

Helsinki Eastern Harbour  
Sörnäistenranta and Hermanninranta  
Invited Architectural Ideas Competition  
22. 10. 2004 – 22. 4. 2005  
Evaluation report

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City Planning Department 2005

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# Index

<b>1. Competition organization</b>	5		
1.1 Background of the competition	5		
1.2 Organisers, purpose and nature of the competition	6		
1.3 Participants	6		
1.4 Compensation	6		
1.5 Jury	6		
1.6 Working committee	7		
1.7 Experts	7		
1.8 Competition process	7		
1.8.1 Competition rules and approval of the competition brief	7		
1.8.2 Competition schedule and questions	7		
<b>2. Competition area</b>	9		
2.1 Location and present land use	9		
2.2 Change in urban structure	10		
2.3 Aims of the competition	10		
2.4 Evaluation criteria	11		
<b>3. First stage of the competition</b>	12		
3.1 Competition process	12		
3.2 General remarks	12		
3.3 General landscape evaluation of the proposal and recommendations for further planning	13		
3.4 Jury's remarks of the proposal "1377"	14		
3.5 Jury's remarks of the proposal "AMPHIBIA"	16		
3.6 Jury's remarks of the proposal "RAY CITY"	19		
<b>4. Second stage of the competition</b>	23		
4.1 Progress	23		
4.2 General evaluation	23		
Costs and feasibility	24		
Landscape evaluation of proposals	25		
<b>"1377"</b>			
4.3 General plan	26		
Overall concept in terms of urban structure	26		
The area's relationship and connection to the surrounding urban structure	26		
The interrelationship of the functions and the urban nature of the surroundings	26		
Treatment of the waterfront zone and utilisation of the maritime aspect	28		
Traffic solutions	28		
Costs and feasibility	28		
Landscape evaluation of proposal	30		
4.4 Initial city blocks	30		
The overall entity formed by the city blocks	30		
The solutions for the blocks around the metro station	30		
The features and quality of the city block structure of the residential and workplace area	30		
Traffic solutions	30		
<b>"AMPHIBIA"</b>			
4.5 General plan	38		
Overall concept in terms of urban structure	38		
		The general appearance and identity of the area	38
		The area's relationship and connection to the surrounding urban structure	38
		Treatment of the waterfront zone and utilisation of the maritime aspect	40
		Traffic solutions	40
		Costs and feasibility	40
		Landscape evaluation of proposal	42
	4.6 Initial city blocks		42
	The overall entity formed by the city blocks		42
	Solutions for the city blocks around the metro station		42
	The features and quality of the city block structure of the residential and workplace area		44
	Quality of the public spaces		44
	Traffic solutions		44
	<b>"Ray City Helsinki"</b>		
	4.7 General plan		52
	Overall concept in terms of urban structure		52
	The area's relationship and connection to the surrounding urban structure		52
	The interrelationship of the functions and the urban nature of the surroundings		54
	Treatment of the waterfront zone and utilisation of the maritime aspect		54
	Traffic solutions		56
	Costs and feasibility		56
	Landscape evaluation of proposal		56
	4.8 Initial city blocks		58
	The overall entity formed by the city blocks		58
	The solutions for the blocks around the metro station		58
	The features and quality of the city block structure of the residential and workplace area		58
	Treatment of the waterfront zone and utilisation of the maritime aspect		58
	Quality of the public spaces		58
	4.9 Statement by Helsinki energy on the proposals for the second stage of the competition		71
	General		71
	"1377"		71
	"Amphibia"		71
	"Ray City Helsinki"		71
	<b>5. Contribution of the Competition</b>		72
	<b>6. Competition result and recommendations for further action</b>		73
	<b>7. The competition jury</b>		74
	Affirmation of the jury report		
	Helsinki 1 June 2005		74
	<b>8. Opening of the envelopes containing the names</b>		75
	<b>Documentation page</b>		77



# 1. Competition organization

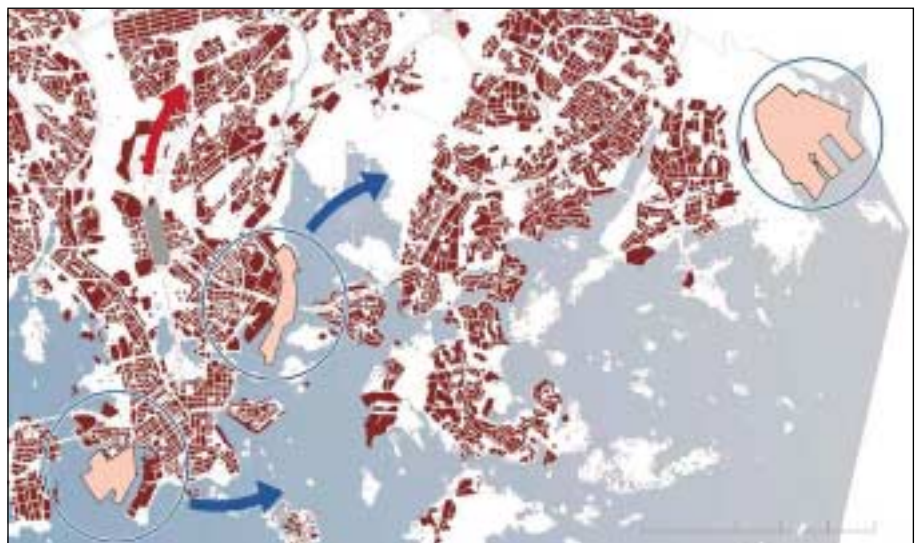
## 1.1 Background of the competition

Helsinki's maritime goods traffic will be centred on the new harbour in Vuosaari district, about 15 kilometres to the east of Helsinki centre. Consequently the land use will be changed not only in the Eastern harbour area (Kalasatama) but also in the Western harbour area (Jätkäsaari) and the Central Pasila (Keski-Pasila) railway marshalling yard.

Helsinki City Council ratified the plan to establish Vuosaari harbour in 1996. In its resolution concerning the implementation of the decision, the City Council advised the City Planning Department to draw up planning proposals for the areas that would become available after harbour operations ceased. The detailed plan proposal for Vuosaari harbour was ratified by the City Council in 1998 and approved by the Ministry of the Environment in 2002. In the same year the detailed plan came into legal effect when the Supreme Administrative Court rejected the appeals concerning the issue. The new harbour is already currently under construction and it is estimated to be ready for operation by the end of 2008.

The decision to build the harbour at Vuosaari district signified what is perhaps the largest change in land use in downtown Helsinki since the industrialisation that took place at the end of the 19th century. Construction of the new harbour creates the conditions not only for massive reconstruction in the areas becoming available following cessation of harbour operations, but also for opening up the eastern shore of downtown Helsinki to the residents of the densely built city districts behind the harbour. The significant reduction of heavy goods transportation and the end of railway traffic will create broader opportunities for enhancing the environment of the downtown area.

Eastern and western harbours are moving to Vuosaari district in 2008



## 1.2 Organisers, purpose and nature of the competition

The City of Helsinki held a two-stage closed architectural ideas competition for the planning of Sörnäistenranta and Hermanninranta areas, which will become available for the new land-use when the harbour operations come to an end.

The competition area, hereinafter referred to as Kalasatama ("The Fish Harbour") area, is located on the eastern edge of downtown Helsinki. The area comprises approximately 135 hectares of land, which is currently being used mainly for harbour operations, industry and storage.

The purpose of the competition was to clarify the guidelines for a local plan that is in keeping with the area and meets the planning objectives, and, based on this plan, high quality and feasible starting points for making the detailed plan for the initial city blocks.

The idea behind the two stages was to create good preconditions for the success of the competition and to help the competitors choose the correct starting points for the more detailed planning.

A local plan for the whole area will be prepared by municipal authorities on the base of the competition results. The preparation of the detailed plan for the first areas around the metro station will commence simultaneously with the preparation of the local plan. The other detailed plans will be prepared area by area according to the schedule determined by the progress of construction in the period 2010 – 2020.

Construction at Kalasatama area is estimated to begin in 2009 after the harbour operations have moved to Vuosaari district. The majority of the construction is scheduled for the 2010s and 2020s.

## 1.3 Participants

The following architect bureaux were invited to participate in the competition.

### Arkkitehtitoimisto Harris-Kjisik

Helsinki, Finland

### Erskine Tovatt Arkitekter AB

Drottningholm, Sweden

### KCAP, Kees Christiaanse

Rotterdam, Holland

## 1.4 Compensation

Each participating architect bureau that submitted a proposal which met the requirements of the competition brief was paid EUR 40 000 (VAT 0%). Of this fee EUR 10 000 was paid after the first phase, and the remainder after the second phase of the competition. The fees were paid out through the Finnish Association of Architects and 10% were withheld to cover the fee of the jury representative appointed by the Competition Committee of the Finnish Association of Architects, and other costs.

## 1.5 Jury

The competition entries were evaluated by a jury whose members were:

### Pekka Korpinen

Deputy Mayor, Chair

### Pertti Kare

Director of Strategic Urban Planning Division,  
City Planning Department

### Tapio Korhonen

Director of Finance, Economic and Planning Centre

### Anneli Lahti

Architect, Director of Town Planning Division,  
City Planning Department

### Kari Raimoranta

Architect, named by the Competition Committee of the Finnish Association of Architects

### Tuomas Rajajärvi

Architect, Director of City Planning Department

### Matti-Pekka Rasilainen

City Engineer, Public Works Department

### Matti Rytkölä

Head of Department, Real Estate Department

### Heikki Somervuo

Project Director, Economic and Planning Centre

### Mikael Sundman

Architect, Project Leader, City Planning Department

### Tuomas Hakala

Architect, City Planning Department, Secretary.

## **1.6 Working committee**

Kari Raimoranta, Heikki Somervuo, Mikael Sundman and Tuomas Hakala form the working committee of the jury.

## **1.7 Experts**

The following people have acted as experts for the jury:

### **Maria Jaakkola-Kivinen**

Landscape Architect, City Planning Department (landscape planning)

### **Matti Kivelä**

M.Sc.(Eng), City Planning Department (traffic)

### **Eija Kivilaakso**

Office Manager, City Planning Department (environmental hygiene, geotechnology, social economics)

### **Antti Mäkinen**

Planning Manager, Port of Helsinki

### **Olavi Saarinen**

Real Estate Manager, Helsinki Energy

## **1.8 Competition process**

### **1.8.1 Competition rules and approval of the competition brief**

The City Planning Committee and the Competition Secretary of the Finnish Association of Architects approved the competition brief as adhering to the competition rules of the Finnish Association of Architects.

### **1.8.2 Competition schedule and questions**

The competition was commenced at the opening seminar on 22.10.2004. The competition brief and the necessary background information were presented to participants at the seminar. In conjunction with the seminar, the participants were also given the opportunity to visit the competition area, entry to which is otherwise forbidden. The first stage of the competition closed on 17.12.2004.

The second stage of the competition began on 10.2.2005, and the competition closed on 22.4.2005. ( The competition time was lengthened for 2 weeks during the second stage of the competition.)

During the course of the competition the participants had the opportunity to put written questions to the jury. During the first stage of the competition the jury got three questions and during the second stage, four questions. All questions and answers were sent to all the competitors.







## 2. Competition area

### 2.1 Location and present land use

The competition area is located on the east side of the Helsinki downtown area, as an elongated zone on both sides of the main thoroughfare to the city centre from the east (Kulosaari bridge). The competition area is bordered on the western side by Hanasaari energy supply area and by the main roads from the city centre northwards (Sörnäisten rantatie and Hermannin rantatie), on the northern side by Toukola seaside park in front of Arabianranta residential area, and on the eastern and southern sides by water areas.

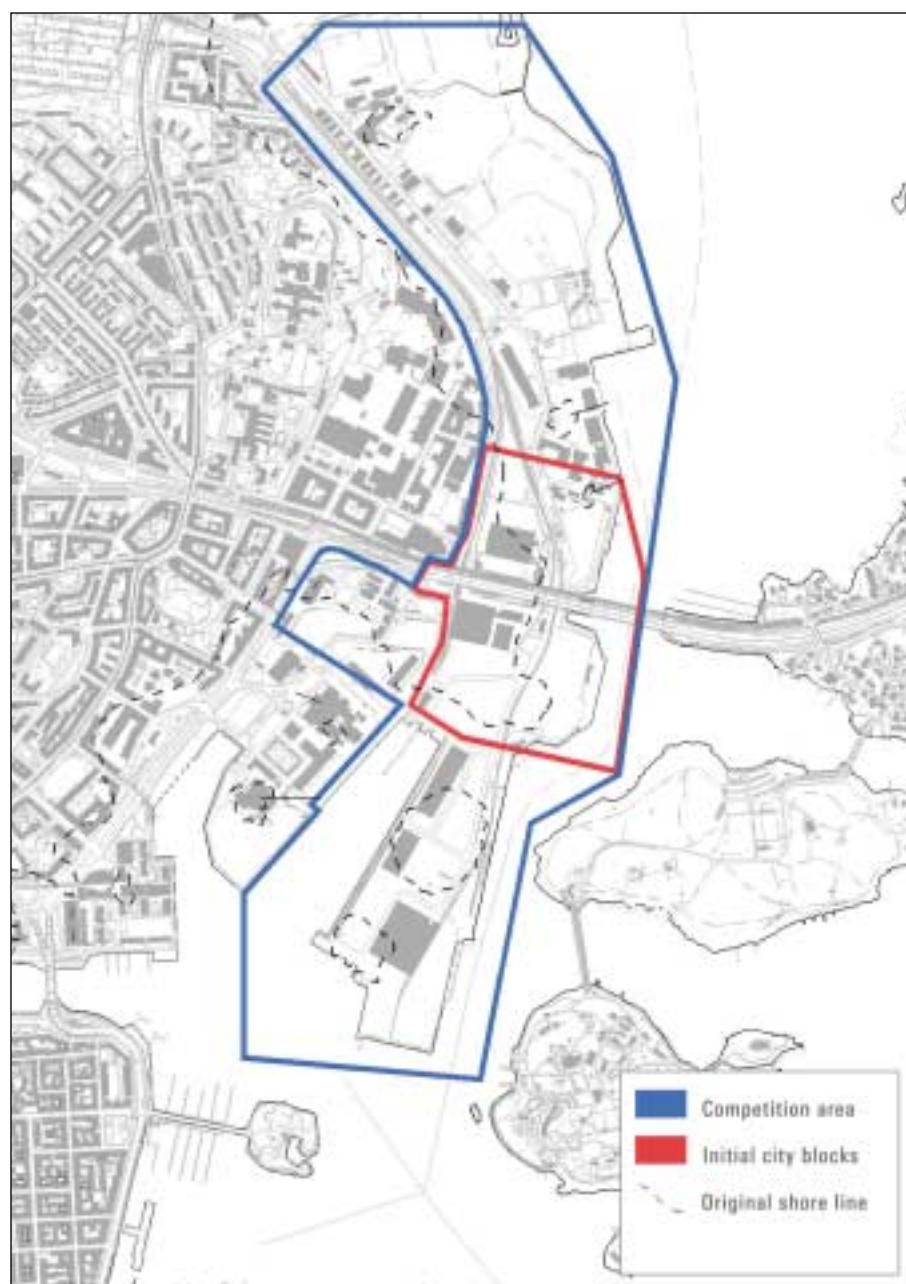
The competition area has a land area of approximately 135 hectares and the land is owned by the City of Helsinki.

The present land use of the southern part of the competition area (Sörnäistenranta) is characterised as industrial and harbour environment, which has a strong impact on the cityscape. The competition area operates as a harbour with storage depots and ships, and with a massive power station and piles of coal in the immediate vicinity.

The land in the northern part of the competition area (Hermanninranta) is primarily used for storage: Car storage for vehicle importers and winter storage for boats spread out over wide areas. There are also fish processing depots and food warehouses in the area. The depot for the Public Works Department and temporary storages are located on Kyläsaari area.

Close to the competition area on its western side there is a permanent urban structure with mainly office buildings located alongside the main streets and residential blocks backing onto these. The population density is high in the apartment blocks which form a typical downtown area.

The maritime surroundings of the competition area as well as the islands and the eastern side of the competition area are parts of the future Helsinki Park in the City of Helsinki's Master Plan 2002. The park contains areas of both historical and natural value.



Competition areas



Competition area from the east

## 2.2 Change in urban structure

The competition area is a very important part of the extensive zone of transformation that extends from the centre of Helsinki to the north-east. Industry, storage and harbour operations are replaced by residential areas, administration, services and recreation. Through this change in land use the cityscape and functional appearance of the area will change to a city district characterised by living and working close to the sea.

As part of the downtown area, the location of the competition area is advantageous from a regional perspective. The area has good traffic connections in all directions in terms of vehicular access and public transport. Being bordered by the sea raises the area's value and desirability as both a residential and working area. The maritime situation also pro-

vides the opportunity for the development of water-front activities.

Seen from the perspective of the adjacent residential area, Kalasatama area has been a remote industrial, storage and harbour area, whose shores have in the main been closed off to the residents. The future waterfront promenade will be open for the public and provide new possibilities for local recreation.

## 2.3 Aims of the competition

The primary objective for planning Kalasatama area was to achieve a high-quality residential and working environment that is socially and environmentally sustainable, also taking the comparatively lengthy implementation time into account.

A draft of the local plan has been prepared for planning purposes. This will be examined in the light of the competition results and so the objective was to achieve a basis, researched with sufficient accuracy, for the proposal for the plan.

Another goal of the competition was to provide a satisfactory foundation for the detailed planning of the residential and workplace areas to be built in the first phase.

In terms of floor space in the area, the objective was to have a minimum of that according to the Master Plan 2002, that was to say 500 000 m<sup>2</sup> of housing and 340 000 m<sup>2</sup> of business premises.

## 2.4 Evaluation criteria

The competition proposals in the first phase of the competition were not placed in order of merit. In the judging of the second phase of the competition attention was paid to the functional and cityscape factors of the competition proposals, with particular attention being paid to quality of the following aspects:

### Local plan

- overall idea of the urban structure as well as the flexibility and capacity for development of the overall structure
- general appearance, character and identity of the area
- relationship with and connection to the surrounding urban structure
- relationships of the functions with each other, and the degree of urbanity of the environment
- treatment of the shore zone and utilisation of the maritime character of the area
- traffic solutions
- costs and feasibility.

### Initial city blocks

- the entity formed by the city blocks
- the solutions for the city blocks around the metro station
- the characteristics and quality of the structure of the residential and work-place areas
- housing solutions
- nature of the public areas
- traffic solutions
- costs and feasibility

Draft of the local plan





# 3. First stage of the competition

## 3.1 Competition process

The first stage of the competition ended on 17.12.2004. Three proposals arrived to the competition in time. The jury approved of them and looked that they fill the required criteria.

The proposals arrived to the first phase of the competition:

### **"1377" / "AMPHIBIA" / "RAY CITY"**

For the second phase of the competition the jury drew up a short general evaluation and evaluations of each proposal which were delivered to each competitor separately. Also landscape evaluation of the proposals and recommendations for further planning was drawn up.

## 3.2 General remarks

Due to the nature of the competition and the competition arrangements at this stage we are giving each competitor an evaluation of their own proposal only. Based on the examination of the proposals of the first stage there seems to be no reason to amend the competition brief, but the further planning is to be done as per the brief, concentrating on the planning of the initial city blocks. However, we would like to bring up – as more details or emphasis to the brief – some comments and instructions for the further planning for all the competition proposals, in respect of some common features.

