



# PRODUCTIVE CITIES



# Helsinki – (SUB)URBAN BOULEVARD

## SITE LOCATION

Laajasalo in Helsinki

## SITE FAMILY

From Functionalist Infrastructures to Productive City

## SITE PROPOSED BY

City Planning Department of Helsinki

## SITE REPRESENTATIVE

Anri Linden, Architect SAFA, Office manager, Eastern Office,  
City Planning Department of Helsinki

## EXPECTED SKILLS OF THE TEAM

We encourage competitors to form multidisciplinary teams of architects, landscape architects, urbanists and other professionals.

## TEAM REPRESENTATIVE

Architect, landscape architect

## SITE VISIT

March 30, 2017 at 9:00 am, location TBA.

## TYPE OF COMMUNICATION DURING THE COMPETITION

All the entries will be displayed anonymously after the first jury meeting both in an exhibition and online, dates TBA.

## TYPE OF COMMUNICATION AFTER THE COMPETITION

Awarded teams will receive a travel grant to arrive to the prize ceremony and a kick-off seminar in Finland, dates TBA.

## PRIZES

There will be a first prize of 12 000 Euros and a runner-up prize of 6 000 Euros. The jury can also award special mentions when appropriate (no reward). According to a decree by the

Finnish Ministry of Finance, the prizes for the Finnish European 14 competition paid in Finland are tax free  
<http://www.finlex.fi/fi/laki/alkup/2016/20161461>.

## FURTHER MEASURES AFTER THE COMPETITION

The intention of the City Planning Department of Helsinki is to give a commission to the winner/s at the level of urban planning.

## JURY

### **Riikka Kuittinen**

Architect SAFA, Luo Architects, Oulu

### **Tina Saaby Madsen DK**

Architect MAA, City architect, City of Copenhagen

### **Antti Lehto**

Architect SAFA, Serum Architects, Helsinki

### **Martin Videgård SE**

Architect SAR/MSA, Tham & Videgård, Stockholm

### **Johanna Palomäki**

Architect SAFA, Master planning architect, City of Lahti

### **Jon Sundell**

Social entrepreneur, Helsinki

### **Juha Kostiaainen**

Senior Vice President, Sustainable Urban Development, YIT, Helsinki

Client experts who will be present at the jury meetings: Site representative Anri Linden (voting right in the first jury meeting) and Marja Piimies, Architect SAFA, City Planner, City Planning Department of Helsinki.

In addition there will be an expert panel consisting of 4-8 specialists in different fields for comments and assessment. The external specialists do not participate in the selection process.

## RULES

See the Rules of the European 14 Competition at [www.european-europe.eu/en/session/european-14/rules/](http://www.european-europe.eu/en/session/european-14/rules/)

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## ATTACHMENTS

The competition documents consist of this brief and the following attachments:

- Aerial photos
- Photos from the project area and the strategic area
- 2D map of the area (dxf)
- 3D map of the area (dxf)
- Urban plans
  - General plan of Helsinki 2016
  - Public transportation 2050
  - Road network 2050
- Detailed plan
  - Plan 12430 2016
- Maps
  - Street map
  - Land ownership
  - Technical restrictions
  - Traffic forecast 2040
  - Services
  - Paths and green areas
- Design guidelines
  - Tramway and platform areas
- Feedback from the area's residents and other citizens

# 1. / Introduction



Laajasalontie highway

## Competition task

The Laajasalo island community is on the verge of a great change. New development is planned to double the number of people living on the island. European 14 challenges designers to give their input to this development. The task is to bring the island's centre into a new era by replacing the present highway with a pleasant, active boulevard that will serve the residents of the area. Access to the island is through the competition area, so the design solutions will strongly define the new identity of Laajasalo.

## Theme Productive Cities

Laajasalo is a suburban neighbourhood built in the 1960s and 70s. The majority of the present building stock is apartment buildings and row houses. There are basic public services in the area but commercial services are lacking and residents have to rely on what is on offer in nearby areas.

A new tram line will connect Laajasalo directly to Helsinki's city center creating an opportunity to transform the area into an urban neighbourhood. The existing highway will become an urban boulevard and infill projects will be required. The objective of the competition is to study what the characteristics and scale of the new urban boulevard would be and how the suburban area can become a diverse productive neighbourhood.

The ground and first floors of the new buildings along the boulevard could include, for example, communal and work spaces for residents, street level business premises, restaurants, cafés, workshops, production facilities, unobtrusive small industrial premises as well as their warehouses and office hotels.

The Helsinki site is in the sub group **From Functionalist Infrastructures to Productive City** with the sites from Amsterdam Piarcoplein (NL), Aschaffenburg (DE), Aurillac (FR), Évreux, Portes De Normandie (FR), Graz (AT), Madrid - Plazas (ES), München/Taufkirchen (DE), TornioHaparanda (FI/SE), Torrelavega (ES), Vinkovci (HR).

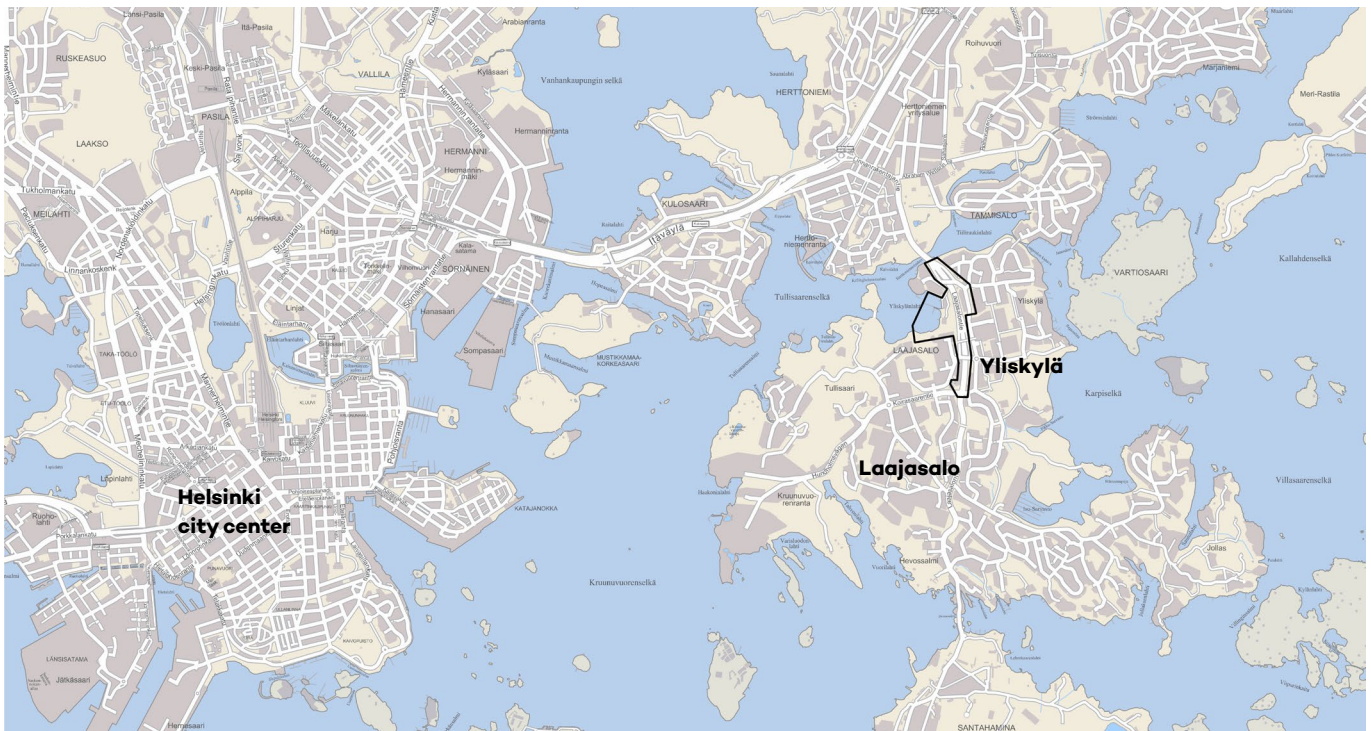
"Infrastructures are crucial actors to introduce a dynamic economy in the city. But they have most often been introduced against the city itself – motorways, parking lots, intermodal areas act as gaps and reinforce urban fragmentation. New city visions on a soft mobility model offer new opportunities to reconsider those infrastructures for adaptation. But how can we make sure this leads to a more sustainable urban life and the hybridisation of programs including productive activities? How to reinforce infrastructures as a fertile ground for a productive city? Could downgraded roads become productive streets? Could obsolete parking areas turn into productive places? Could updated intermodal nodes generate productive hubs? And which space strategies could arise from these scenarios?"

