

# DESIGN TELAKKA

INVITED ARCHITECTURAL COMPETITION

JURY REPORT

**SKANSKA**



Helsingin kaupunki  
Kaupunkisuunnitteluvirasto





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# 1 ORGANIZATION OF THE COMPETITION

## 1.1 ORGANISER, OBJECTIVE AND CHARACTERIZATION OF THE COMPETITION

The competition was organised jointly by Skanska (Skanska Talonrakennus Oy) and Helsinki City Planning Department. The competition was an invited architectural competition for the design of Design Telakka and the adjacent residential area in Telakkaranta in Hietalahti, Helsinki.

The area under consideration in the competition was divided into two areas: the "Competition Area" and the "Study Area". The former, comprising the Design Telakka area, were to be planned in detail, while proposals for the "Study Area" was to be presented at a more general level.

The objective of the competition was to find an architecturally and functionally high-class solution for a new building connected to the old industrial buildings of the former shipyard area, which will contain a hotel and design shops and which will complete and enrich the historical environment. Planning the re-use of the old industrial buildings was also an essential part of the competition objective. The remodelling of the existing so-called engineering workshop was not part of the competition task.

Additionally, the objective was to find a solution for the "Study Area" at a general ideas level, incorporating a residential area in connection with Design Telakka and which enhances the character of the area. The aim was to combine the preserved graininess of the shipyard with innovative new architecture, as well as enhancing the maritime character of the area in order to find an interesting cohesive solution in relation to the existing urban structure. The objective of the competition was to find an overall solution that creates the prerequisites for further development of the area.

## 1.2 COMPETITION PARTICIPANTS

The following four architects' offices were invited to participate in the competition:

- JKMM Architects, Finland
- Sigge/Viiva Architects, Finland
- Lundgaard & Tranberg Architects, Denmark
- Diener & Diener Architects, Germany/Switzerland

## 1.3 FEES

A fee of 40 000 euros (+23% VAT) was paid to each invited office that submitted an approved entry.

The fee was paid on 8th December 2010, the sum calculated as part of the overall fee of the office who would possibly be commissioned to carry out further design work. The fee was paid via The Finnish Association of Architects (SAFA) and 10% of the total fee was deducted to cover the fees of the participants' representative in the jury and for other expenses.

## 1.4 COMPETITION JURY

The competition entries were assessed by a jury comprised of the following persons:

- [Chairman of the jury] Annukka Lindroos, deputy director, Helsinki City Planning Department/Town Planning Division
- Markus Heino, director, Skanska (Skanska Kodit)
- Jukka Hörkkö, director, Skanska (Skanska Kodit)
- Tapio Parviainen, project director, Skanska (Skanska Oy)
- Riku Patokoski, Head of product development, Skanska (Skanskan Kodit)
- Matti Kajansinkko, project manager, Helsinki City Planning Department/Länsisatama (Westharbour) Project
- Kirsi Rantama, architect, Helsinki City Planning Department/Länsisatama (Westharbour) Project
- Juhani Tuuttila, head of division, Helsinki City Real Estate Department/Land Division
- Trevor Harris, professor, architect, SAFA

The jury experts were:

- Timo Laitinen, project director, City of Helsinki Economic and Planning Centre
- Anne Nervola, engineer, traffic planning, Helsinki City Planning Department
- Riitta Salastie, architect, building conservation, Helsinki City Planning Department
- Kati Immonen, engineer, Helsinki City Planning Department
- Juha-Pekka Turunen, interaction designer, Helsinki City Planning Department
- Sari Saresto, researcher, Helsinki City Museum
- Pirkka Hellman, architect, Helsinki City Building Control Department

The secretary of the competition jury was architect Pia Kilpinen from the Helsinki City Planning Department. Skanska's cost examination unit prepared the quantitative calculations.

Before announcing the results of the competition, the competition entries were placed on public display in the Helsinki City Planning Department exhibition space (called Laituri), as well on its web pages, for a period of two weeks. The competition entries were presented in two national and several local newspapers, and the opportunity was made available for the public to give their comments. Commenting on the competition entries was rather lively. In the exhibition 46 feedback forms were submitted, 113 comments were received on the internet pages, and an additional 8 written viewpoints were received from residents' organisations and housing companies in the neighbourhood. Apart from the evaluations concerning the competition entries, there were also many observations regarding the further planning.

The jury also invited experts it deemed necessary to assess the competition results. The experts were Jouni Heinänen, landscape architect and Matti Neuvonen, engineer (Helsinki City Planning Department), Merellinen Helsinki, Elävän musiikin yhdistys ELMU ry, Scandic Hotels Oy, Aimo Salmi (commercial expert) and Kari Korkman (Helsinki Design Week). A summary was compiled of the expert opinions for the use of the jury. The material will also be utilised in the further planning process.

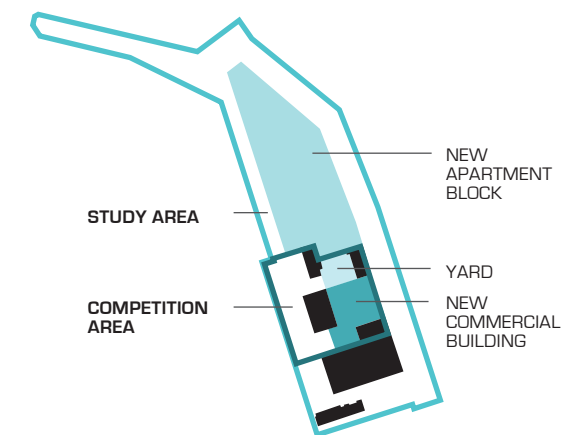
## 1.5 APPROVAL OF THE COMPETITION PROGRAMME

The competition organiser, the jury and the SAFA competition secretary approved the competition programme and its appendices.

## 1.6 COMPETITION TIMETABLE

The competition began 16th August 2010. The closing dates were 15th November 2010 for the drawings and 29th November 2010 for the scale model.

The publishing date for the competition results is 2nd February 2011.



## 1.7 COMPETITION SEMINAR

The competitors were invited to a seminar where the participants were able to ask questions about the competition documentation and competition area. The seminar was held on Friday 20th August 2010 in the Nosturi building (Restaurant Alakerta, Telakkakatu 8). The seminar was followed by a tour of the competition area.

## 1.8 QUESTIONS CONCERNING THE COMPETITION

The jury received five questions regarding the competition before 3rd September 2010. The questions were about the situation and functions of both the basement and the yard between the sawmill and the brass foundry, the border of the study area, the size of the bay for the hotel rooms and the reduction of the presentation drawings.

Two additional questions were received after the official question dead line: one concerning the final presentation of the competition, and another about the difference between the desired total floor area in accordance with the cityscape objectives (approximately 11 000 m<sup>2</sup>) and the floor area in accordance with the hotel's spatial programme in the competition programme.

All the questions and jury replies were sent to the participants.

## 1.9 ARRIVAL OF COMPETITION ENTRIES

The competitors sent the competition entries, before the deadline and containing all required documentation, under the following coded pseudonyms:

1. "Eighteensixtyfive"
2. "Hot Dock"
3. "Living harbour"
4. "Noah"

## 2 COMPETITION EVALUATION

### 2.1 GENERAL EVALUATION

This competition proved to be a tough and absorbing challenge for all competitors. Despite the overall high standard of the entries, no one competitor managed to provide clear and convincing answers to all the problems and issues raised in the competition brief. This is a natural outcome as the competition area had been divided into two parts, one to be studied in detail while the other was to be resolved only schematically.

With much of Helsinki's inner city old harbours and waterfronts already undergoing renewal following the transference of the main cargo harbour facilities to Vuosaari, it was only a matter of time before the old shipbuilding areas came under scrutiny. The process has already started in Hernesaari and now continues with Hietalahti, one of Helsinki's oldest areas of shipyard activity. Even though the City and their partners are envisaging a radical renewal of this area, the central questions concerning development remain: to what extent the industrial character and potential charm of the existing milieu should be retained and enhanced and exactly how much new building can this area sustain and in what form without the historical environment losing its own positive qualities?

This has proven to be the main priority of the competition task, the exacting demand for a degree of continuity whilst at the same time introducing new elements that both build upon the existing context but create a new harmonious identity from both old and new. The temptation and all too often realised approach in many similar places has been to adopt an all too hygienic approach to old chaotic industrial environments, to sweep away the clutter, irrational elements and patina of such places in favour of a clean and tidy vision. Furthermore, this area has never been open to the general public and was never planned or realised with the public in mind.

Whilst it is never the intention to over-romanticise the industrial qualities present, the Jury are fully convinced that the old industrial buildings contain much of merit, both in architectural as well as functional terms, and taken together form a coherent environment of unusual and fascinating quality. This is the context within which the Jury has attempted to analyse how successfully competitors have understood the soul of the place and managed to sensitively suggest how its development potential could be realised.

### 2.2 EVALUATION CRITERIA

**How the overall solution is connected to the centre and urban structure of Helsinki as well as the cityscape**

All of the entries demonstrate a degree of understanding of the surrounding urban structure and the necessity to connect physically as well as spiritually. The physical connections mainly take the form of continuing the surrounding perpendicular street axes through the site to the shoreline. The most successful examples of this approach are "1865" and "Living Harbour" whilst the least convincing is "Hot Dock", which offers a more tenuous alternative. Further more, "1865" highlights a consistent co-relation between existing parks and public spaces of Helsinki and continues this urban model by linking Telakanpuistikko to a new public space on the site. Entry "1865" has also attempted to reinterpret the scale and dimensioning of the nineteenth century urban grid. This idea is also present in "Living Harbour" using a more open court typology. Both "Noah" and "Hot Dock" take a more radical departure from the City's traditional grid formations. The resulting layouts although interesting have not succeeded so well as in the other two entries in tying the new area to the existing urban fabric.

In terms of linking the solution to the cityscape, a variety of solutions have been offered. All the entrants have understood that the present environment is at present too low key to work as an attractive public frontage in its own right.

Understandably the new hotel has been seen by most of the entrants as the key architectural dominant for the area although the high northern point block in "Noah" forms a clear secondary landmark and foil to the hotel. It has the added advantage of introducing some dynamism into the southern edge of the Hietalahti square. "1865" has taken the scale and dimensioning of the traditional quayside warehouses and industrial buildings in the ort area and immediate surroundings as the point of departure for the new housing blocks. Whilst commendable it is somewhat questionable and theoretical whether 2 or 3 older buildings located over half a kilometre away have a significant influence on the northernmost block.

Of more relevance is the how scale and character of the immediate surroundings have influenced the new development. Linking the area to the existing scale and grain of Punavuori has been well handled in both "1865" and "Living Harbour" where the new housing blocks offer new but differing interpretations of the nearby city blocks. "Living Harbour" has taken the existing context as a starting point further by echoing the forms, materials and construction of old dockside and industrial buildings without reverting to historical pastiche.



