretation of the MNOP building. The design is sculptural. The buildings are, however, partly too tall and bulky. The new infill-building unit has been too much the focus in the proposal, and the design solution for the commercial centre seems contrived. The designs of the dwellings have been shown schematically. The roof terraces are intended for communal use, which is a successful solution: the spacious totality with beautiful views has been designed to enable social encounters. Less attention, however, has been placed on the design of the street level. Hardly any attention has been paid to the functions and routes in the yards. The parking solution has been shown schematically. The illustrations lack height levels and section lines, which makes it rather difficult to decipher the proposal. The traffic solution should have been shown in a wider context, because the drawings do not show how the traffic layout for each plot is linked to its surroundings.

XH632 AGORA

In their analyses, the authors see the existing situation of Kortepohja as an area of white, geometric buildings, extensive yard areas and green areas left between the buildings, as well as extensive carless areas and long internal axes. The authors want to introduce infill building that is the exact opposite of this, that is, colourful buildings with a different form language. A contrast to the public exterior space is created by claddings, hard surfaces and an agora where people can meet. Infill building with a contrasting layer is a good premise, but in the final result the proposal's analogies and their interpretations are flawed. The new urban structure and the look of the cityscape do not achieve the sensitivity of the equivalent existing solutions in Kortepohja. The forms, colours, and new set of coordinates have not been justified, nor do they create a new interesting layer within the totality. The floor plans of the dwellings are systematic but at the same time also monotonous. There is little variation in the dwelling types and the dwellings themselves are conventional. The parking solution is conventional. The overall approach on all levels seems heavy-handed.

XU497 PARALLEL LINES

The proposal creates a new urban structure through the theme of parallel lines, with an internal courtyard between the buildings, while lively public space is created on the streets as well as the access routes by means of courtyard entrances. The basic design premise is interesting but the totality ends up being monotonous. The detailing of the urban space is conventional. The streets,

narrow green strips and access routes do not offer positive spatial experiences. The authors have opted for monotonous walls rather than a living street space and distinctive ground floor entrances. The floor plans for the dwellings have been carefully researched. The treatment of the facades is relaxed and consistent. The treatment of the ground floor level and the connections to the surrounding urban environment are poor.

XY006 ECO-LOOP

Overall, the proposal is impressive and imposing, and in terms of building design its approach is commendable. The use of wood in the facades works well. The visualisation of the scheme shows well how on a grey autumn or winter day the warm tone of wood would add a new warm layer to the cityscape. However, the object-like solitary building within a wider urban block context is an alien solution in Kortepohja. The overall solution to the urban structure remains unjustified. The yards are meagre or non-existent. From the viewpoint of the urban structure, the totality is heavy and clumsy. The parking solution works well. The mixed structure is a good solution. The floor plans of the dwellings are conventional and contain obvious faults. Due to the large scale of the building, the corridors leading to the dwellings are inhumane, institutional-looking and wastefully over-dimensioned. Overall, the scheme has the feeling of an airport terminal or office building, and the route leading to the roof-top dwellings does not support the natural routes of the area. The bridge connecting two blocks seems an unnecessarily grandiose gesture; the totality would probably have worked better as two separate sculptural buildings.

5 SEINÄJOKI



5.1 General evaluation

The competition area in Seinäjoki is extensive and characterised by mobility as well as the integration of sub-areas. The inner city centre, the rail and bus traffic hub, as well as the history of the areas and their old buildings, create a lively setting for the planning of an urban city centre. The biggest challenge in the planning was clearly the scale and understanding the overall proportions. In designing a unique and recognisable urban environment, the best results are achieved when the surroundings are taken into consideration and new construction is seamlessly linked to the old, while at the same time a separate recognisable identity is created for the new sub-area.