## Implementation process

The competition is organized by the City Planning Department of Helsinki in collaboration with European Finland. The intention of the Planning Department is to give a commission to the winner/s at the level of urban planning. The commission will be to develop the ideas of the competition proposal further and to work with the city and the local residents to build a new urban identity for the area. The city will make a detailed plan for the area based on the competition results.



## 2. / Site information



Map of Helsinki with the project site

### 2.1 HELSINKI

Helsinki is the capital of Finland and the economic centre of the region with approximately 1.3 million inhabitants and 740,000 jobs. Helsinki is a modern European city known for its architecture, design and technological know-how and for being a pocket-sized metropolis that is easy to explore on foot.

During its 450-year history, maritime Helsinki has developed its own character of contrasts and interesting cultural customs in the cross-swell of eastern and western influences. This can be seen in the architecture, cuisine, events, and traditions, as well as many other elements linked to the life of Helsinki's inhabitants.

The buildings of central Helsinki offer a fascinating journey through the centuries and architectural styles, however it can generally be characterised as one of Nordic restraint and refinement.

The nature surrounding Helsinki offers limitless opportunities to pursue outdoor activities. The four clearly distinct seasons add their own colour to the urban nature and to its enjoyment. Finns appreciate space and greenery, which is also evident in the structure of the cityscape.



## 2.2 LAAJASALO ISLAND

Located in eastern Helsinki, Laajasalo is a seaside island suburb nine kilometres from the city centre. It takes around half an hour to travel to the city centre from Laajasalo by public transport. The island has 16,500 inhabitants, of which 11,000 live in the northern part, Yliskylä. The population of Laajasalo is forecast to grow by 20,000 residents by the year 2040.

Characteristic of Laajasalo is the feeling that you live on an island. There are numerous views of the sea and the surrounding archipelago and the area's many marinas attract sailing enthusiasts. Access to the archipelago and the sea is also possible by small boat and canoe.

Being from Laajasalo is important for its residents and there are numerous communities and organisations that foster the uniqueness and sense of community of the island. A living example of this communality in action is the Saaremmen co-operative, which supports and organises locally produced services, makes local food available for residents as well as promotes the principles of organic cultivation and sustainable development. An important part of the way of life for Laajasalo residents include outdoor pursuits, exercise, sports and boating in its different forms. These are well provided for by a large sports park, seaside footpaths, wide green areas and numerous marinas around the island.

### 2.2.1 The built history

There have been permanent settlements in Laajasalo since the sixteenth century. Numerous manor houses were built on the eastern, southern and northern parts of the island. At the beginning of the twentieth century, wealthy Helsinki's steamships. Laajasalo was no exception. The villas and surrounding gardens built on the island were of high a standard designed by esteemed architects. The manor houses and villas that have survived are now protected and are a part of the Laajasalo identity.



Laajasalo island, photo KMO Helsinki



Laajasalo at the end of 1800



Protected villa in Laajasalo





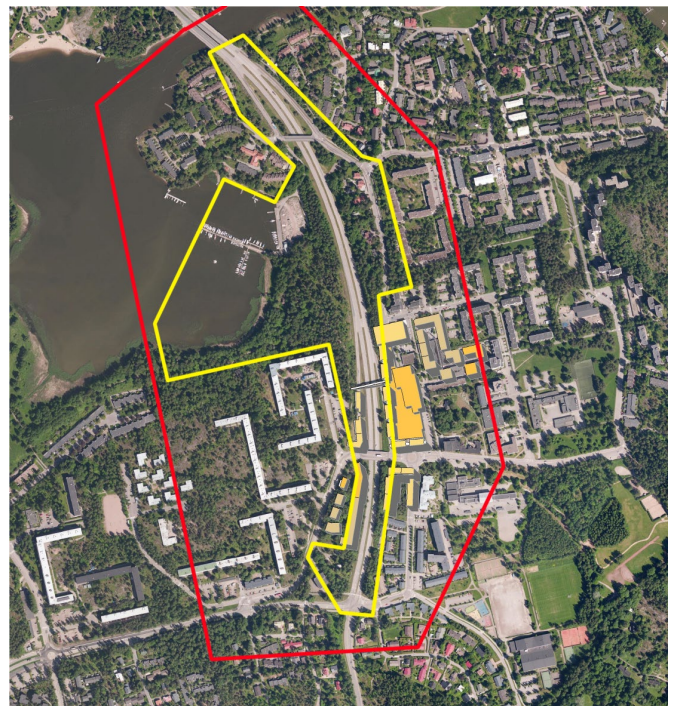
Project site from the south, photo KMO Helsinki

## 2.3 YLISKYLÄ - THE COMPETITION AREA

After the Second World War with the changing structure of the economy, residential construction started growing on the island. Family house areas were first built. The first urban development plans for apartment buildings were made for the Yliskylä area in the mid 1960s. The majority of the present building stock is apartment buildings (80%) and row houses built in the 1960s and 1970s.

Northern Yliskylä has in later decades grown to be an architecturally heterogeneous area. Laajasalo has a demographically diverse structure. The area has everything from social housing and privately owned housing companies to valuable seafront properties.

Yliskallio, located in the western part of the study area, is a modernist superblock area built in the 1960s. It is significant from an architectural and historical perspective, particularly in its approach to the landscape.