The proposed solutions should not be based on land use changes to areas outside the competition area. No new land use should be proposed for the current energy supply areas shown in the Hanasaari and Suvilahti area in Appendix 5 of the competition brief, nor roads for traffic or public transport serving the competition area. In the second stage of the competition the competitors do not need to consider the location of the future power station, and it will not affect the planning of the initial city blocks. All the protected buildings in the gas-works area shown in the competition brief must be preserved.

The technical/financial problems with building in the northern parts of the competition area will be very large. The environmental hygiene of the soil in the Kyläsaari area, and the 30 – 50 m foundation depth indicate that construction in the area at normal efficiency would lead to excessive additional costs. According to geotechnical experts, the building efficiency for construction in the proposed areas would need to be so high that the building of small houses and small-scale apartment blocks would not be realistic. In the second stage of the competition the competition proposals should be drawn up so that when extending the housing blocks towards

the waterfront, they do not extend beyond the city block limits around Hermann Seaside Park shown in the draft for the local plan on page 24 of the competition brief.

The treatment of the current shoreline has been dealt with in all the proposals. The seabed of the shore of the harbour area is probably contaminated with hazardous substances, so that the need for extensive dredging and shaping the shoreline must be carefully considered. In the second stage the competition proposals should also be drawn up to clearly show when it is actually intended to change the current shoreline.

The competition judges underscore the importance of traffic planning in creating an efficient urban structure. The competition proposals of the second stage should also show, in conjunction with the 1:4000 local plan (as a separate diagram), the principles for organizing the traffic network, the public transport arrangements, and the parking solutions. Public transport should be provided for the area already at the first building stage (initial city blocks).

The treatment of the area surrounding Kulosaari Bridge as a dominant feature of the urban structure is regarded as a good solution.

The initial city blocks proposed in the second stage should be shown by adapting the initial city block area limit in the competition brief. The land surface area for the initial city block area should be around 32 hectares. The building area and functions of the area can be dimensioned in accordance with the local plan drawn up by the competitor. However, attention should be paid to good traffic connections and the central importance of the area, so there is no reason not to build efficiently in the initial city block area. The public transport terminal with its parking (1,000 – 1,500 cars per day), to be located close to the metro station, should be planned in

accordance with the features described on pages 27 and 28 of the competition brief. The heights of the ground level (initial city blocks and general areas) for the initial city block area should also be shown.

### **3.3 General landscape evaluation of the proposal and recommendations for further planning**

In the landscape evaluation the objective was to examine:

1. The suitability of the proposal for the overall landscape
2. The potential for further development of the green areas so that they are functional, enjoyable and of a high aesthetic standard.

Attention was paid to meeting the following criteria regarding the green areas:

- Visual quality (artistic content of the parks, sensitivity for the characteristics of the area, aesthetic quality)
- Functional quality (flexibility and multifunctionality in different seasons, continuous cycle and pedestrian routes, sufficient and diverse functional areas, possibilities for playing, spending time, games, etc.)
- Unity, coherence and inter-connectedness of the green areas
- A sufficient number of park areas and accessibility, a maximum distance of 150 metres from housing can be regarded as the aim.

One of the planning principles for the public outdoor spaces is that recreational functions based on the seafront should be favoured. The views should be emphasized and the possibility to get close to the water should be provided. The eastern shoreline of the competition area is part of Helsinki Park, a green area entity that is an element specified in conjunction with the 2002 Master Plan. Nature values as well as those of cultural history are represented in this park, comprising the Vantaanjoki River valley and three different types of sea areas including their shorelines. The easternmost shore of the competition area is a part of the middle one, the Kruunuvuorenselkä Bay and its surrounding shores. In practice

this means that the treatment of the waterfronts on the seaward side of the competition area and the green areas connected to these have a broader significance as part of the identity of Helsinki Park. In the planning of these particular attention must therefore be paid to public accessibility and green area connections along the waterfront. If the route deviates from the immediate waterfront, attention should be paid to its continuity and orientation.

A calculation for the green areas is hoped for (m<sup>2</sup>/resident). Flexibility should be borne in mind, such as, for example, the possibility to establish a children's play park with the necessary indoor spaces, a dog enclosure or outdoor play areas for schools and/or kindergartens partly in the public area. The dimensions for kindergarten outdoor play areas in Helsinki average 800-2000 m<sup>2</sup>. In Helsinki the requirement for outdoor space for school buildings is in average more than 1 hectare, but exceptions can be made for good reason in town centre areas, such as in the competition area.

We would like the following to be shown in the next stage:

- the basic scenic outline of public outdoor areas (planted and open areas, location of any larger playing fields),
- the main route network for pedestrian and cycle traffic
- the spatial concept for the green areas (closed, open and semi-open landscape spaces)
- the functional content of the green areas



### 3.4 Jury's remarks of the proposal

#### "1377"

The proposal is based on a network of gridiron, which imitates an old urban environment, with its streets, squares and city blocks that has formed "naturally" over a long period of time. A structure like this built on the infill land of the harbour area seems artificial, in abstract terms at least. Organising the urban structure more purposefully and in a way that establishes it more firmly in place needs still to be considered. However, because the proposal has taken the land filling history of the area into account very well,

some of the ideas in the proposal also seem technically very feasible.

The proposal connects the urban structure outside the competition area by continuing the road lines and by forming clear city blocks. The relation to the south/city centre, Kulosaari and Arabia is partly not thought through, and the jury feels that the shapes of the waterfront city blocks would need firming up. For the southern tip of Sompasaari in particular, the jury was not convinced by the proposed way to open the courtyards towards Helsinki town centre.

The cautious approach to the Kyläsaari area can be regarded as appropriate for environmental hygiene and geotechni-

cal reasons. It is still advisable to utilise the geological map in the original material for firming up the northern part of the competition area and connecting in the Arabianranta waterfront direction.

The solution chiefly calls for a traditional closed city block structure to enable the spacious idea for the roads and open areas to be realized. In terms of detail, perceptive sensitivity can be found within the gridiron variations, and the planning approach has produced good space for streets, open areas and waterfront markets. However, the basic idea chosen leads to a relatively inflexible way to build (traditional apartment block areas).

The siting of landmarks has been thought out and they have been located well in terms of the area as a whole. However, the central landmark area designated for shops and offices raises questions at this stage. Have the form and the dimensions been considered from the perspective of an appropriate functional and cityscape solution?

Leaving Englantilaikkallio (English rock) in the most central place must be regarded as a theoretical approach with it remaining for the most part underneath the metro track and Kulosaari Bridge. Particular attention must be paid to the credibility of preserving the rock, if there is the desire to continue with this idea.

The functional organisation of the urban structure is left largely to the imagination. It is presumably thought that the area will develop into a city area by itself, in a natural way and with diversity.

All the protected gasworks buildings must be preserved.

Almost all the waterfront has been reshaped without gaining, however, any specific benefit from this, with the exception of the modelled waterfront towards Mustikkamaa island. The southern side of Kulosaari Bridge represents, in places, good utilization of the maritime character and is technically and financially realistic, particularly the more northern channel with its basins. At the southern tip of Sompasaari the attempt has remained exaggerated, however, in terms of the channel network, and the construction costs of these channels might become large in relation to the benefit for the cityscape and urban structure.



Initial proposal

The construction principle for the housing islands separated by channels with, for example, the underground car parks insulated against water pressure, is so expensive that it would only be possible for private sector housing construction, though private sector housing, even on an extensive scale, might well be justified for the islands.

Due to the basic starting point that was selected, there is no possibility for a public waterfront promenade for the southern tip of the area, which has the best views of the area. Buildings rising straight from the water make an interesting contrast with the islands opposite, but a public pedestrian route must be interspersed with the buildings, and this must be shown in the next stage of the competition. The southern tip of the area should be emphatically public. Advantage should be taken of the views opening out towards Suomenlinna from the eastern shore of the two southernmost islands.

The road network in the proposal provides the possibility for a good traffic system. The proposed tram route is outside the competition area and cannot be used. The alternative tram route is better and its connection with the metro station is good. However, the route is too winding and slow for achieving public transport of a high standard for the area. Public transport must be planned in accordance with the competition brief. Public transport in the area must be already in operation at the first construction phase.

### **Landscape evaluation of the proposal:**

The proposal strives to adapt seamlessly to the old city structure, as to almost dispel the idea of a new city district.

A conscious choice has been made not to have large parks in the area itself. Keeping to the idea of fragmentary, island-like “remnant sectors” does not, however, give added value to the proposal. The objectives that were set for the accessibility of green areas, a network-like approach and functional flexibility are not achieved in a structure of this kind. Presenting more extensive green areas for the blocks would not

water down the whole idea. “Blue is not green”, in other words the large amount of water areas does not compensate for the lack of green areas, particularly from the perspective of functionality. Larger green areas are also needed within the urban structure, in order to meet the needs for i.e. informal grassed playing areas.

The green areas are also slightly unimaginative and lacking in content. However, an interesting small-scale landscape has been created by means of the channels. The idea of showing the locations of the old islands with help of channels is sympathetic.

The map of the pedestrian connections does not give an adequate picture of the effectiveness of the pedestrian and cycle route network. More detail should be given on the sense and continuity of these routes.

The privatisation of the waterfronts on the southern tip of the area goes against the principles. The possibility to travel via the waterfront and choose one's route should be preserved in most of the area.

Perspective images of the nature and general appearance of the public outdoor spaces are also needed.



Initial concept sketch for Sörnäinen Docks





### 3.5 Jury's remarks of the proposal

#### "AMPHIBIA"

The central theme of this proposal is on the one hand the structural differentiation of the strongly office-dominated zone and the housing zone and, on the other hand, the functional combination of the zones by mixing the functions with different emphasis. The office zone, together with its background areas, forms a town centre style front, to the front of which, on the waterfront side, housing islands are established, separated by a channel from the "mainland". The structure of these is based entirely on experimentation with a new type of housing in Helsinki.

The small islands must be seen as an entire structural concept, where each island should have its own identity. There is little flexibility for adaptation in terms of the basic structure, but there is a very great degree of flexibility for adaptation in terms of the different sectors.

The zone dominated by office premises appears impressive, and its dimensions provide the opportunity for many different types of building. The functional mix provides the conditions for the urban character that the competition sought. The public services are located relatively well in the area.

The housing islands draw their character from the surroundings and, in principle, "communicate" successfully with the different surroundings: The southern tip of the area stretches through efficient building to the city center and the northern edge connects to the Arabianranta and Toukola parks.

The parks and open areas are crucially important for creating the identity of an area and should be developed so that their character does not increase the isolated character of the islands.

The maritime theme is the basis for the entire plan, and this has been emphasized in a commendable fashion. Due to the basic starting point that was selected, there is no possibility for a public waterfront promenade for most of the shoreline. In the proposal the privatization

City structure

of the waterfronts is a consistent theme, which goes against the competition brief. For the two southern islands, buildings rising straight from the water form an interesting contrast with the islands opposite, but a public pedestrian route must be interspersed with the buildings, and this must be shown in the next stage of the competition.

The long, northern channel is unrealistic in terms of costs and construction. The current shoreline as such has been taken into consideration in a commendable fashion, but the positioning of buildings above the waterfront constructions to the extent proposed is very expensive.

The road network in the proposal provides the possibility for a good traffic system. The proposed tram route is in accordance with the competition brief, and could be developed. Public transport connections to the metro station should be improved.

The technical/financial problems for construction in the northern parts of the competition area will be very high. The benefits from the construction would have to be very significant in order to cover the costs arising from the remediation and consolidation of the soil. The housing island on the Kyläsaari waterfront in particular would be impossible to implement in terms of its cost. The foundation costs would exceed the land value. In the further planning, the building volume lost from the northern areas should be shown in the area for the initial city blocks. The shoreline in the area of the initial city blocks and to the north of these must be public and connect to the rest of the cycle and pedestrian route network in the north.

All the protected gasworks buildings must be preserved.

In the second stage of the competition the land use with regard to Kulosaari Bridge



Sompasaari Central area

and the competition area must be very carefully considered. The jury was not convinced by the construction of a sizeable open space in an area that would be excellent in terms of traffic or for the construction of business premises. The building in the central areas should be more efficient. The view towards the city structure, when arriving from the east is significant and this in particular should be considered. The space underneath the motorway has also so far not been regarded as valuable space in Helsinki and, if this is put forward, it should be particularly emphasized. Furthermore, the relationship between the large open area

and the city area continuing to the Sompasaari basin on its south side is vague. In the further planning the position with regard to the high-rise buildings should also be well thought out and precise.

The public waterfront areas have been planned in a rather general fashion. The bridge to Korkeasaari island is partly in conflict with the proposed seaside promenade, as this does not continue logically alongside the water area. The southern tip of the area should be emphatically public. Advantage should be taken of the views opening out towards Suomenlinna from the eastern shore of the two southernmost islands.



Canal City looking north





Kyläsaari Event Park

### Landscape evaluation of the proposal:

The islands separated by channels make an interesting starting point, also in terms of landscape. It is justified, with respect to the greater landscape, to create a clear office-dominated “wall” and develop a lower zone as a “transition zone” in front of it.

The chain of public space (large green area – channel – open area – built green area – cultural park) is an excellent idea and worth supporting, but it still needs developing. The channel is too long and monotonous. The open area underneath the bridge seems too big without clear functional content. The area needs a common large green area as the residents’ “outdoor living room”. Consequently, placing the series of high-rise buildings in the centre of the green area is questionable from the aesthetic as well as functional perspective, at least in the way proposed. A very attractive general appearance is proposed for Kyläsaari Park, but some of the other perspectives do not give a sufficiently positive picture of the area. However, it should be noted in a positive sense that the scenic outline and content of the green areas have already been given some attention.

Varied experiences and sheltered alternative routes should certainly be offered, but the possibility to travel via the waterfront in most of the area should nevertheless be preserved. The possi-

ilities for choice, in this case the possibility to get close to the water if so desired, greatly contribute to the quality of the public outdoor space.

Another nice feature in the proposal is the idea to combine the cultural and green environment values (Gaspark Cultural Hub, ‘cultural greenbelt’), but the presentation of this is still on a theoretical level. There is a lot to be had from this idea (cf. Seattle’s Gas Work Park), if it is extended to the area of the old buildings (incl. the gasometer).

The idea for utilising the closeness to water in the most diverse way possible (e.g. Harbour Bath) is worth support.

Sompasaari Beach





### 3.6 Jury's remarks of the proposal

#### "RAY CITY"

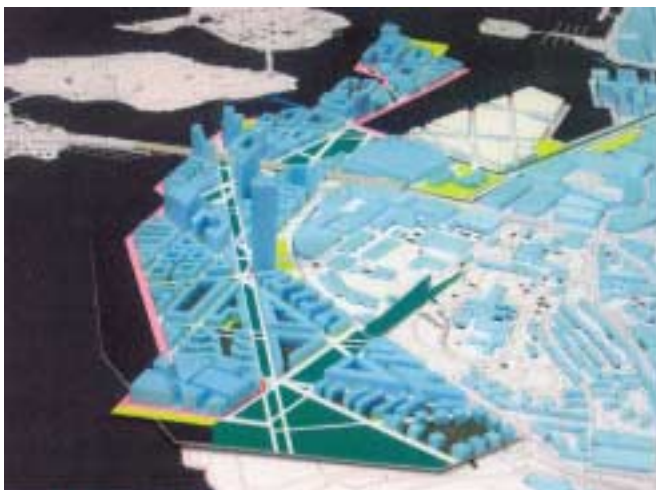
The proposal based on a grid of rays is theoretical and comprehensive, but partly gives the impression of being haphazard. The network of routes to be kept open (rays) form a powerful starting point, and all the cityscape elements have to conform to the chosen basic structure. The chosen starting point sets large demands for implementation in conjunction with the long-term implementation of completing the urban structure.

The proposal contains an attempt to escape from the prevailing approach of creating a town one piece at a time, and in some respects has tried to return to the kind of town planning principle where the entire town is built with the aid of a coherent network of public space. The aim of the proposal is to achieve a certain spontaneity and flexibility, yet within the framework of a fixed, overall structure.

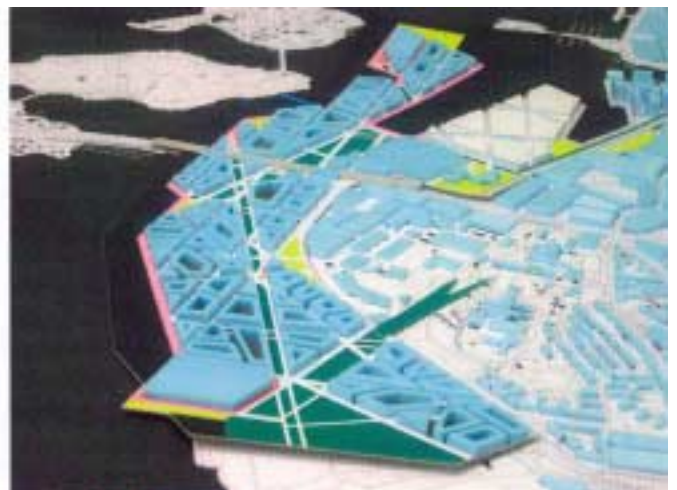
The criss-crossing of several lines chops the area into parts that are partly also difficult to implement. When evaluating the proposal the crucial question that came up was whether in the long term the urban structure could develop on the basis of such a powerful and binding starting point. Within the framework of the proposal now put forward it



Ray City Layout within urban context



Working model super drivers



Working model straight blocks



longitudinally, and ask whether with these a highly diverse environment could be accepted for the area. Are they sufficiently clear elements to outline a dynamic environment that is otherwise emphasised? No significant buildings should be built on these green axis. Otherwise in the proposal the functions are appropriately emphasised in the overall structure, as far as they are put forward. The further planning should show for example the places for the schools and the principle for the public transport network.

The seaside promenade has been done comprehensively. Details about it were not shown, but there are good foundations for further planning. Particularly worthy of note is the open space that opens onto the landscape at the southern tip. Of the bridges to Mustikkamaa the first southern alternative is good.

The network of feeder streets in the proposal is good and it offers the possibility for good public transport, although the tram route was not shown. In the proposal the low traffic streets have many sharp-cornered and multi-branched junctions. This could cause awkward special arrangements, e.g. one-way streets.

In constructing the northern parts of the competition area the technical and financial problems will be very great. The benefit of the construction must be significant for it to cover the costs arising from the remediation of the soil, the pre-construction of the area and the foundations. The quality of the soil around the Hermann seaside park is so poor that it will probably lead to very restricted building, although a public building on the proposed area might also come into question.

Manhattan style building, in which each city block is built according to the respective situation is not acceptable in Helsinki. In Helsinki the 45° angle of light rule is generally adopted, with

some individual exceptions. Up to now Helsinki has adopted a cautious attitude towards the construction of high landmark buildings. Helsinki has just approved high-rise construction in Keski-Pasila, about 3 kilometres to the northwest of the competition area (see [www.hel.fi/ksv/projektialueet/Pasila/Keski-Pasila](http://www.hel.fi/ksv/projektialueet/Pasila/Keski-Pasila)). The building volume will be concentrated in the area of the initial city blocks. The position adopted towards any high-rises (70...80 metres) should be weighed up and precise. The building masses at the southern tip of the area should be on a scale that harmonises with the buildings of Katajanokka and Kruununhaka, and the jury takes a very critical view of high buildings there.