The design of the Travel Centre and the public exterior space surrounding it was of central importance in the assessment of the proposals. In the best proposals, public transport was woven into a memorable totality serving the traveller. In many proposals, pleasant exterior space was created in the vicinity of the Travel Centre in the form of piazzas. The scale, form and relationship of these to the urban structure varied greatly.

The urban street space took on a central role in the design solutions. The street is the stage of urban life and its spatial design is important. As the Seinäjoki planning area is located in the very core of the city, in the most important places of encounter, the jury paid particular attention to design solutions that aimed to create a vibrant centre. The commercial premises facing the street, street landscaping, the dimensioning of the traffic areas, and other factors contributing to the creation of a vibrant public street space were seen as indispensable.

The connection to the surroundings turned out to be a stumbling block in many of the proposals. Entities which are clearly different in terms of their urban structure and functions are located at the periphery of the extensive planning area. In the best proposals, the competitors managed to understand the character of each surrounding sub-area and to set the new plan in a fluent dialogue with the old one. For example, the connection from the Travel Centre to the Aalto Centre is in Seinäjoki equally important as the connection across the railway tracks. In several proposals the authors had understood the connections both within the competition area and in the wider context, and had produced clear and analytical diagrams of these connections.

In some of the proposals, the European theme of how to make obstacles into connecting factors had been made a central theme. Creating connections by means of excessively heavy structures that extend throughout the entire urban fabric had not succeeded in capturing the scale of Seinäjoki. Underpasses are the safest solution and their placement is indicative of an understanding of the

focal points of the city. The character of the underpasses was, however, not developed further in the proposals. There was little analysis of the functionality, lighting, design or spatiality of the underpasses.

The bridges, their construction, appearance and placement, proved to be even more challenging design objects than the underpasses. In the opinion of the jury, not a single bridge design stood unequivocally above the rest. However, it is by means of a bridge that a city can manifest its values; for example, with a pedestrian and bicycle bridge it is possible to convey the message that a human-scale environment has a prominent position in the hierarchy of values of urban planning.

Housing design, particularly at the level of the urban block, was the focus of several proposals, resulting in new kinds of urban dwelling solutions. Typological studies ranged from designs for urban blocks to the combination of different dwelling types. Inspiration was sought, for example, in the landscape or old ways of life of Ostrobothnia. In some of the proposals, designs at the level of the urban block had been developed to counter environmental disturbances, with carports, planted mounds and various fences proposed as noise barriers.

Parking in the vicinity of the urban blocks in the city centre had mainly been resolved by means of parking garages placed beneath decks. Also successful were ground-level parking solutions in the residential areas. Focusing excessively on parking solutions, however, led to problems. The competition shows that the present notion of how much parking is required in the centre of Seinäjoki will create real challenges for its future implementation.

Of the sub-areas, the most successful proposals on average were those for the Pohja area side. The narrow blocks along Valtionkatu street turned out to be the most challenging. In the best proposals, the new structure was integrated fluently with the existing one, the old structure was retained amidst the new one, or the new structure was even allowed to be inspired directly by the old one.

5.2 Proposals

AWARDED ENTRIES

ON365 NOTCH, WINNER

The proposal has a successful grasp of the competition area as a whole, creating a strong identity for the different areas. The approach to the urban structure is beautiful and the new connections work well. The functions have been outlined successfully. The block typology is novel and the design is bold. In some parts the curved forms and sculpturality have been taken too far. The blocks of the Pohja district are typologically the most interesting part of the proposal. The block concept is bold and distinct. There are many options available in the communal yards, even though no functions have been indicated for them. The form itself steers towards communal living. The buildings can easily be built in stages. At the same time, it is possible to create a different yet recognisable cityscape for the blocks, so that the area will not be built using one similar-looking block type throughout. Existing buildings have in a natural way been retained among the new blocks, thus creating historical layers in the location. In the area of the Pohja park it would be appropriate to build along the railway line in order to protect the area from noise. Differentiating between the city's public park and the communal yards of the residential blocks is not easy, and is something that needs to be considered in the further development.