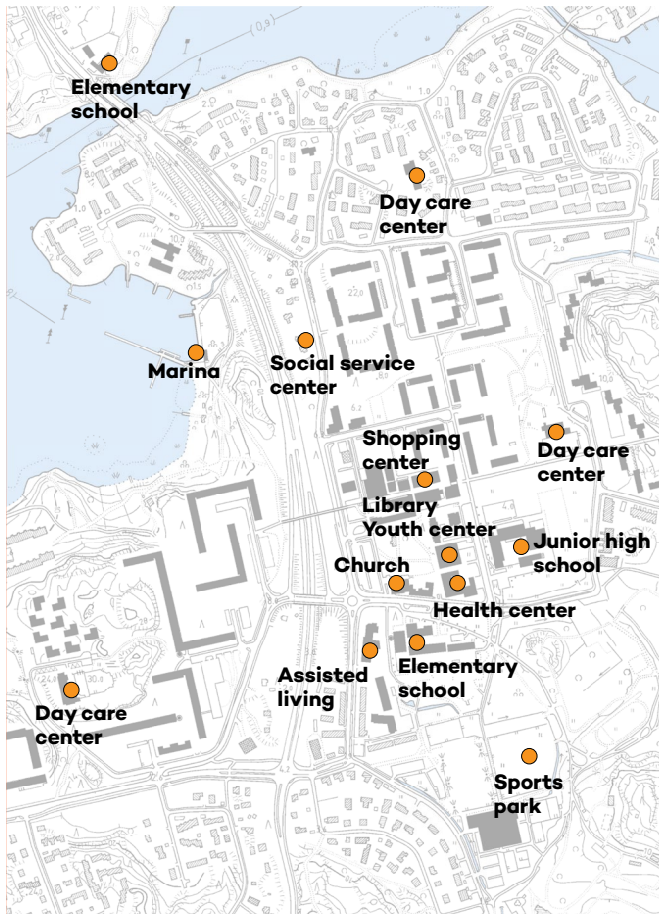


### 2.3.1 Public and commercial services

The Yliskylä area has an elementary and a junior high school, two day care centres, a sports park, a health centre and a library. Completed in 2003, Laajasalo church has won awards for its high standard wooden architecture and is a meeting place for the people of Laajasalo.

Commercial services are lacking in Yliskylä and residents have to rely on what is on offer in nearby areas. In the southern part of the planning area there is a shopping centre built in the 1970s, which has, over the years, retrogressed. Next to the shopping centre there is a petrol station, which will change location in the next few years.

Services in Yliskylä



Laajasalo church  
Library  
Shopping center  
Kiiltomadonpolku pedestrian street





### 2.3.2 Laajasalontie highway

This wide, four-lane highway runs through the middle of the design area splitting it in two. Ramps leading to Laajasalontie widen the area used by traffic and dominate the landscape.

Laajasalontie cuts through rock hills, which emphasises the divisive nature of the road and limits visibility to the neighbourhood. Three bridges span Laajasalontie: The Reposalmentie and Kuukiventie bridges as well as the Kiiltomadenpolku bridge for pedestrian and bicycle traffic.

### 2.3.3 Car and bus traffic

Laajasalo was designed in the 1960s to be a car-centred suburb in accordance with the ideals of the time. The passenger car was seen as the main mode of transport that would be supplemented by buses. The Helsinki metro, built in the 1980s, connects the eastern parts of the city with the centre. Shuttle busses connect Laajasalo to the nearest metro station.



Views from Laajasalontie highway



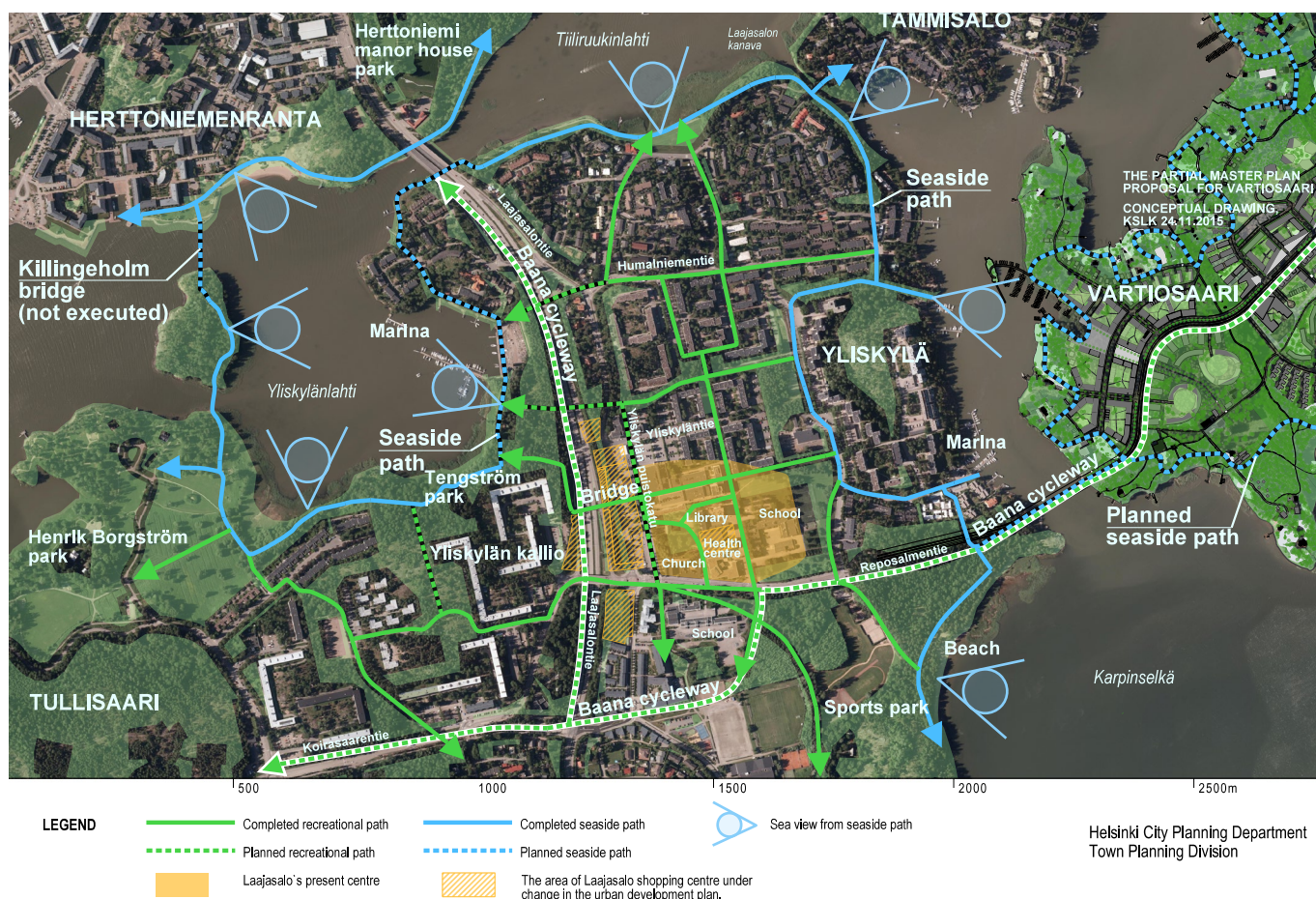


Pedestrian path near the marina

### 2.3.4 Walking and cycling

Pedestrian and cycle routes are dispersed, because the area's road network has been designed to primarily serve motor traffic. The development of pedestrian and cycle connections have remained a secondary concern. In addition, Laajasalontie obstructs moving in an east-west direction.

