



PRODUCTIVE CITIES

Helsinki • Oulu • TornioHaparanda



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1. / European 14 – 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.

In European 14 there were 44 sites from 13 different European countries. The Finnish sites were in Helsinki, Oulu and TornioHaparanda.

The theme of European 14 was Productive Cities.

1.1 EUROPEAN 14 THEME

Productive Cities

How diverse is a mixed-use city in reality? In many urban development projects housing is the main program. We add some offices and public amenities, bars and shops to create a “genuine vibrant urban neighbourhood”. But one program has been excluded – the productive economy, it has exited the city proper and remains at the periphery.

There is now a spatial and social mismatch between living and working conditions in many European cities. The city provides high-skilled professionals with many working possibilities while a large part of low-skilled workers have no opportunities to live and work amongst them. This mis-match generates many problems with regard to economy, mobility and sociality. Production should be encouraged in the city, be part of the fabric, it should be seen, connected to shared daily life, nurtured and celebrated.

1. How to integrate some of the production activities in the city – food, energy, services, new industrial products – to enhance relations between citizens?
2. How to live in productive fields and to produce in the living environment? How to manage the tensions between production and local life?
3. How to integrate production cycles considering distribution, waste and consumption, encouraging a diversity of cycles in local contexts and integrate them to a larger eco-scale?

From Productive Area To Productive City

What kind of Urbanity for the Logistics & Industrial Areas?

The contemporary city is divided between very active big box urbanism linked to all metropolitan networks and light industrial sites adjacent to city centres. They operate in isolation to their adjacent areas with mono-rhythmic uses. The challenge is to inject new economies that would generate synergies between uses, but also porosities resulting into poly-rhythmic urban milieu. How to develop common shared spaces between users of diverse activities as well as with the inhabitants of the surrounding areas?

SITES

Alta (NO), Amiens (FR), Amsterdam, Papaverdriehoek (NL), Angers (FR), Bègles (FR), Grigny & Ris-Orangis (FR), Huy (BE), Kriens (CH), Lille (FR), Lillestrøm (NO), Toulouse (FR), Wien (AT)

From City To Productive City

How to Create Vibrant Productive Districts with Craftmen, Makers & Local Production? Every city would like to be diversified. Yet standard approaches to create “vibrant communities” summon an imagery of housing, offices, cafés and restaurants. But, is that enough? Shouldn't we also instil liveliness in an existing neighbourhood by

fostering productive activities? Could this option also be viable in the case of bedroom communities? What does production mean for creative- and knowledge-based industries? What economic balance is necessary to retain productive activities as the area improves and prices rise?

SITES

Alcoy (ES), Amsterdam H-Buurt (NL), Amsterdam Sluisbuurt (NL), Barcelona (ES), Besançon (FR), Cuneo (IT), La Bazana (ES), Narvik (NO), Neu-Ulm (DE), **Oulu (FI)**, Platja de Palma (ES), Zwickau (DE)

From Functionalist Infrastructures To Productive City

How Can New Mobility Conditions Encourage Hybridization Between City & Production? Infrastructures are crucial actors to introduce a dynamic economy in the city. But motorways or intermodal areas often 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 it leads to a more sustainable urban life and the hybridisation of programs including productive activities? Could downgraded roads become productive streets? Could updated intermodal nodes generate productive hubs? And which space strategies could arise from these scenarios?

SITES

Amsterdam Piarccoplein (NL), Aschaffenburg (DE), Aurillac (FR), Évreux (FR), Graz (AT), **Helsinki (FI)**, Madrid (ES), München/Taufkirchen (DE), **TornioHaparanda (FI/SE)**, Torrelavega (ES)

And Productive Again!

How to Reintroduce the Productive Economy into New Urban Districts? Many formerly industrial places in and around cities are now out of use. Buildings were left in a derelict state, activities have been moved or stopped, sites became brownfields. Obsolescence is the common feature of these sites and the future is uncertain. Mostly, we dream of turning them into new vibrant urban quarters. But to avoid total gentrification as it has appeared in many urban renewal projects in the past, we should perhaps try to put some productive activity in these sites... again? Because these sites were once industrial and linked to the city. Because there is a will for a really mixed city, and that mix includes productive economy as well.

SITES

Amsterdam Transformatorweg (NL), Guebwiller (FR), Hamburg (DE), Karlskrona (SE), Linz (AT), Pantin (FR), Šibenik (HR), Trelleborg (SE), Tubize (BE), Warszawa (PL)

1.2 ORGANIZERS

The organisers in Finland were the city of Helsinki, the city of Oulu, Student Housing Foundation of Northern Finland (PSOAS), University Properties of Finland (SYK) and the cities of Tornio and Haparanda together with European Suomi Finland.

1.3 SITES



HELSINKI

POPULATION	Helsinki 630 000, Laajasalo 16 000
STRATEGIC SITE	50 ha
PROJECT SITE	12 ha
SITE PROPOSED BY	City of Helsinki
OWNERS OF THE SITE	City of Helsinki and other site owners

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 business centre into a new era by replacing the present highway with a pleasant, active centre 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 the island.

Helsinki City Council approved a new city plan in the fall 2016. It is a strategic land use plan that enables the growth of Helsinki to 860 000 residents by 2050. According to the plan roughly one-third of the new construction will be located on city boulevards in the expanding inner city.

The first four-lane highway that will be converted into a boulevard is situated in the Laajasalo suburban area. Kruunusilta bridges and 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 objective of the competition is to study what the characteristics and scale of the new boulevard would be and how the suburban area can become a diverse productive neighbourhood.



OULU

POPULATION	Oulu 200 000, Kaijoharju 18 000
PROJECT SITE	37 ha
SITE PROPOSED BY	City of Oulu, Student Housing Foundation of Northern Finland (PSOAS), University Properties of Finland (SYK)
OWNERS OF THE SITE	City of Oulu, PSOAS, SYK

Oulu, also known as a city of technology, is the largest city in northern Finland and the fastest growing metropolitan area in Scandinavia. Oulu's population of 200 000 is the youngest in Finland. The city strategy is to make Kaijoharju-Linnanmaa district a vibrant and diverse part of the urban fabric. Kaijoharju will have good public transportation and bicycle connections to the center and the city has also prepared to build a new tram line there in the future.

At the end of the 1960's the University of Oulu was moved to Linnanmaa, 5 km outside the city center. An architectural competition was arranged in 1967 to design the campus and a new neighbourhood center of Kaijoharju next to it. In the winning entry, the university was intended to form a vibrant entity with Kaijoharju and its urban facilities. The area didn't, however, develop as proposed in the competition. Today the housing area and university are two secluded, monofunctional areas with poor connections between them. The objective is to densify and diversify the areas, bring in new services and small businesses and to build new connections. The goal is to make Kaijoharju an attractive, 24h urban district.



TORNIO-HAPARANDA

POPULATION	32 500
PROJECT SITE	24 ha
SITE PROPOSED BY	Tornio-Haparanda twin city
OWNERS OF THE SITE	City of Tornio, ELY center of Lapland, Orthodox parish of Lapland, City of Haparanda

Tornio in Finland and Haparanda in Sweden have received international recognition for their cooperation and interaction while planning projects which unite the twin city. The development and construction of the joint center has been ongoing for 20 years and the process continues with Europan 14. The aim of the competition is to create unique and compelling urban content for the prestigious shoreline area shared by the two cities.

Tornio and Haparanda are developing their city centers to become one commercial and functional entity. The project site at the south end of Suensaari island and the north end of Haparanda downtown is important and visible in the urban structure. It holds potential to unite the two cities, yet it is mainly unbuilt and underutilised now.

The site is split in half by the busy highway E4. It is an extremely busy border crossing between Finland and Sweden with 14 million annual crossings. The whole area is currently affected by the noise and traffic of the highway.

The objective is to find ideas to connect the project site to both cities. The competitors are asked to propose functional and urban ideas for the area such as buildings for travel, recreational uses and housing. The scale and nature of the highway needs to be studied as well – how to make it a productive street.

1.4 JURY

First jury meeting

Tina Saaby Madsen (DK), chairman, architect MAA, city architect, City of Copenhagen
Riikka Kuittinen, architect SAFA, Luo Architects, Oulu
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 enterpreneur, Helsinki
Juha Kostiainen, senior vice president, sustainable urban development, YIT, Helsinki

Anri Linden, HELSINKI, architect SAFA, office manager, eastern office, City Planning Department of Helsinki
Eini Vasu, OULU, architect SAFA, planning architect, City of Oulu
Jarmo Lokio, TORNIO-HAPARANDA, architect SAFA, city architect, City of Tornio

Second jury meeting

Absent: Tina Saaby Madsen (DK), chairman, architect MAA, city architect, City of Copenhagen
Substituted by: **Johanna Vuorinen**, vice chairman, architect SAFA
Riikka Kuittinen, architect SAFA, Luo Architects, Oulu
Martin Videgård (SE), architect SAR/MSA, Tham & Videgård, Stockholm
Johanna Palomäki, architect SAFA, Master planning architect, City of Lahti
Jon Sundell, social enterpreneur, Helsinki
Juha Kostiainen, senior vice president, sustainable urban development, YIT, Helsinki
Absent: Antti Lehto, architect SAFA, Serum Architects, Helsinki
Substituted by: **Mikko Nurminen**, architect SAFA, planning director, City of Pori

1.5 SITE REPRESENTATIVES

Site representatives were present in both jury meetings.

Anri Linden, HELSINKI, architect SAFA, office manager, Eastern Office, City Planning Department of Helsinki
Marja Piimies, HELSINKI, architect SAFA, head of detailed planning, City Planning Department of Helsinki.
Eini Vasu, OULU, architect SAFA, planning architect, City of Oulu
Juha Aitamurto OULU, CEO, Student Housing Foundation of Northern Finland (PSOAS)
Jarmo Lokio TORNIO-HAPARANDA, architect SAFA, city architect, City of Tornio
Göran Wigren TORNIO-HAPARANDA, executive director, Civil administration, City of Haparanda.

1.6 EXPERT PANELS

The entries were also evaluated by local experts before the jury meetings. The experts were

Helsinki

City Planning Department of Helsinki:

Petteri Erling, architect SAFA, planner

Anu Kuutti, architect SAFA, planner

Markus Ahtiainen, traffic engineer

Mari Soini, landscape architect MARK

Mervi Nicklen, landscape architect MARK

Ulla Kuitunen, architect SAFA, planner

Jouni Kilpinen, civil engineer

All from City Planning Department of Helsinki.

Oulu

Urban and Environmental Services of Oulu:

Anne Olsbo, architect SAFA, planner

Mika Uolamo, architect SAFA, planner

Minna Kaunisvaara, surveyor

Mirjam Larinkari, landscape architect MARK

Harri Vaarala, traffic engineer

Aila Asikainen, architect SAFA

Seppo Wiik, campus manager, University Properties of Finland (SYK)

Leena Neuvonen, head of premises, Student Housing Foundation of Northern Finland (PSOAS)

1.7 REGISTRATIONS AND SUBMISSIONS

European Finland received 74 registrations, 24 for Helsinki, 23 for Oulu and 27 for TornioHaparanda. There was a total of 1 353 registrations in European 14.