In respect of the Itäväylä thoroughfare that runs over the competition area and the bridges for the metro track, their

is still not possible to be convinced that the ray grid basis provides a sufficiently sound basic solution for future construction. More detailed planning will show the feasibility of the idea for development. The jury question whether all the rays are necessary and whether they could be interpreted as, for example, viewpoint axis, and they would like answers to these questions in the second stage.

The relationship of the area to the surrounding urban structure is extremely close, because of the chosen starting point (views). However, the position of the area's cityscape in relationship to its environment seen from the outside has not been considered. The key buildings augment the urban structure in a way that is interesting and increases ease of orientation in an environment where orientation is otherwise difficult.

The jury particularly liked the two green axis (big green triangle and from north to south) that split the area



landmarks / watermarks



impact on and relation to the proposed land use must be explained in a carefully considered manner in the second stage of the competition. The jury suspects that the city block structure, especially in these areas, will become too fragmented. The space underneath the motorway has also so far not been regarded as valuable public space in Helsinki, and if this is put forward, it should be particularly emphasized.

The future construction of the areas of the western side of Hermanninranta is shown in Appendix 5 of the competition brief. The urban structure for this must be taken as a binding starting point, and no buildings may be constructed on the green axis (green lizard).

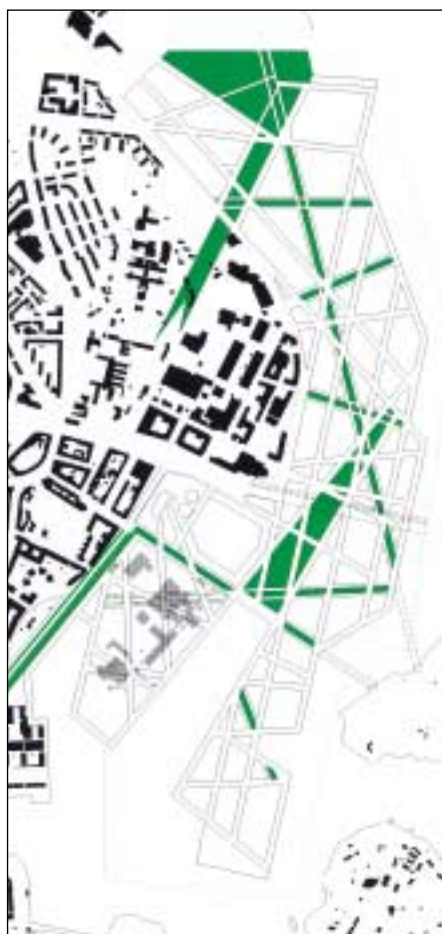
All the protected gasworks buildings must be preserved.



Strategy straight blocks



Strategy super divers



green spaces

### Landscape evaluation of the proposal

The proposal has an interesting basic premise and bold approach in its belief in the possibilities of the place to meet the broad concept in a meaningful way. Instead of the buildings and the location of these being a determining factor for the urban structure, the urban structure is adapted to the overall idea of the street and green area structure, which is defined by means of the views.

The interconnectivity is accomplished well in this proposal. Sizeable green axes strive to gather an area made up of different elements into a whole. The green areas form magnificent, monumental axes through the area. The axis running in an east west direction connects the urban structure to the natural landscape in a plausible way. The idea of joining together the southern and northern sides of Kulosaari Bridge in a wide green axis has great potential, but requires elaboration in design. These axes should continue to be further developed as green realms, without presenting additional

building to them. In this way there is also potential for flexible functionality. Otherwise the value of these remain minimal and the entire idea theoretical. In the further development it is hoped to see a clear presentation of the nature of the green areas and the artistic content of the parks in their overall design.

With regard to the green areas the proposal remains quite tentative. The network of views, although containing many important insights, appears haphazard in part. The proposal contains an awareness of the status of Helsinki Park, at least in theory, but there is a need for more concrete examples that it has been taken into consideration. The waterfronts are shown for public use but in a rather formalistic way.





"1377"



"AMPHIBIA"



"0431" Ray City Helsinki

# 4. Second stage of the competition

## 4.1 Progress

The second stage of the competition ended on 22.4.2005. Three proposals were received that were accepted by the jury, and regarded as meeting the criteria required for the proposals.

The following proposals were received in the second stage of the competition:

### **"1377" / "Amphibia" / "0431" Ray City Helsinki**

The proposal "0431" will be known from now on as "Ray City Helsinki"

## 4.2 General evaluation

The competitors' different conceptions of the spirit of the area resulted in three alternative approaches to the historical urban characteristics of the area.

Proposal "1377" saw the area as a direct continuation to the Helsinki whose form has evolved partly spontaneously and partly systematically (the north side of the Pitkäsilta bridge). It was characteristic of this city of workers and industry that the city blocks took shape in the symbiosis of topography, production and social needs. The proposal therefore extends the urban structure by creating a similar type of fabric to that which appears in the nearby Sörnäinen, Kallio and Alppila. This structure moves the compact city area right to the water's edge.

For its part, the "Amphibia" proposal brings the dividing line between the suburban and downtown zones to the competition area itself. The compact multi-story "front-like" zone is an integral part of Sörnäinen's multidimensional and multifaceted urban structure. For their part, the light residential islands belong to the tradition of Kulosaari's inner islands. The border runs between these two.

The "Ray City Helsinki" proposal outlines the competition area and acts as a clear break with the local environment. The division between the suburban and compact downtown structure is firmly integrated with its surroundings thanks to its vista axes. At the same time, the proposal lays out an individual and very different cityscape, which clearly stands out from its surroundings. The proposal is neither old city nor suburb, it is something else.

In line with the competition brief, all the proposals have endeavoured to

emphasise the access of Helsinki's main eastern thoroughfare and the metro line to the downtown area. All the proposals have planned the western border next to the downtown area to be compact and city-like in nature.

The urban structure of each proposal can be changed in a different way in accordance with future functional and cityscape requirements. Proposal "1377" creates enclosed city blocks along traditional urban structure lines. The "Ray City Helsinki" proposal creates its own rules for outlining the urban structure and neither does it offer a precise solution for connecting the city blocks and for construction en masse. The "Amphibia" proposal divides the area into parts that are very different from each other: a compact city block zone of predominantly business premises and a less crowded, village-like group of islands with residential blocks.

The competition brief called for an endeavour for the revival of the best features of city life in the area. A general feature in all the proposals was the interspersing of different functions. The "Amphibia" proposal creates an interesting social diversity to the area and widens its appeal from beyond the existing one-dimensional situation.



The connection to the waterfront and the sea was the basis in all of the proposals. However, the proposals dealt with the shoreline in different ways. The most changes to the current shoreline were put forward in "Amphibia", which also presented the most extensive channel network for the area. Because of the dock and shore structures of the harbour, moving the current shoreline or building upon it is technically demanding and expensive but from the point of view of the total costs, it may be more advantageous to the City of Helsinki in the long run. Limited and well-considered changes are possible, however. The details for the treatment of the shorelines will need to be examined more carefully in the further work.

From the point of view of the traffic the urban structures in the proposals are very different. The connections and transport hierarchy in all the proposals are feasible. As a traditional road network "1377" is clear, "Ray City Helsinki" and "Amphibia" would require more detailed further planning.

The starting premise of the tunnel connecting the Sörnainen and Hermann waterfront roads was taken into account in all the proposals. In the "1377" proposal the tunnel was stated to be "an important factor for decreasing traffic next to and underneath the Kulosaari road and metro bridges".

All the competitors proposed a large number of parking places in the vicinity of the metro station, therefore creating good preconditions for park & ride parking.

Concentrating the commercial services near to the metro station will increase the need for using private cars on the borders of the area. For this reason the great challenge in the further planning

will be in implementing the interspersing of functions over the entire area, also with regard to services.

In all the proposals, the initial city blocks in the vicinity of the metro station have the greatest building efficiency. In addition to the traditional commercial and office building area, all the proposals put forward different functional ideas. The "Amphibia" proposal has the most ideas. The initial city block structure in proposal "1377" is good as such, but the jury would like a firmer cityscape emphasis for this area. The plan for the initial city blocks in the "Ray City Helsinki" proposal is in a very unfinished state.

The building area contained in the different plans differed considerably from each other. "1377" had the greatest building area (1,298,000 m<sup>2</sup>). This exceeded the minimum building area specified in the competition brief by 458,000 m<sup>2</sup>. "Ray City Helsinki" also exceeded this by around 200,000 m<sup>2</sup>. "Amphibia" is according to the amount specified.

## Costs and feasibility

The competition area is an infill area, the majority of which was still covered by seawater in the 1950s. There is a natural firm base on both sides of Kulosaari Bridge as well as the area of a few small islands on the south and north sides of the area.

Geological surveys have been carried out in the area for several years to investigate soil purity and the geotechnical load-bearing characteristics. The first regional plans covering the entire area have been completed. The plans show that the remediation work for the land will be very extensive and of the new Helsinki areas they will clearly be the most expensive.

Practically the entire planning area north of Kulosaari Bridge will need to be pre-constructed and the buildings supported on piles using special techniques.

The load-bearing calculations and the purity studies show that construction on top of Kyläsaari's so-called slag heaps is not economically viable.

The pre-construction earthworks for the entire competition area will cost a total of 220 – 290 MEUR, of which 60–70% will go on the construction of the base and the rest on the remediation of contamination.

Generally speaking, the calculated costs per square metre of building area will decrease as one moves within the area from north to the south and from the waterfront inland. Construction on the Kyläsaari area is particularly expensive, as the additional costs for all the building sites due to the ground conditions will be in the region of 1,000 EUR per square metre of building area. In terms of making the land viable for building, the Sörnäinen Harbour area is the cheapest to take into use, even though the foundation costs for the buildings there are very high.

The pre-construction costs for the initial construction area on the south and north sides of the metro track are on average 60 EUR per square metre of building area, which is the average level for the area.

### **Landscape evaluation of proposals**

The green areas approach has developed in all proposals compared to the previous phase. In order to create meaningful public outdoor spaces, however, some more landscape architectural expertise is needed. In “Ray City Helsinki” and “1377” the waterfront remains slightly uninteresting. In “Ray City” also the spatial configuration of green spaces, let alone their functional content is still in its formative phase.

In “Amphibia” the green areas are abundant and diverse, both in aerial and with respect to the elaboration of the artistic and functional content. In “Amphibia”, as well as in “Ray City”, the green areas are logically interconnected to form a network. “Ray City” has good potential but also the greatest risk of failure. “1377” has the least green areas per capita, and its quarters make a denser district than necessary.

The guidelines about public access included that most of the waterfront should be in public use, and in case of deviation, attention should be paid to the continuity and orientation of pedestrian walkways. This does not, however, require that the whole shore line must be treated identically or that the main walkway should categorically be planned along the quay’s edge. Further elaboration is needed in all proposals to make the shoreline more attractive.

The aims, set for the amount and accessibility of green areas, are fulfilled in all the proposals. Ideally, the landscape architectural objectives would find their best expression in a creative combination of the strengths in each proposal.

### 4.3 General plan

#### Overall concept in terms of urban structure

The general impression is very coherent. Office premises that are higher than the others break up the compact urban structure. These function as border landmarks bordering the western edge of the Itäväylä thoroughfare and the metro station. The identity of the area takes its shape from the compact urban structure bounded by the seashore and water.

The justification for the proposal, and the plans that derive from these are based on the European tradition of a good urban community and city life. A sufficiently high building efficiency ratio, the interspersing of functions, and the inclusion of the services that these require provide a good basis for an urban community. A compact, new city area is planned on the basis of these starting points. The plan resembles the structure of the old city quarters in the neighbourhood, and strives for a uniform cityscape.

The proposal has faithfully continued its line to construct a traditional "Camillo Sitte type" of artistic urban structure adapted to the ribbon city principle. The jury put forward a critical comment against this basic approach, but the creator defended the solution.

In its critique the jury pointed out that the uniform urban structure is not amenable to such changes that may be justified during the long implementation period. The final proposal that has now been developed does not demonstrate how any flexibility in terms of cityscape and urban structure could be implemented. Although points of connection can be found in the urban structure that divide it into five sections of almost equal size, the creators of the proposal are not considering any interaction between these or any differences in terms of type of city block, heights, building materials or functional structure.

#### The area's relationship and connection to the surrounding urban structure

The proposal connects to the area's other urban structure by continuing the road lines and forming clear city blocks. The area's relation to the surrounding urban structure is a natural one. The current and new road network generally connect naturally, and in some cases very well together. Connecting the Suvilahti area by a boulevard to the waterfront is a fine idea.

The solution primarily requires a traditional enclosed city block structure in order that the idea of space for the roads and squares could be implemented. In terms of its details concerning variations on the gridiron there are some excellent features, and the planning approach has produced very good space for roads, open places and waterfront squares. The basic idea chosen, however, leads to a relatively inflexible construction method (tradition multi-storey city blocks). In its critique of the first phase the jury asked in particular for the exterior outline of the southernmost small islands in the Kruununkaia direction to be made firmer. The creators have heeded this critique to some extent. Some of the courtyards of the city blocks are still visibly open towards the old urban landscape. In this way there are undeniably some splendid views from the apartments, but seen from the outside the area is unnecessarily fragmented.

#### The interrelationship of the functions and the urban nature of the surroundings

The eastern side of the Hermannin rantatie road has a buffer strip of narrow high commercial city blocks buildings, upon which the compact urban structure extending to the waterfront is based. Although the aim is to intersperse the functions in such a way that creates an active and lively urban environment in the entire area, the business and shopping premises are, however, particularly concentrated to the initial city blocks and the Hermannin rantatie road's buffer strip. Consequently there remain doubts regarding the location of the services in the primarily residential city blocks. The city blocks primarily for businesses (buffer zone) are too narrow, inflexible and difficult to implement.

Implementation of the parking facilities underneath the city block courtyards may be problematic. The proposal is based on the idea that the proximity of the shore and water enable compact construction that does not include large parks. The bridge to Mustikkamaa connects the area to the nearby recreational zone. The sport and park area located to the north and the northernmost city blocks connect well to Helsinki Park.





### **Treatment of the waterfront zone and utilisation of the maritime aspect**

The jury's comments regarding the expensive reconstruction of the shoreline in relation to the benefits that it would bring in terms of the cityscape have been taken into account. However, the jury is still critical of the shaping of the dock shoreline as residential buildings cannot be positioned close to the power station, therefore the other redesigning also remains open to question.

Otherwise the waterfront has generally been thoughtfully adapted. The treatment of the Sompasaari shores compares well in nature to the Kruunuhaka and Siltasaari shores. The special nature of Sompasaari has been highlighted by separating it by a channel and by dividing it further by means of channels into three parts. Some of the residential buildings are directly on the shoreline.

### **Traffic solutions**

The road network provides the opportunity for a flexible and functional traffic system. "Central Boulevard" from the tip of Sompasaari to Kyläsaari is proposed as the feeder street in the north-south direction. The Boulevard is situated on the north side of the Itäväylä throughfare, two or three blocks from the Hermann waterfront street. This provides the possibility to turn "Kyläsaari Street" into a road for public transport. The idea of a tram connection near the Sörnäinen metro station via the Vilhonvuorenkatu street to Hämeentie street in the second phase is interesting. A tram route from Kyläsaari to the Arabia waterfront through the new residential area is not possible.

A pedestrian and cycle route was not put forward, but the planning of a good route network based on the road network and green belt areas is possible.

Parking was mainly proposed in parking facilities. Parking facilities concentrated underneath the courtyards of the blocks requires further development.

### **Costs and feasibility**

Construction is spread evenly like a mat over the entire planning area. There is a great disparity of geological conditions within the area.

The Kyläsaari slagheap area has been left as a green area, which is highly recommendable.

The channels put forward for Sompasaari might be possible to build.

The habitation proposed on the reclaimed land alongside the power plant is not possible for safety reasons. The office zone city block structure can be constructed part by part and the municipal engineering will not require advance investments.





Photomontage of the competition area from the north-east



Photomontage of the competition area from the south

### Masterplan for the Kalatsumari site.

An inspiring, open-minded and healthy urban environment thrives on rational human behaviour – both in time and space. An open-minded city connects people, places and processes. As a market place for the exchange of goods and ideas and as an environment that is inspired by the contradictions and “coziness” within the community, towns and cities of our world have always been the seedbed for cultural development. The urban structures, planned or established as a stage of events and time reflect its purpose, physically and emotionally. Despite the complexity of the execution, the rules for building cities were, and still are, only a few:

Creation of a beautiful framework for our daily life.  
Creation of sensitive and recognizable boundaries between what belongs to the individual and what is in common ownership.  
Creation of a clear way of movement.  
Creation of physical organisations for work, trade, living, landscape and beauty.

As such, the open-minded principles of a city are simple, recognizable, familiar and deeply human – they are a natural part of our system. The human soul has always, now and in the past, related and responded to a well-working urban community, an environment expressed by a certain minimum density, an intensity of use through a mixture of functions and population diversity. The well-functioning and open-minded city is full of contradictions: it is built up of large-scale civic centres but also contains small and spontaneous spatial surprises. These opposites – the grand scale, and the intimate scale – are a fundamental aspect of our approach to the regeneration of Helsinki Eastern Harbour.

A strong identity in a new development will fail if the bonds to its surroundings are loose or nonexistent. A new development within a town or city will only continue to function if the old and the new collaborate in providing a successful whole. Central to this approach is the creation of an environment that is “urban”, in the widest sense. A successful urban environment establishes a relationship between buildings and spaces that enables the provision and definition of the public realm – be it parkland, streets or squares. The dimensions, scale and form of these spaces, as well as their inter-relationships, must provide a variation and richness in form that is both stimulating and that promotes a sense of ownership amongst the users. The creation of enclosures, intimacy and identity forms the base of an informal control, without which a public area becomes a no man’s land and thus falls outside an individual’s sense of responsibility.

Sustainability in urban planning is about long term respect for changing ways of living, respect for basic human needs and for the integration into the context. Creation of a new community must reflect and cater for changes over short and long periods of time. It needs to be precise as to the goals and aspirations on one hand, to retain flexibility and to stay open-minded on the other. In a pragmatic sense a strong vision, flexible enough to encourage and respect the changes with time. Cultural, commercial and public functions are integral amenities of urban life. Their distribution and their relationship with public spaces has significance not only for their own sakes, but also in terms of their potential contribution to the quality of urban life the village or town offers. Helsinki Eastern Harbour is, due to its location, the beauty of the sea and its proposed public transport, an unparalleled opportunity to challenge fundamental aspects of urban life.



05.04.22  
Sörnäistenranta  
Hermanninranta



Photomontage of the competition area from the east

### **Landscape evaluation of proposal**

In "1377", the overall area of parks has increased, but their location is not always functionally favourable (i.e. the ones around the Kulosaari bridge).

The northern part of the planning area, north of the bridge, is stronger than the southern part. The north-south oriented green boulevard gives the urban structure desired spaciousness and orientation. Organic street network brings agreeable variation also for the green areas. The attractive canal landscape - that made the best part of the proposal in the first phase - has been unnecessarily broken by a tram line.

The idea of a monumental allée east of the gasometer deserves support, though it does not consider all the buildings to be preserved.

## **4.4 Initial city blocks**

### **The overall entity formed by the city blocks**

The initial city blocks on both sides of the Itäväylä thoroughfare and the metro track create space for traffic thoroughfares running through the area. The office buildings protect the residential areas from traffic noise and other disturbances. The architecture for these is confident but they do not create a strong enough emphasis for an important thoroughfare into the city. When approaching from Kulosaari the theme that you see is the ends of two office buildings, next to which the residential buildings rise three stories above the bridge platform.