Part of Laajasalo's shoreline has footpaths that connect the island's green and recreational spaces. Over the years there have been plans to unify the network, but for the most part this has not been implemented. The goal in the future is to complete and unify the network.





### 2.3.5 Yliskylänlahti bay and the marina

On the west side of Laajasalontie, the land descends towards a sheltered Yliskylänlahti bay. There is a marina in the area for 139 vessels, a clubhouse as well as a winter storage for boats. There are beautiful views from the marina to the west towards Tullisaari. The scenery of Yliskylänlahti is framed by forested seashore to the south and the west. To the northwest, you can see the apartment buildings of Herttoniemenranta.

Yliskylänlahti bay and the marina





## 2.4 EXISTING DESIGN CONDITIONS

### 2.4.1 Helsinki's new master plan 2016

According to Helsinki's new master plan, the city will become a collection of strong neighborhood centers interconnected by a rail network by 2050. The future centres will be hubs where urban structures and life can be found as well as services that can be reached on foot, by bicycle and by public transport. Traffic and land use will be integrated more closely than up to now. The basis of the new plan is to achieve good accessibility. Within Ring Road I, dual carriageways and motorway-like carriageways will be converted into urban spaces and city boulevards.

Until now, accessibility with a car in Helsinki has been far superior to public transport, with the exception of the heart of the city centre. The new master plan aims to ensure good accessibility by public transport everywhere. Walking and cycling will be given priority over other modes of transport. People will have even more opportunities to select their preferred mode of transport. This means that neighborhood centres will also have an urban structure, as will the centre of Laajasalo.

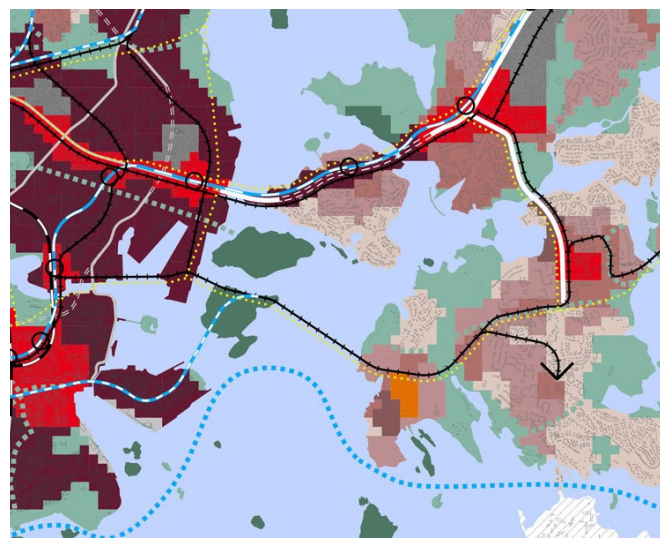
The main road networks of the new centres will be pedestrian and cycling environments with small shops, and the functional structure will be mixed, including residential areas, services and workplaces. The Helsinki of the future is also a city with a green network, where accessibility to recreational areas is good. In addition to Helsinki's extensive radial integral recreation areas, the new plan also emphasises transverse green connections. Seaside Helsinki is one of the main themes of the master plan.

### 2.4.2 The new master plan in Yliskylä

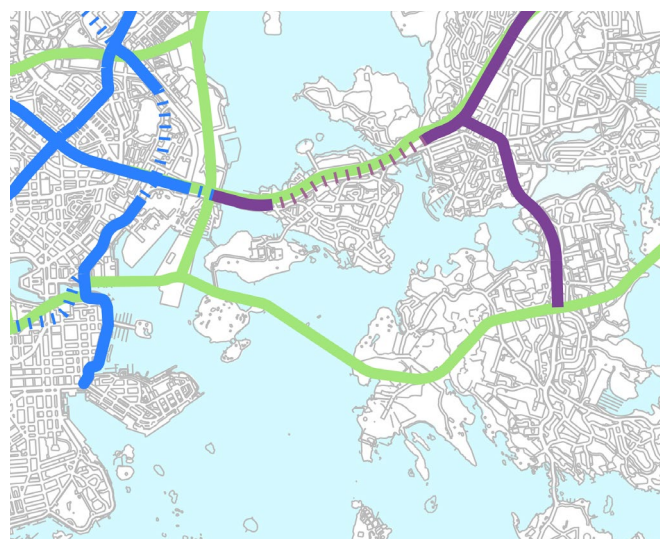
According to the new master plan, the competition area is a predominantly residential area with a commercial and service centre including business premises. Laajasalontie has been marked as an urban boulevard which will include a fast core cycling network. According to the master plan regulations, an urban boulevard is "a traffic route developed as a part of a high-quality urban environment in the intensifying city structure. The urban boulevard will serve drivers, public transport, pedestrians and cyclists." In the new master plan, an urban boulevard is much more than a thoroughfare. It is a part of a living and dense urban structure, which functions to bring together districts that now are separated by highways.

### 2.4.3 Detailed plans in Yliskylä

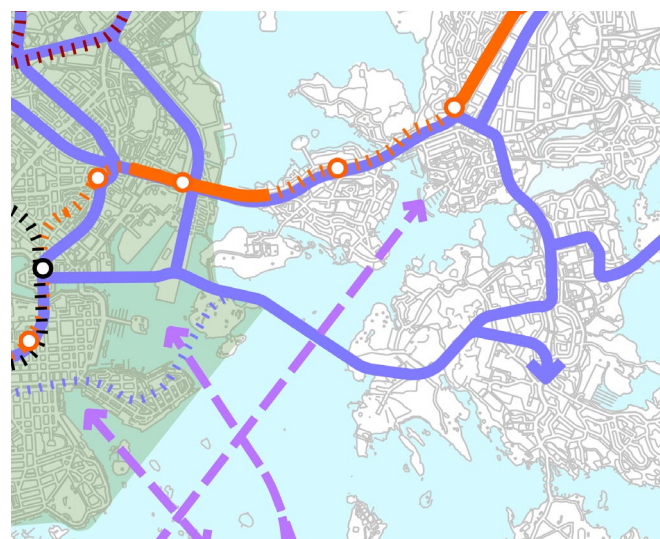
The detailed plans for the area are from the period 1965–2016. In principle, these plans do not need to be followed. However, the content of the plan no. 12430 has to be taken into account, see 4.4.8 Detailed plan no. 12430



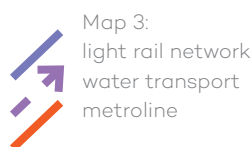
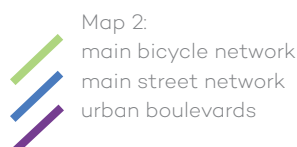
Map 1. Helsinki's new master plan 2016