The entries were submitted digitally through the european-europe.eu web site. Helsinki received 19 entries, Oulu 17 and TornioHaparanda 19. European 14 received a total of 1 003 entries. Of the 55 entries in Finland 33% were submitted by Finnish teams.

1.8 EXHIBITIONS

All the Finnish entries were exhibited both online at european.fi and in exhibitions in the organising cities:

Helsinki 27.9. - 18.11.2017 at exhibition space Laituri

Oulu 27.9. - 17.10.2017 at Tellus Innovation Arena, University of Oulu

TornioHaparanda 22.9. - 19.10.2017 at shopping center Rajalla in Tornio



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 21-23, 2017. At this meeting, in accordance with the competition rules, the best and most representative of the entries – the so-called shortlist – were selected (Helsinki 5 entries, Oulu 5 entries and TornioHaparanda 6 entries). The second jury meeting was held in Helsinki on October 22, 2017.

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

HELSINKI

Winner	12 000 €	YC952	Lateral Coalescence
Runner-up	6 000 €	DQ966	Waterfront Twist
Special mention		CC086	Make Laajasalo Productive Again

OULU

Winner	12 000 €	AF992	Kaljama
Runner-up	6 000 €	XG285	A Tale Of Two Lakes
Special mention		DV661	Dynamo
Special mention		PR924	The Forum

TORNIO-HAPARANDA

Winner	12 000 €	KJ827	Two Cities One Heart
Runner-up	6 000 €	XV675	The Engagement
Special mention		HY430	Tornelandia
Special mention		VL101	Seamless
Special mention		WY878	Common Ground

2.2 AUTHORS OF THE AWARDED ENTRIES

Helsinki

WINNER 12 000 €

YC952 Lateral Coalescence

Authors:

Lotta Kindberg (FI), architect

Nea Tuominen (FI), architect

Collaborator:

Rachel Murray (NZ), architect

RUNNER-UP 6000 €

DQ966 Waterfront Twist

Authors:

Jari Lonka (FI), architect

Antti Mentula (FI), architect

Collaborators:

Matias Celayes (AR), 3D designer

Julio Orduña Sanches (FI), 3D designer

SPECIAL MENTION

CC086 Make Laajasalo Productive Again

Authors:

Paula Fernandez (ES), architect

Laura Martinez (ES), architect

Anibal Hernández (ES), anthropologist

Wojciech Kębłowski (PL), geographer

Oulu

WINNER 12 000 €

AF992 Kaljama

Authors:

Argimiro Macías (ES), architect

Paula Manzano (ES), architect

Curro Holguín (ES), architect

Antonio Torres (ES), architect

RUNNER-UP 6 000 €

XG285 A Tale Of Two Lakes

Authors:

Francisco Blázquez (ES), architect

Jose María Calvo Martínez-Aldama (ES),
architect urbanist

SPECIAL MENTION

DV661 Dynamo

Authors:

Anniina Valjus (FI), architect

Sanni Leinonen (FI), architect

Tuija Patana (FI), architect

Emma Koivuranta (FI), architect

Collaborator:

Juha Nissinen (FI), architect

SPECIAL MENTION

PR924 The Forum

Authors:

Elisa Avellini (IT) , architect

Francesco Martone (IT), architect

Andrea De Sanctis (IT), architect

Daniele Frediani (IT), architect

Anastasia Barasheva (RU), architect

Isabella Zaccagnini (IT), architect

Marcella Claps (IT), architect

TornioHaparanda

WINNER 12 000 €

KJ827 Two Cities One Heart

Authors:

Vilma Autio (FI), architect
Maija Parviainen (FI), architect
Hanna Kuivalainen (FI), architect

RUNNER-UP 6 000 €

XV675 The Engagement

Author:

Jean-Michel Humbert (FR), architect

Collaborators:

Sasha Petersen (US), architect
Kelsey Kish (US), architect
Rebekah Armonstrong (US), landscape architect
Kristine Pedersen (US), landscape architect

SPECIAL MENTION

HY430 Tornelandia

Authors:

Matthew Ashton (SE), architect
Sofie Tolf (SE), architect

SPECIAL MENTION

VL101 Seamless

Authors:

Josip Jerkovic (HR), architect
Marta Lozo (HR), architect

Collaborator:

Herbert Elsener (CH), traffic planner

SPECIAL MENTION

WY878 Common Ground

Authors:

Nash Roy (IT), architect
Astorri Luca (IT), architect

Collaborators:

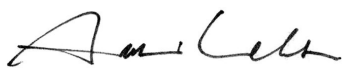
Adi Lichtenfeld (IL), student in architecture
Bianca Carosini (ZA), student in architecture
Agnieska Majkowska (PL), student in architecture
Mira Maletkovic (RS), student in architecture
Milena Tomasevic (RS), student in architecture

2.3 AFFIRMATION OF THE RESULTS

Tina Saaby Madsen
chairman



Martin Videgård



Antti Lehto



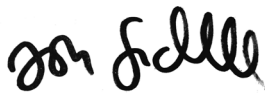
Johanna Palomäki



Juha Kostiainen



Riikka Kuittinen



Jon Sundell



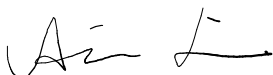
Mari Koskinen
secretary



Mikko Nurminen
substitute



Johanna Vuorinen
substitute, vice chairman



Anri Linden
City of Helsinki



Eini Vasu
City of Oulu



Jarmo Lokio
City of Tornio



3. / HELSINKI

3.1 GENERAL EVALUATION

The sparsely built Laajasalo district is due for changes in a couple of years. The population living on the island will double over the next few years. A new tramline will be provided to link the district more directly to the centre of Helsinki. The replacement of the existing four-lane motorway with an urban boulevard will transform the district's main traffic artery and free up space for infill development. The competition site is located near the neighbourhood centre, which is due to be upgraded. As most of the traffic to and from Laajasalo will pass through the competition site, this will also be important in terms of the cityscape.

Most of the area to be developed consists of the motorway and its adjacent areas. To the west, there is a rocky hill and a marina overlooking a beautiful, relatively small bay. In the east and south, the competition site borders on existing, architecturally and historically significant high-rise blocks. To the north, there is low-rise housing. In view of the narrowness of the competition site, added flexibility is provided by the possibility of reclaiming land from the sea in the bay area with due regard for the plot ratio and cost-efficiency.

The objective established for the project was to convert the existing suburban centre into a unique urban environment in keeping with Laajasalo's seaside character. The brief providing the basis for the design of the urban tissue and transportation was to convert the motorway into an urban boulevard and to consider how to reduce the noise and particle emissions caused by road transport. Special attention was to be paid to creating a pleasant pedestrian and cycling environment. Additionally, due consideration was to be given to new types of productive urban environments consistent with the European 14 theme.

A major challenge proved to be the need to achieve a high plot ratio on the competition site while at the same time making full use of Laajasalo's unique seaside features and existing strengths.

As far as the boulevard is concerned, most of the proposals were based on a tightly framed boulevard with enclosed or semi-enclosed adjacent block patterns. A couple of

entries foresaw a fully open block structure or bridge-like structures crossing the boulevard. Entries focusing on the evolutionary process of the city, such as resident-responsive co-managing, suggested some optional and less heavily constructed concepts.

In the evaluation of the overall plan, emphasis was placed on originality and equilibrium. Finding natural links between the district centre, sea and residential areas proved challenging. Moreover, in many of the proposals, the relationship with the existing buildings was awkward, with many of the new structures being placed very close to them and blocking views. One reason for this may be the call for a high plot ratio. On the other hand, the best proposals were able to successfully adjust the required gross floor areas to the circumstances and retain the views of the existing buildings and preserve the block layouts.

Some of the entries were able to spare the pine-covered hill located in the centre of the competition site in its entirety. Other proposals circumvented the differences in height, thereby avoiding the need to cut rock. The best solution proved to be a concept in which part of the old woods could be spared and included in a more extensive green area. At the same time, it was possible to leave a decent distance to the lamella houses south of the hill.

Urban boulevard and productivity

In many of the proposals, the urban boulevard is portrayed as a closely defined street space extending from north to south all the way to the south end of the local centre. Of these entries, the best were deemed to be those that introduced an element of diversity through links between the seaside scenery and local centre as well as variations in the distribution of block masses. In the best proposals, further planning of the boulevard was extremely detailed and carefully thought out. They responded to the productivity theme of the brief by conceptualising the functions along the boulevard. The proposals foresee quite a lot of street-level spaces, some located on two levels. However, ensuring the necessary customer base for the residential, office and service facilities, and hence the implementation of the concept, may be difficult despite the growing population density.

Traffic and transport

Most of the entries made use of the proposed position of the boulevard. In some proposals it was radically modified or exclusively dedicated to public transport, pedestrians and cyclists by diverting motor traffic to a tunnel.

Maritime character

In the evaluation of the entries, maritime character was defined as a feature related to the maritime scenery on the one hand and the natural environment on the other. Some proposals succeeded in creating solutions specific to this location, combining the landscape, maritime functions, recreation and quality aspects of housing arising from the place into a natural, coherent whole.

Most entries foresaw land reclamation as a way of achieving the plot ratio set as an objective of the competition. A common solution was to reclaim land from the sea along the shoreline or constructing an artificial quay or island. The best entries in both categories proved functional. In many proposals, the reclaimed land was filled with types of blocks that had too low plot ratios considering the financial framework defined for construction.

3.2 PROPOSALS

AWARDED ENTRIES

YC952 LATERAL COALESCENCE, WINNER

The proposal is based on an insightful identification of the existing characteristics and conditions offered by the site. It includes elements such as a busy traffic corridor, a dormant island suburb, architecturally and historically significant buildings, a 100-year-old copse of pine trees and a quiet bay. The urban fabric is based on making good use of these elements and their perimeter interfaces. The overall plan places a terraced block at the north end of the boulevard, with its highest point serving as a landmark on entry to Laajasalo. The relationship between the low-rise section and the surrounding terraced houses could be more subtle than suggested by the basic concept and more consistent with the environmental scale. The pace of the elongated masses in the north changes as you reach the bay. The high-rise buildings erected on a low pedestal give the boulevard a relaxed, natural rhythm.



A distinct and original block is created between the bay and the boulevard, which serves as a clear node linking the services to the west of the boulevard to the bay in the east. The new nucleus has been nicely accentuated by making a small twist in the boulevard. The concept is extremely elegant. By a simple and natural gesture, the elongated street space is converted into a series of curved, more low-scaled spaces.

The proposed artificial island is a bold way of preserving the waterfront. However, it is unnecessarily extensive with a low plot ratio, considering its size. The island offers potential for unique housing. The marina between the boulevard and the bay ends beautifully in the sea. The communal activities at ground level to the south of the pedestrian street and the covered market have been successfully executed in a way that contributes to the seaside atmosphere.