The station building has been placed correctly in relation to the city centre. The division of the different functions, such as station square, bus station as well as drop off & pick up in separate piazzas is natural. The functions of the Travel Centre have been placed centrally in the interior of the building. The subdivision of the interior works well and orientation on arrival is easy. The architecture of the station is formalistic and as such not suited to Seinäjoki.

The station, together with the bridge, is a visually too dominant element. On the ideas level,



however, the solution works well and could easily be further developed. Both ends of the bridge have been articulated successfully, with the bridge having distinct end points. As a structure, however, the bridge is too bulky and the connection could also be solved as an underpass.

The residential and commercial blocks placed between Valtionkatu street and the railway tracks are still rough draft proposals and feel cramped.

The proposal's diagrams are clear and informative and the perspectives are fascinating.

TS689 SEMAPHORE, RUNNER-UP

The proposal recognises and is successfully connected to the most important elements in the urban structure of Seinäjoki: the commercial centre and Aalto Centre. A skilful totality has been weaved together around the axes, connections and landmarks. The new urban structure is influenced by its surroundings, and it changes in accordance with the surrounding existing structure. The orientation, functions and disturbances shape the character of the parts, ranging from a wall-like and enclosed structure all the way to a small-scale and breathing structure. The scheme has come about in a relaxed and uncontrived manner. The urban structure is beautiful and with an interesting compositional rhythm. The proposal is presented with an appropriate level of precision and gives an idea of the development potential of a diverse and living urban cityscape. The proposal gives



the city an extremely recognisable and unique face. The overall approach to the planning area is bold, the urban aspirations are distinct, and the design of the street spaces is skilful throughout. The functions along the station piazza successfully enliven the street space. The location of the bus station and its platforms does not work.

The block typologies are novel and successful in scale. The northern sub-area A is described in least detail and its connections to the surroundings less justified than those of the other sub-areas. The more wall-like structure shown on the railway-track side and the lighter structure on the street side work well, and in the aerial view their scale looks successful. The functions proposed in area B excellently enliven the central areas of Seinäjoki. The curved block complexes create an interesting and strong image for the area. The focus in the block complex of the Pohja area is concentrated too far to the north and the bridge connection does not serve the present residents more to the south. On the whole, the proposal is professionally executed and the presentation is beautiful. The authors have a good understanding of the scale of urban design.

FR049 I WENT DOWN TO THE CROSSROADS, SPECIAL MENTION

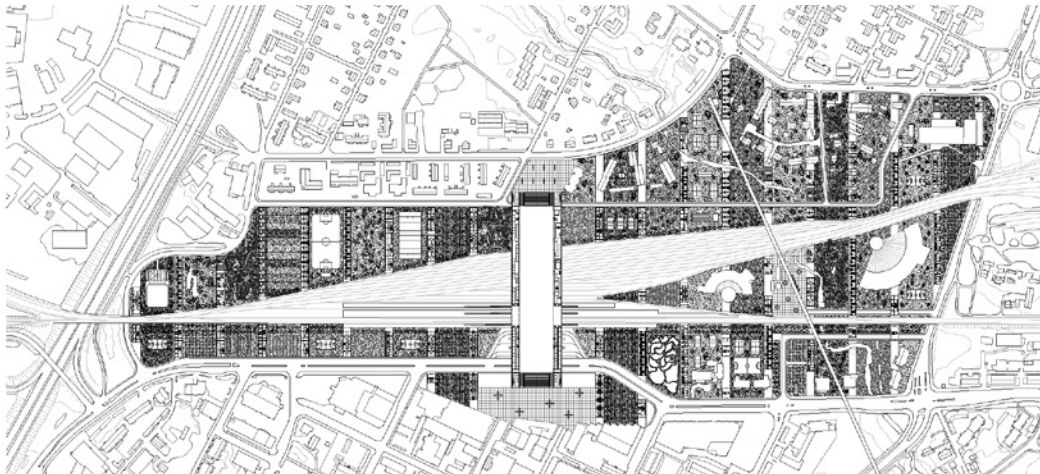
In the proposal the planning area is laudably divided into functional parts, with the help of which it is possible to create for each area an identity of its own. The overall idea behind the proposal, however, especially in relation to the street spaces, remains vague. The station, together with its piazzas, is successful in scale and the orientation of the exterior space smoothly steers pedestrian and bicycle traffic towards the underpass and on to the bridge. The piazza is too small and the role of the station in the overall scheme is weak. The block structure comprises new, bold functional initiatives, such as merging multi-storey and low-rise housing in the cityscape. The communal yard around the low-rise housing is, however, theoretical, and in reality low-rise, urban living must be resolved in a way that protects the low-rise building and its semi-public exterior spaces. In the urban residential block a conservatory also acts as a noise barrier.