Map 2. Main road and cycle network



Map 3. Main public transportation network



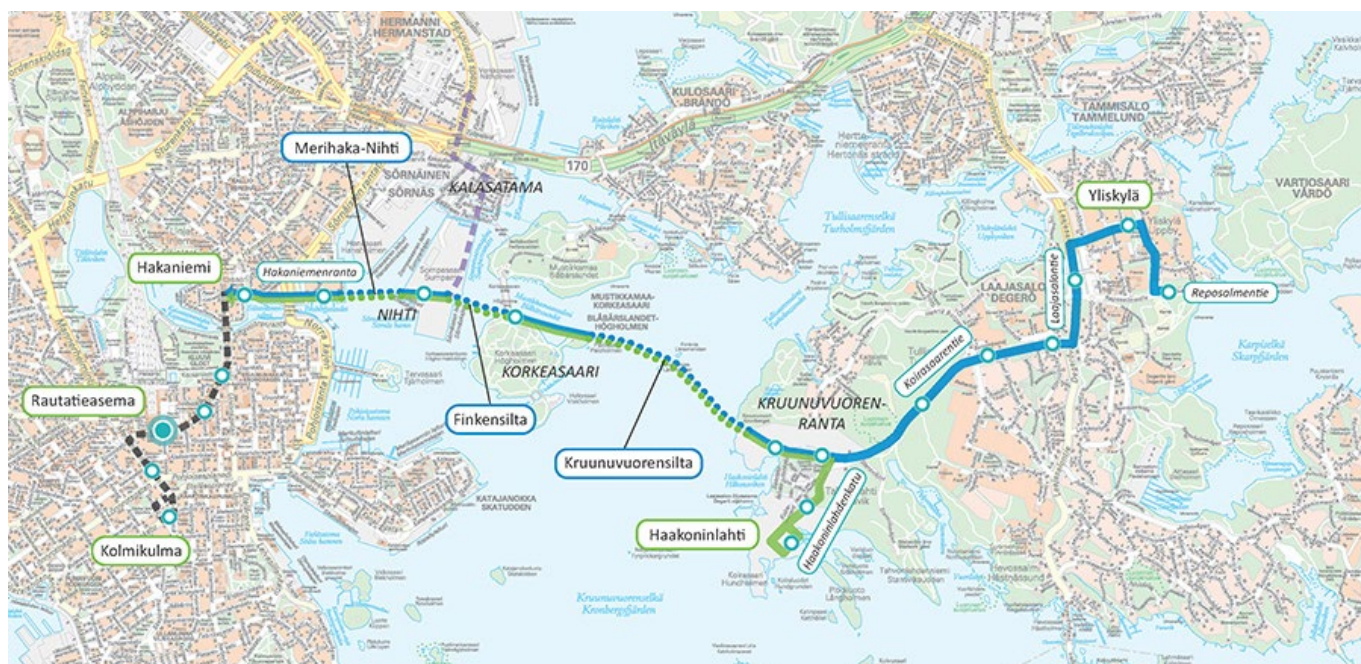


## 2.4.4 Kruunusillat project

The building of the Kruunusillat bridges that will connect Laajasalo to the centre of Helsinki will begin in 2018, [see appendix FI-Helsinki-C-M3](#). The bridges will enable the construction of a light rail network, a connection to the fast cycle network and pedestrian routes in Laajasalo. The light railway is to start operations in 2026 in Yliskylä. Thanks to the bridges, the journey from Yliskylä to the centre of Helsinki will be shortened from the present 9 kilometres to around 7.5 kilometres.

A tramway is being planned for Yliskylä and a space is reserved for it on Laajasalontie from the junction of Koirasaarentie to the bridge that goes to north Herttoniemi.

Winning entry of the Kruunusillat architectural competition by WSP Finland





## 3. / Design objectives



Laajasalontie highway and Yliskylänlahti bay from the north, photo ProFilm Oy

### 3.1 FROM SUBURBIA TO URBAN DISTRICT

- The main goal of the competitors is to illustrate how the current suburban area will be transformed into a distinct urban center with its own attractive local characteristics.
- A high quality and functional cityscape will be designed.
- New buildings for both sides of Laajasalontie will be designed which will be adapted to the present urban structure. The target number of new construction is described in [4.4.1 General](#).
- The design of the street area of Laajasalontie is to contain two traffic lanes in both directions (four in total), a tramway, pedestrian and cycling lanes on both sides of the street, bus and tram stops and rows of trees.
- Particular attention is to be paid in the design and feasibility of the pedestrian and cycling environment as well as public transport transfer points. The design is to include parking places for bicycles close to the public transport transfer points.
- Roadside business premises and host of varied services and production in the district should be promoted.

### 3.2 FROM HIGHWAY TO URBAN BOULEVARD

- Laajasalontie highway will be transformed into an urban boulevard where variations in space, views and concentrations of activity all contribute to a pleasant environment.
- Laajasalo will become part of the rail network. Tramways will be built for Laajasalontie from the Koirasaarentie junction.
- New buildings will be located in the vicinity of present and future services and public transport. They will be of good quality and reasonable in terms of cost.
- A pleasant, active, healthy and safe street area will be created for all its users and for roadside buildings.
- The Reposalmentie and Kuukiventie bridges will be demolished and converted into level crossings. New bridges will not be built.

### 3.3 MARITIME CHARACTER OF LAAJASALO

- A new pleasant, attractive, functional and diverse maritime residential area should be designed next to the heart of the island on the shore of Yliskylänlahti and in Tengströminpuisto, which will have dwellings and a harbour as well as a seaside path and public outdoor areas.
- The structure of the urban boulevard should be designed in such a way that the maritime nature of Laajasalo will also be visible on the boulevard in the vicinity of Yliskylänlahti.



### 3.4 RESIDENTS PARTICIPATION

As part of the preparation for the competition programme, a workshop was organised on the subject for the representatives of Laajasalo's stakeholders. The aim was to obtain the residents' own perspectives and wishes regarding future development, as well as to relay comments from the residents to the competitors. An online discussion was also initiated, which started a vigorous debate. The discussion is referred to in more detail in [appendix FI-Helsinki-T1](#).

The things that Laajasalo residents appreciate about their island are its proximity to the sea, its beaches, greenery, rich historical past and the sense of community. There have been no major changes on the island since the 1980s, so residents have become used to their environment and for the most part appreciate it as it is. Although there are deficiencies and development needs have been identified, the city development projects have also raised fears about future development.

A main wish of the islanders is to improve the island's services. In addition to improving public and commercial services, better cultural and sports options as well as meeting spaces are desired, not to mention a high school to replace a school that was closed. Local services would reduce the need to travel, particularly by car.

Traffic flow is a long-term cause of concern for islanders. Currently Laajasalo is connected to the mainland by only one bridge and this is regarded as insufficient as the population grows. Limiting the Kruunusillat bridge to public transport and cyclists has drawn harsh criticism from islanders.

Islanders are used to driving along the wide highway to go to work, carry out their business or to engage in their leisure pursuits beyond the island. Plans to convert Laajasalontie into an urban boulevard raises concerns about the traffic flow and its adequacy of capacity. On the other hand, part of the islanders regard the highway environment as an ugly and a divisive blot on the landscape left over from a bygone development. The thought of building next to a busy street with its noise and emissions raises doubts from the point of view of health and achieving a pleasant living environment.

In discussing the criteria on which competition entries were to be judged, a common theme brought up was what improvements the competition entries would bring to the present residents of the island. Another aspect that was highlighted was that the competition focuses on the area that everyone travels through to come to the island and therefore is of special significance as it will create the first impression of the whole island.

Aerial photo from the east, photo KMO Helsinki





## 4. / Design guidelines



Laajasalontie highway

### 4.1 URBAN DESIGN GUIDELINES

#### 4.1.1 Cityscape and buildings

The competition area consists of the northern part of Laajasalo island (Yliskylä), Laajasalontie highway and the maritime area next to Yliskylänlahti bay.