The cinema, café and watersport centre etc. located on the waterfront under the bridge are noteworthy ideas for creating a quality environment. However, the parks on both sides of the bridge have an uninviting atmosphere due to their location.

### **The solutions for the blocks around the metro station**

The blocks in the metro station area contain commercial and office premises. The blocks are part of the high landmark building zone. The documents did not contain the principles for the solution regarding the uppermost storeys in the area. The lower storeys of the buildings are connected underneath the bridge as large parking facilities and commercial space. The office buildings next to Kulosaari Bridge are on too small a scale. The connection to public transport has been considered.

The jury's comments regarding the landmark buildings and Englantilaiskallio (English rock) have been taken well into account. At the same time the functional structure has become clearer. However, the school sites are too cramped and there is not enough outside space. This could certainly be corrected by leaving the residential blocks next to them unbuilt. The school site more to the north is located too far from the main focus of residence.

The details pointed out about the gasworks have not been taken into consideration. The jury is convinced, however, that the fine boulevard axis between the gasworks area and the waterfront site can be implemented keeping all the protected buildings.

### **The features and quality of the city block structure of the residential and workplace area.**

The residential city blocks are closed from their corners and are mainly 5 – 6 storeys. The residential blocks have commercial and office space at street level and in the lower storeys. They border in part the parking facilities underneath the yard areas of the city blocks.

The apartments are mainly in the urban city block structure, partly in the low-rise buildings connected to or bordering the city block structure.

The public spaces are deliberately urban. The waterfronts are also built up as far as the northern dock.

### **Traffic solutions**

The street on the south side of the metro station is proposed as a "Tram Street" running to Sompasaari. The idea is a good one for the metro area. The bus terminal is on the west side of the metro station. The departure points, at least for the buses, should be on the public transport road, i.e. on the east side, like the tram route.





Model photograph viewed from the south

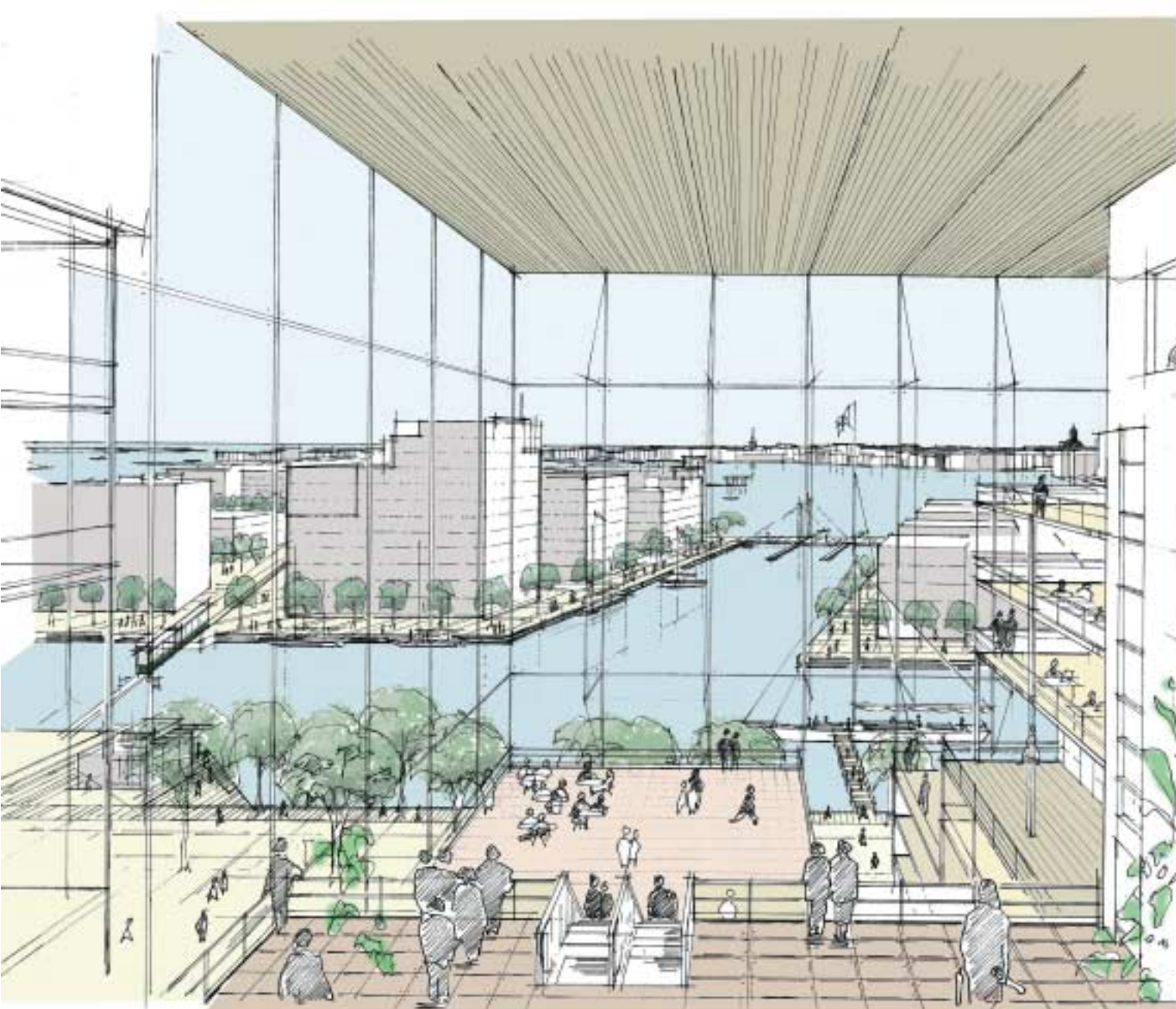


Model photograph viewed from the north



Perspective view of fishing harbour with bridge to Munkkivuonon and Korkeasaari Zoo





Perspective view of main harbour the Sörmäströmma Island and Helsinki city centre



Diagram - Public Realm

Public landscape water  
 Public realm



Diagram - Helsinki port



Diagram - Public Transport

Tram  
 Tram stage 1  
 Tram stage 2  
 Bus  
 Node





Computer rendered image of masterplan proposal (not to scale)



Residential and Public space



Relationships to existing urban fabric



Landscape strategy



Semi-private space



Road hierarchy



Parking strategy





Land use plan





Perspective view of commercial centre and from street



Key to Perspective views



Photomontage of the Kluuvi Bridge and commercial buildings from the west





Land use plan with sunshading





Section CC



Section AA



Section BB



Section DD



Initial City Blocks Plan level 2



Initial City Blocks Typical level





### 4.5 General plan

#### Overall concept in terms of urban structure

The plan contains a powerful contrast in terms of urban structure, which is formed between the efficient office dominated and residential dominated zone. The extremely efficient construction connecting to the existing urban structure changes as one approaches the waterfront to a compact and low city, which is formed on the small islands separated by channels. Each small island has its own identity.

The proposal is based on the flexibility and liveliness of the urban structure, as well as on a functional and social blending. Residential and office space is interspersed over the entire area in accordance with the objectives of the plan. However, the traffic is carefully organised and hierarchical. Traffic mixing is proposed for the feeder street.

#### The general appearance and identity of the area

The general appearance of the entire area is very lively and vibrant. Implemented as shown in the illustrations the area would be very different in nature from the nearby downtown area. The proposal in particular highlights the multi-sided nature of the city structure and brings creative new possibilities to making the area more attractive.

The spacious urban construction approach continues on the waterfront zone as far as Sompasaari. It is divided by a landmark hotel building situated on the north side of the Itäväylä thoroughfare and the metro track. More to the west, connected to the metro station, the architecture accentuating the centre is made up of complex "combination buildings" containing commercial and office space, parking facilities, public services and residential apartments.

Particular attention has been paid to arriving in the downtown area from the Kulosaari direction. Imaginative proposals for silo-shaped hotel towers and sports areas built above the metro track needs to be examined from the point of view of the cityscape and in acting as a gateway to the city centre.

The city block structure for the efficient office and working space zone bordering the downtown area planned for the eastern side of the Hermann waterfront road has a flexible structure, and is very adaptable for different types of function. However, creating a good residential environment next to office buildings is challenging.

The residential islands draw their content from the surroundings and "communicate" successfully with the different surroundings.

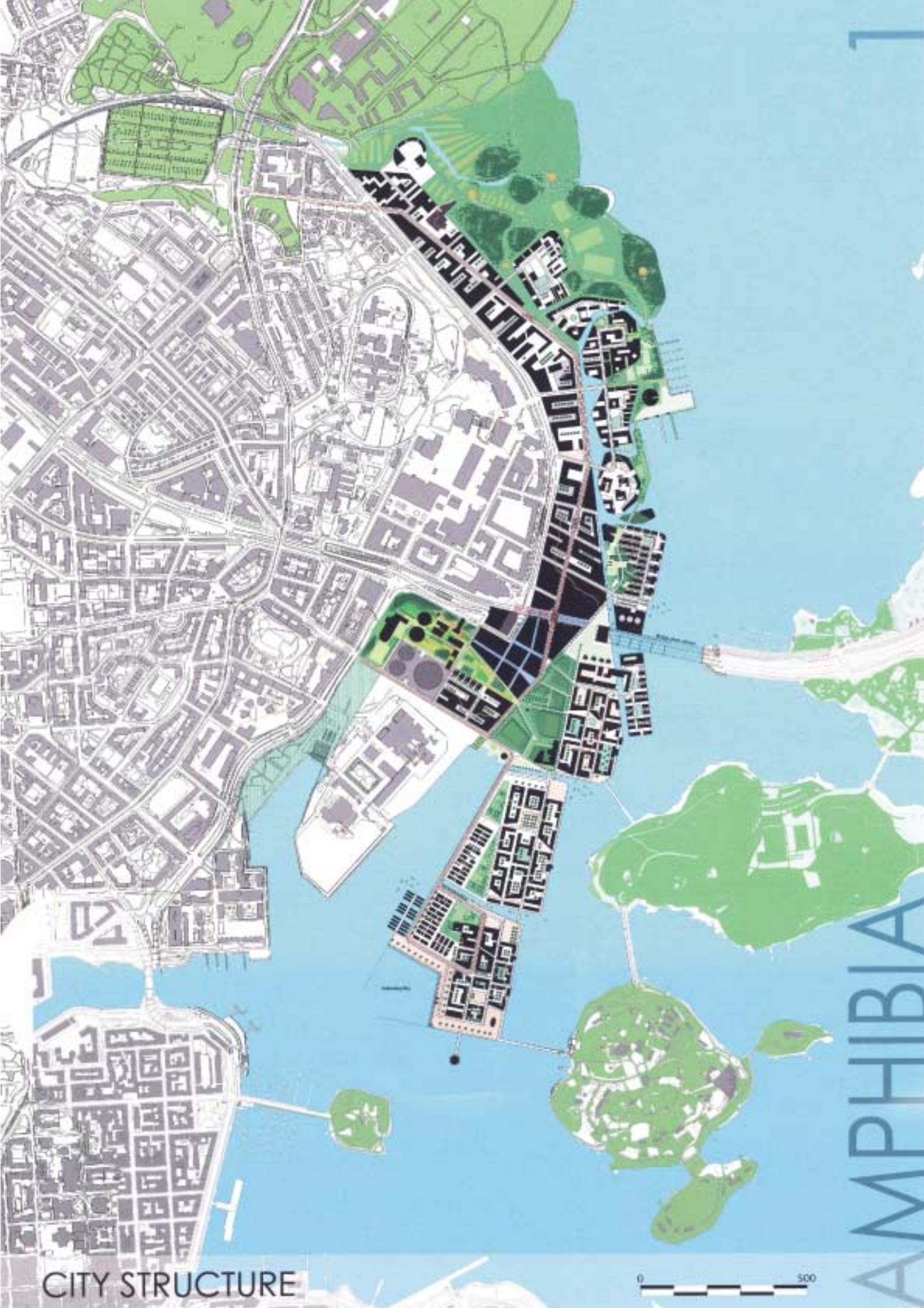
#### The area's relationship and connection to the surrounding urban structure

The contrast between the suburban island zone and the commercial zone is stark. The functional versatility of the commercial zone is possible to implement. However, the small islands could scarcely be wide-ranging in terms of functions. It is feared that they would remain as one-sided in terms of function as the suburban residential areas unless the next planning stage pays particular attention to how the area becomes more integrated.

The building efficiency ratio on the small islands is low and the contrast with the efficient commercial zone is exceptionally powerful.

The intention is to make the residential small islands compact, village-like communities.

The urban, village-like small islands cannot become enclosed communities, but they must be kept open and most of the waterfront must be a public promenade, which has been taken into account exceptionally well.



AMPHIBIA

CITY STRUCTURE

0 500

### Treatment of the waterfront zone and utilisation of the maritime aspect

The very small-scale treatment of the shoreline forms a powerful contrast with the treatment of the Kruununhaka and Katajanokka shorelines, and also with Kulosaari Bridge and the scale of the Hanasaari power station.

The proposal has long vistas to the surrounding areas, and it forms a quite open environment. The park that continues northwards from the Sörnäinen dock forms an important cityscape vista, which connects underneath the Itäväylä and metro track bridge as an open space towards the new channel.

The waterfront zone has been dealt with in an artistic manner and there is a walking route near the shore. The maritime nature of the area has been enhanced with new channels.

### Traffic solutions

The proposal's networks for feeder and local streets are inadequate. The north-south feeder street on the north side of the Itäväylä thoroughfare is the only connection for the said direction on the eastern side of the Hermann waterfront road. The road will therefore attract a very large amount of traffic and through this a need for public transport lanes. The feeder street joins the Hermann waterfront road at a problematic angle. The next planning stage needs to address this specific issue in more detail.

Roads around the city blocks were mainly missing. This will cause problems for service traffic, for example. The road connection to several city blocks and residential islands is insufficient from the northern direction.

The tram network is in line with the specifications. The public transport arrangement would work.

The main route network for pedestrians and cyclists is good. The bridge to Korkeasaari and Mustikkamaa islands is a good idea, and allows for a creative and interesting local walk.

Parking has mainly been proposed in parking facilities.

### Costs and feasibility

In the block structure can be discerned a clear division into two areas with different construction, the efficient western part and the small-scale of the eastern part. The earthworks become more difficult as one moves eastwards and northwards. The network of channels with the small islands for the area is expensive but in the opinion of the jury, the solution may be advantageous to the City in the long-run.

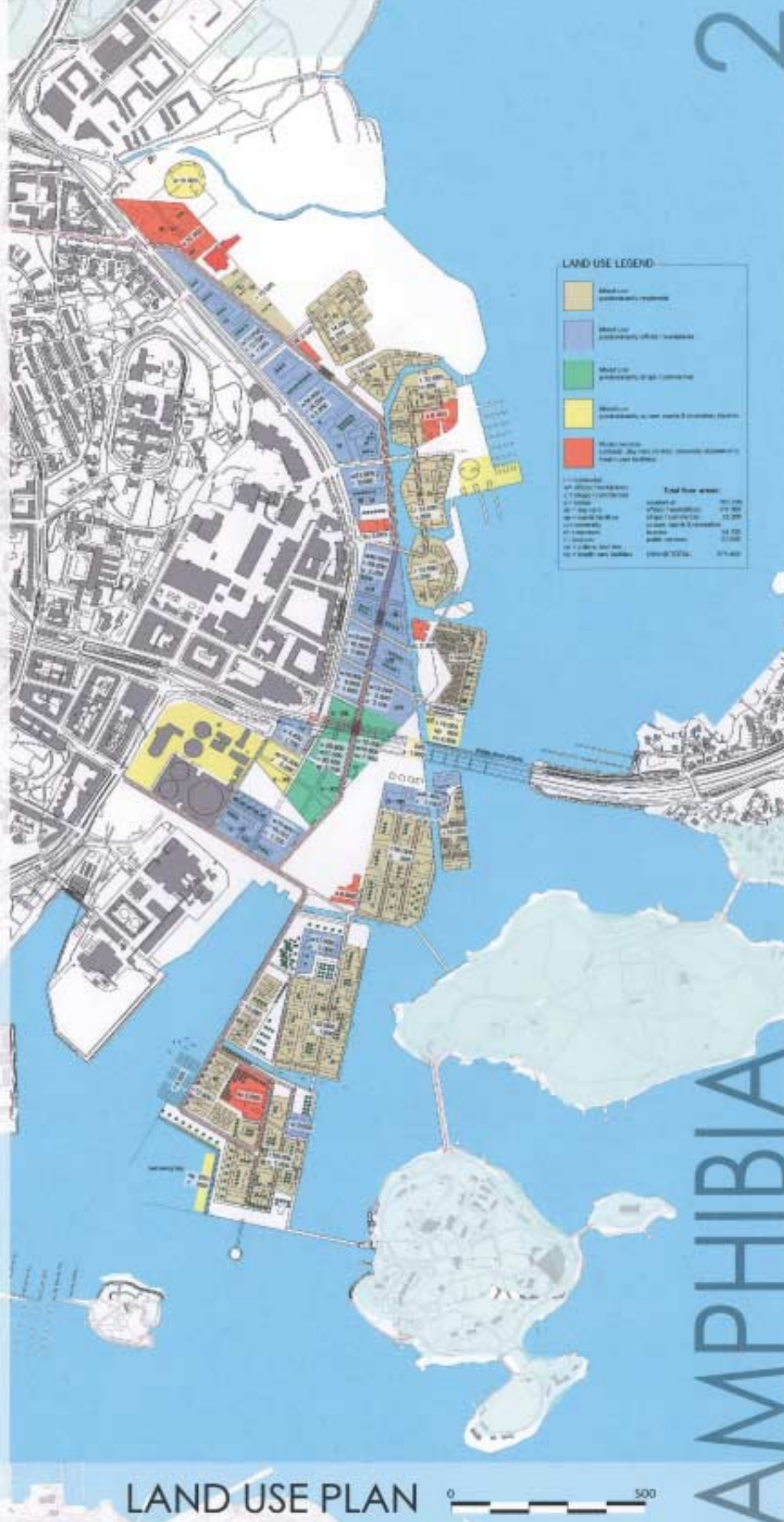
Construction to some degree has been proposed for the Kyläsaari area. On the other hand the definition of the city block area for the northern part has been done in an exemplary way.

Two clear channel subjects have been put forward for Sompasaari, which are technically feasible. The broad location of a wedge of park in the best building place is not recommended from an economic viewpoint.

The office/commercial blocks on the northern side of Kulosaari Bridge are clear parts in terms of implementation. Similarly, the Sompasaari block structure is clear. However, in terms of implementation the complicated multi-storey area on the south side of Kulosaari Bridge as it stands is unsuitable to construct in phases.

The preliminary investments for municipal engineering, roadworks and earthworks would put advance pressure on the area.





# LAND USE PLAN

A horizontal scale bar with a black and white checkered pattern. It is labeled '0' at the left end and '500' at the right end, indicating a distance of 500 meters.

### Landscape evaluation of proposal

In "AMPHIBIA" many ideas worth elaborating have been presented. The Gaspark Cultural Hub is attractive. The perspective images from the park give a convincing impression of an agreeable environment.

The fresh anarchy of the design approach has somewhat stiffened along the way. The treatment of the shoreline is, however, still varied and multiform. The canals successfully break its linearity.