The preservation of an old building in the north part works well in creating layering in the urban structure. Placing workshop activities in the area is a good idea and balances well the functions of the city centre. The pedestrian and bicycle routes add their own layer to the planning area. Two underpasses link the area in a natural way to the surroundings. The connection to the centre is good, though the connection to the Aalto Centre has not been fully thought out. The green connections work well. The parking solution in connection with the station has been placed entirely underground, which is not the best possible solution. The proposal's presentation and graphics are distinct and sympathetic.

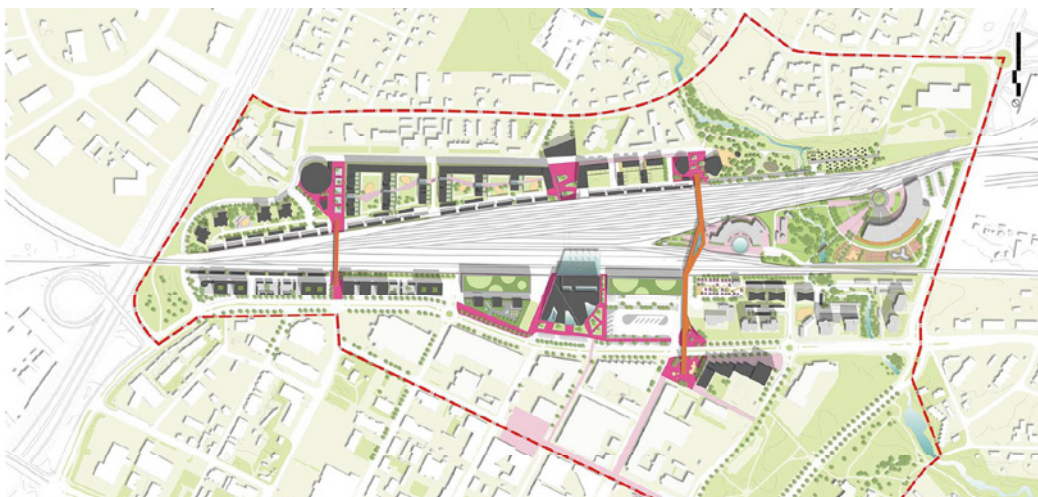
XF419 INTERMEZZO, SPECIAL MENTION

The strong modernist urban design approach carries beautifully through the entire work. And yet the transversal building blocks placed in connection with the railway tracks do not create a successful or pleasant urban environment. The urban structure created is suburban and not a successful solution for the city centre of Seinäjoki. The idea of the different types of yards defined according to building type is interesting but totalitarian. The space left between the buildings is enormous, and with its straight lines lacks interest. The parking solution does not work. Changing the alignment of Valtionkatu street is an idea worth exploring. The public square on the west side is in regard to the urban space also partly successful. On the concept level, the proposal is interesting but unrealistic in its implementation as well as inhuman. The presentation is professional, beautiful and even poetic.