The design of new cityscape should replace the divisiveness of the current structure and increase the opportunities for activity in the local neighbourhood centre, and promote the growth of services and jobs amongst the new residences. Changing the present characteristics of Laajasalontie and the maritime area will have an effect on potential construction areas: opportunities will grow significantly when there is a city-like structure on both sides of Laajasalontie and at Yliskylänlahti bay. The street areas are to widen in certain places or open up into squares, pocket parks or junctions of side or pedestrian streets, which will make the environment more interesting and varied.

#### 4.1.2 Productive street

- New ways to enliven the streets need to be found by combining or mixing different functions and adding residences, services and commercial and production premises to the urban structure. At the same time, it is necessary to carefully investigate and present how the functions are to be integrated and interlaced in terms of logistics and movement.
- The functions that are to be located in the area are ones that benefit from a street space which is busy with traffic.

- In addition to site specific solutions, you may also produce conceptual ideas of how to diversify the functions of an urban boulevard.

Placing residences and workplaces into the urban structure is a good way of improving the processes involving large economic entities as well as those of individuals, households, companies and other organisations. A purely residential area with a few shops and cafés thrown in will not be sufficient. Returning production from the outskirts of the city to Helsinki's new decentralized districts will create new possibilities for urban life and social interaction. The aim is for more sustainable urban development than before.

The addition of production facilities will increase the diversity of the city. The liveliness, appearance, pleasantness and activity of the existing shopping streets can be increased. The city can be improved: An area that has been totally unused, little-used or used for one purpose only can be changed into a totally new local resource. This will create an even stronger local identity and improve the competitiveness and profitability of commercial functions as well as creating new opportunities.



The area's sociability and activity will develop as the functions and spaces required for living, businesses and jobs are combined. The street level will become a living street space, which is active and brightly-lit even in the evenings. Terraces and marquees in front of business premises opening onto the street will provide places for dwelling in the streetscape. Carefully planned parking spaces will increase business for street level shops.

The street level shop and business premises as well as the common dwelling areas will enliven the street milieu. The design for the ground and first floors next to the road are to include, for example, communal and work areas for residents, street level business premises, restaurants, cafés, workshops, production facilities, unobtrusive small industrial premises as well as their warehouses and office hotels. Transport connections, movement, access to parking and goods traffic are to be designed so they are integrated and interlaced in order to avoid disturbance and conflict.

## 4.2 URBAN BOULEVARD GUIDELINES

### 4.2.1 General

The urban boulevard will make the different parts of the area easily and freely accessible without obstruction. The conditions and land use of pedestrian and cycle traffic as well as public transport are to be emphasised so that sustainable forms of transport become competitive options for everyday travel. The goal is to achieve a pleasant environment for all road users. Improving the services in the centre of Laajasalo in Yliskylä will have an effect on the choice of transport used and may also raise the share of sustainable modes of transport. Densifying the residential area near these service concentrations will enable the creation of a zone where the majority of trips can be easily made on foot or by bicycle.

### 4.2.2 Buildings

The boulevard is to have recognisable ends and entering the island is to be emphasised. Interesting views on the side of the boulevard can be opened or accentuated. The new urban boulevard will have a lower driving speed which will attract pedestrians. Views and experiences should be designed considering the pace of movement of walking, biking and driving.

The streetside facades of blocks are not to be too massive, but should be interesting, varied and functional. On the other hand, streetside building should not be scattered, inefficient, disjointed or so that garden areas are not sheltered. The active ground floor level of the street facade is to be designed with particular care and attention. Also, the upper floors can be presented as functionally active in terms of feasibility. Attention is to be paid to designing pleasant garden areas. The number of floors of buildings in the planning area may primarily vary from five to eight, the maximum number of floors being 16. The active ground floor level of the street facade is to be designed with particular care and attention.

### 4.2.3 Scale and functions of the street

The cross-section of the boulevard is to be planned so that in addition to car traffic there will be a tramway, buses, and space for pedestrians and bicycles. The most significant dimensioning factor of Laajasalontie is the tramway. The tramlines are to be designed to operate on Laajasalontie and Reposalmentie, [see appendix FI-Helsinki-PS-D1](#). Bus and tram stops are to be included in the planning area and they are to be part of the high-quality cityscape. The theoretical width of the street area varies between 41 and 47 metres.

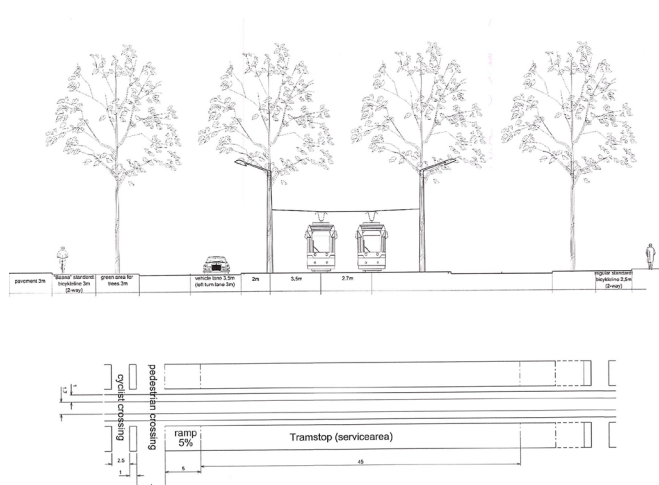
The competition area will be connected to other areas by public transport according to the attached drawings, [see appendix FI-Helsinki-PS-M3](#). Car traffic will be concentrated on Laajasalontie. The speed limit on Laajasalontie is to be 40 or 50 km/h. As a consequence of this, the negative effects of car traffic (emissions, noise and safety) will be kept at a manageable level. On other parts of the street network, the speed limit is 30 or 40 km/h.

#### 4.2.4 Streetside trees

Trees are a distinctive feature of a boulevard. The space required for the trees or rows of trees needs to be taken into account. Instead of just a uniform row of trees based on one species, a new image of the avenue may also be proposed.

#### 4.2.5 Crossroads and junctions

Junctions are to be located on the same level and the Reposalmentie and Kuukiventie bridges are to be demolished and converted to level crossings. Kiiltomadonpolku pedestrian bridge will remain or be rebuilt to be a part of the pedestrian network. Driving over tramlines is to be avoided and this is to be taken into account when locating junctions. The junctions on Laajasalontie, where a left turn is made are to be channelled into separate lanes and controlled by traffic lights. Cycle and pedestrian connections that cross tramlines can be located in the necessary places. Direct street connections from Laajasalontie to car parks are forbidden in the design.



Cross section of a street with a tramline



### 4.3 ENVIRONMENTAL GUIDELINES

We hope that competitors provide innovative and feasible ideas for environmentally friendly solutions in the area. Channelling surface water, as well as slowing down and draining urban runoff should be taken into account, in addition to proposing local energy production solutions. Green roofs for buildings are to be proposed. You may propose solutions based on the needs arising from the increased use of electric vehicles.

### 4.4 TECHNICAL GUIDELINES

#### 4.4.1 General

Concepts for a flexible and changing use of space are to be proposed for the entire competition area, where functions may change as well as increase or decrease. In particular, new ideas for a diverse urban structure that is productive with mixed and interlaced functions is highly desired, [see 4.1.2 Productive Street](#).