#### **The cityscape and architectural quality of the commercial and hotel building**

Most attention and design effort has been concentrated on the functional planning and architectural language of the hotel and its surroundings. All entrants have understood the need to produce a clear, new landmark in the townscape. "Hot Dock" has managed to achieve the most spectacular proposal incorporating a square-like basic atrium plan. Its qualities as potential design-orientated accommodation are undoubtedly high but unfortunately the proposal's size and scale are too massive and overbearing in this context. Similarly "Noah's" shiplike horizontality and high quality interiors raises high expectations but ultimately the building only succeeds in dominating and overpowering the older buildings in which it nestles and doesn't show itself to the best advantage in the townscape. "1865" demonstrates a feasible starting point for integrating the new hotel facilities with the older buildings but the resulting T-shaped building is more difficult to shape satisfactorily in its present extruded form and its monotonous and uninspiring interiors do not accord with the required design image for this project.

Solutions which have sited the new-build elements perpendicular to the shore have generally produced a better end result both in terms of workability as a hotel as well as fitting in with the existing milieu. This aspect has been particularly well handled in entry "Living Harbour" where the authors have managed to create an icon building whose flexible tapering form easily adjusts to the industrial context around. Substantial potency can also be found in the interiors; the entry's ground floor spatial network is the best and most adaptable of all the entries, offering a wide variety of use alternatives.

#### **The formation of the overall functionality and how it links to the surroundings**

All the schemes have managed to integrate new activities and inject a new spirit into this currently introverted area. The Punavuori area contains a large number of creative businesses as well as homes for many younger citizens and has acquired a generally accepted status as a Design District; this in itself offers a potential clientele for the Design Telakka facilities. Most of the planning ideas offered include a flexible distribution of both indoor and outdoor space provision to allow for changes in the nature and number of differing activities that the area will cater for. This could be the answer how to develop Design Telakka to the overall Design District. It is already clear that the area will, in all probability, attract a greater number of bars, restaurants and possibly clubs than has been suggested, as well as other commercial enterprises. The area's future attractions will undoubtedly appeal to a wider population as well as tourists to Helsinki. Routes to and from the surrounding city have been well handled in all of the entries, particularly "1865" and "Living Harbour". At the moment accessibility and clarity of the route from Hietalahti square to Telakkaranta is not as clear as it should be but this will improve with the future realignment of Telakkakatu and the new pedestrian connection via Hietalahti jetty. The route southwards towards the Eira shoreline will improve with the completion of the new pedestrian and cycling way planned along the street.

The maritime aspect has not been ignored either; all the entries have suggested the inclusion of small-scale sea-related exhibition facilities to be housed in the old sawmill building close to the shore as suggested in the programme. This opens up the potential to develop part of the shore as an open-air exhibition area for the old harbour where Finland's water-related industrial development phases can be shown to advantage, rather in a similar manner to Rotterdam's own Maritime and Industrial Museum.





### The successful integration of the historical architectural and industrial heritage in the solution as part of the design concept and new identity of the area

All the schemes have responded to the industrial cultural heritage of the site. Some like "Noah" use the maritime associations of the area as a metaphor for the ark-like form of the new design hotel underlined by the weighted usage of rusting steel for cladding purposes, whilst "Hot Dock" alludes to the former harbour activities in a more abstract manner by recalling cranes and other machine housing used in a sculptural manner. Entry "1865" has attempted to fuse its new interventions more concretely to the place with visible references to existing park and open space typologies, emulating the form and scale of some of the surviving dockside warehouse structures in the Western Harbour and continuing the practice of expanding industrial buildings in an ad-hoc add-on manner as can be seen with the proposals for the hotel.

In "Living Harbour" the authors have reinforced the existing brick-clad industrial buildings with additional simple redbrick structures for the housing blocks and some of the commercial facilities. Despite some obvious references to domestic brick architecture of the late 1940's-early 1950's, the chosen strategy works quite well, avoiding the all too often encountered urban solution of a few preserved buildings surrounded and dominated by incongruous and glaringly new-build structures that make no attempt at reconciliation with their older neighbours. The scale and arrangement of these new buildings creates a pleasant environment for the new public role of these existing old timers, enhancing and strengthening their inherent value. The open block structure shown is, however, problematical but a similar feel to the place could be achieved using the more typical Helsinki closed urban block solution. The whole ensemble is crowned by the new core structure of the hotel itself, a stunning landmark addition which successfully incorporates the former wood workshop and heating plant chimney to make a fascinating interplay of new and old.

### The unique character of the residential block and how it fits in the cityscape

The residential part of the competition site received less attention from entrants owing to the differing status of the various parts of the competition area as mentioned in the competition programme. The area offers however an excellent opportunity to realise an innovative and stimulating environment for inner city shoreline living. "Hot Dock" offers a series of tower blocks of varying heights, a solution which would give views or oblique glimpses of the dock areas as well as opening up interesting vista of the cityscape. In principle the clustering of the blocks is reminiscent of similar schemes of public housing along Manhattan's eastside but the shown treatment of both the forms and the external architecture is too bleak and unsympathetic for such a large and prominent location. The scheme would need substantial development to make the architecture acceptable from a townscape point of view.

In the entry "1865" the two sketchily shown housing blocks are clearly intended as a foil to the hotel. Whilst the size and scale of the buildings depicted form an appropriate prelude to the verticality of the hotel the elevational treatment shown is vague to say the least. The solution does have its merits: a clearly defined block structure that harmonises with that of the adjoining areas, the use of the middle building to frame a continuation of the existing park, bringing the landscape experience close to the sea (a beautiful idea in principle although overshadowing and wind turbulence would detract from the experience), the provision of generous spaces at ground level for retail usage and the deployment of lower protrusions to tie in with the scale of the older buildings. Apart from these ideas the scheme offers little else in terms of creating a unique residential quarter.

Clearly greater ambition is demonstrated in "Noah" where the authors offer one large tapering housing courtyard and a wider range of housing typologies. Their new 20-storey tower block forms an interesting landmark and focal point, seen both from the axis of Uudenmaankatu as well as from the Hietalahti Square area and from the new Jätkäsaari. The proposed height of the tower is somewhat exaggerated but the idea of a vertical accent at this point might be worth pursuing if the associated climatic challenges of

wind turbulence can be solved. The authors have managed to model the tower in such a way that it forms an interesting companion gesture to the long and bulky mass of the same scheme's hotel. The large courtyard arrangement feels somewhat alien to this context but the monumental break ("gateway") alleviates the monotony of this arrangement. The lowrise townhouses offer a welcome degree of residential variety and augment the older buildings in a very attractive manner, but the location of commercial space on the ground floor is problematic. The weakest element of this entry's residential plan is the access deck flats along Telakkakatu, which despite the articulation of the long mass of building, gives the impression of turning its back towards its neighbours. The use of a closed corridor arrangement handling access to the flats would, admittedly, act as a noise barrier and improve the liveability of the dwellings. The one storey rooftop protrusions together with the proposed roof garden is also an idea worth developing in this location.

While the authors of "Living Harbour" have not totally succeed in developing spatially interesting apartments, their approach contains some commendable moves. By opting for a comprehensive all-brick approach, the ambience of the older industrial building area has been expanded almost to the beginning of Hietalahti Square. This would help greatly in emphasizing the uniqueness of both the place and its cultural attractions as well as being an ideal starting point for producing an interesting and sympathetic place to live. Although the structure of the northernmost zone is problematic, the provision of a variety of simple housing blocks is a positive principle. In this respect all the entries share this central idea in common. Secondly "Living Harbour" offers a unique solution to approaching the buildings from Telakkakatu via an arcaded route bordered by a shallow pool of water. This would form both a fine route for the public to the shore and a great water play feature for the summer while at the same time ensuring that the residents' own courtyard garden is not disturbed by outsiders. The entry's sympathetic perspective drawings show the poetry of the idea quite clearly but it will need further thought as to its workability in winter.





#### How interesting is the apartment and dwelling solution, and how well does it fit in this location

Few of the entrants have exploited the possibilities offered to create innovative dwellings with interesting internal spatial arrangements coupled with terraces and other external spaces. Most of the flat plans are fairly pedestrian in character and represent the all too inflexible, cramped and stiff solutions of the present housing market.

All the entries contain solutions which have development potential but many of them include basic models which contain too many lift and staircase units. "1865" contains the potential for creating some large terraces for some of the apartments but little else. The most varied set of housing typologies is found in entry "Noah" with the low-rise townhouse blocks along the shoreline as well as access deck blocks of flats with access to a roof garden. The high tower block in this entry offers the possibility of varying the flat plans and their correspondent balconies on different levels. "Living Harbour" has the most potential for developing the most interesting overall living environment in terms of scale and humanism but the dwellings, while competent, offer spatial arrangements of little interest.

#### How feasible and economical the solution is

The overall feasibility of the Design Telakka concept is dependent on a number of factors. As the final programmatic mix of activities is in a state of flux the Jury have assessed the degree of built-in flexibility and adaptability of the entries in relation to the strength and character of the architecture exhibited, important criteria when weighing up the total sustainable value of a scheme. Feasibility calculations of a hotel project and commercial spaces have also been executed by Skanska Project Development Services, both based on the entries as drawn and also on schematic development studies of the proposals.

Most of the structural building solutions shown assume the use of traditional and well-tried conventional constructional techniques and as such present no great challenges or inordinate extra expenses. Even if the "special" cladding arrangements for the hotel will cause an extra price tag, the Jury feels that by using familiar building elements and simple assembly

techniques this investment could be justified. Four exemptions to the norm are proposed; the large cantilevered structural overhang of "Noah's" new hotel mass, the building over the old wood workshop shown in "Living Harbour", the atrium solution shown in "Hot Dock" and "Living harbour" and preserving the chimney as shown on "Noah" and "Living Harbour". The Jury considers that the functionality, attractiveness and pulling power of the hotel is not dependent on utilising complex and expensive structural solutions as in "Noah", a gesture which offers little extra value to the complex especially when it is partially hidden from view. On the other hand the daring principle of building partially over one of the existing workshops, as in the entry "Living Harbour", is justified as it leaves more external areas around the older buildings for other uses and results in a solution where the new elements of the hotel are not so overbearing and domineering in relationship to the old structures, a factor which has proved to be difficult to avoid in the other entries. The bold approach of "Living Harbour" gives also a natural continuity to the industrial nature of the area where new buildings have been built and integrated with existing ones according to actual need .

Atrium solutions used in hotel projects are somewhat in conflict with current Finnish fire and safety regulations, leading to a need for expensive constructional solutions. and at the same time jeopardizing the feeling and idea of a prominent open high atrium space.

The entries "Living Harbour" and "Noah" incorporated an idea of preserving the chimney and integrating it as a part of the new hotel. Three big questions have come up during feasibility studies. The contamination caused by various type of fuels used during earlier decades impregnated in the masonry may create an unknown risk when taking the chimney to internal thermal conditions. Also the structural condition of the chimney is an evident risk as the chimney has not been used for a long time. Preservation of the chimney seems also to conflict with the obvious need to excavate new basement spaces in the rock under the new hotel complex.