Moreover, the overall plan is workable also in terms of traffic. The compact blocks do not require an extensive road network. The design solutions – such as the preference given to cycling and walking or the details proposed for the boulevard – can be gleaned from the individual areas addressed in the plan. However, a clear and more comprehensive

presentation could have been provided. Similarly, parking is addressed only in passing. Some of the parking decks appear under-dimensioned considering the size of the blocks. The traffic and parking solution proposed for the artificial island calls for further study.



The block plans deserve credit for the distribution of masses and ease of approach rather than for faultless details. The types of buildings proposed are suitable but require further analysis, particularly in terms of the noise and emissions generated by the boulevard. Too many flats only have windows facing the boulevard or are placed along the fairly low-ratio stairwells. However, the types of buildings proposed offer true potential. A narrow lamella design can also be harnessed by opting for units with a double view. In the wedge-shaped sections facing away from the boulevard, the overall design concept blocks noise while opening views in two directions for the corner flats. The plan to place parking facilities partly under the building frame is feasible and supports the narrow block model. However, it will be costly if executed as proposed. The upper structures could also have been taken into account in the diagrammatic analysis.

The proposal is one of the best entries in striking an equilibrium between the type of boulevard, the natural assets, the nucleus of the new local centre and the link to the sea. The most important public space is placed exactly in the right location, like an acupuncture needle. The subtle twist in the boulevard offers a magnificent view of the sea at the point where the tramline turns towards the western part of the island. The pine-covered hill left in its natural state opens delicately towards the central plaza between the narrow lines of buildings. The design spares part of the old pine woods while leaving enough breathing room for the existing valuable lamella houses. At the southern end of the boulevard, the long wall of buildings is cut off intermittently to allow verdant green areas to extend to the boulevard in-between the residential buildings. The meeting between nature and a city built of stone involves high drama. It could be developed further into an even stronger unique feature of the area – with due regard to noise and particle emissions – that would make the Laajasalo boulevard stand out among the other access corridors being designed for Helsinki.

DQ966 WATERFRONT TWIST, RUNNER-UP

The overall plan presented in the proposal is well balanced. All the elements and components are carefully considered and meet the objectives of the brief. The boulevard is perceived as a compact urban space flanked by buildings. The block models have been skilfully fitted into the location. The blocks are successfully sequenced based on the surrounding urban tissue. Access to the sea is provided to link the local centre to the bay. The price to be paid for this is that rock needs to be cut from the hill, but the benefits outweigh the losses. The proposal is also carefully thought out and sure-footed in terms of traffic arrangements. The tramline to be constructed in Kiiltomadonraitti Street has been integrated into the proposal. It provides a natural link from the competition site to the area east of the centre. At the intersection of the boulevard and the tramline, a central urban space is created which also offers a welcome break along the relatively long boulevard.



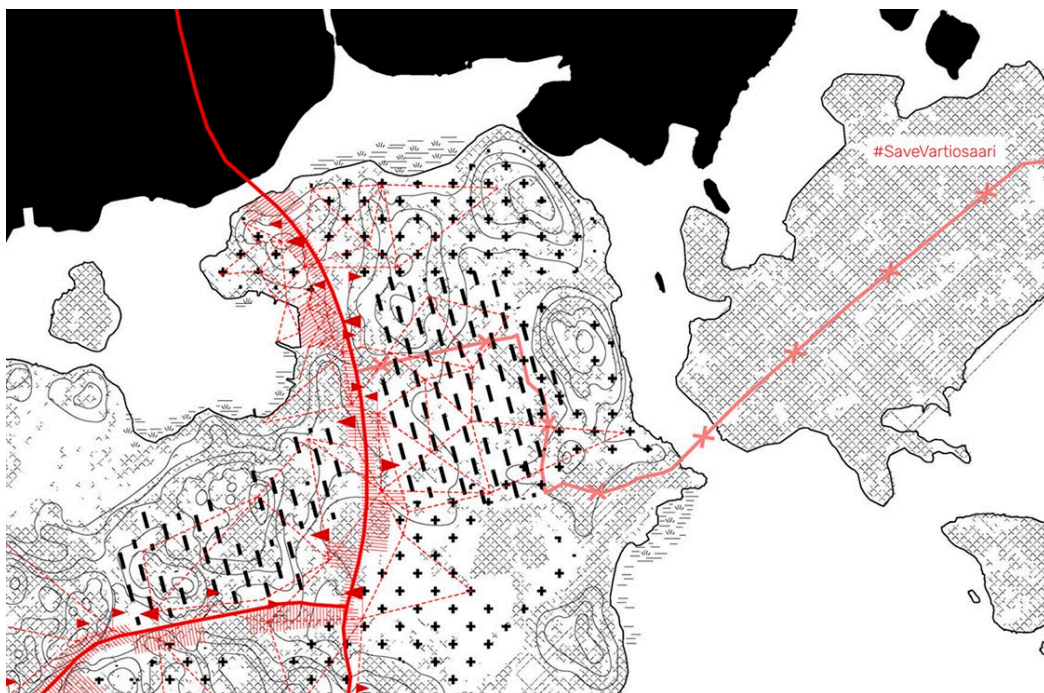
The tower in the north next to the bridge creates a fine point of entry to Laajasalo. At the bay, the elongated, slightly undulating chains of buildings turn to form a right angle relative to the boulevard. This solution offers a view of the sea from the buildings, pacing the exteriors facing the street. While the block model created by this approach is highly functional, it is also somewhat generic. The urban structure and architecture are not derived directly from the properties of the competition site, even if skilfully and faultlessly executed as such.

The details complement the overall plan nicely. The ground floor urban synergy concept meets the brief's objective regarding the integration of production into the urban tissue. The proposed functions really make room for small shopfronts and residential offices. The question is whether these facilities are sufficient considering the number of residents. From this standpoint, the street view in its urban dynamism is exaggerated. Although Laajasalo will have a new centre, activation of the boulevard along its entire length on this scale appears idealistic. However, the proposal can be developed further flexibly within the limits of the concept. The block typologies including the floor plans of the flats have been presented well. They are functional, even if they fail to offer any novelty value. The proposed zone structure and flexibility are also well executed in the typical lamella houses.

The plan does not offer new, unconventional concepts or ideas of how to integrate co-managed planning into the process. Its strength lies in a thorough analysis of the problems associated with living and building along a boulevard.

CC086 MAKE LAAJASALO PRODUCTIVE AGAIN, SPECIAL MENTION

The proposal is a manifesto of urban development based on locality. The approach to the competition site is original. It is based on the identification of potential fissures on a large scale, in this case across the entire Laajasalo area. A range of solutions are proposed consisting of processes, functions and actual physical building types. The concept of productivity is adopted as a starting point for grass-roots urban development. This is one of the few entries that pauses to define the concept of productivity as a basis for planning. It extends economic productivity to the culture and social relations generated by the community. This approach creates a cross-cutting logical framework in which the temporal aspect is also taken into account. The proposal proceeds, on the presented timescale, from the co-managed process to construction and partial reversal of 'interventions'.



The boulevard does not constitute the kind of urban corridor flanked by buildings as foreseen in the brief. Overall, instead of seeking to create a uniform urban landscape, the project gives a specific answer to each individual topographic situation. Although the urban tissue suggested by the proposal is fragmented and fails to achieve the gross floor area specified in the brief by a wide margin, the proposal itself is well argued and internally coherent. All the proposed measures and processes are consistent with the logic of locality expounded by the entry. Development is steered through local engagement and participation. The proposal does not address the question of how to control the mounting pressures to construct in the metropolitan area on the terms of the residents. No position is taken on the objectives and necessary preconditions either. A totally co-managed process appears naive in its starry-eyed idealism. Urban development is inevitably riddled with contradictory objectives that mere co-managing cannot resolve.

The proposal is uncompromising in its consistency. All the components of the concepts are logically interconnected. All in all, the proposal is an intriguing blend of criticism of urban planning and a range of carefully considered design solutions rendered in a relaxed manner.

OTHER ENTRIES

AD287 PINELINE

The point of departure selected for this proposal is the verdant nature of Laajasalo. The blocks along the boulevard have been split into a ribbon of small-scale pockets. Organically moulded by the individual spots of the competition site, the plan is attractive in its sophistication. The downside of this diversity is that the urban structure appears confused and hard to perceive in many places. On one side, the north end of the boulevard borders on individual houses. The name and the form suggestive of a bird's nest depart from the rest of the structure. The series of these individual houses extends all the way to the opening offering a view of the bay, creating a very original entrance to Laajasalo. The idea is based on an exceptional, nest-like form. It depends on impressive and highly original architecture, otherwise it is just a row of fairly widely spaced houses.

A bend is added to the boulevard that nicely diminishes its scale. It is placed in a central location. The pine-covered hill has been successfully spared, a fact that underlines the proposal's goal of modern living in the woods. The scale of the buildings decreases as you get close to the seafront. Some of them end up too close to the long lamella houses to the south of the hill. Green fingers link the bay to the rest of the area all the way up to the hill. While the small-scale blocks on the seafront support the aspirations of the proposal, the plot ratio must be higher than suggested to ensure financially feasible execution because of the high cost of land reclamation.

The details of the proposal with its communal house types complement the plan. A multipurpose house is proposed for production. Although the idea contributes to a village atmosphere, too little attention is paid to ground level activities along the boulevard. With its hip roofs and roof gardens, the architecture of the proposal is warm and supports the sense of communality underlying the concept.

IW934 MAR-EPOQUE

The overall plan successfully links both sides of the boulevard to each other and the existing blocks. The boulevard is portrayed as a compact wall of buildings. The nature and functions of the urban space are addressed only in passing as the proposal focuses on the seafront blocks. The assignment of small business premises to the corners of the blocks as shown in the diagram appears promising. In this respect, the proposal would have had greater potential. Distinctive to the proposal is the decreasing scale of the urban structure as you proceed from the boulevard towards the sea and the low-rise residential area separated from the mainland by a canal. In terms of the cityscape, the weakest point of the concept lies in the nature of the island. It will inevitably become exclusive despite the public pedestrian pathways extending all the way to the shoreline. Moreover, the concept is costly and so difficult to execute. While the idea of integrating production into the various floors of buildings is welcome, the type of building remains unclear. Additionally, its location far away from the traffic flows of the boulevard seems odd because the combination of various functions would help reduce noise levels.

KE559 STITCHING A STITCH

Instead of creating the boulevard as an urban space, the proposal stretches beyond it by means of pin-like buildings. They are presented as a framework which incorporates different housing units. While this is a fresh and promising approach as such, it remains next to impenetrable. The obvious sore points of the design solution based on a mega

structure – such as the social challenges created by the immense scale, the connection to the ground level or the nature of the resulting urban spaces – have not been addressed. It remains completely open what sort of urban environment the proposal seeks to achieve. The long, elevated walkways placed in the forest appear superfluous in serving no purpose. Additionally, the proposal fails to address the impact of the noise or air pollution generated by the boulevard on the housing on top of it.