Block ratio\* is to be a minimum of  $e=2.0$  on average. A minimum of 155,000 m<sup>2</sup> is to be planned for the competition area (the surface area of all floors counted, but not cellars). One half of it is to be located in the new blocks on Laajasalontie and another half in the shore area of Yliskylänlahti and Tengströminpuisto. The new buildings are to be primarily residential and secondarily premises for services, shops, business and should also function as unobtrusive light industrial or production facilities. The streetside buildings and the road area are to work as one complete productive tool. The interlacing of functions along with promoting economic activity and the location of many kinds of services and jobs should be included in the design.

#### 4.4.2 Residential buildings

Different-sized buildings for different types of users are to be designed. There are also to be communal areas for residents, such as storage spaces outside the buildings and shared sauna facilities. In general, apartments are to have balconies. It is recommended that there is direct access to the buildings' stairwells from the street and the yards. Any possible car parks under the yards are recommended to be accessible from the stairwells and the yards.

#### 4.4.3 Other buildings

The following are to be proposed or taken into consideration in the competition area:

- One day care is to be designed in the centre of the Yliskylänlahti area, size 800 m<sup>2</sup>, at a distance of at least 60 m from Laajasalontie. A central location for as many modes of transport as possible is desirable. It is to be designed as a hybrid building as part of a residential building. The outdoor play area is to be planned for the sunniest and most sheltered spot and its size is to be about 800 m<sup>2</sup>.
- One service and fuel station is to be designed near the shopping center, [see 4.4.7 Technical parameters and buildings to be preserved](#).

#### 4.4.4 The Yliskylänlahti area and marina

In the future, Laajasalo will be a busy island city and its centre will be a maritime island centre. It will be a diverse district with residences, free-time and recreational opportunities, as well as jobs and services that are more efficiently and comprehensively accessible than at present. New residential areas should highlight the maritime nature of the island and ennoble the cityscape of the island city.

The distinctive features of the new residential area are to draw their power from the sea. It is to be open to everyone, a zone with a view of the evening sun, from where there are means of communication in all directions. The eastern part of the area is to be designed to meld naturally and without interruption into the urban structure on Laajasalontie.

Laajasalontie is close to the sea and the maritime nature of the island is to be increased. The shores are to be developed to be part of a public green belt and the number of seaside routes should be increased. The new development by the sea will be structured to be an attractive, functional and active residential area with leisure services, restaurants, cafés, workplaces and sports services. The proximity to the sea, an important part of Laajasalo's identity, should be made visible along Laajasalontie.

Land reclamation must be planned for the water area of Yliskylänlahti to accommodate new development. The land reclamation will reach out 60m from the current shore line. It can be planned even further out, but for every additional 60 m (or 14,000 m<sup>2</sup>) of reclaimed land at least 30,000 m<sup>2</sup> more floor area has to be planned. This will be in addition to the minimum of 155,000 m<sup>2</sup>.

All the buildings and structures that are currently on the shore and in Tengströminpuisto can be demolished. Reclaiming land, canals, jetties, land-filled jetties and maintenance areas can all be proposed. It would be beneficial if the canals planned for areas of reclaimed land would be primarily in the area that is presently the water area. The marina is to be presented as a part of the important public area, which will be used for spending time outside and for organising services. In terms of the islanders' boating, it would be beneficial if dock, maintenance and storage places etc. were planned on land by the marina.

#### 4.4.5 Areas with busy traffic

The traffic on Laajasalontie causes noise, exhaust gas and particle emissions in the competition area. Laajasalontie is the area's only road for car traffic that connects to Helsinki's road network. The forecast for significant increases in traffic by 2040 on Laajasalontie should be taken into account by mitigating the negative effects of traffic on buildings and being outside in the courtyards. The forecast for the amount of traffic in 2040 is given in the attached map, [see appendix FI-Helsinki-SS-M4](#).

\* **block ratio** – the ratio of built floor area to area of site on which a building stands.



The block structures of city boulevards and the location of buildings as well as their height have significant effects on air quality. It is recommendable to design well ventilated, diverse block structures, which increase ventilation in road areas and improve mixing conditions. Building in the direction of the road is the most favoured option as regards the cityscape. However, overly long, unbroken and canyon-like sections should be avoided. Multiform block structures are good in terms of air quality, because they promote the dilution of emissions. However, due to the need to limit noise, separate tower blocks are to be avoided, especially rows of them going in the same direction as the street.

The Laajasalontie street area is to be sufficiently wide in relation to the height of the buildings. The optimal ratio between the height of the buildings and the width of the thoroughfare is under 0.7 on the average. The height of the eaves of the buildings can vary or be uniform. The street area is best ventilated if the height of the eaves is different and the length of continuous roadside facades is not too long, but is broken at planned junctions in the road network, or by projections or indentations of buildings, or at the location of town squares or in other ways (see the link to the Finnish Meteorological Institute).

As building is being proposed close to Laajasalontie, it is possible that the guideline values for noise and air quality may be exceeded in the road area. Building dwellings along Laajasalontie require adequate noise reduction measures. In the proposal, solutions for buildings and open-air areas for residents in garden areas that are prone to traffic noise should be developed. However, the garden areas meant for spending time in should face away from Laajasalontie and balconies should not face only towards Laajasalontie. New building should also improve the noise situation in present gardens of apartments. Ideas to ensure acceptable air quality both indoors and outdoors, such as through the location and shape of the buildings, are welcome in the plan. The air quality inside apartments can be influenced by placing air intake vents on the garden side and to equip them with air filters.

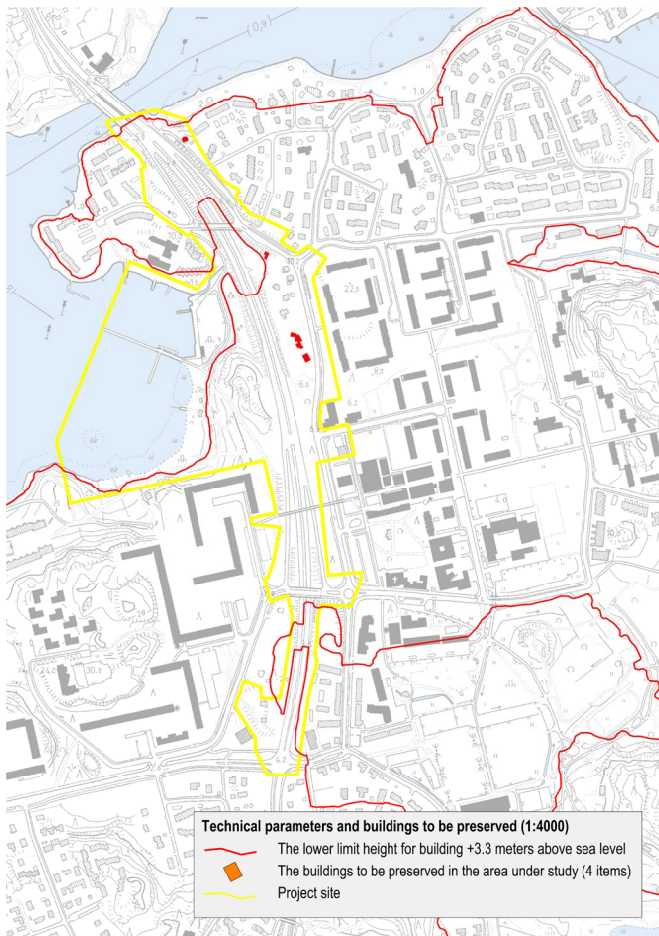
#### 4.4.6 Parking

Parking for passenger cars is to be proposed in underground car parks, centralised multi-storey car parks, "robotic car parks" or roadside parking. Ground level parking areas are not permitted in the proposals. One parking place per 150 m<sup>2</sup> of building area is to be planned (the surface area of all floors in buildings counted, but not cellars). On residential plots, at least one bicycle parking place per 35 m<sup>2</sup> of building area is to be built, and one place per 120 m<sup>2</sup> in the vicinity of communal services, as well as at least 50 places next to tram and bus stops.