All the schemes shown are totally dependent on underground service and parking solutions which is never an easy option close to existing quaysides. The tightness of the site and its current market value justify the extra investment of providing additional pressure tanking to ensure a good watertight end result. The following questions have come up during feasibility studies. Thought should be given to reducing the car parking requirements for this area which, being an inner city site, is well served by public transport. On such a long site further consideration should be given to the minimum provision of two vehicular entrances to the basement, especially if the whole process is to be built in phases. The economics of building close to existing foundations and structures needs further thorough study as the state of the older buildings has not been fully inventoried yet.

The competition process has succeeded in demonstrating that the large building volume proposed in the brief can be accommodated on the site but at the expense of producing some oversized building solutions that do not harmonise fully with the existing buildings. On the other hand, the feasibility studies have shown clearly that downsizing the hotel would jeopardize the economical feasibility of the whole project. In fact the feasibility studies show that none of the proposals as drawn could be assessed as economically feasible projects. However the location and ideas presented offer elements for achieving a successful project.

The housing elements need to be studied and developed further: Many of the housing blocks contain an abundance of stairhalls and lifts making the proposals economically unfeasible. It would be desirable that the further development of the housing area proceeds in parallel with the hotel area to achieve a balanced and compatible end result.

All the proposals can be phased sensibly: not all the residential accommodation needs to be built simultaneously. Both "Living Harbour" and "1865" lend themselves easily to being phased.



**The Ecological sustainability of the solution**

At this stage of the process the Jury have assessed all the entries' sustainability content mainly from the overall planning strategies adopted as well as the provisional ideas regarding constructional and technical principles. This work will continue into the later detailed planning and building design phases.

The intensive landuse proposed for this shoreline site provides a good basis for developing an ecologically favourable solution. Energy efficiency has been taken into account by the majority of entrants to ensure that volumes are compact, simple and easily buildable: some of the hotel solutions proposed lean themselves partly to non-mechanical means of ventilation by the use of the atrium spaces or double skinned cladding systems. Overheating of interiors during the summer months has been averted by use of a sheltering skin and/or special glazing thus avoiding the need for elaborate cooling systems. An appropriate microclimate would result from the skill with which new buildings are orientated in relationship to each other and the way they have been shaped. In this regard "Living Harbour's" new residential buildings are sited and shaped to take maximum advantage of the sun while protecting from strong winds especially coming off the ice-bound sea in winter. Those entries containing conventonal tower block solutions ("Hot Dock" and "Noah") would tend to create an unpleasant climate at ground level where the prevailing winds tend to behave in a turbulent fashion.

Further detailed studies will be needed to ensure that the development continues to meet as many ecological challenges as is possible. It should be borne in mind that the main grounds for assessing a scheme's sustainability is its capacity to satisfy the people who live and work there or use it. An unloved place is not sustainable.

**The Solution's capacity for development**

In the nature of a competition no single entry is ever perfect and this competition is no exception. Although all the entries are capable of being developed further, the Jury is unanimously of the view that the entry "Living Harbour" contains clearly a more balanced and inspiring mix of solutions that have the potential to change this area into a strong focus of urban activity and culture for the City of Helsinki.



**2.3 QUANTITATIVE COMPARISONS OF THE COMPETITION ENTRIES (GROSSAREA ACCORDING TO THE AUTHORS):**

1. **"Eighteensixtyfive"**
  - comp. area/new ~15 700 m2 (hotel 12 515 m2)
  - 19 590 m2 (apartments 15 670 m2)
2. **"Hot Dock"**
  - comp. area/new 14 830 m2 (hotel 11 000 m2)
  - 22 150 m2 (apartments 20 750 m2)
3. **"Living Harbour"**
  - comp. area/new 14 600 m2 (hotel 11 000 m2)
  - 20 230 m2 (apartments 18 850 m2)
4. **"NOAH"**
  - comp. area/new 15 300 m2
  - 21 950 m2 (apartments t 21 000 m2)

**2.4 PUBLIC FEEDBACK**

In the feedback from the public, hardly anyone opposed the development of the competition area itself. Also the functions proposed for the area (a hotel, cultural and business premises, as well as housing) raised no opposition apart from some stray opinions. However, several responses criticised the amount of building proposed in the competition programme. The large floor area was seen to result in a scale of buildings that was too large and too tall, making them unsuitable for their surroundings, blocking vistas and casting shadow over the surrounding area.

Many responses also voiced the opinion that none of the competition proposals were realisable as such, but that further development was required, or that successful solutions from the different proposals should be combined.

Central themes in the feedback from the general public, apart from the size and number of buildings, were the height, surface materials, architectural design, the link to the Telakkapuisto park, the public/private character of the courtyards, the vistas, shading, traffic connections, the openness of the seafront, and the preservation of old buildings.

The competition entries "Living Harbour" and "NOAH" received most comments. In the end they were more or less equal favourites among the public. One must note, however, that they also elicited many critical comments. Based on the public comments, the entries "Eighteensixtyfive" and "Hot Dock" were rather even in relation to

each other, but were clearly behind the former two in positive support. In the case of the latter two, the feedback was more clear-cut, and there were clearly more critical comments than positive ones.

The entry "Living Harbour" in turn was seen as a pleasant proposal and well suited for its surroundings. Many also liked the red-brick buildings in the scheme. The hotel was seen as an interesting building design. In particular, the combination of old and new was seen as successful, and preserving the old chimney pipe was seen as an interesting detail. Also, continuing the streets Punavuorenkatu and Merimiehenkatu all the way to the seafront was considered successful. However, the hotel design in the proposal caused divided opinions. It was seen as odd and large and, due to its materials, ill-fitting in its surroundings. The red-brick residential buildings also received critique for their retro style.

"NOAH" elicited positive comments particularly for the low and sympathetic scale of the seafront. The colourfulness and diversity of the building masses received positive feedback and the tower block received a surprising amount of positive attention. Also the street "extensions" were seen as good solutions. On the other hand, what attracted criticism in the proposal was the courtyards of the residential buildings, which were perceived as too private, while the implementation of the hotel and tall tower divided opinions. Criticism of the tower was seen perhaps more as a matter of principle than of the building's appearance.

In the feedback from the general public, the biggest strength of "Eighteensixtyfive" was that Telakkapuisto park continued across the street. The hotel, on the other hand, received a lot of criticism for its massiveness and gloominess and its unsuitability for the site. Also the residential buildings received negative feedback due to their size. On the whole, it was felt that there was too much building in this proposal.

In the entry "Hot Dock", the point-block tower solution, the spaciousness and sense of open space, as well as the feeling of continuity of the Telakanpuistikko-park were all seen as positive aspects. In the critical views, on the other hand, the point-blocks were seen as a completely unsuitable solution for the area, and the hotel was seen as massive and unsuitable for its surroundings.

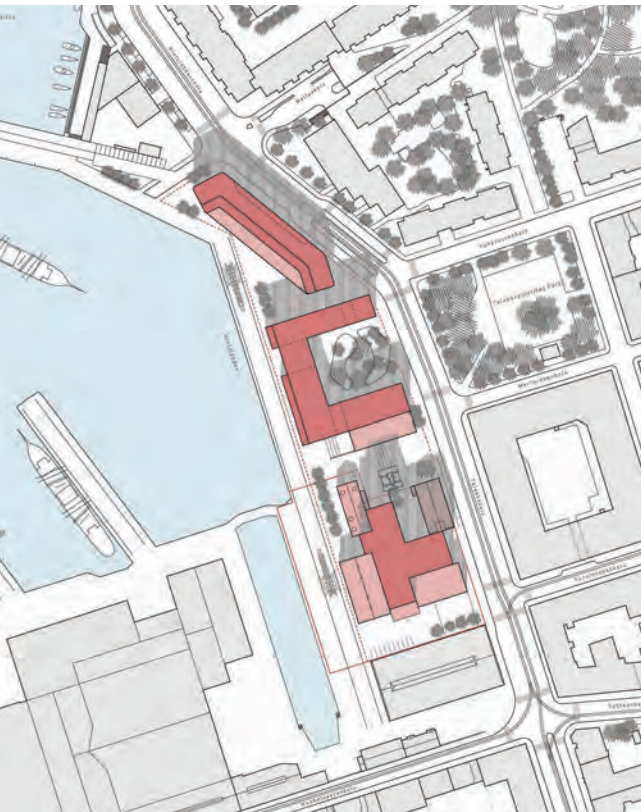


## 2.5 ENTRY-SPECIFIC EVALUATIONS

entry no. 1

### EIGHTEENSIXTYFIVE

A deceptively simple and strongly organised overall composition in which the authors have proposed three new city blocks of differing character; the hotel consisting of a new T-shaped building joining some of the other older buildings together; a U-shaped mixed use block framing a parklike link to the shore and finally a longitudinal stepped building on the northern edge emulating the form and character of older warehouses on the opposite shore to this area. The scale and dimensioning of these new city blocks echoes older port buildings and warehouses of the Western harbour. However the monotonous three dimensional treatment of the new additions has led to a far from satisfactory end result especially in the case of the hotel, which gives the impression of being an over-rigid and dominating office block from the 60's. This lack of a positive and memorable expression for the new elements is a serious weakness of this scheme and greatly detracts from its other virtues. The concept of developing a "design" dockside, inherent in the competition programme, needs a much higher level of visual and functional attractiveness to encourage people to discover this place. However, this key element is lacking.



Apart from the overbearing scale of the proposed hotel core, the new interventions have been meshed in quite successfully, keeping to heights that respect the buildings in the immediate surroundings. This can be seen to advantage when viewed from the shoreside. The elevational treatment given to the two housing blocks is somewhat sketchy and abstract in terms of materiality, resulting in an impression of every facade surface being covered with milk or sand-blasted glass. It can be easily discerned that other cladding options are possible. These blocks have been stepped down on the shoreline resulting in a satisfactory visual tie in with the older brick-clad masses.

Although a variety of urban spaces have been created along the shore promenade, it beggars the question whether the place would benefit from a smaller number. Some of them are too large to encourage sufficient urban activity to ensure that they will all work as intended. The wide quayside walkway in itself offers sufficient potential for generating a lively frontage and route to the new activities planned for this area. There is also an inherent danger that car parking or other servicing arrangements will dominate to the detriment of pedestrian welfare. This can already be discerned in the arrival arrangements to the hotel. In themselves these large spatial gaps between the proposed blocks offer somewhat better framed views of the dockside from the surrounding streets and buildings than in some other entries, but the use and organisation of the resulting wide ground level areas needs further study.

The northern multiuse building offers a useful and simple departure point for further planning combining a deep frame ground floor with appropriate narrower upper floors for flats. The lack of an outside residents' courtyard can be compensated by the introduction of roof terraces. This would be an acceptable solution for this inner city location.

In the case of the U-shaped block this has been developed as a public space extension forming a link to the existing Telakanpuistikko on the other side of the road. Theoretically the move seems justified but unfortunately the nature of this contained space is more semi-public than public. It is too dark and overshadowed and should primarily serve the needs of the building's new residents. The perspective view gives a good impression how this spatial sequence would link



through to the shoreline. Consideration could also be given to widening the opening in the new block to make an even stronger link between park and shore but then this solution would become the main focus for the area, changing radically the role and balance of the present elements. The well-planned rational flats for this block need further study as there are too many lift/staircase elements to make the realisation economically feasible.