LV748 PATCHWORK

The proposal for a compact pedestrian city is commendable in many respects. The dramatic decrease in scale as you move from the boulevard towards the sea fits perfectly in this location. The different building types are placed conveniently in the urban setting and the compact structure requires fairly little land reclamation in the bay. The plazas and alleys foreseen in the plan are pleasantly small in scale. A major flaw in the concept is the absence of a clear connection from the boulevard to the sea. Another drawback is the presentation, which appears half-finished. Vehicle parking is provided, concentrated in two parking facilities, but the exact dimensions and concept remain open. The building types presented in the proposal have been analysed very closely. However, a bedroom with no windows in the middle of the building frame is not possible in Finland. No perspective drawings are provided to give an idea of the atmosphere that the plan seeks to create.

OZ005 OUT OF THE BLUE

The concept based on a meandering block model is a fresh interpretation of the options available. Additionally, it is successful in drawing upon the features and properties of the site. The urban street and the sea represent the two clearly distinct aspects of the proposal. One upside is the narrowness of the foreseen block structure, which reduces the need to reclaim large areas of land in the bay. The overall plan leaves relatively little space between the competition site and the long lamella houses to the southwest. By reversing the meandering masses, it would have been possible to prevent two elongated masses from being glued together.

The overall plan fails to create a distinct centre for the area. Access to the sea is provided in the north, quite far away from the centre. The choice is justified in view of the differences in height. However, the block structure makes it impossible to preserve the tree-covered hill, which means that some of the benefits achieved remain unharnessed. The advantage offered by pocket plazas is that the urban space is split into smaller parts, but they create problems in the form of noise. At worst, the plazas may turn into unpleasant dead ends. The architecture is promising in its absence of grand gestures. The presentation is clear and well balanced.

PZ624 AISLA

The overall plan is balanced in relation to the surrounding urban tissue. The blocks fall into place naturally. The variations in the distribution of building masses along the boulevard are finely executed, creating entities of natural size. In the marina area, it would have been enough to vary a single theme to turn the three blocks into an even more coherent complex. The gate formed by two tall buildings at the north end of the competition site makes the entry to Laajasalo's new centre a memorable event. A fine view of the sea from the boulevard opens up at these landmarks.

Streets and plazas are well executed, particularly in the bay-side blocks, except for the southernmost street, which leaves a fairly high rock face exposed where the hill is now

standing. In terms of traffic, the proposal is clear-cut and functional offering potential for flexible further development. Clear, separate diagrams have been provided to illustrate traffic and parking arrangements. The beach area is unnecessarily extensive considering the proposed activities. The area would have permitted the application of the productivity theme specified in the brief to the various marina functions more extensively. The author has failed to consider the eastbound tramline. If included, it would have reinforced the east-west axis now proposed. At the same time, it could have created a central urban location in a sharper outline. In terms of mass distribution, the proposed blocks are promising. However, the perspective drawings are somewhat unimpressive because the proposal would have potential for more solid and lively architecture and atmosphere.

QN359 URBAN RENAISSANCE OF LAAJASALO

The proposal exudes the spirit of a solid stone city. It includes two principal elements that are very clear. The proposed boulevard is a closely defined, more or less enclosed street interspersed with tall building sections. The branch following the bay shoreline consists of a meandering cluster of blocks that delicately circumnavigate the pine-covered hill in the centre of the competition site. Access to the sea is at the bottom of the bay, a natural solution consistent with the inherent logic of the proposal. However, it is quite far from the commercial centre. It fails to create a functional nucleus for the urban tissue, a place that underlines the importance of Laajasalo's new centre. As far as vehicle access to the block is concerned, the traffic plan is workable. The street running through the seaside blocks is also spatially exquisite. However, it is a cul-de-sac due to the preservation of the hill. This affects the way in which the new blocks are connected as well as the traffic network. While the proposal does create urban space, it remains somewhat isolated from the rest of the urban fabric.

Further details and sectional drawings of the area demonstrate the feasibility of the dimensioning of the blocks but fail to add much value in terms of noise abatement or integration of production into the urban tissue as foreseen in the brief. The distribution of masses along the boulevard is variable in accordance with the brief. However, further efforts could be made to develop the pacing of the higher pitched- and flat-roofed buildings. The diminishing scale of the seafront blocks as you move towards the green areas is poetical in its beauty and a theme suggested by the place itself.

SP260 CONNECT: ALONG, ACROSS, AROUND

The proposal explores the connection of the competition site to the more extensive urban structure in a wider context. While the proposed circular railway is workable, it adds little new to the solutions foreseen in the Helsinki master plan. As far as the competition site is concerned, it looks very much like an illustration of the current situation less the motorway. The proposal fails to indicate floor areas. Conceivably, the volume of construction would fall short of the objective specified in the brief without any explanation given for this departure. The production facility concepts are promising and graphically impressive, but the actual typology remains difficult to interpret.

SR801 LAAJASALO RESTITCHED

The proposal reinterprets the objectives of the brief. The boulevard has been reconfigured by diverting traffic to Kuvernöörintie Street. Most of the area so created has been left undeveloped as a green area. Boat services is a good idea. A large green area in the centre of the competition site is hard to justify as there are already extensive and easily accessible green areas in Laajasalo. The proposal foresees too many underground facilities

whose above-ground parts are very small in scale compared with the size of the deck structures. The concept is unnecessarily massive. It is not financially feasible either.

TG295 URBAN NATURE

The boulevard's open and relatively small-scale block structures fit in their place. However, the proposal ignores the brief's objectives regarding noise abatement. This is one of the few entries in which the scale of the boulevard increases gradually from north towards the centre. The concept is sound and the landmarks at the south end of the competition site create an impressive entrance when approached from the direction of Kruunuvuorenranta. Access to the sea is finely executed at the right location relative to the local centre. The productivity theme is alluded to by reference to urban cultivation in the marina greenhouses and ground-level facilities on the boulevard. While the proposal does not contain any big errors, it is very sketchy in many respects. The traffic network is not addressed in any detail. In seeking urban greenness, the proposal moves in the right direction, but despite these efforts it fails to suggest any unique solutions specifically tied to this location.

TS803 THE FERTILE VALLEY

This proposal changes the boulevard line by diverting vehicle traffic to Kuvernöörintie Street, while the existing motorway line is reserved for a tram running along a bridge. Building the bridge would be very costly. The proposal successfully spares the tree-covered hill in the centre of the competition site while making use of the contours of the terrain in the positioning of the parking decks. The end result looks suburban. Aside from the central plaza, very little urban space is created in the process. The eastbound tramline and the nuisance to the existing buildings caused by growing traffic volumes in Kuvernöörintie are not addressed in the proposal.

UU436 FOREST AS CITY

In terms of mood, this proposal is an intense graphic work; however, it remains highly theoretical. Architecturally, the elongated masses and towers on the boulevard are imposing, but the monotonic repetition across the entire competition site is too much. Access to the sea is realised successfully by means of a cluster of tower blocks and by offering unrestricted views from the boulevard. The floor plans suggest communal living but are a little difficult to interpret. A closer examination of the plan is difficult because the proposal fails to provide much verbal information or figures to justify the design solution, such as gross floor areas or building heights. While the proposal exudes an intense atmosphere, it is anything but a human-scale environment. No position is taken on the productivity theme.

XM207 PROGRESSIVE CORE

The overall plan is based on the idea of constructing a road for vehicle traffic under a deck by making use of the differences in height, with only cycling paths and tramlines built above ground. There would be two tramlines diverging at the bay. The design solution is at once refreshingly bold and overly ambitious. The traffic volumes and efficiency of use of the surrounding land are not in the right proportion to the extent of underground construction. The artificial islands proposed in the plan also appear too large considering the size of the bay. Moreover, they would not be financially feasible because the plot ratio offered by individual houses is not enough to cover the cost of land reclamation and the construction of complex structures.

XQ398 DOMESTICATING THE INFRASTRUCTURE

The proposal is presented elegantly, but it completely misses the objectives specified in the brief. The analysis of the urban tissue recognises the circular rail connection and the location of the competition site as one of the local centres. However, the plan does not propose much new construction; instead, it confines itself just to illustrating the mass distribution and architecture of the existing centre and town plan. Practically nothing is done to the rest of the competition site, a choice that is not justified in any way. For all practical purposes, the proposal is of no value to the efforts to develop the urban structure, which was the whole point of the competition.

XW366 FIVE4YLISKYLÄ

The proposal's delicate approach to the existing buildings and green areas is promising. The boulevard is left fairly open. While this is justifiable in a suburban environment, the overall impression is too fragmented. No gross floor areas are indicated. According to the construction areas, the proposal seems to fall short of the objectives of the brief by a wide margin, for which no reasons are given. Five themes have been defined for the individual areas. However, in terms of content, they very much depend on a verbal description. With regard to the individual areas, the overall plan provides little information on the design solutions or differences in terms of functions and urban tissue. The residential block presented in more detail is detached from the whole and fails to consider noise and particle emissions from the boulevard. The perspective drawings are too sketchy to give a convincing impression of a high-standard urban environment.

ZO308 ROSAMUNDA

The overall concept is logical and clearly presented. Its weakness lies in the proposed artificial island and canal in the bay, which appears excessive considering the size and atmosphere of the bay. The boulevard's link to the sea is relatively far away from the centre and remains slightly unclear. Visual access to the seascape could be more effective. The hill on the competition site has been successfully integrated into the proposal. The central park is a sound idea even though it will, in practice, be reduced to a courtyard. The production facilities and loft spaces of the buildings placed along the boulevard make the street diversified in terms of functions and the cityscape. The perspective drawings are sketchy, and the architecture appears slightly confused and lacking in posture, especially in the seafront blocks. A successful outcome could have been achieved with fewer elements.

As such, the idea of developing the environment by harnessing its inherent features and the community represents a sound approach. The urban tissue makes use of the seafront to create valuable properties. While the goal of harnessing the value added to increase the social value and equity is interesting, the means and processes to achieve this are not discussed in the proposal in more detail. The urban structure along the boulevard is based on two different typologies. At the marina, the blocks are staggered perpendicular to the boulevard, which offers fine views of the sea. The architecture within the block varies greatly. Almost every building is different. While it is obvious that the author strives for architectural diversity, the overall impression is restless. The proposal lacks an overriding visual theme or principle to modulate the variability in the blocks. The building types have been presented very clearly in sharp detail. The presentation is well defined and perspective drawings impressive.



4. / OULU

4.1 GENERAL EVALUATION

The task for the competitors for the Oulu site was to create a densification plan for Linnanmaa university campus located 5 km from the city centre of Oulu. The aim was to create a new urban vision to give Linnanmaa an appealing identity. The centre of Kaijoharju and the university campus were to be linked functionally and visually. The request was to plan a dense, active, structured and diverse innovation hub.