The canals in the southern part, south of the Kulosaari bridge, are well-grounded, whereas in the northern part they are not crucial for the island idea, - though an exciting part of the milieu. They would work as open spaces as well, like lawns or meadows.

The basic idea of the green areas system might tolerate even a more efficient plot ratio.

Built-up areas in the north intertwine with the Toukolanranta green areas in a rich manner.

### 4.6 Initial city blocks

#### The overall entity formed by the city blocks.

The initial city blocks form a clear entity around the metro station. As in the whole area, the same contrast also appears in the initial city blocks. The office block area is an exceptionally urban structure (8-12 storeys / building efficiency around  $e=2.3$ ) and the residential small islands are exceptionally small scale (3-5 storeys / efficiency is  $e=0.5 - 0.7$ ).

#### Solutions for the city blocks around the metro station

The metro station has good connections from the tram and bus stops. The parking facilities also serve perk & ride connections well. The commercial and parking areas, and also the commercial centre's internal road network connect directly to the metro station. Office premises and workplaces are located in the storeys above these and there are residential apartments in the uppermost storeys. Cultural, dancing and sports premises are located on the projection, above the metro track, on the 12th storey above the metro station. Next to the bridge, on the north side, is an 18-storey hotel. These high buildings, influenced by industrial architecture, together with the bridges, effectively accentuate the meeting point of the incoming thoroughfare from the east and the downtown area.





CENTRAL AREA



### **The features and quality of the city block structure of the residential and workplace area**

The efficiency in the office zone is so high that the realization of a high-quality residential environment there would be challenging. The idea for overlapping commercial, parking, office and residential premises is possible, but the implementation would be demanding for as long as our country is missing 3D legal framework for this type of development.

The solutions for the residential areas are either very spacious or extremely compact in terms of efficiency; different solutions in themselves.

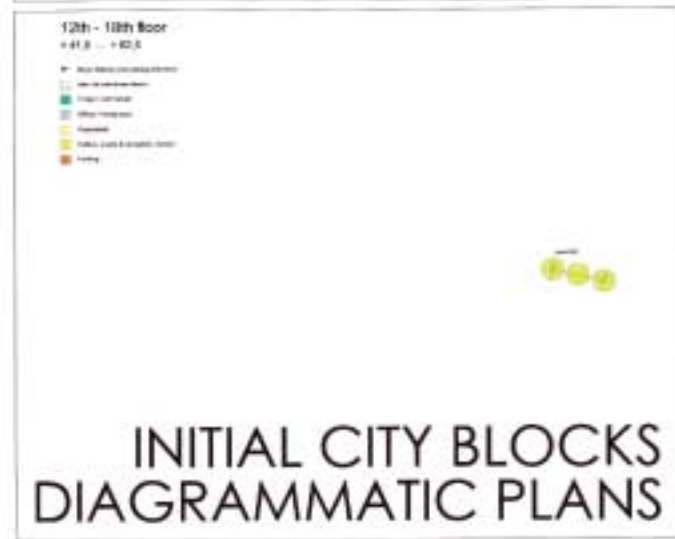
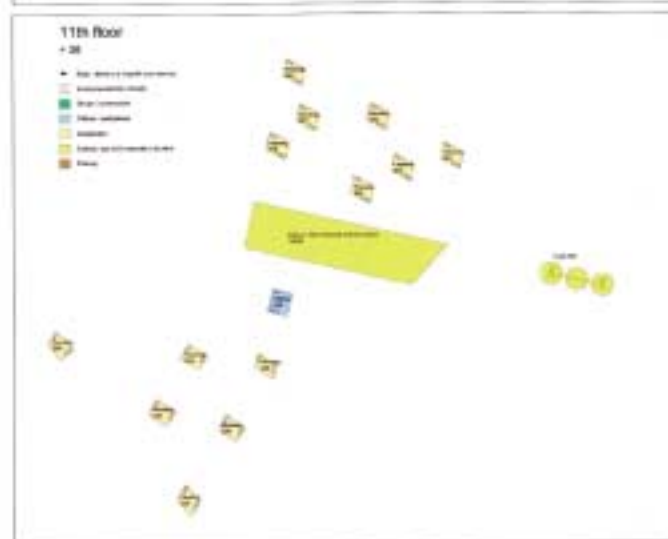
### **Quality of the public spaces**

The public areas are central in character and versatile. The triangular wedges of park are large in scale and have clarity, the area has been made more defined and the proposed tower buildings have been abandoned. The jury takes the view that the traffic problems in the market square might require further evaluation.

### **Traffic solutions**

In the area of the metro city block there is only one road connection in the waterfront direction between Verkkosaari and Sompasaari. In the metro city block area this road should be reserved for public and service traffic. However, this is not possible because there is no second road.

Connections to the parking facilities and commercial city blocks on the south side are awkward and require development.



INITIAL CITY BLOCKS  
DIAGRAMMATIC PLANS



Canal street



Harbour Park looking towards the centre



The central area beside the canal

## APPENDIX

### 1. Introduction

The focus of this project is the City Edge on a border with the historic and urban fabric of the city. The project has been developed during the period of the new urban development, the whole development is the presence of a new urban development.

The project focuses on the urban planning urban design and urban architecture to create a new urban fabric. The project focuses on the urban planning urban design and urban architecture to create a new urban fabric. The project focuses on the urban planning urban design and urban architecture to create a new urban fabric.

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### 2. Strategy

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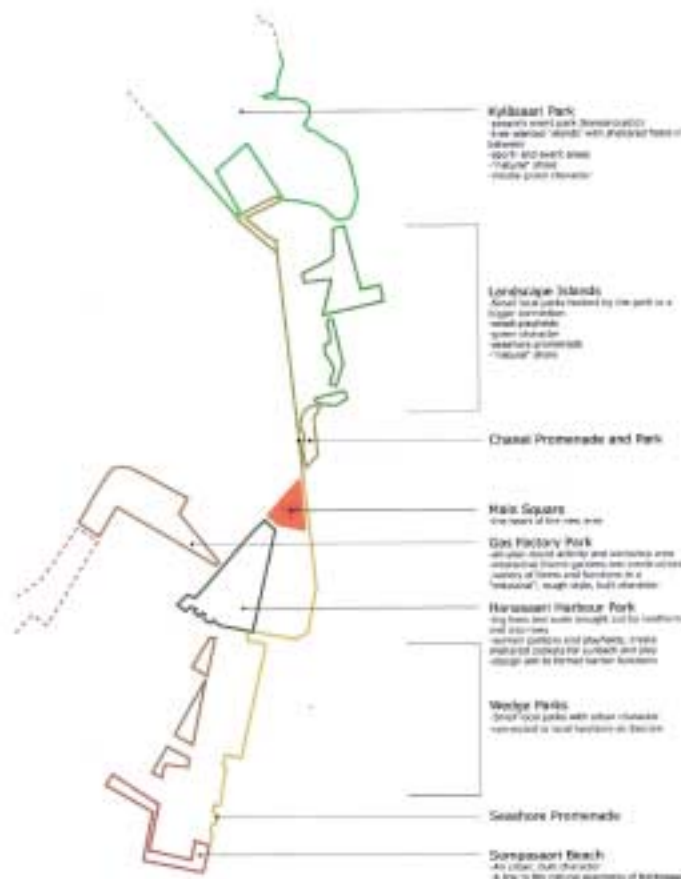
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Landscape infrastructure (1:10,000)







### 3. 'Garden' program – "From a fly to a house and a garden"

At present the housing stock of existing blocks is connected to small systems and is in need of a major renovation, a large scale of housing/landscape redesign, ranging from large town houses for the city center to (semi-)detached houses in the suburbs. The aim is to provide alternatives to the current situation of housing models currently being produced by both the public and private sectors. A key housing model is to create a new model and good value alternatives to the current situation. It is related with a limited budget, but the quality of the housing is high. The aim is to create a new model and good value alternatives to the current situation. It is related with a limited budget, but the quality of the housing is high.

The scheme envisages a green future and a new model of housing/landscape redesign, ranging from large town houses for the city center to (semi-)detached houses in the suburbs. The aim is to provide alternatives to the current situation of housing models currently being produced by both the public and private sectors. A key housing model is to create a new model and good value alternatives to the current situation. It is related with a limited budget, but the quality of the housing is high.

### 4. 'Green' program

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### 5. 'Urban' program

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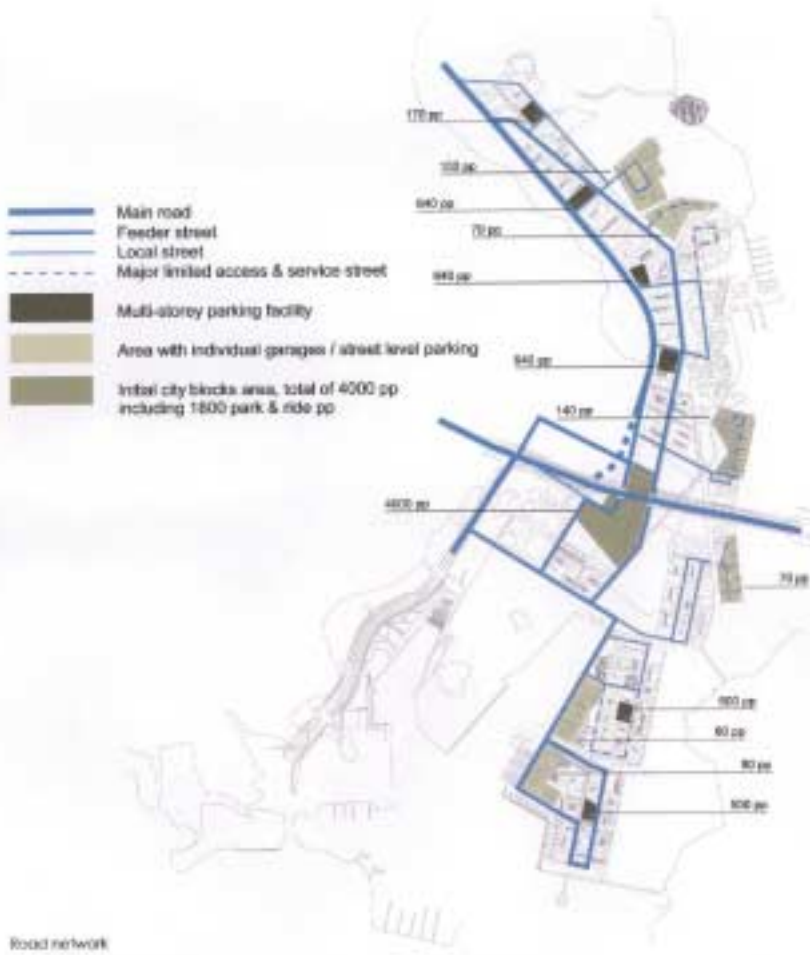
In close proximity to the new urban scheme, there could be a new urban scheme, ranging from large town houses for the city center to (semi-)detached houses in the suburbs. The aim is to provide alternatives to the current situation of housing models currently being produced by both the public and private sectors. A key housing model is to create a new model and good value alternatives to the current situation. It is related with a limited budget, but the quality of the housing is high.

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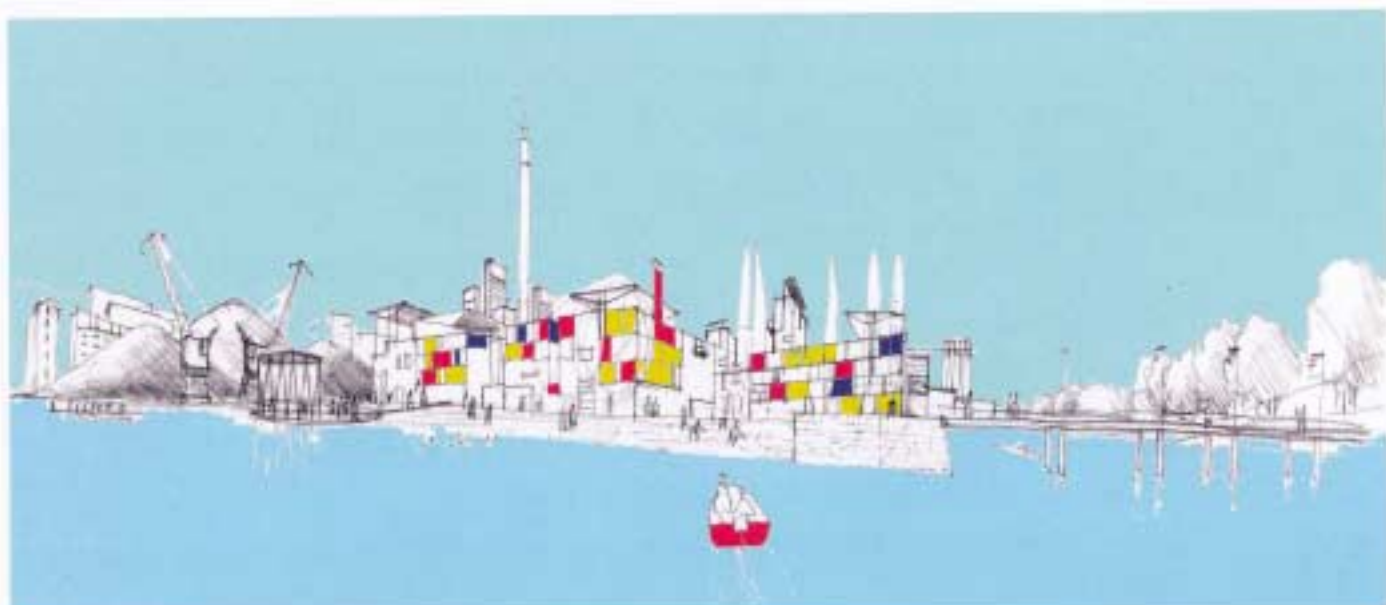
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Section A-A







The southern tip



View towards the metro station



[illegible]

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[illegible]

Interactions in *Brassica* are the result of a range of factors that include genotype, environment, breeding method for the trait of interest and the way the trait is measured. The results of the present study suggest that the genetic architecture of the trait of interest may be different in different environments. This may be due to the way the trait is measured or to the way the trait is expressed. The results of the present study suggest that the genetic architecture of the trait of interest may be different in different environments. This may be due to the way the trait is measured or to the way the trait is expressed.

[illegible]

The Census Bureau's 2000 and 2002 surveys through the new states is a reward of great interest and potential. It is possible to follow the direction throughout the whole area. The inclusion of the selected changes that being very related to the national population, in fact of an area concentrated character in the authors area. The park areas are (mostly for the Census) directly connected to the new state boundaries.

Every item has its own identity and is valued given situation. The main purpose of this and previous studies is the connecting factor, which helps to explain the past events. The past and children's programs are the point as first to introduce to each study, such as, there are a variety of children's experiences as well as the use of the Open-Endedness.

The degree of form and function in the brain seems enough, relating style with vision, attention, to the active, passive and more fully active periods, as well as to more recent forms, between drawings and text, interactive forms, patterns and characteristics are created by imagination and knowledge. These patterns have a shape for all kinds of knowledge, patterns.

The **Wedge-shaped pinkie** (sawtooth) ("Pinkie Point") is a key operation used to generate and maintain the required ratio from the knowledge base. The knowledge base is then used to calculate the ratio and the knowledge base is then updated with the new ratio.

[illegible]

The names that we use to describe the world are simply words used at many levels and a thinking tool to re-examine, understand and, in essence, the contents of the names built.

The park area is a mixture of backdrop, foreground, and middle ground. It is a public structure but contains private thoughts and is connected to the "back stage" on the surface side of the backstage bridge. The colorful pathway through the forest is a temporary office system of work, play, and activity space and the connection with nature from

The shrikebill is treated to a simple yet ring-piled-up hostlist of warring state strategies. The soft words of its lyrics have a very local and green character. They are clearly directed toward the sea and the southern pathways. The conventional literary conditions were largely either failed or contravened by the subject.

As well as new legislation on lobbying being the first step, it is proposed to establish a national lobby centre, connecting lobbyists to government and secondly to free business leaders to speak out. Another long term solution would be a more but over-looked to harness what is said in academic corporate research to the power of the media. The network of lobbyists would also be required to submit written evidence on a regular basis to Congress, the House, the Senate, the President.

The park starts with a series of paths that lead to a large, open field. The field is a mix of grass and dirt, with some trees scattered around the edges. In the background, there are some hills and a few buildings. The sky is clear and blue.







### **4.7 General plan**

#### **Overall concept in terms of urban structure**

The proposal is based on carefully considered axes (rays) that have been placed in a certain order of importance. The cityscape is outlined by the rays, i.e. the road and park axes and the vistas at the end of these. The structure derives its main direction from these lines and the vista axes. This gives rise to a very comprehensive plan that contains great flexibility. The axes define the areas, the size of which can be selected according to needs within the framework of the general principle. The network unites the area into a single entity and aims to minimise the divisive effect of Kulosaari Bridge. All the cityscape elements have to submit to the basic structure. The proposal is partially in conflict, which can be interpreted in as much as the rays will find their final place only in the future.

The proposal tries to return to such city planning principles in which the whole city is built on a network of continuous public space. This kind of planning principle has been criticised for being totalitarian in its features. The aim of the proposal is for a certain spontaneity and flexibility, but within a framework, however, of a fixed overall structure. The jury particularly appreciated two green axes ("big green triangle" and "from north to south") that split the area longitudinally.

The proposal calls for the planner to undertake single-minded, constant and sensitive monitoring of the situation in order to realize high quality urban environment. The proposal contains a certain risk, but at the same time within its framework it would be possible to construct a new type of environment even over a long period.

The drawing materials are not fully complete, nor is the external expression sufficiently effective in the minds of the jury, and neither does it provide a suitable new vision of the future environment.

#### **The area's relationship and connection to the surrounding urban structure**

By its nature, however, the area clearly differs from a grid iron plan. The cityscape highlights augment the urban structure in a way that is interesting and enhances orientation in an otherwise difficult environment. The lines of the east-west rays connect the current and new road network.

In the first stage, the proposal's visual relationship to the rest of the urban structure, examined from outside, was regarded as not yet ready. The proposal has now taken a stance by forming a straight line, fixed façade in the direction of town centre and Kulosaari island, and by opening up the city block structure towards the north. The placement of the high buildings, give more definition to the silhouette of the area viewed from all directions.

The urban nature of the area is based on a continuous road network, the interspersing of functions with each other and the opportunities for choice for the urban structure.