The focus for this project has been naturally the Design Telakka area. The authors have adopted a fairly minimalist and effortless strategy, forming the shell of the hotel's core by following the edges of three existing old buildings and introducing one new lower volume in the south-east corner. This feat recalls the traditional process of expanding existing industrial premises by roofing over outside spaces. Here the industrial analogy has been carried a stage further by treating the resulting T-shape of the new groundplate as an extruded "profile", lifting the corners straight up twelve storeys. It is questionable, however, whether the new bearing structures and walls can be built so close to the existing structures. Whilst the resulting hotel plan arrangements have been professionally executed, the content is spatially and architecturally repetitive and monotonous, scarcely justifying the label of "Design Telakka". The plan shape of the new-build element results in a greater spread of elevational surface than a conventional rectangular volume, which accentuates further the massiveness of the solution in relation to the surrounding

buildings. The plan accommodates all the rooms required by the programme. However, the T-plan formation of the hotel rooms would lead to a situation where less than 40% of the rooms enjoy a seaview.

Combined underground parking arrangements linking all the different buildings would work in theory but the construction of the basement abutting the foundations of the old buildings is highly questionable and needs detailed study. Similarly reliance on only one drive in point for such a large complex but place unnecessary stress on both internal vehicular circulation as well as the junction with the existing road network. A minimum of two entry/exits would be required more practical.

The chief merits of "1865" lie in the general arrangement of the new city blocks which offer a high degree of built-in flexibility and a good starting point for further development of the town plan, and the way in which the ground floor of the new hotel has been linked to the spaces of the neighbouring older buildings. The mixed use blocks especially can be developed and adapted in a variety of ways without weakening their inherent idea. However the architectural and townscape content of the whole scheme fails to convince or indicate a result capable of attracting new users to the area. This, despite an intriguing description of the proposed elevation materials for the new hotel which, unfortunately has not found a suitable expression in the visual material offered.



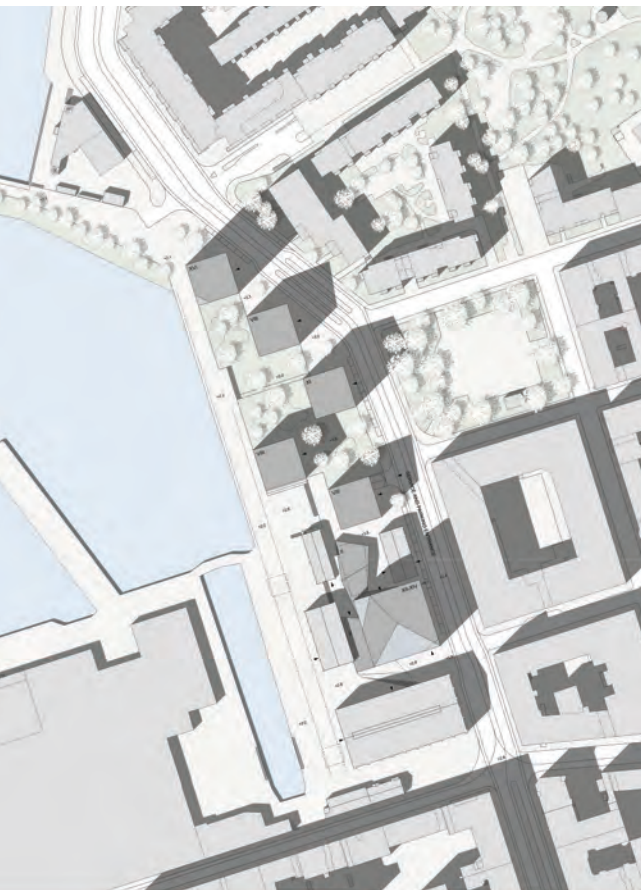
entry no. 2  
**HOT DOCK**

An interesting entry in which the area's proposed block structure gradually disintegrates into five free-standing point blocks of varying heights towards the north. As a consequence of this move, Telakanpuistikko's spatial qualities are continued to the shoreline as well as retaining framed views of the dockland water landscape from some existing flats along Punavuori. However there is a clear dichotomy in this approach: the form and nature of the towers closely resembles a suburban rather than urban solution (the monotonous and "grey" treatment of the towers really reinforces this image) while the semi-private communal gardens have a too prominent public role to play in the composition. This solution is functionally and spatially awkward, offering little towards achieving a stimulating shoreline promenade as the organisers hoped. Although it is one of the few entries to have adequately study and resolve the level changes within the site, public connections across this part of the site are not particularly fluent and need adjustment.

More rental spaces could have been offered at ground floor level; the location of ground level flats adjacent to the main open space is questionable. Another alternative would have been to raise the communal garden area up one storey and locate more commercial spaces under the edge. The scheme overall gives the impression that a few maverick blocks have escaped from the nearby Eiranranta area and taken up residence along this shore.

In contrast to the weaknesses inherent in the treatment of the northern part of the competition site, the external spaces around the Design Telakka area are more promising, offering a good mixture of public/intimate and public/extrovert. These spaces are correspondingly well linked to the ground level facilities of the hotel itself. The potential for establishing a functional and spatial link to the Engineering Workshop has, however, been ignored: the location of kitchen services effectively blocks this possibility.

Despite a high degree of spatial panache, sculptural modelling and design ingenuity, the scale and size of the Design hotel new-build element is overtly massive, suffocating the surrounding older buildings. The room content of the hotel falls short of the programme requirements and would require another couple of storeys in its present form to fulfill this need, thus creating an even greater volume within the existing milieu. Undoubtedly the hotel's bravura number, the high and multifaceted atrium space culminating in the very memorable Sky restaurant, would be an attraction in itself, but technically it is a demanding element requiring further study before the fire authorities would be convinced. The suggested innovative facade treatment would alleviate its overbearing nature to some extent but the scheme would require some radical reworking to produce a more acceptable marriage between old and new. Although this hotel core is a veritable giant amidst the more humble components of the existing dockyard environment, it has managed to capture the spirit of the Design Telakka ideology. Unfortunately the kind of slimming exercise needed to produce a better fit would inevitably mean the loss of just the elements that are its current merits.



On the positive side the hotel proposal has much to offer from a sustainable point of view, especially in the areas of energy efficiency, technical solutions, choice of materials and overall flexibility and adaptability. An effortless and natural approach underpins the detailed design approach throughout.

Parking and servicing solutions follow similar principles that have been adopted in the other entries; a positive plus is that in this entry the basement structures have been deliberately located clear of the foundation structures of the older buildings, a much better more feasible and realistic starting point than in any other scheme.

The boldness and energy which this entry exudes is both its strength and its inherent weakness. The authors have succeeded in creating a highly contrasting series of dynamic and monumental building inserts into the area but have been unable to convincingly and sensitively tie together the new and old. The project in its massivity unavoidably draws comparisons with older "cause celebre" such as the Merihaka area from the 70's. This is unfortunate as the Design Telakka proposals contain many elements eluding to the Design milieu concept of the original programme.



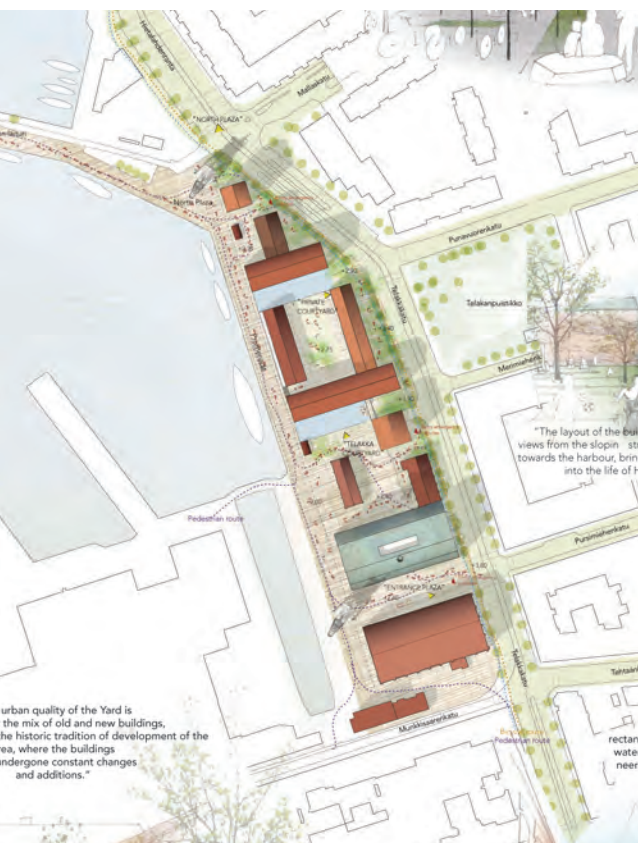
## entry no. 3 LIVING HARBOUR

A bold, harmonious and balanced entity in which the authors have gone to considerable lengths to achieve a snug fit between old and new building elements whilst managing to create a convincing level of attractiveness and additional charm for the whole area. The solutions promulgated in this entry follow naturally from the extensive and rigorous analysis of the competition area undertaken by this team. The entry and its attendant stories are well told and presented; the authors have engaged with the competition challenge in a comprehensive and committed manner. The new housing elements echo the simplicity and ruggedness of traditional inner city harbour areas while at the same time extending the scale and character of nearby Punavuori to the waterfront. Historical continuity of this area's urban growth has been maintained by a skillful combination of regeneration and conservation whilst at the same time ensuring that a wholly new and positive chapter has been added to the ongoing story of this former shipyard.

The continuation of the nearby existing street pattern is achieved using a reflective pool/ adjoining pedestrian arcade element in the case of both Punavuorenkatu and Merimiehenkatu whilst Pursimiehenkatu terminates in the new entrance plaza for the Design Telakka area [hotel]. This unique pool device serves to bring the water experience deeper into the site while creating a subtle barrier between the through route, the arcade and the residents' own private courtyard. For most of the year the solution works but more thought needs to be given to its effectiveness in winter. The northernmost court is the least successful element in the whole composition, lacking a clear external spatial hierarchy especially on the street side and would need further development. The planted zones between street and building line feel alien in this context: a more active relationship to Telakkakatu should be studied by perhaps bringing the new buildings closer to the street. The varying scale of the blocks themselves is convincing and has been clearly motivated by the aim of synchronising new heights with those of the existing built surroundings but further consideration could be given to developing a more closed block structure whilst retaining the scale and charm evident in the original idea..

Similarly the architecture proposed for the new housing blocks recalls precedents from the 1940's and 50's, which, when built might be difficult to distinguish from genuine historical entities. Naturally a more contemporary brick architectural expression for the new buildings would be possible within the suggested framework. The introduction of another contrasting material in addition to the red brick proposed might also offer another feasible alternative worth investigating. Of greater importance than these issues is, however, the development and maintenance of a consistent human and sympathetic scale both for the external spaces as well as the architectural treatment. The 3D-images included in the proposal as well as the area sections make clear the authors' intentions in this regard, intentions which the jury unanimously and wholeheartedly support.