Current housing blocks in Laajasalo





#### 4.4.7 Technical parameters and buildings to be preserved

To protect against future rises in sea level, all buildings (including the floors of cellars), yards and streets are to be at a height of at least +3.3 metres above sea level, [see appendix FI-Helsinki-PS-M5](#). The removal of surface water from road areas and urban runoff solutions are to be planned so they function throughout the whole planning area.

The remote heating pumping station on Kuvernöörintie with its maintenance areas is to be preserved and there must be open vehicle access to it. Other buildings in the competition area that are to be preserved are shown in [appendix FI-Helsinki-PS-M5](#).

#### 4.4.8 Detailed plan no. 12430 - Laajasalo shopping centre

Detailed plan no 12430 (2016) covers the area of Laajasalo shopping centre in the southern part of the competition area. Competitors must apply some conditions of the plan to their proposal, [see appendix FI-Helsinki-PS-M8](#).

- Location of the service and fuel station, size 400 m<sup>2</sup>.
- Plot 7: location of the car park.
- Plots 8 and 10: locations and heights of the residential buildings.
- Location of Kiiltomadonpolku bridge.
- Plot 9: location, size and shape of the building.
- Plot 6: location, size and shape of the building.

#### 4.4.9 Schedule for planning and building

The new shopping centre being built is scheduled to be completed by the end of 2018. Changing Laajasalontie into a boulevard will be timed to coincide with the building of the new tramway, the Yliskylä part being completed in 2026. The southern blocks by Laajasalontie will be built during 2020–2025 and the northern ones during 2022–2035.



Technical parameters

House by the bridge to be preserved

Heating pump station on Kuvernöörintie to be preserved



## 5. / Evaluation criteria

The competition proposals are assessed in regard to how well and innovatively they have solved the competition task in accordance with the set objectives and design guidelines.

The jury will also evaluate how the competitions have addressed these aims:

- The boulevard as a lively and urban city space.
- The creation and improvement of Laajasalo's identity.
- A cityscape and architecture oriented approach.
- The functional and spatial solutions of the built city space.
- The innovations and solutions of the Productive Street theme.
- The suitability of street areas simultaneously for all modes of transport, in particular the tramway.
- The sustainability and feasibility of the plan.

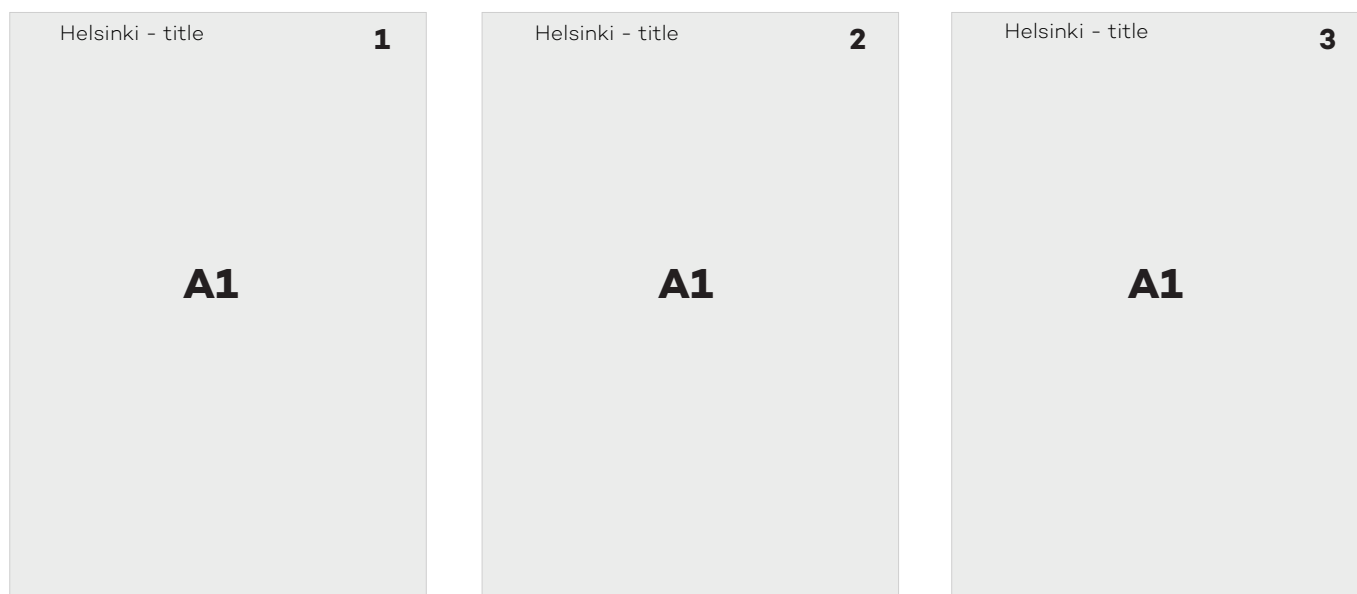
The overall design solution of the competition proposal is more important than the faultlessness of individual details.

Aerial photo from the west, photo KMO Helsinki





## 6. / Required drawings



### Board 1

#### 1:2000 ILLUSTRATION OF THE PROJECT AREA

- Show buildings, road areas, parking and yard layouts, vegetation and storm water management.
- Indicate quantities: number of storeys of the buildings, floor areas and number of parking places.
- Indicate heights: relevant land elevations of the streets and building blocks from the sea level.

#### 1:1000 SECTIONS OF THE BOULEVARD

- Sections along and across Laajasalontie.

### Boards 1, 2 or 3

#### URBAN CONTEXT DIAGRAMS

- Show how the site connects to the urban structure and context of Laajasalo.

#### 1:500 DRAWINGS OF A TYPICAL HOUSING BLOCK

- Floor plans sections and elevations that are central to the competition proposal.

#### ILLUSTRATIONS

- At least 2 perspectives that illustrate the design solution.

#### DESCRIPTION TEXT

- Description of the project including a brief summary of the concept.

These are the minimum requirements for the boards. The contestants are encouraged to present other material to illustrate and clarify their proposal.

The submission includes three A1 size boards and communication documents: three images and a short text.

Entries are submitted digitally in a pdf format, see Rules of the European 14 Competition at [www.europan-europe.eu](http://www.europan-europe.eu).

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