The University of Applied Sciences will move into the University of Oulu premises in 2020, which creates a demand for housing for 6,000 residents. The total construction volume for the area is estimated at 160,000–200,000 m², catering for 4000–4900 new residents. The housing solutions were to be diverse and suitable not only for students but for everyone. The plan was to also include spaces for services, businesses and restaurants, as well as for jobs and leisure activities. The key to the area's commercial appeal are the grocery stores and supermarkets to be situated on the ground floors of residential blocks of flats. The plan was also to include a kindergarten.

The transport plan was to take into account the potential tramline to be built for the area and to improve the organisation of the pedestrian and bicycle routes, especially between the university and Kaijoharju. The emphasis in the new urban centre was to be on pedestrian and bicycle traffic and public transport. Access to the outdoor exercise tracks and the lakes near the competition area also required improvement to support the active outdoors image envisaged for the area. The current open parking lots were to be replaced by creative solutions that would boost a positive urban image.

The Finnish jury found Oulu to be the most challenging site to judge. While some of the entries were remarkably thorough, these would also be the ones that lacked innovation and respect for the existing environment. Yet in the proposals that had achieved a strong and suitable identity for the Linnanmaa campus, several elemental aspects had been overlooked. None of the entries were able to present solutions to all of the aspects covered in the competition brief. However, the competition produced a number of partial solutions of high quality, which could prove useful for the further development of the area.

Each jury member prioritised the criteria differently but were ultimately unanimous about the winner and no vote was held. The jury agreed that the ultimate criteria for the competition must be a suitable, strong identity for the Kaijonharju-Linnanmaa area. The jury was keen to find a solution that would respect the area's architecture and natural surrounding and would give a completely new lease of life to the existing environment.

Certain common themes stood out in many of the entries. One was a diagonal street and pedestrian and cycling lane leading from the new main entrance of the university to the Pyykösjärvi lakeshore. A direct connection from Alakyläntie road to the university could simplify the access route to the university. On the other hand, the jury considered the birch-lined section of Yliopistonkatu street one of the most pleasant features in the area and recommended it be preserved. Many of the proposals made good use of the forest between the two lakes to structure a connecting green area.

Quite a few of the entries had resorted to several routes that were too identical in character to resolve the new east-west connections. Some entries had dotted the area with several squares that were too identical and too regular. The jury preferred solutions that created a few central points for urban life, around which the services would be grouped.

The proposals included widely differing solutions regarding the current commercial centre in Kaijonharju. According to some plans, the existing structures would be completely demolished and new commercial services would be located within the new buildings designed for the area. Some proposals, however, had retained the centre almost unchanged. The jury welcomed the idea of building a new commercial centre right next door to the university.

Reconciling the structuralist architectural aesthetic and large size of the campus buildings with the new design proved a challenging task. Some proposals suggested a second mega-structure alongside the university, a "housing machine". Of these A Tale of Two Lakes was the most successful one. In some entries, the challenging size of the university was reciprocated with large urban spaces, which could end up being excessive, as in the entry Forum.

Some of entries had adopted the approach of simply designing a generic, high-quality urban structure that was completely detached from the existing architecture around it. This was a problem in, for example, the entry Dynamo. The winning entry was the most successful one of all in adding a new typology of buildings in a friendly dialogue with the structuralist architecture of the university.

Kaljama provided the best solution for the construction of the areas nearest to the university, especially within the section between Yliopistonkatu and the university. Forum, in turn, provided the best scenario for the infill construction between Kaijonharju and the university. Dynamo presented feasible traffic arrangements between different parts of the area. A Tale of Two Lakes could serve as an inspiration, for example, for the design of the landmark block to be placed by the access route to the area.

4.2 PROPOSALS

AWARDED ENTRIES

AF992 KALJAMA, WINNER

Kaljama is not a finished proposal but rather a concept. It provides an intelligent, elegant and flexible solution for the future development of the area while preserving its architectural and natural values.

The basic principle is simple: The large open-air parking lots, which form a vast negative space around the university, will be replaced by buildings.



The problematic connection between the university and Kaijoharju has been eliminated by moving the commercial services and the activities centring around them to the parking lots currently dominating the section between Yliopistonkatu and Erkki Kooiso-Kanttilan katu streets. This creates a salient centre point for the area, accessible by excellent public transport services. The entry is also ecologically and economically sustainable, as it requires only a limited amount of new infrastructure. The construction of new student housing can start immediately, while the existing ones remain in use. The forests can be developed into urban forested parkland that complements the area's identity. The existing building stock is easy to gradually upgrade block by block according to the new concept. The architectural concept is based on the modular grid and it harmonises with the structuralist architecture of the Linnanmaa university campus. The courtyard typology gives the new blocks a separate identity independent of the existing building stock, creating a smaller and therefore more suitable scale for residential use.

However, the entry suffers from a number of flaws. The number of residential units and parking spaces is far too small, while there is an excessive number of the hybrid blocks and covered courtyards that are tricky to execute. Pedestrian and bicycle routes, public transport connections and parking have not been given due consideration and the development and use of the shoreline of Pyykösjärvi, green spaces and public outdoor spaces have been neglected.

Based on this concept, the requirements in the competition brief can, however, be developed further without compromising the carrying theme. In other words, there is nothing in Kaljama that would actually undermine the further development of the areas as required in the competition programme. Hybrid blocks can be changed into residential ones and the courtyard can be left uncovered. Despite its shortcomings, Kaljama is not a theoretical curiosity but a fully feasible strategy that could produce new, architecturally impressive and functionally exciting environment. The jury recommends that the first few stages of the Linnanmaa regeneration be based on the concept of Kaljama: replacing parking lots with residential and hybrid blocks including commercial and public services and thereby shifting the new centre onto the most central spot of the Linnanmaa-Kaijoharju district.

XG285 A TALE OF TWO LAKES, RUNNER-UP

The proposal suggests a second mega-structure alongside the university, a “housing machine”. In the three-storey base mass, different housing typologies from houses to small blocks of flats would align with pedestrian and cycling routes. Slender tower structures crown the composition.

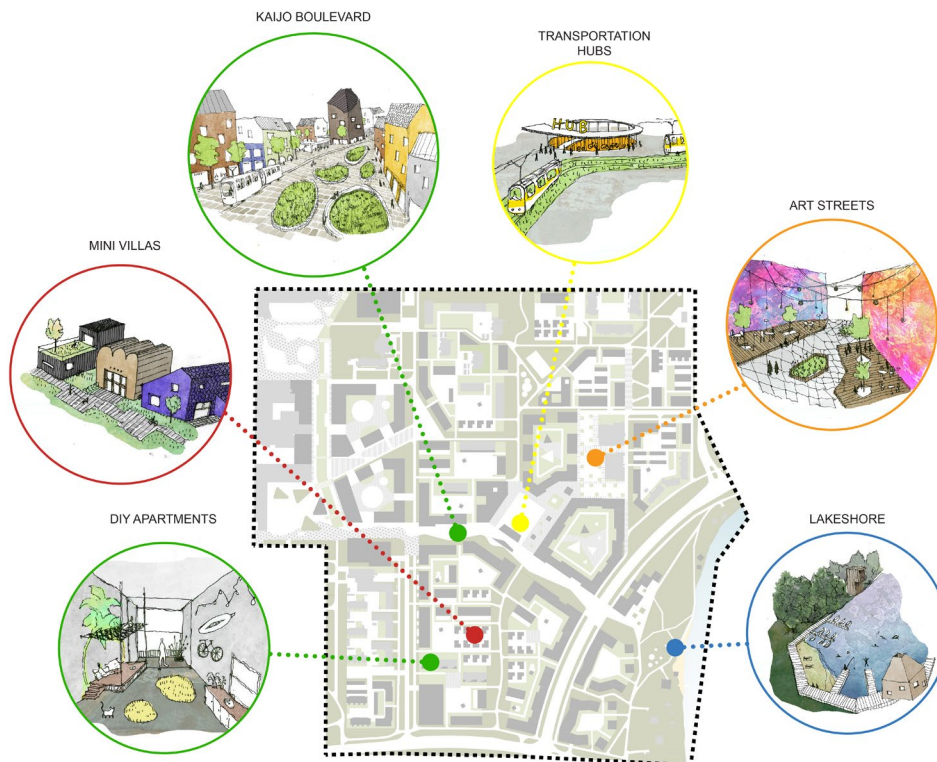


The entry is aesthetically pleasing and unique with tight internal coherence and strong artistic character. Complementing the “study machine” of the over-sized university campus with a neighbouring “housing machine” is an intriguing approach that respects the existing architectural appearance of the area. Relying on natural formal motifs, the newbuilds would nonetheless present a strong autonomous identity. This creates a dialogue between the built environment of the introverted academic world and the free student and residential functions located within a natural context. The powerful, high-profile design of the proposal would complement the ethos of the University of Oulu as an international scientific community. Some members of the jury found the entry excellent. However, the authors were not able to take their striking idea onto a more realistic level or introduce cohesion to the area. The urban structure remains ambiguous and the lack of hierarchy would lead users astray and leave them zigzagging between identical spaces. The design is therefore too monotonous for an area as extensive as this. It does not provide a new connection between the university and Kaijoharju. There are too many

would always seem desolate. The proposal has potential, but the major challenge lies in a more successful scaling of the Forum square.

DV661 DYNAMO, SPECIAL MENTION

The entry is based on small-scale, diverse buildings and a fan-shaped alignment of clearly defined blocks. The entry is thoroughly researched and it largely meets the objectives of the competition brief. The street leading from the university to the lake is an inspired idea and a tramline operating along this axis would support the evolution of a vibrant streetscape. A car-free, functionally hybrid centre and innovative blocks in front of the university are a successful concept. Kaijo Square is well placed at the intersection of pedestrian and bicycle routes leading in different directions. The squares are neither too numerous nor too large; two open spaces linked by the main route. The best idea would have been to locate the new commercial centres next to Kaijo Square. The lakes Kuivasjärvi and Pyykösjärvi are linked by a forest corridor, albeit too narrow. If there were a cycling lane running through the forest, there would hardly be any forest left.



The merits of the entry are first and foremost in the quality of the regional planning and the connective routes between the different parts of the area. The scale of the residential blocks is perfect and even the parking has been resolved. The one major flaw in the entry was the poor relationship with the surrounding nature. The entry was considered very generic. It could be built anywhere. The suggested urban structure takes no account of the architectural and historical values of the existing buildings on the campus or any other qualities of the environment. For example, the long birch-lined axis of Yliopistonkatu has been cut off, although this beautiful feature could just as well have been left intact. The proposal fails to bring the best out of its surroundings, and the overall concept does not produce a sufficiently outstanding or unique identity for the campus.

OTHER ENTRIES

AZ233 WOOD WOOD

Relatively small buildings, intimate, traditional yards and fresh wood architecture are a rewarding combination. The newbuilds are concentrated along Yliopistonkatu and add positively to its character. The plan does not include new east–west-oriented routes, which is a flaw. Neither does it propose new functions around Yliopistonkatu. The volume of buildings is also smaller than requested in the competition brief. While the suggested buildings form an upbeat addition to the area, they fail to communicate with the existing building stock, leaving the new university campus area void of the specific identity that was sought.