Whilst the character and ambience of the housing blocks and their attendant external spaces offers a high standard of everyday ordinariness, the Designtelakka is clearly the added injection that the scheme needs to offer a sufficient level of attraction for visitors from outside the area. Its own character and facilities offers more than a conventional hotel and it is easily discernible that the sequence of public indoor and outdoor spaces



can be used and adapted in many ways. The scheme is simple and strong enough to accept changes without compromising the basic idea. Of all the alternatives on offer this entry's particular concept fulfills many of the demands of the brief. By locating the main mass perpendicular to the shoreline most of the hotel rooms and suites enjoy the best views across the immediate water areas and the city. In its present form the newbuild mass is courageous oversized but there is sufficient room for manoeuvre and reducing the overall volume by more efficient use of the upper floor levels. In addition the tapering sides of the newbuild mass can be adjusted to produce a more elegant result.

Structurally the idea needs further development especially with regard to the part of the building radically cantilevered over the older wood workshop structure. Sufficient built examples of similar solutions exist to know that the idea is feasible. The glass and copper mesh cladding proposed for the new facades looks promising but care should be taken to avoid excessive overheating of the rooms in summer and conversely excessive heat loss and draughts in winter. Like its nearest counterpart, "Hot Dock", the handsome internal atrium lobby space will need further rigorous technical studies to meet

the demands imposed by existing fire and safety regulations but it is this space with its adjoining ground level exhibition areas and other public facilities that would give Helsinki a much needed prestigious indoor/outdoor public square, forming an extremely flexible and versatile spatial sequence from the Telakka courtyard via the hotel lobby to the main arrival square and onto the new music spaces of the revamped Engineering workshop. The solution also has the potential of re-siting the restaurant spaces on the first floor where they are still visually connected to the lobby and hence easy to find. The main staircase encircling the old chimney is an additional positive sign of innovative recycling, but the retention of the old chimney might prove difficult both from a structural as well as health perspective.

Both cultural and commercial enterprises can use this spatial offering in a variety of ways and for this reason alone the scheme comes closest to fulfilling the competition organiser's aims for a place that supports new endeavours and gives this area a much needed boost to its own identity. This scheme offers much to enjoy and encourages exploration, a masterful interplay of the raw and the sophisticated, the rough and the smooth which has been the essence of many old docks and shipyards.



entry no. 4  
NOAH

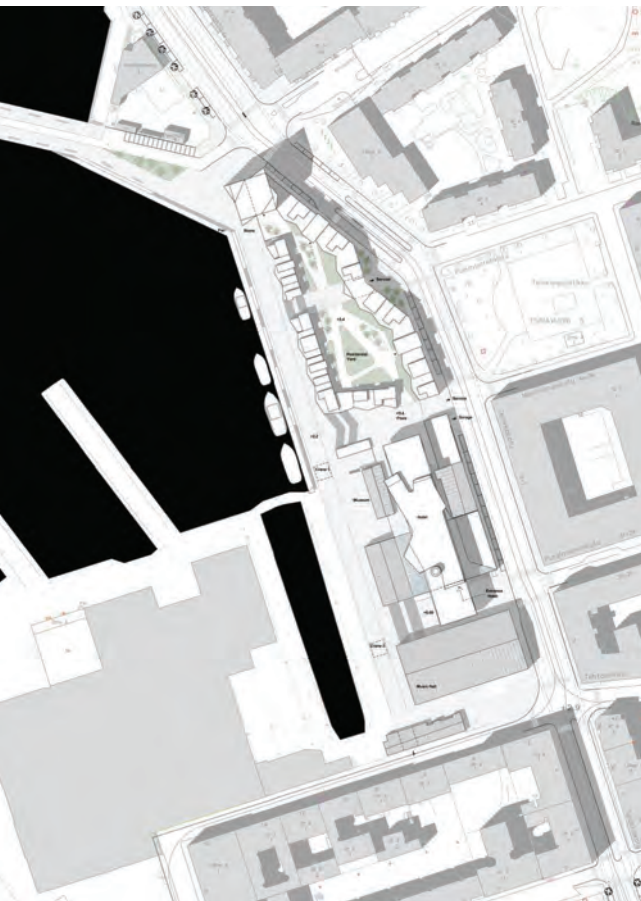
An impressive, energetic and well-studied entry which attempts to inject a new urban dynamism into this former dockyard area by introducing a variety of new building types within the framework of the existing industrial milieu.

The basic strategy chosen is to site the hotel building within the courtyard spaces formed by the existing industrial buildings, parallel to Telakkakatu and the shoreline, whilst the housing and other commercial facilities form a large "super" housing courtyard immediately to the north of the Design Quarter. Spaces available within the old buildings have been cleverly re-used either as separate commercial functions or as common spaces for the hotel such as a restaurant and meeting rooms. The opening up of some of these spaces to Telakkakatu would encourage some additional street activity and is seen as being of positive commercial value. The housing court is formed by large-scale blocks of flats along Telakkakatu, with flat plans orientated

to maximise potential views of the old shipyard bay over the lowrise townhouse row forming the shoreline. The whole composition is accentuated by a handsome sculptural point block close to Hietalahti square. The point block acts as a suitable counterfoil to the whale or ship-like presence of the proposed hotel as well as forming a clearer edge to the urban space around Hietalahti basin. Parking is consolidated beneath the resulting large courtyard. Although existing street lines leading to the shore have been taken into account the overall effect achieved is of a block that turns its back towards the street, an impression reinforced by the access corridors fronting the elevational treatment.

Unfortunately the authors' attempts have led to some critical excesses especially within the area of the existing buildings to be preserved. Although the new design hotel has been ingeniously inserted into the existing milieu, the large shiplike hotel mass nestles somewhat uncomfortably between the older brick buildings, recalling a rather overbearing gatecrasher at an elite party. The enormous cantilevered part of the hotel, itself a stunning demonstration of structural bravery, creates an unusual roofing over the original courtyard space, now renamed the "Plaza", but in its present form this courtyard would be of more use if developed as an internal space. A space uncluttered by structural supports would undoubtedly be a flexible asset but the structural dynamics of the hotel's massive cantilever are also questionable as for the most part this daring gesture is visually hidden from outside by the surrounding buildings.

As the hotel is situated parallel to the shoreline, just over half of the hotel rooms enjoy a seaview.. A better solution would have been a hotel mass perpendicular to the road and shoreline, affording the majority of hotel rooms a view or glimpse of the evocative maritime surroundings. Within the framework of the offered solution this would entail a complete rethink of the whole starting point. The free-form single-storey mass housing the Panorama bar, sauna, gymnasium and technical spaces forms a playful counterfoil to the robustness of the hotel building.



Within the hotel complex itself the authors have gallantly tried to provide an internal connection to the large existing Engineering workshop but this has meant raising the arrival area in front of the main entrance so that the hotel reception is effectively at 1st floor level. A more effective solution would be to revert to a ground level entrance area. As well as removing some unnecessary external ramping and steps, this arrangement would create a more flexible space sequence from the Plaza via the hotel entrance lobby to the arrival forecourt and hence to the old Engineering Workshop.

In the main the parking solution under the courtyard deck works reasonably well but the dependance on only one entry driveway might be too restrictive and cause unnecessary queuing problems especially early morning and late evening.

Architecturally the proposal is a balanced mixture of the rational and playful. The sculptural articulation of the lowrise buildings close to the shore provides an effective backdrop for the intended activities envisaged for the area but combining commercial spaces and services directly below the living spaces does not work in practice. Choice of materials is well-founded if somewhat predictable (ie use of corten steel) and the potential heaviness of the exteriors is relieved by juxtaposition with coloured glass and light coloured smaller elements. The visual character of the hotel's semi-transparent perforated steel skin really comes into its own at night, creating a glowing landmark for the whole area.

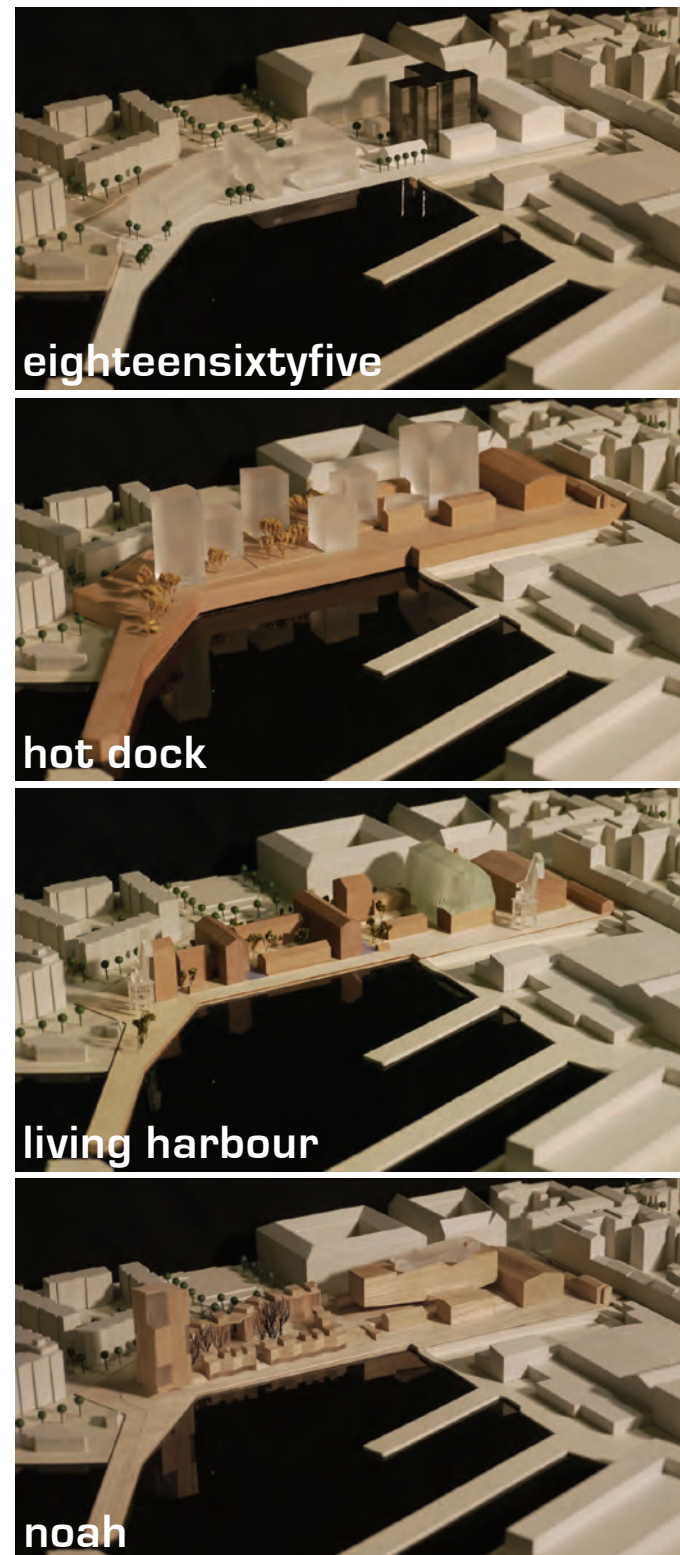
Despite the scheme's architectural charm and merits the jury felt that the core strategy of inserting a large building between the existing industrial premises had not produced a convincing end result resulting in an uneasy and insensitive alliance between old and new.