XR496 SOMEWHERE OVER THE RAILWAY, SPECIAL MENTION

The plan is distinct, and the totality is both easily comprehensible and congenial. The connections work well. The block typologies are quite conventional. Using the parking garages as noise barriers is in principle a good idea, but in practice problematic from the point of view of traffic safety. The totality is somewhat disorganised, and particularly the northern-most part along Pohjolaantie road does not work. The location of the travel centre in relation to the pedestrian and bicycle bridge is not good. The proposal has dealt with the concept of the travel centre laudably, and the planning of traffic in general is successful. The overall look of the building, however, is disjointed and the area surrounding the Travel Centre is an ambiguous park area, and its relationship to the street space is fragmented. The railway overpasses have been correctly designed in terms of their scale. The ends of the bridges have been successfully highlighted, and orientation in the area is easy. In the proposal the railway track has been presented in a very negative light, and in many places the authors have created protection against the tracks. The functions have been presented in a clear way, grouped together according to symbols for different areas. Overall, the proposal is very realistic.



4.2.2 OTHER ENTRIES

AO505 -HAIPAKKAA KYLILLE-

In the proposal the present urban structure, functions, connections and vistas have all been successfully analysed. A justified totality has been built on the basis of the analyses. The new structure is based on a bold approach, with extensive demolition of the old buildings. The small-scale residential blocks linked to the Pohja area – with their yards that overlook the railway tracks – have ended up soulless. The sheds and auxiliary spaces that are oriented towards the tracks in a vaguely fan-like formation are also a problem in terms of the cityscape. The area of flexible blocks on the opposite side of the railway tracks is also somewhat in search of its form. The street space remains nebulous. The blocks intended to replace the demolished buildings, on the other hand, sit naturally in their location. The south part of the area has been handled in its entirety with a very light touch, and could have coped with a more decisive approach. The totality has become timid despite its bold premise. The connections have been designed well, and the overpass bridges, as continuations of the streets, are successful.

BR071 URBAN FLOW

In the proposal there are good analyses of the context and connections. In terms of the overall urban structure, however, the proposal is unsuccessful because the same block typology is repeated throughout the entire area. The areas' own identity doesn't emerge. Planning on the level of the cityscape is lacking. In the planning of the Pohja area the buildings are strangely large and the created urban structure is diffuse. The planning of the street space is incomplete. The yard and parking solutions do not work.

GM761 "PLEASED TO MEET YOU"

In the proposal the urban structure and functions of the competition area have been carefully studied. The focal points of the area have been laudably identified and the amount of building correctly placed. The connections with the surrounding urban structure have been shown only schematically and the partial connection to the existing environment remains flawed, particularly in the north part of the competition area. The proposed deck structure over the railway tracks is bombastic and does not seem a justified design solution. Also the access connection on the deck intended to link together the city districts is too complicated. The idea of arranging building types in different areas depending on their function is clumsy. The tower blocks placed between the railway tracks and the street create a restless residential environment. At this point it would have been worth considering another kind of block structure or devising some other functions for the location.

HD589 AEUROSTARTDUSTEAM 13.42. AEUROPLAN

The concept, game or results of the game do not present solutions for Seinäjoki.

HG676 STITCH THE VOID

The graphically poetic proposal never gets beyond the conceptual level, and the urban structural solution for the housing design is extremely light weight. The idea of a stitched urban structure thoroughly stirs up the functions, but the solution remains at the theoretical level. On the other hand, the station design, with its massive deck structure, is oddly alien next to the stitched up urban structure, and even in the aerial view rendering it comes across as an awkward and clumsy solution in such a central location. In terms of the urban structure, the bridge has been placed in the most important location, but nothing has been placed in its immediate vicinity; the placement of the functions within the totality has not been taken into consideration. The planned connections do not work and there are errors in the ground heights.