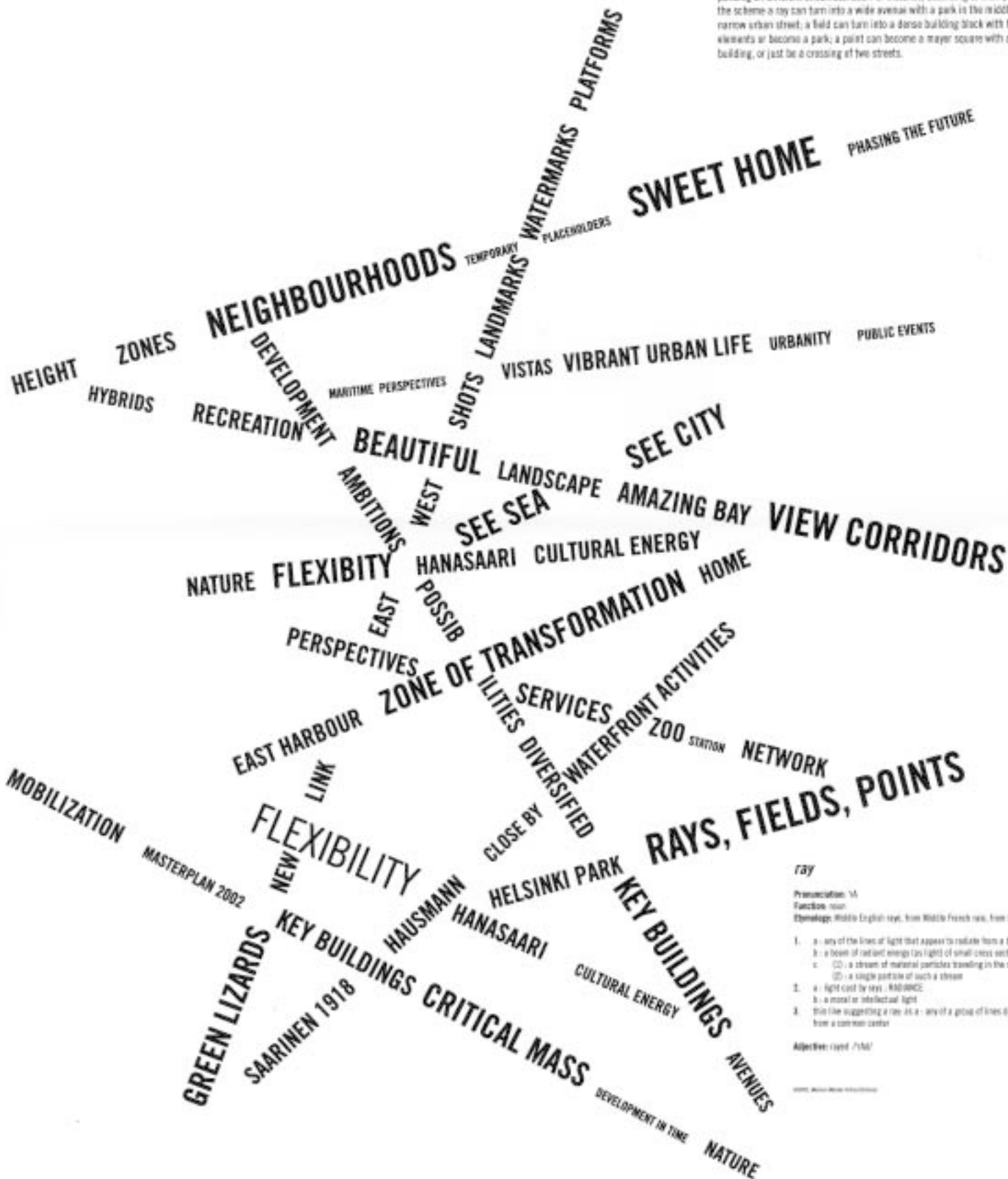
The jury's remarks for the further development of the surroundings of Kulosaari Bridge have been taken into consideration by forming a gateway to the Kulosaari direction and a building "front" on the west side of the green wedge. Furthermore, the eighteen-storey "key building – city maker" is located well in the city landscape forming a sort of outermost beacon for the downtown area. However the jury is not convinced that the over high tower is the best solution in the circumstances. The jury's remarks about "The Green Lizard" have not been taken into consideration, so it is seen as a theoretical green connection.



# RAY CITY HELSINKI

The master-plan for the Helsinki Waterfront is based on a system of points and lines that catches the area in a web, in order to constitute a cultural landscape, in which a balance between the built and the un-built will exist. This dynamic balance will provide for a clearly readable coherence between the existing townscape, the location and the water-edge. An analogy of Versailles or Haussmann Paris, the concept is a landscape-design, based on axes or rays, as we call them, which are extrapolations of existing streets, viewing corridors or other important lines, found in the city.

The result is a network of streets, avenues and boulevards, between which fields of different character are defined, with points or squares at their intersections. These three categories: rays, fields and points, can be filled in or left open, depending on different circumstances. For instance, according to their position in the scheme a ray can turn into a wide avenue with a park in the middle or into a narrow urban street; a field can turn into a dense building block with high-rise elements or become a park; a point can become a mayor square with a landmark building, or just be a crossing of two streets.



## ray

Pronunciation: /r/

Function: noun

Etymology: Middle English raye, from Middle French raye, from Latin rēa

1. a. any of the lines of light that appear to radiate from a bright object  
b. a beam of radiant energy (as light of small cross section)  
c. (1) a stream of material particles traveling in the same line  
(2) a single portion of such a stream
2. a. light cast by rays. RADIANCE  
b. a moral or intellectual light
3. this line suggesting a ray as a. any of a group of lines diverging from a common center

Adjective: rayed /r/

Source: Merriam-Webster Online

### **The interrelationship of the functions and the urban nature of the surroundings**

The plan does not take any firm stance as to what happens in the city blocks. The area can be very multi-faceted in terms of environment, because within the framework of the rules governing the possibilities for choice, each city block can be different in terms of content. This plan contains many subsequent choices and risks, and the final decisions concerning implementation of the city blocks and intersections are postponed until the city planning stage. In any case, however, the nature of the environment is compact and urban. The worst-case scenario may lead to a confused and difficult orientation to the cityscape.

Furthermore the proposal takes a clear stand that the green axes put forward are not suitable as construction sites for buildings, but that they are to be left open as public space. Despite the jury's comments, no places have been left for local public services.

### **Treatment of the waterfront zone and utilisation of the maritime aspect**

The treatment of the shoreline adapts very well to the existing situation. In order to breathe life into the straight shoreline it may be necessary to investigate other possibilities than the new jetty system for boats etc. put forward. The recess on the east shore of Sompasaari may be an unnecessarily expensive arrangement. In this respect, according to the jury's understanding, a green field would achieve the openness sought for the urban structure.

The seaside promenade has now been presented in a comprehensive manner in accordance with the critique of the jury. Similarly, the public transport routes have been presented well. Based on the illustrations for the initial city blocks, the vehicular traffic intersection arrangement with its many sharp corners appears to be manageable.

The incoming boulevard starting from the Vilhonvuorenkatu street runs alongside the dock and ends at the new bridge leading to Mustikkamaa. The wedge-like central park connects to the dock as an extensive terrace, there is a large seaside square at the tip of Sompasaari and on the eastern shore the seaside promenade extends here and there as seaside squares and boat harbours connecting in the north to the Helsinki Park network.

The chosen starting point means that the proposal is connected to its environment with clearly defined axis.





LOCAL PLAN SCALE

LOCAL PLAN SCALE

### **Traffic solutions**

The road network in the proposal offers the possibility for a good traffic arrangement. However, there would be a lot of confused crossroads in the road network. This confusion should be reduced by, for example, creating one-way systems.

The tram network is in line with the brief. The public transport arrangements are good.

The road network and the green zones create good conditions for planning a good pedestrian and cycle path route network.

Most of the parking has been proposed in connection with the parking facilities of the large city blocks.

### **Costs and feasibility**

The proposal's presentation approach is on a large scale and complete in terms of area. The competition area has taken maximum advantage as a city block area, with the exception of the park zones. In the north the construction boundary should be examined in the shore direction, due to the geological conditions. A hard base can be found at a maximum depth of around 40 – 50 metres. The extensive water filling on the eastern part put forward for the Hermannin ranta area is expensive, and nor does it add to the value of the development.

The wedge-like park zone clearly defines Sompasaari as separate from the power station area. The residential buildings shown on the Hanasaari side should be changed to office construction due to the proximity of the power station.

The office/commercial building area defined by the Kulosaari Bridge and the central park wedge functions well in terms of location and feasibility. The efficient parking solutions underneath the courtyards are suitable for the structure put forward.

The clear axes of the plan well support the phased implementation of the area. The municipal engineering construction is clear. However, the amount of roads in relation to the city block construction is too great. The plan does not call for great pre-investment.

### **Landscape evaluation of proposal**

The strong aspects of “RAY CITY HELSINKI” – the axis/view approach creating clarity and flexibility – are still to be found. The overall image has been focused, although the perspective images do not, unfortunately, bear much promise.

Some of the axes are still more logical than others.

There is potential for developing good parks, but if it is done in a too monotonous or formalistic way, one has good reason to worry about ill-proportioned squares or exhausting pedestrian walkways through a windy landscape.

The creation of an axis from Sörnäinen metro station via Vilhonvuorenkatu, all the way to Mustikkamaa along the new proposed bridge works well in this proposal. This axis is highly important in a hierarchical sense for the green areas network in the whole district.

The ‘key building north’ for sports and recreational use is placed too close to the shoreline.





LAND USE PLAN

PANEL NO. 3

### **4.8 Initial city blocks**

#### **The overall entity formed by the city blocks**

The initial city blocks are an element of the entire area's compact urban structure. At the shoreline, the city's incoming thoroughfare from the east meets city blocks whose buildings are higher than the others, and which accentuate the arrival in the downtown area. After this, the park (big green triangle) continuing from the southern dock to the east shore splits the area before reaching the commercial centre zone connected to the start of the downtown area at the metro station. The area's high Key Buildings stand out as still higher 13 – 18 storey landmarks.

#### **The solutions for the blocks around the metro station**

The city block near the metro station is not extensive in terms of surface area, but it has one of the areas high Key Buildings. The city block is feasible already at the beginning of the construction phase. Parking is concentrated to facilities in the blocks on the north and east side, from where there is a connection to the station. The starting point is possible but the plan would require further development.

The structure formed around the metro station is mainly ordinary construction. The solution itself leaves room for building planning.

#### **The features and quality of the city block structure of the residential and workplace area**

The apartments and workplaces are interspersed over the entire initial area of enclosed-type city blocks. From the proposal's illustrations, the solutions for the city blocks can be anticipated as enclosed city blocks.

The residential solutions in the central zone can be diverse within the urban framework; however, these have not been put forward in the plan.

#### **Treatment of the waterfront zone and utilisation of the maritime aspect**

The waterfront zone is totally public space. The green axes that end there link the area well to the seashore. The dock squares and the bridge to Mustikkamaa play an important role in satisfying the area's leisure time and recreational needs.

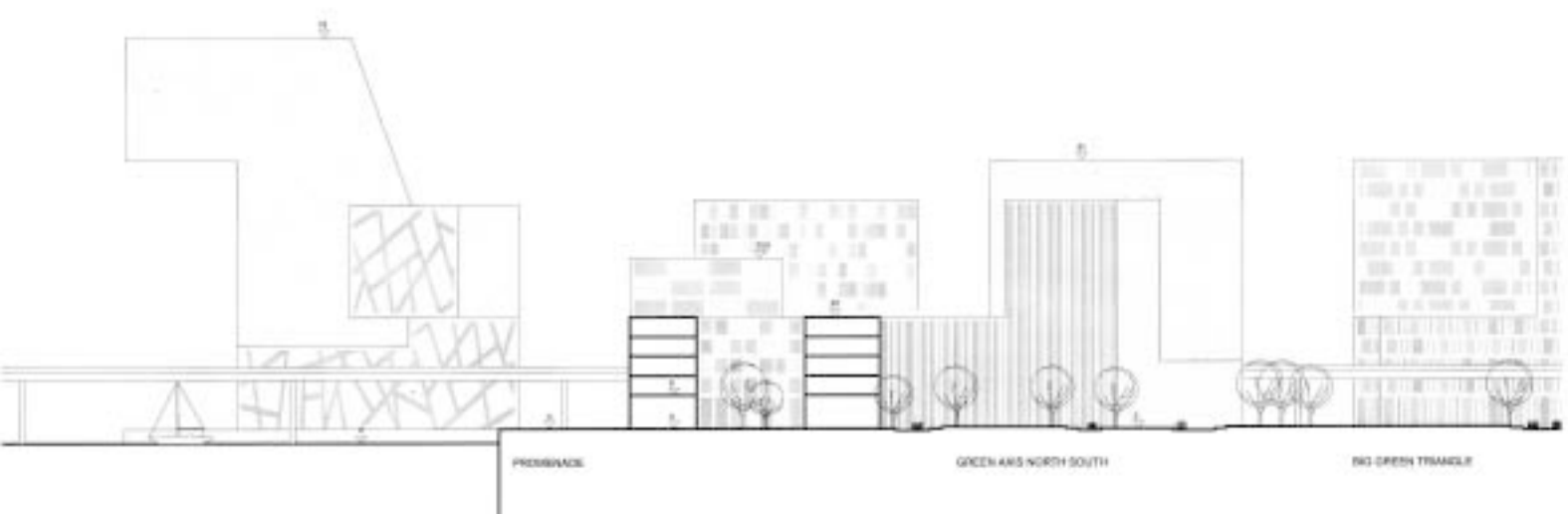
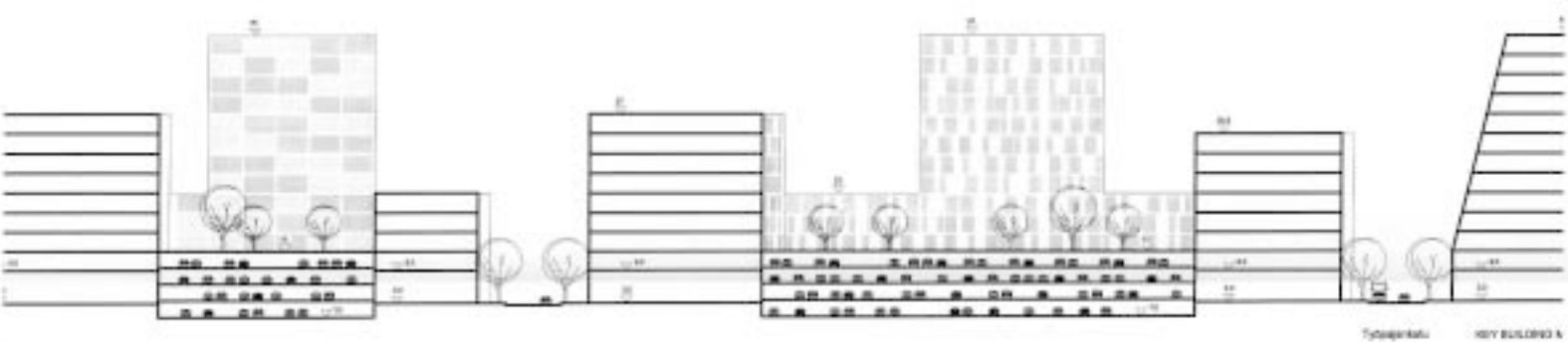
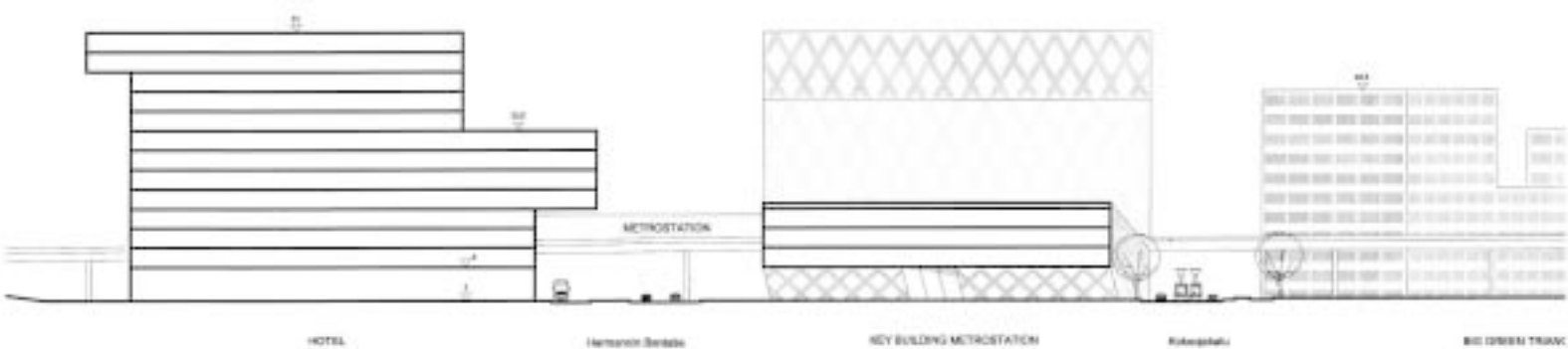
#### **Quality of the public spaces**

The plan has good preconditions to create a network of urban public space of a high standard.