BL198 KNOWLEDGE VILLAGE

The entry succeeds in creating new, salient east–west connections between the university and Kaijoharju. The series of squares and street spaces is pleasantly varied in its scale. The street axis leading from the university to the lake is an interesting idea. As regards housing design, the entry interestingly explores spatial design to facilitate and encourage communality. However, the network of streets and open spaces is confusing. The plan is based too much on indulgent and inefficient triangular-shaped typology, which has been used extensively throughout the area. The open spaces are oversized and undefined. The birch-lined axis of Yliopistonkatu has been unnecessarily cut off.

DS776 INTEGRATED CONNECTIVITY

The entry is thoroughly researched and clearly presented. The scale of the block structure is pleasing and the pedestrian and bicycle route to the lakeshore is cleverly incorporated into the new urban structure. A variation of the principle is seen in the diagonal park zone following the Plaanaoja creek.

All the currently existing buildings in the competition site are demolished in the plan. The new urban structure is based on a street grid diagonal in orientation, which the authors expect to form a protection against the wind. However, the direction of wind is predominantly from the sea in the southwest, which would actually turn the streets into wind tunnels. The centre of the area links awkwardly with the surroundings and does not support the diagonal grid. A similar grid should perhaps have been applied in the block on the perimeter of the area, as this would have created more plausible links with the environment. The gradual upgrading of the existing building would prove difficult in practice. The building typology is too monotonous.

KMO07 THE KAIJONHARJU'S NEW HEART

The central principle of the entry is large monumental buildings separated by wide open spaces in between. Sprinkling the buildings freely within a parkland to create a campus-like atmosphere is in principle a logical option near a university. The new buildings seem to raise the standard to a new, international level, which would raise the profile of the area. The large buildings are bold rather than shyly hiding behind woods. The placement of the central square is functional: it links the axes leading to the lake, the university main entrance and the centre of Kaijoharju.

However, everything seems too massive for the location and the surrounding urban landscape. The narrative and the plan are contradictory: According to the text, the Artesan

Alley will achieve a cosy atmosphere thanks to mid-rise construction. Yet the buildings are massive, even 12 floors high and with a large footprint. Artesan Alley appears to be some 30 metres wide. The main square is also too large. The buildings are mostly evocative of large company headquarters. The architecture has no association with the place, as the proposed buildings could be in any large city.

LN520 WHIMSICAL VILLAGE

The axis between the university and the lake makes for an interesting proposal. A tramline operating along this axis would support the evolution of a vibrant streetscape. A car-free, functionally mixed centre accessed via a network of pedestrian and bicycle routes has great merit. The plan is thoroughly researched.

However, the proposal seems to attempt to create a whole new type of area rather than acknowledging the positive features of the existing environment: The university facade would be completely screened by new building masses; the birch-lined axis of Yliopistonkatu is cut off; the slanted roofline repeated in the residential blocks seems aesthetically alien to the area. Public open spaces in front of the new main entrance to the university and the pedestrianised commercial centre are undefined.

MS445 HAPPY

The basic principle of this plan, which centres around the birch-lined axis of Yliopistonkatu and is based on residential blocks that comply with the surrounding grid, is commendable. The carrying idea of the plan – acknowledging and respecting the existing features of the environment – is correct and important. The upgrading of the existing building stock at a flexible pace would be possible.

However, the entry suffers from the confusing presentation. The regional plan is especially difficult to examine. Public open spaces are too numerous in comparison to the proposed volume of building. Wide streets and ample open spaces render the urban structure too dull and undefined. It would be better to centralise functions around fewer squares, so that these could benefit from the ensuing vibrancy.

MT902 NATURAL INTERACTION

This is one of the few entries that aimed to make use of the lakeshore included in the competition site. A public sauna, playground, coffee house and a kindergarten would be facilities open to all and would bring people to the lakeside. Small-scale residential buildings, as presented, would also be fitting for the lakeside site.

The arching forms of the large residential blocks, however, seem outlandish. Adding office buildings near the university certainly supports the Productivity theme of the competition. However, there is unlikely to be sufficient demand for office spaces of this scale, as the site is not far from Technopolis.

The most original idea of the entry is also its downfall: Cutting off the main road, Alakyläntie, and diverting traffic via Yliopistonkatu would direct HGV traffic right through the university campus. This means that the axis, also presented in the bird's eye perspective, would be intersected by all that heavy traffic. The pedestrian and bicycle connection between the lake and the centre of Kaijoharju could be improved with less dramatic adjustment than this.

NQ481 DIVERSITY GRID

This entry is based on careful research of the suitability of various residential typologies in the area. The diagonal pedestrian and bicycle route between the university and the lake is a good solution and the rotation of the grid brings welcome variety to the urban structure. The area plan is suitably respectful of the old grid and road lines, which would allow for a gradual upgrading of the existing buildings.

However, the overall appearance is monotonous. All streets and other spaces between buildings are of identical width. Even the area in front of the university has no square, and no space has been allotted to parks. The residential typology is on the whole justified, but forcing single-family houses into a cubical format smacks of formalism, and there would be no demand for a house standing in the middle of a high-rise block in a city like Oulu.

TP982 OULU GO

In this entry, the residential buildings are small in scale, forming a tapestry of 2–3 storey terraced houses and blocks of flats. This particular scale could in principle be appealing, but since the buildings are mainly intended for student housing, executing them with a sufficiently low budget is difficult.

According to this proposal, there would be no motorised traffic on Yliopistonkatu, this being replaced by a new north–south oriented road running through the forested zone. The new road seems like a thoroughfare, rather than urban street space. Building a road would add unnecessarily to the costs and it would cut off the connection between the main competition site and the lake. The commercial centre would stand separate from the university campus. This would not be conducive of creating a vibrant commercial centre around the campus. For the area plan in particular, the style of presentation makes the proposal very difficult to examine, as it has been provided as an axonometric drawing only.

UH709 BENDING MODERNITY

This entry is based on islands of urban structures within a forest and wild car-free nature in between. Cars are directed to multi-storey parking complexes adjacent to the islands and, as required by the competition theme, all the productive spaces are on ground level. Removing wide open parking lots as the essential element in the proposal is highly favourable. However, four floors of underground parking is too expensive a solution for the area. The presented urban structure does not support the connection between the university and other buildings in Kaijorharju. The plan does not take into consideration the older building stock: the university has been hidden behind a forest, and nearly all other currently existing buildings would be demolished. Gradual execution would therefore be difficult. The plan is difficult to decipher, as it was presented only as axonometric drawings and no floor plans of dwellings were provided.

WH010 A-FRAME FOR LIFE

This entry is beautifully and originally presented. Complementing the “study machine” of the over-sized university campus with a neighbouring “housing machine” is an intriguing approach that respects the existing architectural appearance of the area. Based on a single strongly shaped cross-section, the proposed building design is too rigid for an area this large. A triangle, when housing large, low spaces, is inefficient as a shape. The solution would also be unsuitable for producing cost-efficient student housing. The green axis leading to the lake is successful and the lakeside buildings suitably small in scale.

XR223 ACTIVE CITY CAMPUS

This entry proposes an urban structure that would rely heavily on natural elements. The lake would be extended underneath the main road, Alakyläntie, to reach the centre of the competition site and Yliopistonkatu would be cut off by a forest. The forest and other natural elements are apparently treated as elements that would link the different parts of the site. The idea is unique and interesting.

However, rather than link them, the nature zone seems to create barriers between the built areas. There are no natural meeting points between the eastern and western sections. The university would be hidden from view behind a forest. The proposed land construction projects would be massive in relation to the volume of new building and the body of water would not add any value to the site by, for example, opening up new views.

XU064 TRANSVERSAL OULU

The basic principle of this plan, which centres around the axis of Yliopistonkatu and is based on residential blocks that comply with the surrounding grid, is commendable. No new connections between the university and Kaijonharju would be provided. However, all streets would be equal in hierarchy and appearance, and no natural hubs of activity or urban highpoints would be created. The site would introduce four carefully researched housing typologies, which would be repeated with small variations. In the student housing block, many of the flats would be facing the small courtyard.



5. / TORNIO-HAPARANDA

5.1 GENERAL EVALUATION

The Tornio-Haparanda competition attracted 19 entries of a varied standard. The best entries had successfully complied with the competition brief and evaluation criteria, and the Productive City theme has been well executed taking into consideration the local conditions. The scale of the Tornio-Haparanda site, its special character and volume of building had been correctly understood in the best proposals and they allowed for the phasing of new building. The best proposals, including Two Cities, One Heart; and Seamless, presented block structure and typologies that were delicate in their treatment and suitable for the local scale and natural environment. There were also a number of highly conceptual and unrealistic entries, among which Tornelandia merits a special mention from the jury for its humorous and “pörrö” attitude and carefully developed idea.

The best proposals had integrated the urban structures of the twin cities by continuing the respective typical structures from both sides towards the E4 and the shoreline. Highway E4 cleaves through the urban structure of Haparanda-Tornio. The best proposals managed to turn the highway into an urban boulevard that fits naturally in the urban context, while also helping control the traffic and improving the landscape. Extending the city block structure up to the highway, removing roundabouts and adding trees are effective ways of adding a more urban image. This method was used for example in the entries Two Cities, One Heart and Seamless and, to some degree, in Assembling Landscapes and Marriage of Two Cities.

Using the highway in a productive sense, as was suggested in the winning and runner-up entries, was an inspired idea. The Productive City theme was developed in an interesting manner in relation to the highway in Intertwined, in which all materials would be recycled on site. It is doubtful, however, whether this recycling ideal could be realized as puristically as presented.

Many entries suggested that the two cities be merged by means of creating mega-structures, such as landscaped decks, and extensive pedestrian bridges, which could become tourist attractions. The jury found these entries unsatisfactory, as rather than create cohesion, such structures create divisions in an urban context. In addition, they are expensive to build and maintain. This type of solution was included for example in

the entries Joustava kaupungit, KMØ and Intertwined. The jury also found entries where the surroundings of the E4 had been left mainly undeveloped, as in Joustava kaupungit, Neighbourhood patterns and Twin City.

Many of the entries had further developed the circular theme of Rajakaari, by completing the semi-circular pedestrian and bicycle lane into a full circle above the water. When successfully executed, ideas such as these will help bridge the void between Haparanda and Tornio. The best outcomes were produced in entries where the circular motif was executed as a light-weight jetty or a conceptual landscape element, as in Two Cities, One Heart. An interesting approach to the circular motif was adopted in The Engagement entry, in which traffic on the E4 would be controlled by aligning the highway along the northern half of the Rajakaari circle and placing facilities under the productivity theme within the semi-circular road.

Many of the entries had correctly made use of the shoreline as an element connecting the twin cities, proposing east–west pedestrian routes in the park by the sea. Proposals where the connection between the two cities was made as short as possible by using bridges were the most successful. Many entries proposed a variety of facilities along the seaside walk or as points of interest at both ends of the walk. The authors of Twin City had realised that the shoreline on the Haparanda side was already well developed for leisure use and was an element that deserved further emphasis. This was a consideration most entries had completely missed.