MB696 FEASIBLE FANTASIES

The proposal's analyses of the functional areas and axes create an excellent premise for the planning. The area has been carefully researched throughout, and the connections to the existing surroundings are mainly successful. To an extent, the street alignments and block demarcations remain, however, uncertain. The triangular blocks create interesting urban spaces. The parking solutions dominate the design, perhaps even excessively so. The connection of the station to its surroundings is disjointed, and the piazza is too small. Construction in front of the administrative block, that is, Lakeudenpuisto Park, is not a good solution. The proposal's presentation is uneven, and the perspective illustrations are perhaps somewhat unfinished.

PJ 862 SOUND TRACK

The proposal is targeted at the wider totality and has proposed the demolition of several buildings in order to achieve a cohesive whole. The design of the blocks and buildings is partly oddly sculptural, and without any justification. The placement of the functions and their dimensioning as a whole has not succeeded. Overall, there are a lot of blocks that combine housing and commercial activity. There are inadequacies in the presentation regarding the heights of the buildings and the amount of building. North of the railway tracks, the residential blocks, together with their car shelters, do not form a particularly uniform and high-quality totality in terms of the cityscape. The bridge over the railway tracks is in the correct location, but more overpasses than just one are needed. The station square is large in size and the totality remains somewhat bleak. The train and bus stations are well placed. The Siltatori piazza is demarcated by means of elaborate and ambiguous structures. Taking the river bed into consideration in the design gives a balance to the whole.

PP907 CLOSED-LOOP SYSTEM

The proposal is based on a massive connection loop and landmark arch. Overall, it displays a lively approach and a dignity that in a certain way is appropriate for the area. The green mounds and the streamlined structures can also be interpreted as references and a homage to Aalto's architecture. The Science Park and its activities are the best aspects of the proposal. Due to the loop, hardly any new construction has been proposed in the central areas, which is a mistake. The amount of housing in the proposal is small as it is, and there are proportionally more other functions, which is an error in dimensioning. The idea of a structure for the pedestrian and bicycle traffic is interesting when a lot of different features are incorporated within it. Combining the structure with building would have made the design solution more successful. The proposed bold and graceful structures are, however, not viable in Seinäjoki.

SC350 LINKING CITY

The proposal builds massive red landmark-like bridges over the railway tracks and suggests building mostly in the northern part of the competition area. The placement and sizing of the construction is wrong. The placement of the connections is unnecessary and unjustified, as well as unsuccessful in terms of the cityscape. The wintertime perspective is beautiful.

WD295 SIAMESES SQUARES

At first sight the proposal comes across as skilful and logical. The linear urban structure is divorced, however, from its surroundings. Construction has been placed in the northern part of the area, while south of the station there are only parking lots, which is a mistake. In terms of the cityscape, the light-coloured lamella blocks and pale brown tower blocks form a monotonous whole. The yards and exterior spaces of the residential buildings remain very ambiguous. The scale of the proposal is distorted, and the created structure is too large in scale. In the form language of the blocks there is a reference to train carriages, which is a sympathetic idea. Also admirable is the endeavour to create a distinct urban space and entrance gate by means of bridges and rows of houses around the railway track.

YU653 LIVING BRIDGE

The proposal is based on bridges passing over the railway tracks. The structure raises everyday life on to the bridges crossing over the railway tracks. The gesture is unnecessarily grand and creates cold and rootless urban space. The bridges and decks as structural elements do not work in Seinäjoki in the proposed scale. A staggered implementation would be difficult and the building construction units are unrealistically large. The street space disappears and the cityscape becomes institutional. The presentation, though schematic, is clear.

ZL087 360°

The curved bridges combine pedestrian and bicycle traffic across the railway tracks, offering at the same time public recreation space. Building is placed only on the northern part of the competition area, while the southern part is mainly disregarded. In terms of the urban structure, the solution has encountered problems due to its compact and fragmented design solutions and the proposed building density is unsuitable for housing. The parking solution does not work. The bridge structures are too large. The proposal remains incomplete.