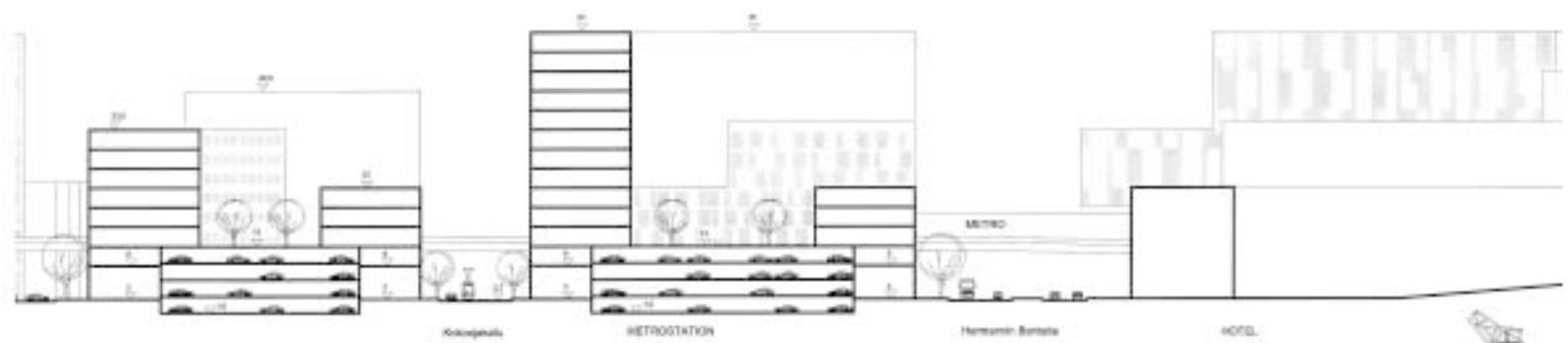
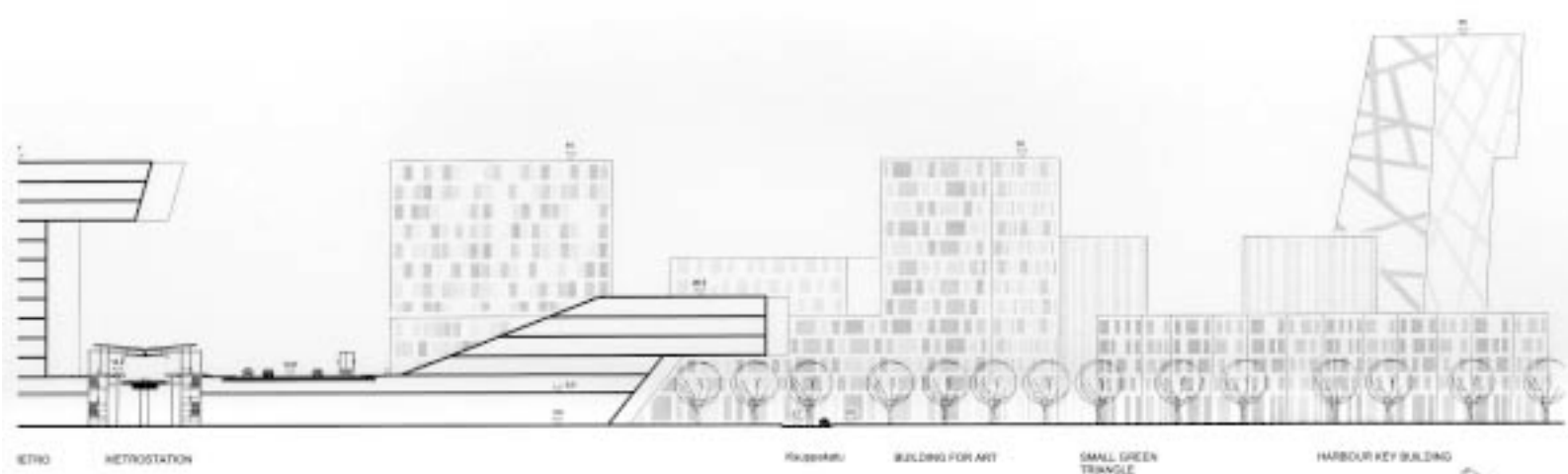
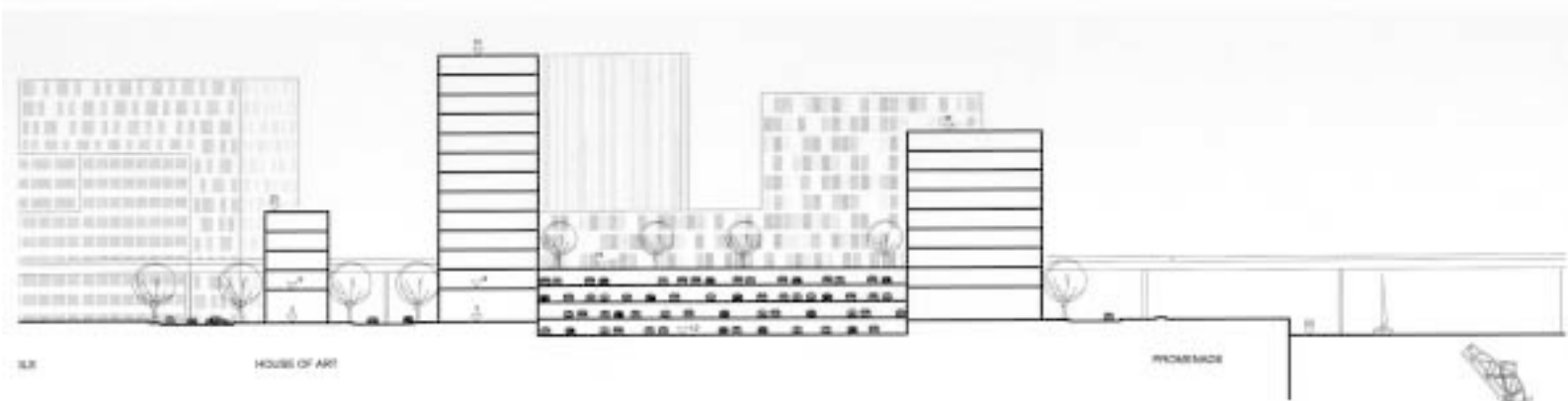
The bus terminal is on the west side of the metro station. The bus departure points at least should be on the east of the metro block, like the tram route.













RAYS DERIVING FROM BINDING INFRASTRUCTURE



RAYS DERIVING FROM EXISTING URBAN FABRIC



SPECIAL RAY NORTH SOUTH



RAYS DERIVING FROM MONUMENTS



SPECIAL RAYS EAST WEST



ALL RAYS



BASIC GRID LAYOUT OF RAY CITY HELSINKI

## LOGIC OF RAY CITY

The structure of the scheme is formed by four main linear elements: the feeder street between the existing city and the new area, the metro-bridge with the station, the wedge-shaped park that forms the continuation of the Southern basin and the shore-line of the sea.

A secondary structure of rays, wide avenues with park-strips in the middle, supports the main structure and provides a clear orientation throughout the site, like the long green axis running from the North to the central zone near the metro-station.

A third structure of rays establishes a subtle pattern of avenues and streets in different characters, which provide identity within the different neighborhoods. This three-fold hierarchy ties the area together into one single concept, in which differences are possible without a loss of orientation.

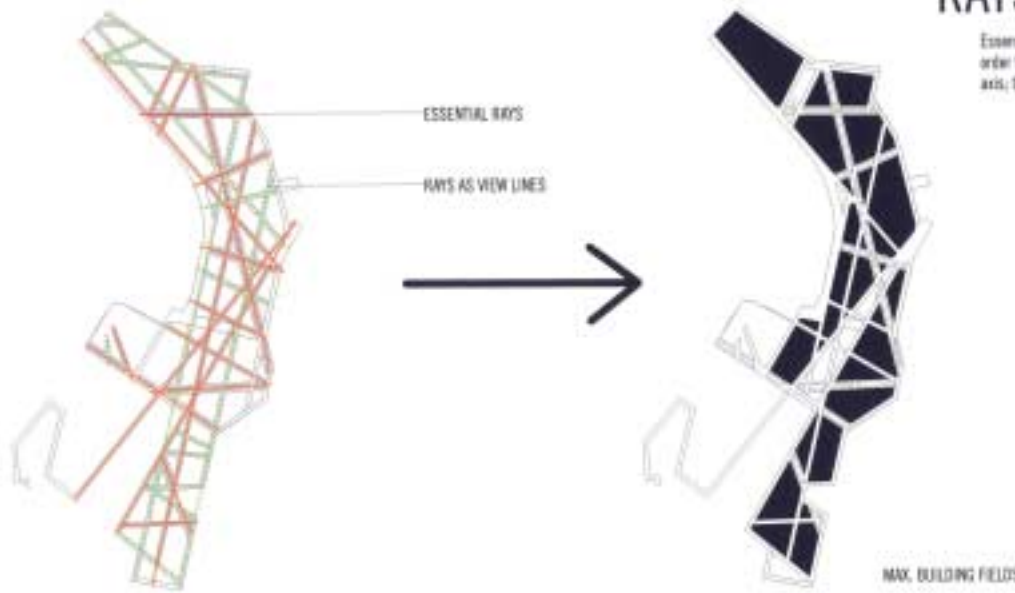
We introduce 4 different types of rays:

- Rays deriving from urban fabric
- Rays deriving from monuments
- Rays deriving from binding infrastructure
- Special Rays, one running north-south, several other one dividing in east-west direction (east-west shifts)



# RAYS AND VIEWPOINT AXES

Essential rays guarantee the most crucial connections throughout the site. In order to ensure efficient development, other rays can be interpreted as view point axis; this allows for possibilities of larger developments.



# LAND USE

The land use diversification is not fixed, but develops according to these principle guidelines. The building fields in the centre near the metro-station allow for the highest densities and a maximum of commercial functions. The blocks along the ring-road and other busy traffic-arteries contain mainly public functions, offices and enterprises in order to shield off residential developments from traffic noise and emissions. The rest of the blocks can vary in density, containing mainly residential buildings and related amenities.



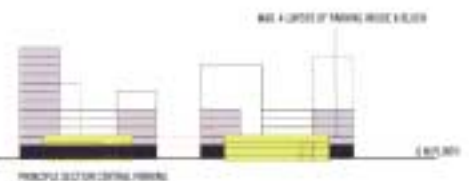
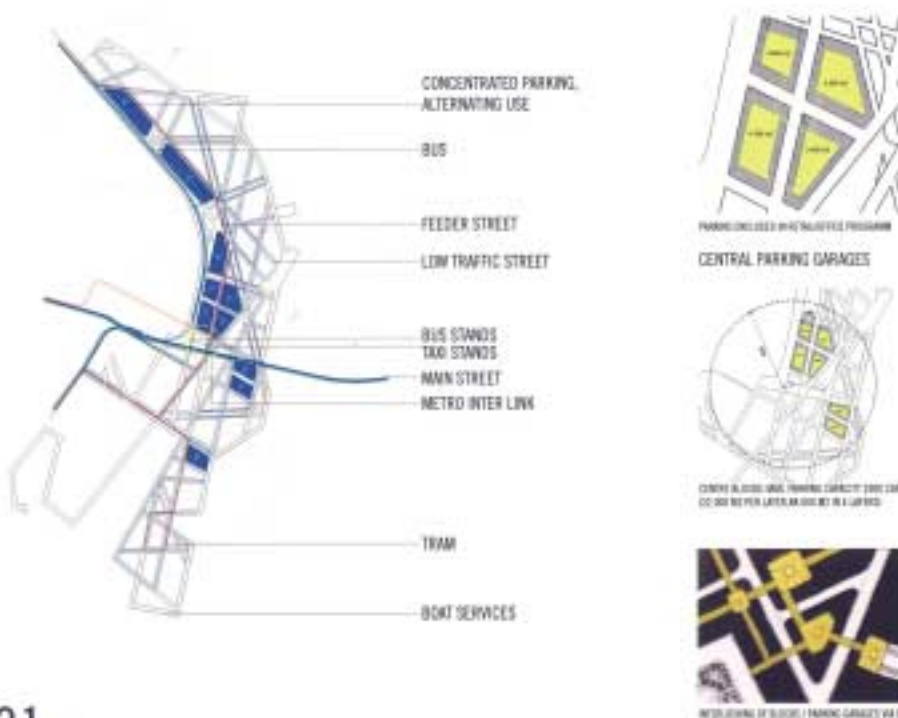
TOTAL LAND AREA	1,200,000 m <sup>2</sup>
LAND USED FOR BLOCKS	840,000 m <sup>2</sup>
COMMERCIAL BLOCKS	110,000 m <sup>2</sup>
COMMERCIAL/RESIDENTIAL BLOCKS	110,000 m <sup>2</sup>
RESIDENTIAL BLOCKS	110,000 m <sup>2</sup>
FIELD BLOCKS	80,000 m <sup>2</sup>
AREA FOR CAR-PARK GARAGES	10,000 m <sup>2</sup> (approx. 10,000 cars)
PARKING OTHER BLOCKS	10,000 m <sup>2</sup> (approx. 10,000 cars)
GENERAL AREA	110,000 m <sup>2</sup>
AREA FOR TRAFFIC PURPOSES	100,000 m <sup>2</sup>
PARKS	100,000 m <sup>2</sup>
WATER	100,000 m <sup>2</sup>
COMPETITION AREA	1,200,000 m <sup>2</sup>

ALL OF PARKING ARE INCLUDED UP TO THE MAXIMUM 10000 m<sup>2</sup>

# TRAFFIC NETWORK

## Traffic Network

The traffic network for motorized traffic is based on the current principle of circulation. The feeder street serves the site, from where the rays provide for an efficient and relaxed circulation system. Although large flows of through-traffic within the site should be prevented, alternatively a well oriented way to penetrate the site and move from one side to the other should be possible. The majority of the required public parking space is housed in the interiors of the larger building blocks directly adjacent to the metro-station, in order to create favorable park-and-ride facilities. On-street parking is arranged on feeder and local streets.



The parking garages of the central business blocks can be interlinked via bridges, if a larger system of garages is desired. These blocks have a potential capacity of 2500 cars in four layers.

## GREEN NETWORK



SKETCH BASIC GREEN SPACES

The ray structure is strongly supported by the Green Network, which also penetrates into the existing neighbourhoods, linking them to the new development. From the Park in the North, specially detailed public spaces form a green network along the main rays, the shoreline and the wedge-shaped park. These lines, with tree rows, landscaping elements, street furniture, gardens, lawns and sport and playgrounds are linked to semi-private pocket-parks, squares and courtyards within the building fields. Whereas the public space in the interior of the scheme are merely detailed as green spaces, the public space along the shoreline, with exception of the parks, detailed in stone and wood, creating stepped terraces, jetties and platforms into the sea. Some larger public spaces, for instance at the tip of the Southern jaw, are equipped with public services in order to allow public events like concerts, open-air festivals or boat races.

## DIVERSIFICATION BY HEIGHTS

The scheme is divided into different zones with specific spectra of density, program, land-use mix and typologies. In this way the area can differentiate into an urban landscape of characteristic neighbourhoods, from high-density metropolitan districts near the railway station to green garden-city blocks in the North. The zones of different neighbourhoods, woven together by the rays, will establish an organism of complementary relations, rather than a collection of self-referential individual blocks.

### HEIGHT ZONES WITHIN THE SITE

... create neighbourhoods of various height qualities. These zones define the average height of building masses within a certain location.

Diverse spatial and sociological differences within the RAY CITY fabric and provide for typological differentiation. Higher patches are next to lower ones, row house next to residential block, luxurious next to casual buildings. Identification of a larger scale is produced by the spatial net of key buildings.



HEIGHT ZONES



LONGITUDINAL PROFILE, VIEW FROM EAST

## SUB CENTRES AND NEIGHBOURHOODS

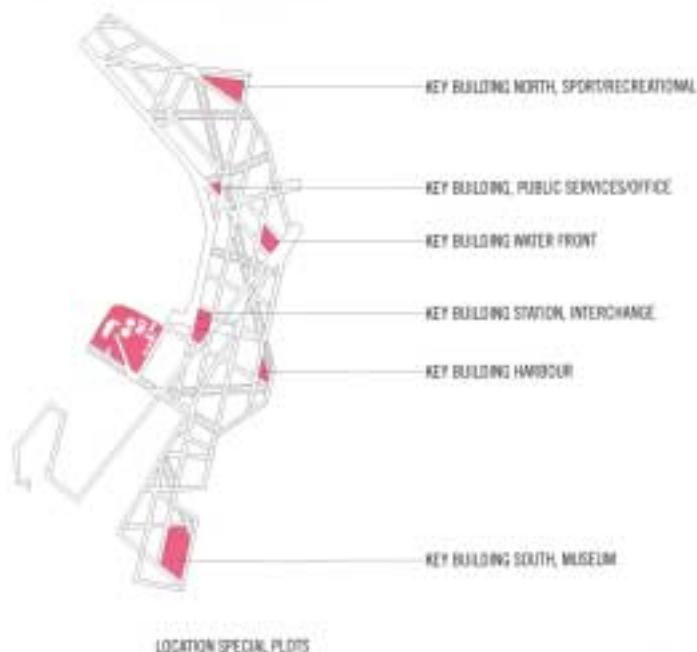
Within the grid of RAY CITY various scenarios of neighbourhood building, programmatic zoning or thematic clustering can be established. It is possible to create atmospheric neighbourhoods or districts with a distinct spatial and functional character. We do not want to use the grid to isolate various plots to areas with one dimensional urbanity. We seek for overlaps between various programmatic and thematic zones, thus establishing a rich and layered urbanity.

The recreational green spaces running east-west could form the physical border of neighbourhoods. Roads could be developed into specifically programmed streets, crossing cutting various neighbourhoods. A pattern of subcentres will provide public services, community programme and recreational green areas. Neighbourhoods could be defined in terms of catchment's areas and logistics but not necessarily by architectural style or characteristic typology.



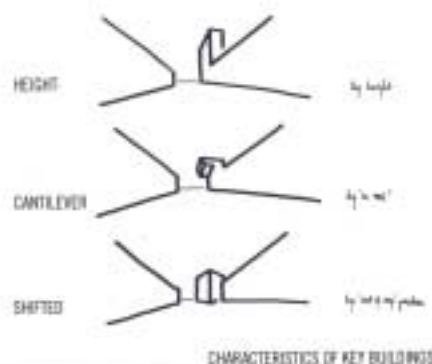


# SPECIAL PLOTS

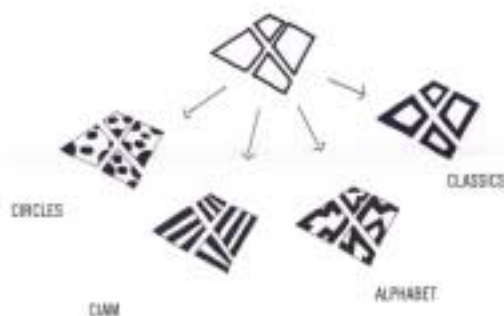


On strategic points, preferably at the intersection of important rays or key locations on the waterfront, landmark-buildings or -blocks are projected, containing special programs, like theatres, schools, hotels, other public buildings or even offices.

These objects support the monumental quality of the public spaces and enhance the orientation and identity in the area. They contribute to a differentiated skyline from several viewpoints. They are, however, not solitary buildings in the traditional sense, but hybrid complexes that develop their sculptural mass from a base of public functions, thus activating the public space around them.



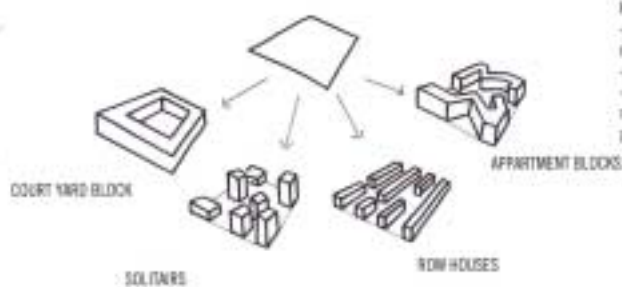
# GROUP PLOTS



A group of plots can be seen as a development unit. Several individual plots can unite in a larger scale. This allows the opportunity to create neighborhoods by repetitive typology.

The conditions of a group development requires specific rules. If applicable the development should follow the basic key rules (corner rule, perimeter rule, height zoning rule).

# INDIVIDUAL PLOTS

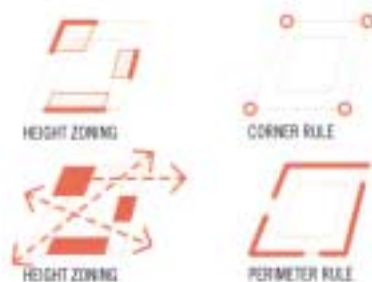


A plot can be seen as a grid unit, which can be filled in individually.

In order to achieve a vibrant urban fabric, various typologies are created. The "infill" of a block happens according to minimal rules, in order to achieve maximal development possibilities.

Key rules are:

- 50% of the perimeter of each block should be defined by built mass (perimeter rule)
- 3 of 4 corners of a block should be built up (corner rule)
- max. 40% of the footprint of a block can rise above its defined heightzone; built mass above the height zone are to be placed shiftily in order to guarantee transparency (weight zoning rule)

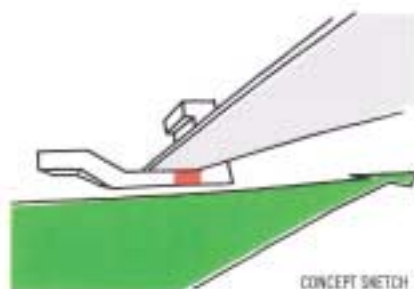


# EXPLANATIONS

## CENTRE - METRO STATION - BRIDGE - PARK



## GETTING IT DOWN LOW



### CONCEPT SKETCH

This principal axis from the city-centre along the metro-line across to the islands in the sea, is as essential activator. The metro brings the majority of the people into the site, supported by park and ride facilities in the adjacent parking-garages. Here, the highest building-density and the most contrasting land-use mixture will create the areas urban centre. Shopping, gastronomy, public services and cultural programs will be housed in the plinth of the buildings, activating the street-front into a vibrant urbanity. On the higher levels, apartments and offices are mixed with public facilities like hotels and cinemas.