Many of the entries suffered from confusing formats of presentation. Adding captions to floorplans and site plans as well as concept drawings would have been helpful. For example, entries that were interesting and of high standard in many respects, such as Seamless and Common Ground, would have benefitted from the use of clear captions to support their main ideas.

5.2 PROPOSALS

AWARDED ENTRIES

KJ827 TWO CITIES ONE HEART, WINNER

The entry was carefully researched from all angles and adhered closest to the requirements of the competition brief. The urban structures of Haparanda and Tornio were fluently extended on both sides, with the landscaped parkland in between having been meticulously designed. The entry was divided into three elements which were helpful for analysing the entry: “the Loop”, which emphasised the internal connections within the site, “the Productive Boulevard”, which creates cohesion within the urban structure, and “the Park” between the two cities. Presenting connections and traffic along a circular route is a good idea as, in addition to visual and structural cohesion, this also creates pedestrian and bicycle routes with varied views.

The new blocks included in the entry in Haparanda and Tornio are correctly scaled in relation to the respective structures of both cities. The gradual modification of the block structure from a closed block to a more open structure closer to the shoreline is a rewarding solution. The blocks bordering the E4 in Haparanda are bigger, while going south



and closer to the existing building stock they gradually become smaller. The volume of building is realistic within the context and the phasing plan is also feasible. The new blocks house functions that will give each block a distinct character. The focus on the Haparanda side is on the public open spaces within the blocks, where the authors have proposed sports facilities. In Tornio, the focal point for the newbuilds is in the well-executed urban shoreline, which links the centre of Tornio to the sea and where suitable marina functions have been proposed.

In the jury's opinion, the entry was particularly successful in transforming highway E4 into a street, which is an effective way of controlling traffic and inviting motorists to stop off. The surroundings of the E4 are made more urban by extending the city blocks right to the edge of the highway, which also helps link the urban structure to the less formal shoreline. The buildings along the highway could house functions under the theme of the Productive City, which would also shelter the buildings and urban spaces behind from traffic nuisance. Removing roundabouts benefits the streetscape, as traffic can be expected to slow down when a highway is turned into a narrower boulevard lined with houses and trees. Possible congestion can be prevented by good signage directing motorists to points of interest and car parks. The E4 sequence – city, park, city – creates interest for motorists, as it helps perception and may attract a passer-by to stop and have a closer look at the place.

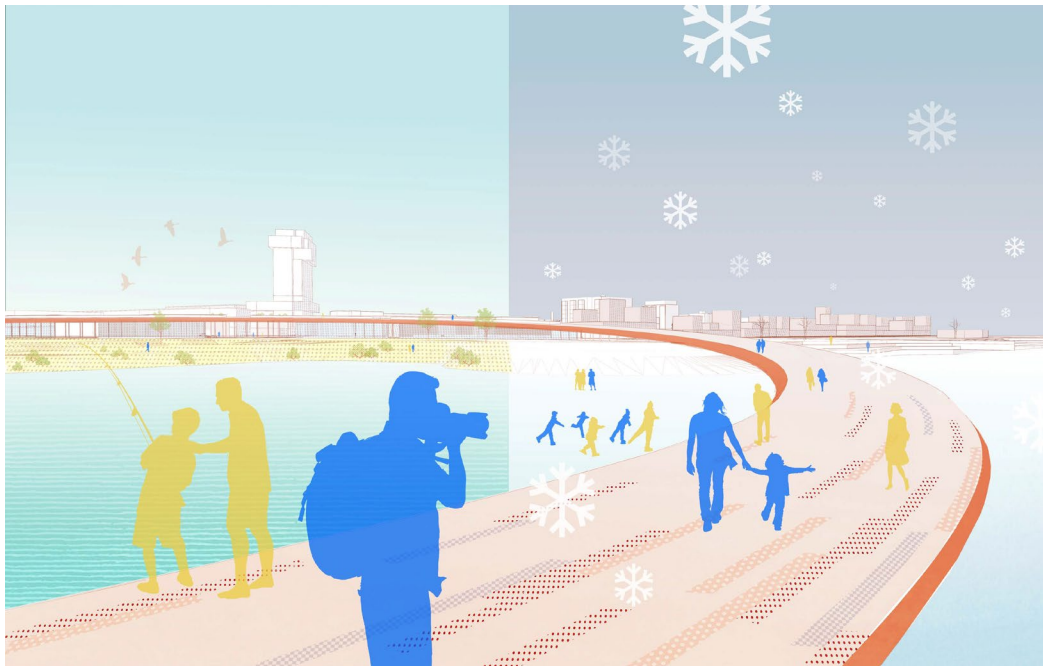
The architecture for the site was presented schematically but accurately. The eaves-heights, rooflines and roof orientation form a firm basis for planning but give building designers enough latitude. The circular line of the Rajakaari pedestrian and bicycle lane was continued above water, which leaves room for further development, such as a piece of environmental or light art, but the main tenets of the entry will not suffer if this idea cannot be carried out due to cost factors.

The entry was so realistic that it was found perhaps a little lacking in a certain flight of fancy that was present in some of the more conceptual entries. However, the proposal is convincingly comprehensive and workable, and subtly supports the unique branding of the twin city.

XV675 THE ENGAGEMENT, RUNNER-UP

The authors propose a unique solution to slowing down traffic on the E4 and to having visitors stop at the site and that is the crux of this proposal. Specifically, the highway has been diverted onto the perimeter of the Rajakaari circle motif and the existing roundabouts have been removed.

The circle of Rajakaari would be fully built to house facilities suitable for the Productivity theme, such as an information centre, a farmers' market and a community garden. The circular motif serves as a giant roundabout, slowing down and controlling traffic while also standing out as an attraction. Realigning the E4 also frees the parkland around the river mouth from traffic, making it a more inviting meeting point connecting the two cities. If executed, this type of major visual and functional "gesture" could become a real stopping off point, a destination for visitors from near and far. It would also join the two cities like an engagement ring – and in this respect, this entry met the competition brief better than its competitors.



However, the jury was not entirely convinced that the solution would remove the barrier created by the E4. The strong ring motif creates a tension between being inside it or outside it, which can be problematic with regard to connections and views. A large structure in a round shape between the two cities could create a new barrier and block the beautiful sea view from Viktorianaukio square. Moreover, building on top of the sea on such a large scale is not compatible with the environmental conditions of the geographic region, such as the breakup and departure of ice. However, the proposal can be toned down regarding this aspect without compromising the overall concept. A successful execution would require further development and an extremely high standard in the architectural design. The entry nonetheless merits further development and study.

The highway has been converted into to a boulevard including the eastern and western edges of the site by extending the block structure across the road without forgetting the all-important trees. On the Tornio side, leaving the seaside open seems justified, because the new block structure gives a beautiful and recognisable silhouette to Tornio. The entry proposes a seaside park with a wealth of leisure amenities. However, the trees designed for

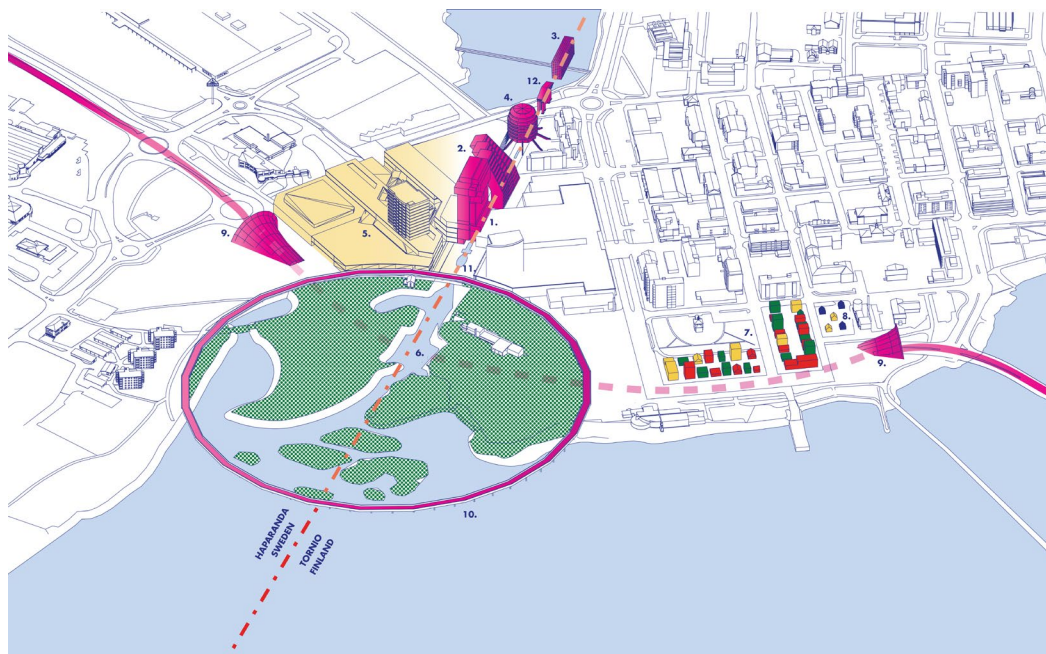
the park block the views unnecessarily, both towards the city and the sea. In Haparanda, commercial properties will be added on the northern side of the E4.

The structure and scale of the blocks as well as the volume of building are well suited for the context. The blocks are basically closed blocks, but the variation in the massing of the blocks and leaving some sides of the courtyards open helps integrate the blocks into the diverse architecture of the twin cities. The architecture in this entry is presented in a highly schematic manner, but the agreeable and varied massing seems to provide a good basis for planning. The blocks follow the principles of a pedestrian-friendly city so that the permanent parking spaces have been placed inside the blocks, and the outer perimeter of the block is reserved for activities. How this solution would be executed in the local context is difficult to envisage, however.

The western-most perimeter block development in Tornio is outside the competition site and, in fact, a point block is currently being built on the site. This will not, however, undermine the overall concept of the proposal, even though the proposed perimeter block would form an interesting gateway together with the circular building.

HY430 TORNELANDIA, SPECIAL MENTION

This entry is a delightful and thorough study on the myriad ways that the idea of a national border can be conceptualised, interpreted and applied in the historical context of the site. The proposed solutions are fresh, anarchic, funny and earthy – not exactly workable and mainly challenging in terms of functionality and aesthetics. However, the philosophy behind this entry might serve to shake up our thinking and help find new, creative ways of building the twin city and its future.



VL101 SEAMLESS, SPECIAL MENTION

Seamless is a realistic and feasible entry, in which the twin cities have been merged into a coherent whole by way of a small-scale and varied block structure. Its strength is the subtle and aesthetically pleasing vision for the development of the twin cities.

The proposal is carefully researched and detailed, but the format of presentation for the project area plan makes it difficult to interpret.

The city blocks envelope cosy courtyards with an occasional city square of a suitable size in between, all with a different character and functions (School Square, Market Square, Town Square and Riverfront Square in Tornio and Green Square and Hub Square in Haparanda). The Hub Square next to the Start-up Hub, seems too remote to actually become a hub.