# 3 RESULT OF THE COMPETITION

## 3.1 WINNER

The Jury decided unanimously that the winner of the competition is entry "Living Harbour". The remaining entries have not been ranked in any remaining order. Further more the Jury recommends that the authors of the winning entry should be commissioned to develop the detailed area plan in close collaboration with the City Planners and other developing agencies. The City and Skanska will also endeavour to involve the winning team in planning the realisation of the Design Telakka in collaboration with reputable Finnish consultants.



## 3.2 OPENING THE NAME ENVELOPES

The competition jury opened the name envelopes of the proposals' authors. It was verified that the name envelopes had not been opened previously. The proposals' authors were as follows:

### Entry No. 1 "Eighteensixtyfive"

Author:  
Diener&Diener Architekten, Berlin/Basel

Authors/assistants:  
Roger Diener, professor  
Terese Erngaard  
Dieter Righetti  
Uwe Herlyn  
Florian Kessel  
Johanna Bade  
Jonathan Bocks

Copyright owner:  
Diener&Diener Architekten

### Entry No. 3 "Living Harbour"

Author:  
Lundgaard&Tranberg Arkitekter

Authors/assistants:  
Lene Tranberg  
Erik Frandsen  
Pil Thielst  
Kristoffer Gamdrup  
Nicolai Richter-Friis  
Henrik Schmidt  
Jarl Vindnæs  
Karen Esswein

Copyright owner:  
Lundgaard & Tranberg Arkitekter

### Entry No. 2 "Hot Dock"

Author:  
Samuli Miettinen, architect SAFA  
Asmo Jaaksi, architect SAFA  
Teemu Kurkela, architect SAFA  
Juha Mäki-Jyllilä, architect SAFA

Assistants:  
Edit Bajsz, architect SAFA  
Christopher Delany, architect SAFA  
Katariina Hakala, assistant  
Harri Lindberg, student of architecture  
Anssi Kankkunen, student of architecture  
Marko Pulli, architect SAFA

Scale model:  
Seppo Rajakoski

Commercial expert:  
Oy Prometheus Partners Ab  
Henrik Winberg  
Jan-Henrik von Hertzen

Copyright owner:  
JKMM Architects

### Entry No 4 "NOAH"

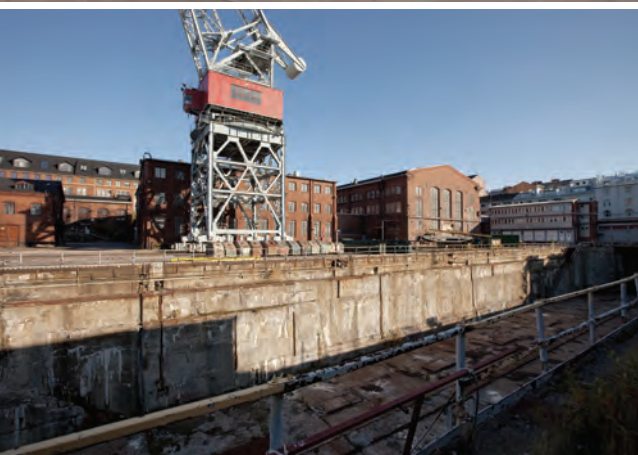
Author:  
Architect office SIGGE Oy/  
Pekka Mäki, architect SAFA  
Rauno Lehtinen, architect SAFA

Assistants:  
Jani Vanhala, architect SAFA  
Aarne Niemelä, architect SAFA  
Esmeralda Ståhlberg, architect SAFA  
Rami Eräpohja, architect SAFA  
Vesa Loikas, architect, assoc AIA  
Laura Puijola, student of architecture  
Joonas Kanerva, student of architecture  
Iiro Juntti, student of architecture  
Simo Kiviruusu, BA

Copyright owner:  
Architect office SIGGE Oy/  
Pekka Mäki, architect SAFA  
Rauno Lehtinen, architect SAFA



## 4 RECOMMENDATIONS OF THE COMPETITION JURY




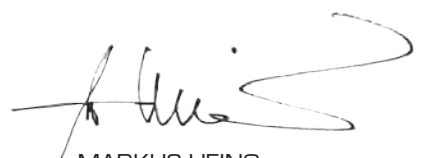
The Competition Jury recommends that the strongest elements of the entry "Living Harbour" should be cultivated with passion and care during further development of the project. One of the most significant of these elements is the courageous and authentic way in which new buildings have been incorporated with the existing ones in a straight forward, no-nonsense manner, creating a clear continuity from former industrial times to the present. The rugged and simple industrial-maritime atmosphere of the quayside area present in the proposal's story and illustrations, has been seen as being of substantial and sustainable value for the whole area.

As instructions for developing the winning entry the jury recommends further studying

- the Design Telakka concept, its programatic content, functional workability and how it links to and strengthens the overall potential of the Punavuori Design District.
- the volume and overall height of the hotel mass.
- the organisation and treatment of public spaces.
- the structure of the housing blocks.
- the overall ecological and economic sustainability of the project

## 5 AFFIRMATION OF THE ASSESSMENT REPORT


  
 ANNUKKA LINDROOS, chairman  
 Deputy director,  
 Helsinki City Planning Department/  
 Town Planning Division

  
 MARKUS HEINO  
 Director, Skanska (Skanska kodit)

  
 JUKKA HÖRKÖ  
 Director, Skanska (Skanska kodit)

  
 TAPIO PARVIAINEN  
 Project director, Skanska (Skanska kodit)


  
 RIKU PATOKOSKI  
 Head of Product development, (Skanska kodit)

  
 MATTI KAIJANSINKKO  
 Project manager, Helsinki City Planning Dept./  
 Länsisatama (Western harbour) project

  
 KIRSI RANTAMA  
 Architect, Helsinki City Planning Dept./  
 Länsisatama (Western Harbour) project