Across the wedge-shaped park a bridge for the metro and the road will be constructed, allowing the park to continue through the centre and to become a "social condenser" for the people of the centre. Although one must be careful not to construct inhuman shopping-mall like complexes, the centre will be partly equipped with several grade-levels, connecting the upper levels of the station, the parking-garages and the raised courtyards and atria of the surrounding blocks with the lower level of the park and the streets.

### The Bridge - Object in the Park

The bridge is designed as an object, thin and elegant. In order to reflect a) the object-like character and b) the interaction with the big green triangle, we imagine it as a mystical reflecting object. The park passes underneath it continuously. The station entrance becomes part of the park and puts the metro station into the park setting of the Big Green Triangle.



A SPECIAL BRIDGE. A SPECIAL PLACE.



AN OBJECT

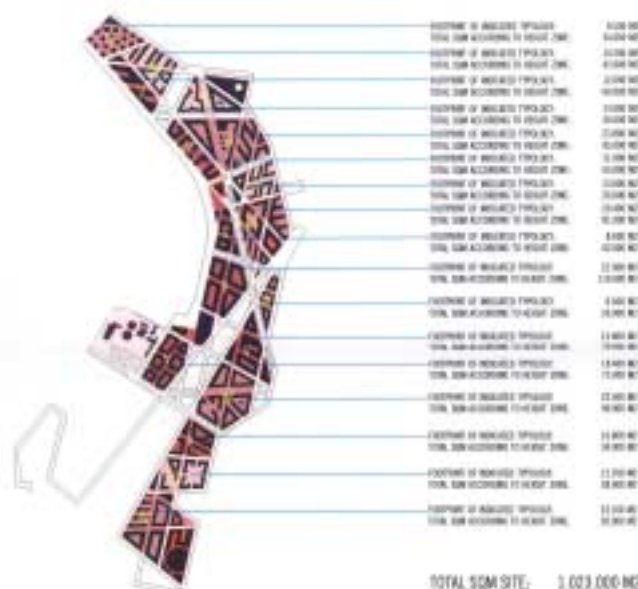


## REFLECTION



MIRROR MEETS ART

## M2

TOTAL SCAR SITE: 1,023,000 MG  
 (2000-2001) (2002-2003)

The indicated urban layout houses a total amount of around 1,000,000 eggs.  
The key buildings are not included.

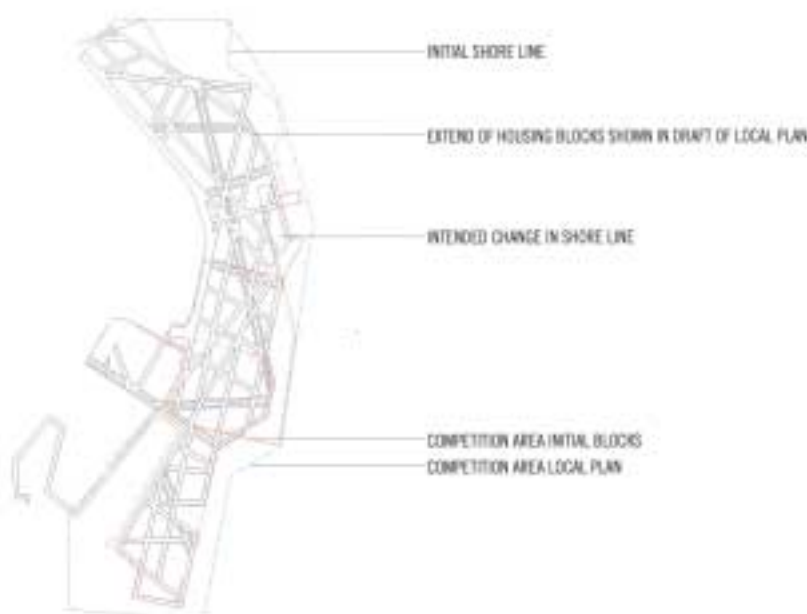
The central business district blocks offer a total amount of 189,000 sq2 within the defined height average zone of 5 layers, towers not included.

The ground floor is calculated as a plinth of 5 meters height, the plinth is seen as a flexible urban typology, which can adapt housing / working units as well as commercial programs.



FLEXIBLE PLANT

## SITE BORDERS AND SHORE LINE



The site borders and problematic shoreline zones have been respected according to the brief and according to the commitments that were handed to us in the first phase.



# DEVELOPMENT SCENARIOS

## Transformation

In addition to the design-concept, an implementation concept is a necessary instrument for a gradual realization of RM CITY. Rather than producing a final design with an end-vision, the design can be immediately implemented by demarcating the future structure by (temporary) landscaping and street furniture, as well as regrouping existing functions on the site, in accordance with the future lay-out. Here, a process of "simultaneous chess" is proposed, working from two sides.

As "official" side, like the initial development around the metro-station and an "informal" side that mobilizes forces in the area. One of the maps could be painted onto the existing asphalt, organizing the parking of containers and trucks. Temporary festival pavilions could be placed in the footprint of future building fields. Low-cost and low maintenance programs like sports facilities could be started. Elsewhere the construction of a residential neighborhood could act as an "urban catalyst". In such a way, a transformation-process could immediately start and radiated with the public, putting the site in the minds of the population, accelerating the process of acceptance. After some time, the site would be in a constant process of transformation, but complete in every stage of realization.



CENTRIC DEVELOPMENT



SPREAD DEVELOPMENT



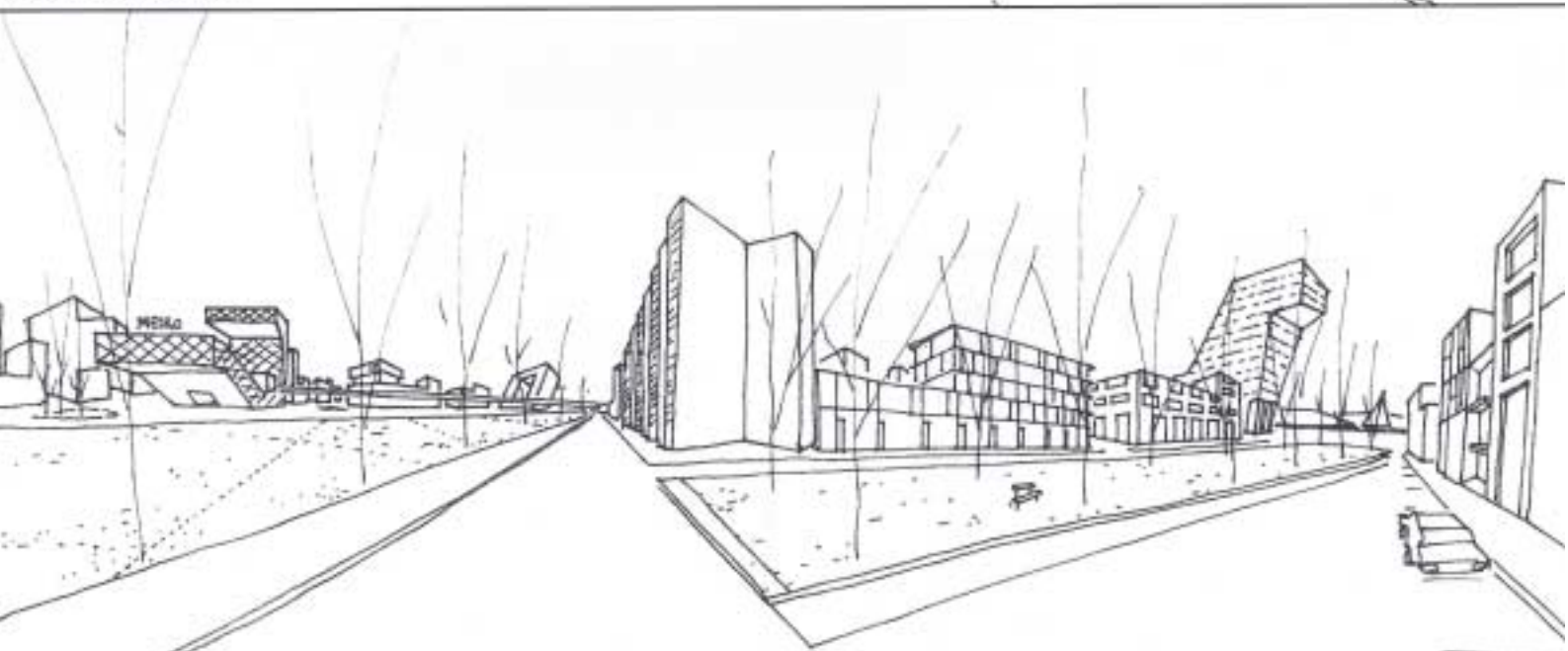
DEVELOPMENT ACCORDING TO INFRASTRUCTURE



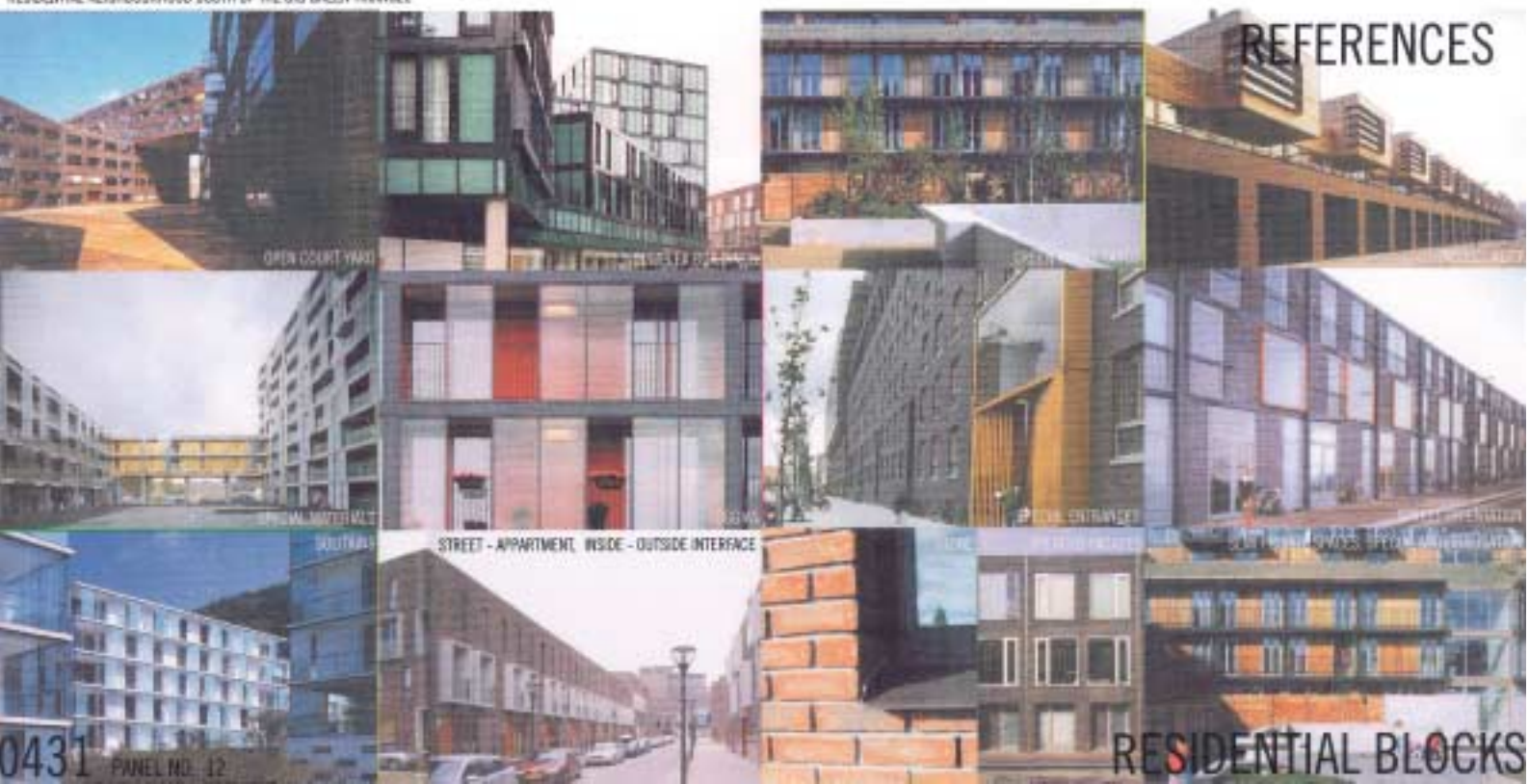




RESIDENTIAL NEIGHBOURHOOD NORTH



RESIDENTIAL NEIGHBOURHOOD SOUTH OF THE BIG GREEN TRIANGLE











## **4.9 Statement by Helsinki energy on the proposals for the second stage of the competition**

### **General**

In terms of the technical network, all the competition proposals are demanding as far as implementation is concerned due to the area's location. The proximity of the sea, the ground conditions and the channels dividing the area make a demanding task for further planning.

### **"1377"**

On the basis of this proposal it appears most natural to have the energy supply area around and on the south side of the present Hanasaari-B power station. The harbour for small boats at the bottom of the bay limits the location of the fuel harbour to the south. The traffic connection as a continuation of the Vilhonvuorenkatu street would mean the demolishing of three rather large Helsinki Energy buildings, and the relocation of their functions to the remaining area. The important Helsinki cape aerial transmission line must be located in connection with the said street.

### **"Amphibia"**

This proposal leaves the whole present energy supply area separate in its entirety and therefore provides good opportunities to develop the area according to future needs. The location of the fuel harbour can be solved in a different manner. The usability of the area remaining on the northern side of the Vilhonvuorenkatu street will be clarified in more detailed planning. The Helsinki cape aerial transmission line is feasible. In terms of the implementation and durability of the technical network the solution is the most demanding of the three.

### **"Ray City Helsinki"**

The proposal perhaps defines the energy supply area to the south side of the continuation of the Vilhonvuorenkatu street most strongly. The Helsinki cape aerial transmission line is feasible. The best place for planning the location of the fuel harbour in terms of the whole plan is on the current dock line. In terms of implementation of the technical network, this proposal is the most feasible.

# 5. Contribution of the Competition

The primary target of planning Sörnäistenranta and Hermanninranta areas is to achieve an architecturally and environmentally sustainable and quality residential and business area.

Although the townscape and traffic principals differ a lot in each proposal, they have brought new ideas to the competition for the local plan, and especially by using the water elements as part of the town structure and also by connecting the different parts of the competition area with parklands and water themes. The competition is considered an excellent starting point for the draft local plan.

Despite the apparent differences between the proposals "Amphibia" and "Ray City Helsinki", they still complement each others at each level of the local plan. Differences can be found above all in those targets that they present for residential solutions. "Amphibia" emphasizes the possibilities for dense and rather low habitation near water by presenting in that way a new dwelling type to downtown. The sensitively illustrated residential environment in the proposal could most naturally be realized in outer border or outside of the initial city block area. "Ray City Helsinki" does not take a stand on dwelling types nor quality of the immediate surroundings but concentrates on questions concerning the local plan. Proposal "1377" presents a solution for the local plan which objectives of town structure and townscape are traditional and as such tried and proved.

One aim of the competition was also to give sufficient ground to draw a detailed plan for residential and business blocks to be built in the first phase. This wish of getting more specified planning principals for initial city blocks has led only to partial results. The jury is however convinced that unusually small dwelling types targeted for particular customer groups around the shoreline and water themes can be achieved and as such, may produce a more integrated town structure where different activities alternate and are of a more diverse nature than currently can be experimented on the area.

None of the competitors presented a solution for the initial city blocks which could work as it was presented as a starting point for the detailed plan. The phases when building residential blocks will have to be reconsidered in future development.

In that respect, further evaluation of the future development is required for metro blocks before a feasible solution can be found. This result is by no means a surprise when one considers the size of the area and the complexity of the design problems involved, added to the fact that it was a question of ideas competition.



## 6. Competition result and recommendations for further action

The jury puts the “Amphibia” proposal in first place and recommends that this proposal should be the basis for the local plan. The jury also proposes that the main ideas of the “Ray City Helsinki” proposal be taken into consideration in further planning.



“AMPHIBIA”

## 7. The competition jury

### Affirmation of the jury report Helsinki 1 June 2005



Pekka Korpinen  
Deputy Mayor, Chair



Kari Raimoranta  
Architect, named by the Competition  
Committee of the Finnish Association of  
Architects



Heikki Somervuo  
Project Director, Economic and Planning  
Centre



Pertti Kari  
Director of the Strategic Urban Planning  
Division,  
City Planning Department



Tuomas Rajajarvi  
Architect, Director of the City Planning  
Department



Mikael Sundman  
Architect, Project Leader, City Planning  
Department



Tapio Korhonen  
Director of Finance, Economic and  
Planning Centre



Matti-Pekka Rasilainen  
City Engineer, Public Works Department



Tuomas Hakala  
Architect, City Planning Department,  
Secretary



Anneli Lahti  
Architect, Director of the Town Planning  
Division,  
City Planning Department



Matti Rytölä  
Head of Department, Real Estate  
Department



## 8. Opening of the Envelopes containing the Names

The envelopes containing the names behind the proposals are found to be unopened, and the creators of the proposals are:

### **The winner of the competition "AMPHIBIA"**

Authors: Arkkitehtitoimisto Harris-Kjisik Architects

Trevor Harris, professor, architect SAFA RIBA  
Hennu Kjisik, architect SAFA

Principal assistant: Robin Wycherley, B.A.(Arch.), Dip.Arch.

Assistants: Malin Blomqvist, landscape architect MAL  
Chris Delany, student of architecture  
Beni Kjisik, B.A. (applied arts)  
Ville Rantanen, architect SAFA  
Mark Timms, architect RIBA

Experts: Hanna Harris, urban researcher and producer (city culture)  
Jukka Syvälahti, engineer (traffic)

### **Proposal "1377"**

Authors: Erskine Tovatt Architects & Planners

Johannes Tovatt  
Kristina Henschen  
David Neuschütz  
Geoffrey Denton  
Aron Swartz  
Sara Almén  
Ian Casey  
Zlatko Pilipovic  
Thomas Westring  
Magnus Andersson

### **Proposal "0431" Ray City Helsinki**

Authors: Prof. IR. K. W. Christiaanse  
IR. R. Gietema  
Dipl.-Ing. H. H. Zeisberg

Assistants: J. Poetzsch  
D. Bergmayr  
B. Martinez  
D. Schmitz-Mohr  
S. Osinga  
J. Van Noort





# Documentation page

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**Authors**

Helsinki City Planning Department, The Eastern Waterfront Project

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Helsinki Eastern Harbour Sörnäistenranta and Hermanninranta

Invited Architectural Ideas Competition 22.10.2004 - 22.4.2005

Evaluation report

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**Series title**

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**Abstract**

The City of Helsinki held a two-stage closed architectural ideas competition for the planning of Sörnäistenranta and Hermanninranta areas, which will become available for the new land-use when the harbour operations come to an end.

The competition area is located on the eastern edge of downtown Helsinki. The area comprises approximately 135 hectares of land, which is currently being used mainly for harbour operations, industry and storage.

The purpose of the competition was to clarify the guidelines for a local plan that is in keeping with the area and meets the planning objectives, and, based on this plan, high quality and feasible starting points for making the detailed plan for the initial city blocks.

Construction at Kalasatama area is estimated to begin in 2009 after the harbour operations have moved to Vuosaari district. The majority of the construction is scheduled for the 2010s and 2020s.

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**Keywords**

HELSINKI

KALASATAMA

EASTERNHARBOUR

SÖRNÄISTENRANTA

HERMANNINRANTA

COMPETITION