Highway E4 has been successfully altered into a street by removing roundabouts and by bringing the city blocks right up to the street and adding trees. The boulevard seems too narrow considering the volume of traffic, so this aspect might require adjustment. The entry includes a riverfront park with leisure amenities stretching from the boat harbour in the east far onto the west bank in Haparanda along the Lungo Mare Walkway, which is lined with several points of interest. Inside the semi-circle of Rajakaari, a landscaped park is proposed, with the section next to the highway justifiably allocated to more active use while the seaside would remain in a more natural state.

The urban context diagram shows that the scaling of the blocks and buildings is correct, although building as proposed might prove excessively efficient, and the terraced houses might be too large for the local house market. The architectural detailing is delicate and schematic, which forms a good basis for further planning. The phasing of the construction was not specified.

The Productivity theme is touched upon only in passing. The Start-up Hub and the botanical garden within the Rajakaari park area are the only examples of this. The ground-floor spaces in residential buildings are designated as multi-purpose spaces, including residents' workspaces.

This entry, too, includes a closed city block on the site outside the competition site on the eastern side of Rajakaari, where a point block is currently being built. This detail does not compromise the quality of the competition entry in real terms.

WY878 COMMON GROUND, SPECIAL MENTION

The entry is inspired in its holistic treatment of the landscape. This clearly shows, better than its competitors, how important it is to develop the entire waterfront area and river mouth as one zone connecting the two cities in terms of functions and the landscape. The shortest way from one city to the other is along the waterfront! In Haparanda, the existing leisure amenities speak to this type of development throughout the river mouth and in Tornio. The entry offers an angle that complements many of the other proposals. The urban design input of the proposal is very limited and here it falls short of the objectives of the competition.



The presentation is evocative but sketchy and partly difficult to read. The E4 has been integrated into the urban fabric by means of landscape architecture and an overarching landscaped building which could be a visitor centre. The natural conditions such as flooding have been used as a design driver to come up with a distinctive design solution. The main idea of the proposal – to bring visitors into the landscape park by means of a loop where they can experience the natural environment as it changes with seasons – is considered a viable way to enhance the site brand.

OTHER ENTRIES

CG450 BE-TWIN BETWEEN

In this proposal, the E4 has been divided into two lanes with an esplanade park in between. This solution spreads traffic nuisance to a larger area and it is doubtful the esplanade park would attract people.

A touristic venue has been created to delineate the south-east side of the E4, which in principle will make the highway environment more urban unless it creates an impermeable wall towards the water. This is in contradiction to the large land area dedicated to the esplanade park, which evokes a highway environment in this context more than an urban park. The proposed new rail line is unrealistic. The pedestrian and cycling path connecting the two towns is a strong conceptual idea, but bending the route to access the panoramic view unnecessarily lengthens the walking and cycling distance. This proposal is one of few which have planned the waterfront all the way to the southern recreational area in Haparanda, enhancing the urban amenity which it already is.

FF397 MARRIAGE OF TWO CITIES

The entry proposes urban perimeter blocks on a pedestal first floor in Tornio. A leisure centre has been proposed in Haparanda and a landscaped park in the Rajakaari border area. A floating cafe and sauna are placed to the west side of the marina. The entry presents essentially good urban design but is lacking in originality and concept. The cityscape lacks definition particularly along the E4. The amount of gross floor area proposed is overscaled. The Productive City theme has not directly been addressed.

GR198 ASSEMBLING LANDSCAPES

A well-researched entry which proposes perimeter blocks on the Tornio side and urban villa type apartment blocks on the Haparanda side. The solution is securely conventional and lacks originality. Too much gross floor area has been proposed, especially in the Tornio blocks.

The proposed ring cannot be experienced from the ground level. The amount of gross floor area in the perimeter blocks leads to a large parking requirement and creates unpleasant courtyards dominated by cars.

A waterfront path connection between the two cities has been proposed, with various activities. The Tornio waterfront has been researched more thoroughly than the Haparanda side. The authors have not suggested improvements to the E4 urban landscape, other than the new adjacent blocks in Tornio.

HR893 KMØ

The main idea of this entry is to have a free-form megastructure called The Hills on the Tornio side of the border to attract people to stop off in the twin town, while providing massive smart parking facilities in a forested park on the Haparanda side. In between, The Ring is proposed as a circular dock which incorporates various activities both on its circumference and inside it. The main structures are out of place and scale in Haparanda-Tornio. The parking towers are located too far from The Hills and other amenities. The Square providing tourist information proposed in the Tornio urban grid tissue is delicately designed and realistic. The proposed market hall by the water is an interesting concept.

NZ386 JOUSTAVA KAUPUNGIT

One building type has been created and repeated multiple times, continuing the urban tissue on the Haparanda and Tornio sides of the national border. The main idea is to connect the two sides of the E4 with yellow strips which can be interpreted as pedestrian bridges. No thought has been given to the urban street space and the streetscape lacks structure and coherence. Separating pedestrians from other modes of transport by means of elevated walkways is considered a mistake. The presentation is sketchy; gross floor areas and production concepts and locations have not been specified.

OS313 BRIDGING BORDERS

The entry is based on three large-scale interventions: a viewing tower at a focal point on the national border, a curved wellness and sauna building and a wedge-shaped megastructure, envisaged to function mainly as a parking facility and bridge from Tornio town to the waterfront. Landscaping is used to connect the urban structure of the other blocks to the sea. The other parts of the competition area, including Haparanda, have not been researched. The curved spa facility and the viewing tower are potentially feasible but the wedge building is completely out of scale. The proposed landscaped park is too large, stretching too far west in Haparanda. The paths and connections in the park seem sporadic and do not create proper connections between the western and eastern parts of the twin town. Phasing of the project has been well thought out. The E4 has been given little attention, although replacing roundabouts with traffic lights is a correct urban solution in itself. The Productivity theme is virtually lacking.

OY805 CLOSING THE CIRCLE

The idea in this scheme is to fill in Rajakaari circle with a pier-bridge structure that incorporates an exhibition or other public spaces. As in some other proposals, the structure is intended to function as an attraction to the area together with the Arctic Museum in the existing former commercial space adjacent to it. A new urban plaza surrounded by mixed uses has been proposed outside the competition area within the grid plan of Tornio.

Elongated bar-like building masses have been repeated on both sides of the border multiple times. The suitably scaled buildings could provide a new type of urban living in modern townhouses. Their position on both sides of the E4 on the Tornio side, however, lets traffic noise penetrate deep into the residential area. The same building type is repeated so many times that the proposal ends up becoming formalistic.

PM226 INTERTWINED

Unlike many others, the authors of this entry have researched the Productivity theme quite thoroughly, but the proposed solution of having all production and consumption in the same area is not realistic on such a small scale. It might be feasible on the scale of a larger city or city-region. Phasing and connections are well thought out and the proposed blocks are a pertinent continuation of the existing urban fabric in scale and architectural concept. However, the presentation of these is sketchy.

Automobile traffic dominates the proposed traffic system, as pedestrians are made to give way on elevated pathways in order to cross the E4. This is a mistake as these bridges are expensive and do not create a walkable urban street environment. The proposed pathway on the shoreline connects Haparanda and Tornio in the right way.

QB562 HUG

The entry has a strong concept but does not meet the requirements of the brief. The proposed perimeter blocks with smaller buildings inside the blocks in both Haparanda and Tornio create a contiguous urban environment and the typology is fresh. However, the rectangular artificial island inside the Rajakaari flood zone, albeit a unique idea, is considered a mistake as it virtually destroys the valuable natural asset in the area and is technically and economically difficult to realise. The E4 highway has been presented as if the aim is to make it more urban, but the presentation is so theoretical that the intention remains unclear.

VB447 TWIN CITY

The authors propose some closed blocks to north side of the E4 in Tornio, a few cube-like buildings near the shore, with a pier. The proposal has a strong concept of self-production. An open air baths and a marina create attractive anchors at the two ends of the competition area and they are well connected with a new walking and cycling path. The entry efficiently exploits the existing amenity of the recreational area on the west shore in Haparanda, enhancing the connection to the other end of the competition area in Tornio.

The other functions are set too far apart in the planning area. The E4 streetscape has not been designed. New urban blocks do not create a coherent walkable urban environment. The shoreline between the two anchors is long and would require more activities along it.

XA121 ARE WE HUMANS?

The entry is heavily based on car traffic on the E4. The authors propose to cover the E4 highway with a building structure which in Tornio is the national flag of Finland and in Haparanda, that of Sweden. Some functions have been placed in the middle of the roundabouts, but it is not clear how these are accessed. The productivity theme has been addressed by creating a cylindrical stand-alone artificial intelligence centre which is connected to a similar automated parking facility by a skyway. These elements make the proposal outdated and economically infeasible.

There is no provision for residential development or other urban functions. Landscape viewing spots have been proposed, but no thought has been given to streetscapes or public spaces.

XG911 SCALE DOWN / OLD CITY COMEBACK

The most successful feature of this entry are the traditional fairly small-scale blocks which extend the urban structure on both sides of the border. A vast landscape structure has been proposed on the border, to join the existing Victoria Square to the shore. This is considered a mistake, as the structure creates a barrier in the middle of the twin town, is out of scale and economically unviable.

The small-scale village blocks with sympathetic wood architecture and pleasant courtyards evoke serene village life, but this building type does not suit the housing market of the area, as these kinds of residences would be too upmarket. Other than the aforementioned courtyards, common urban space in the streets is weakly presented. The Productivity theme has been approached by providing mixed use blocks.

YT224 COMMON ISLANDS

In this proposal, the E4 has been bravely but unrealistically replaced by a canal and land-use south of the canal is allocated to a number of islands of varying size, some of which are artificial. It is not clear where automobile traffic on the E4 is diverted to. The solution would certainly create a strong site brand, but it is simply infeasible.

Cycling and pedestrian connections between the islands have been provided, but the canal creates a strong barrier between the islands and mainland Tornio-Haparanda, thus working against the requirement of the brief to connect the urban structures.

A large bridging building block, a “multifunctional cloud”, is proposed over the canal. Other proposed buildings are small in scale and peppered across the site, some onto artificial islands in the Rajakaari flood zone. The architecture of the various bungalows, hangars and greenhouses is evocative and sensitive to nature and the history of the site.

ZG473 NEIGHBORHOOD PATTERNS

This largely theoretical entry is based on a cellular typology used throughout the competition site, with all building types being similar interlinked honeycomb units with a varying number of storeys. The presentation is graphically stunning and freshly modern, but the architecture of the honeycomb units comes across as stuffy and outdated. The building types (office towers, hotel, shopping mall, housing) have been approached as singular examples, but the placing of these functions within the urban context has not been further elaborated. Only the general massing has been provided, sketchily. The author has sought a certain flexibility, which could indeed be achieved in terms of building volume. However, the strict formalism of the solution ultimately makes it highly rigid. The productivity-theme virtually non-existent although one could imagine various functions in the building masses.