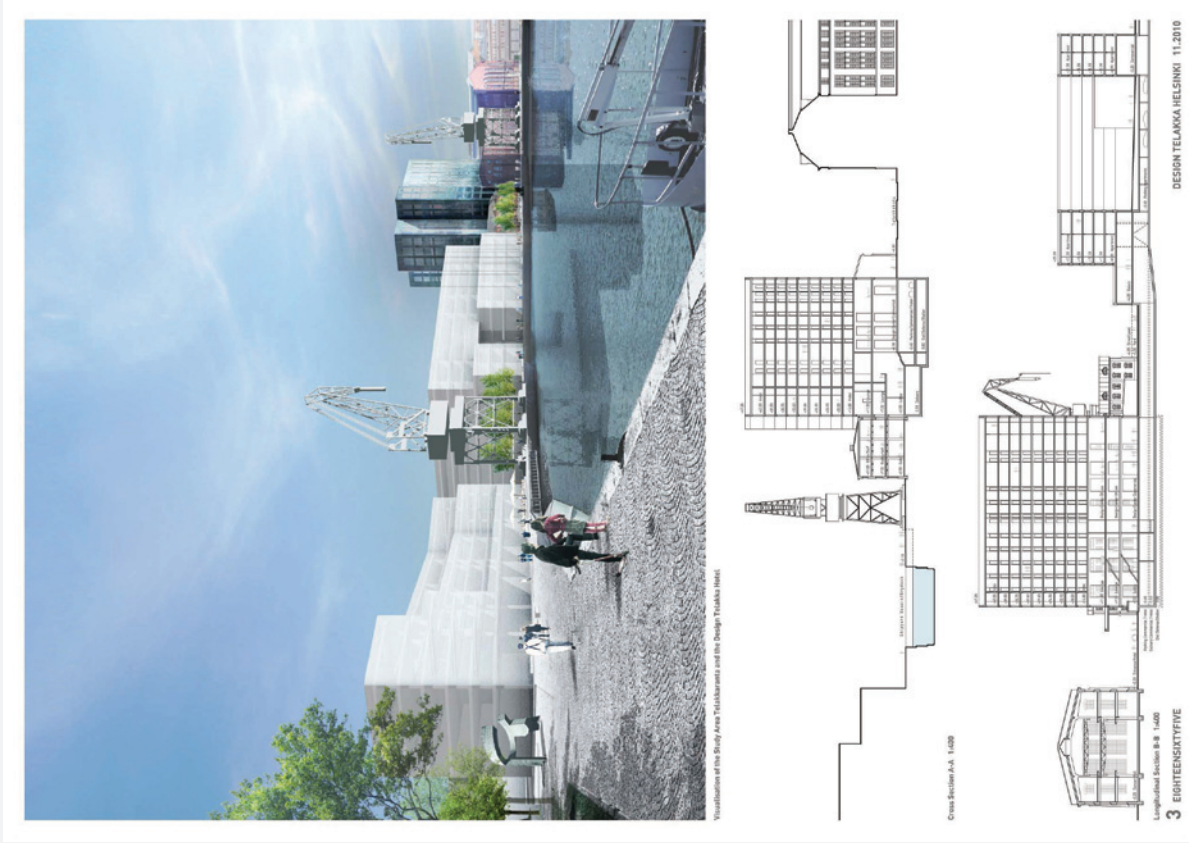
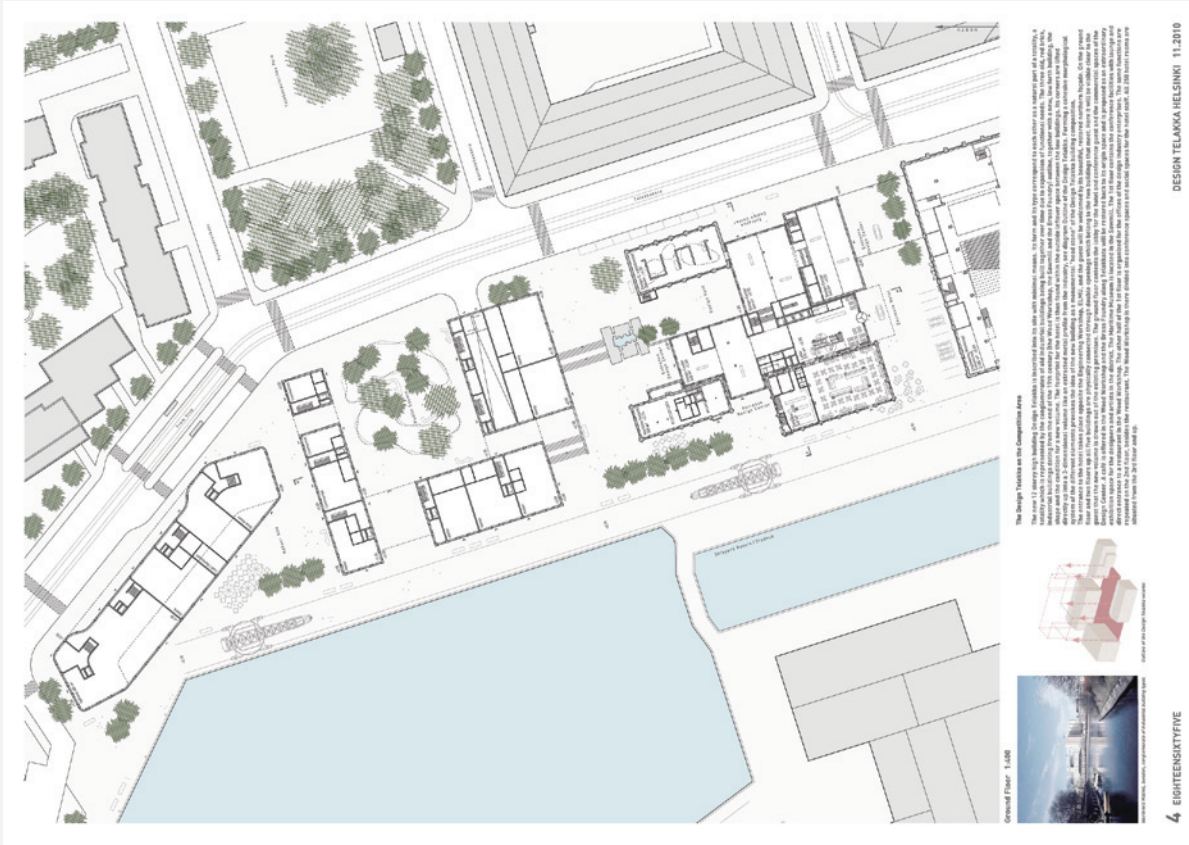
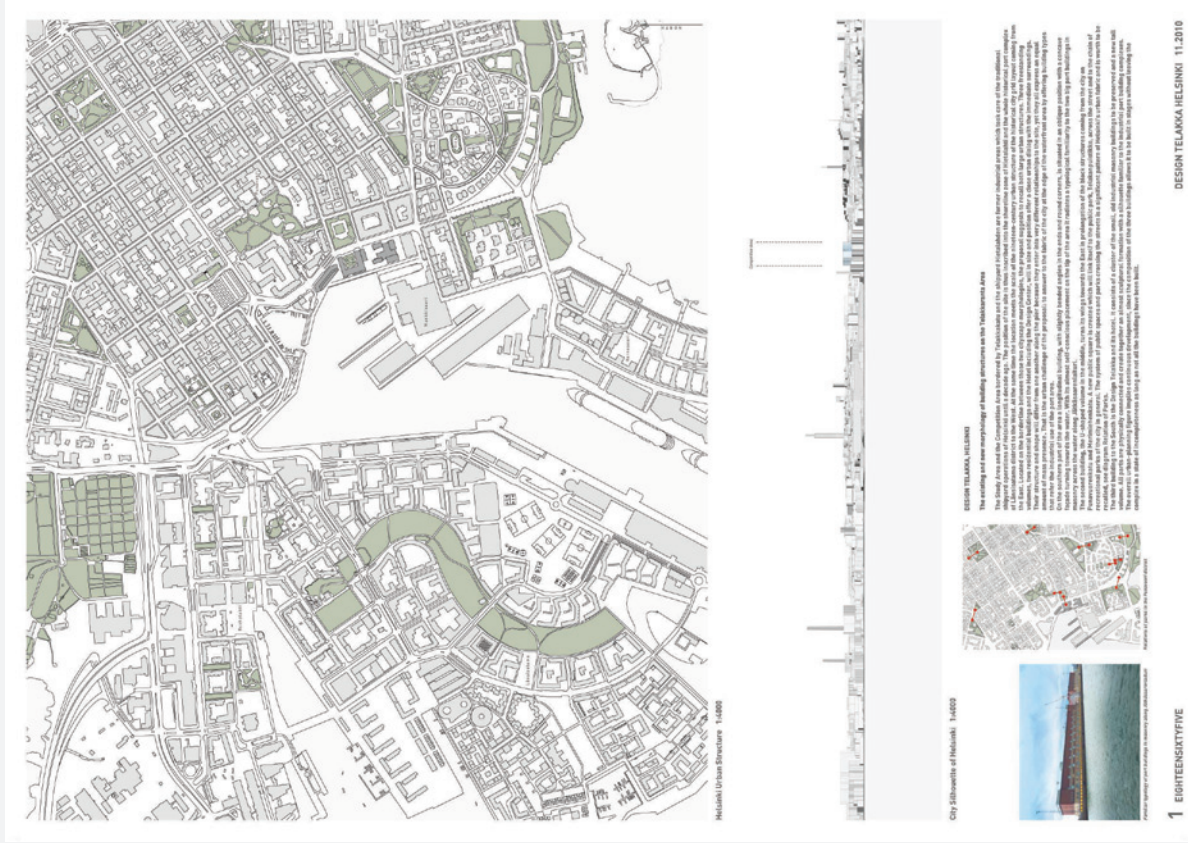
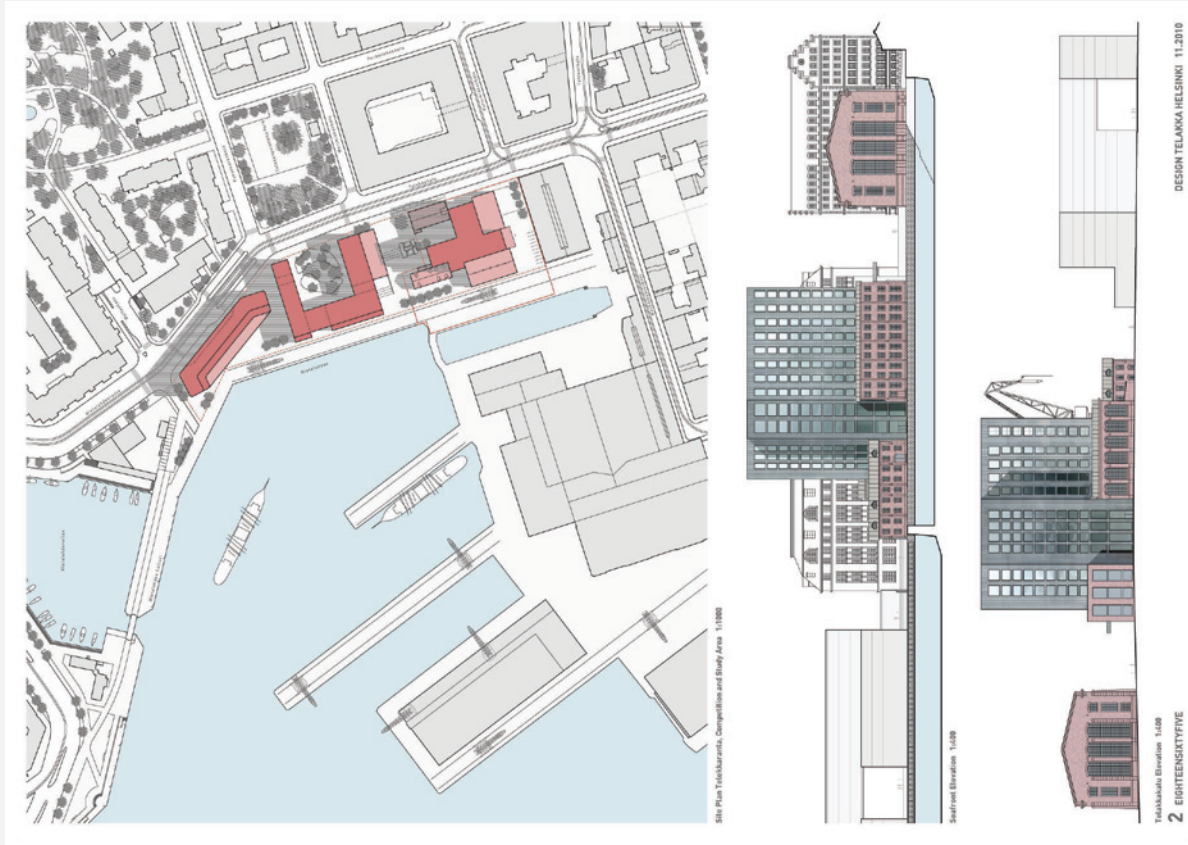
  
 JUHANI TUUTTILA  
 Head of Division, Helsinki City  
 Real Estate Dept./ Land Division

  
 TREVOR HARRIS (nominated by SAFA)  
 Professor, architect SAFA RIBA

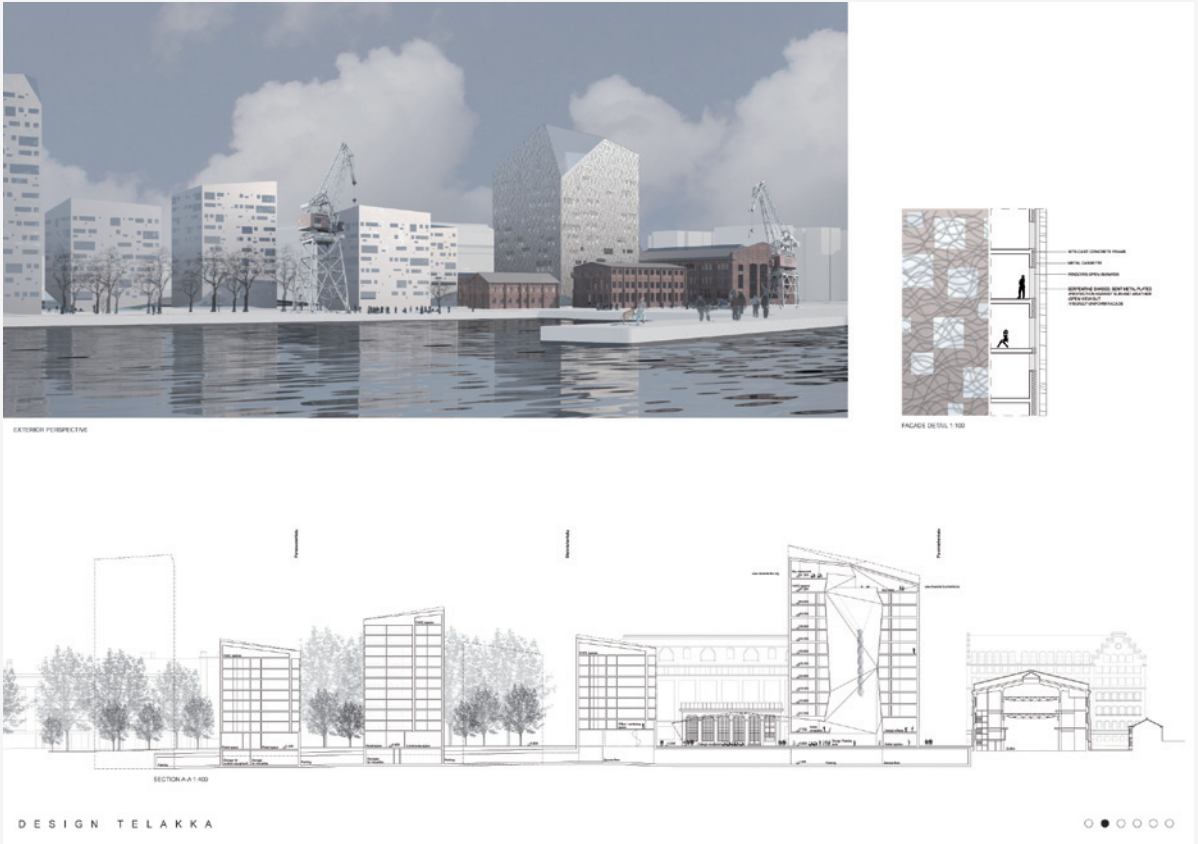
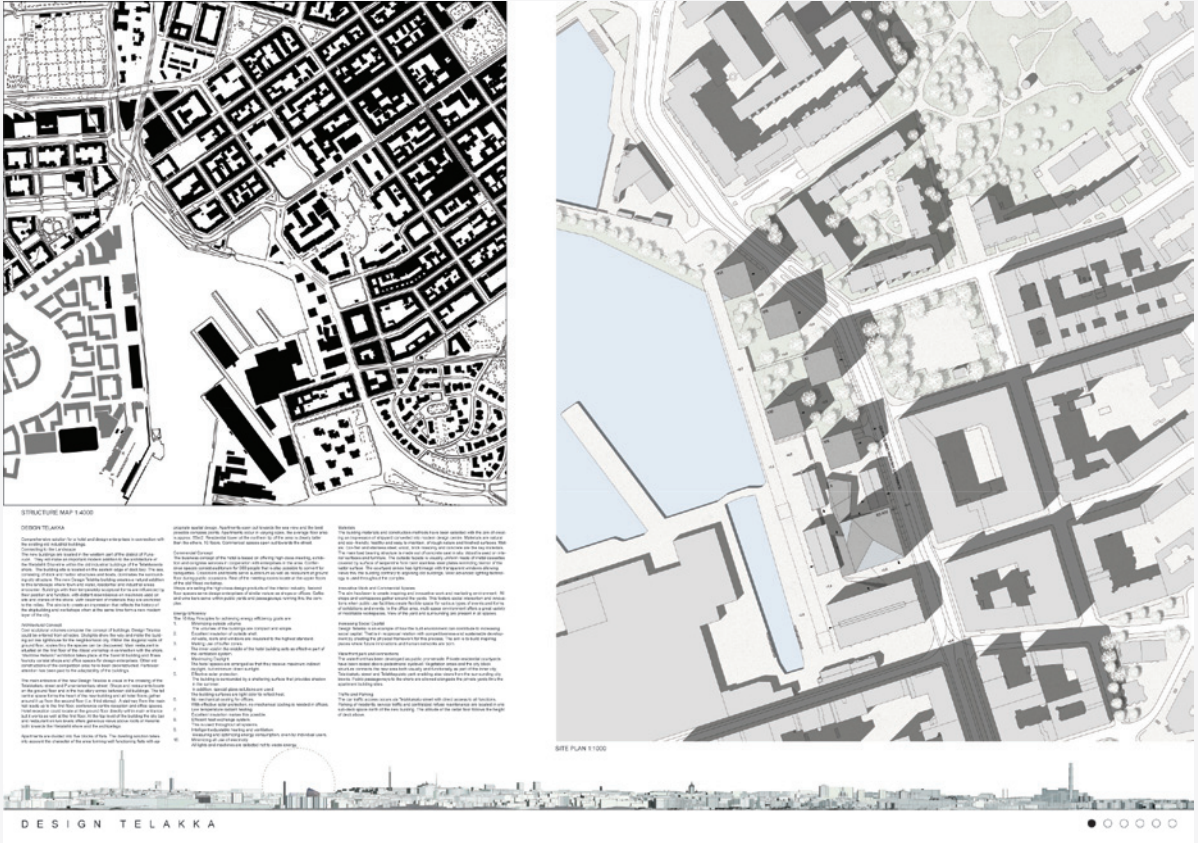
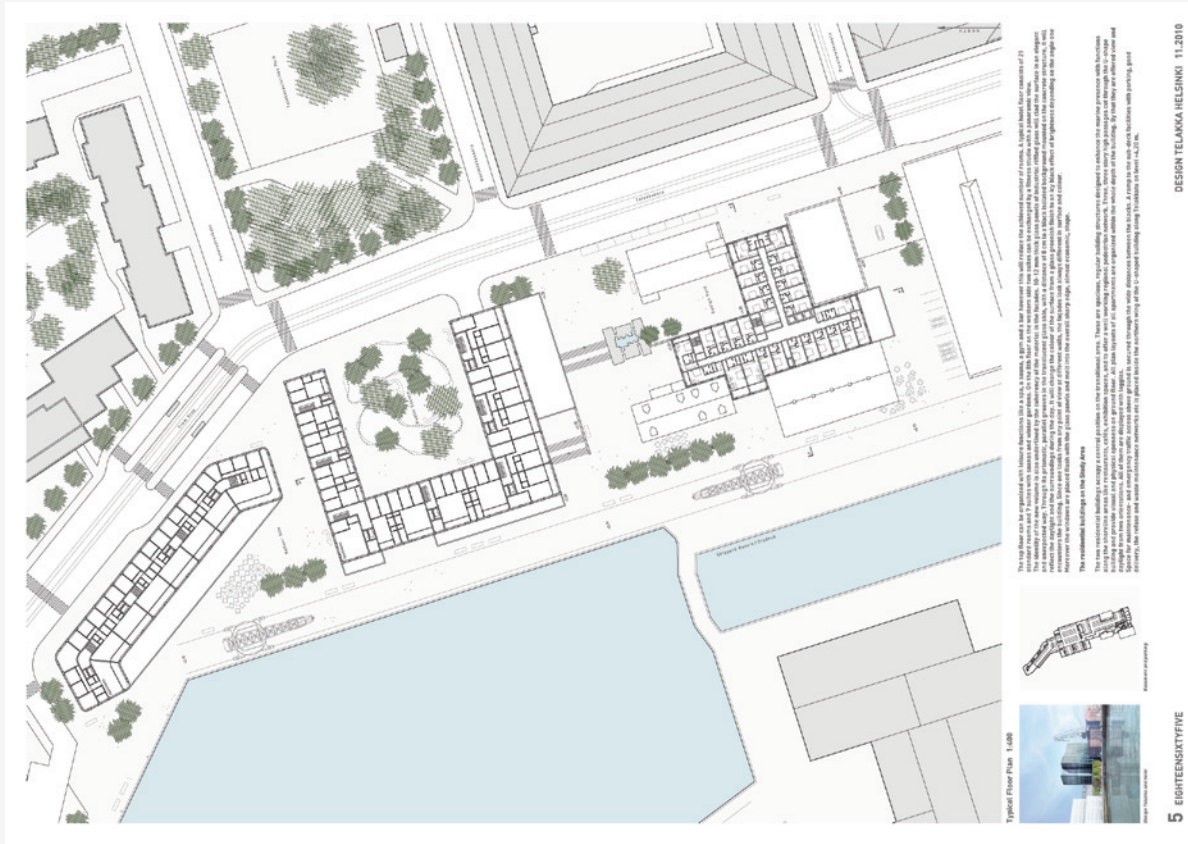
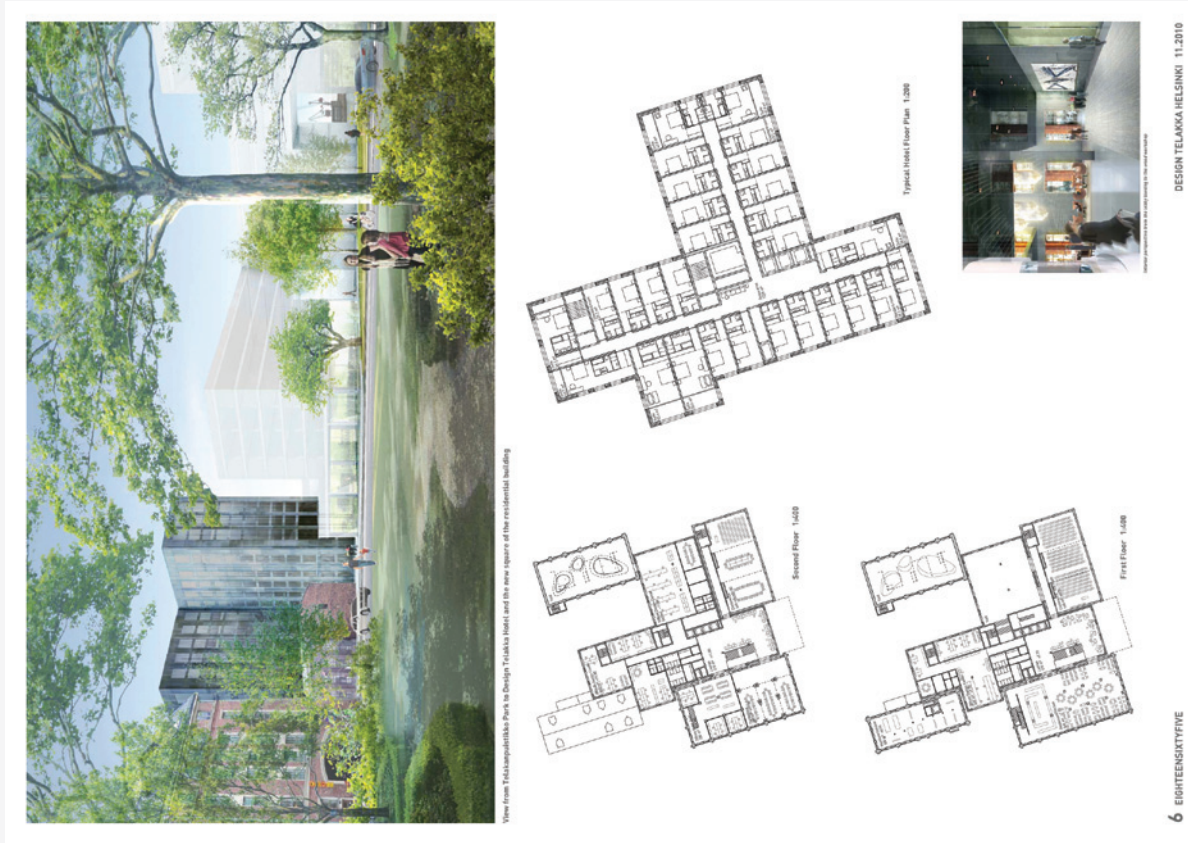
  
 PIA KILPINEN  
 Architect, City Planning Department,  
 secretary of the competition

Helsinki January 24th 2011

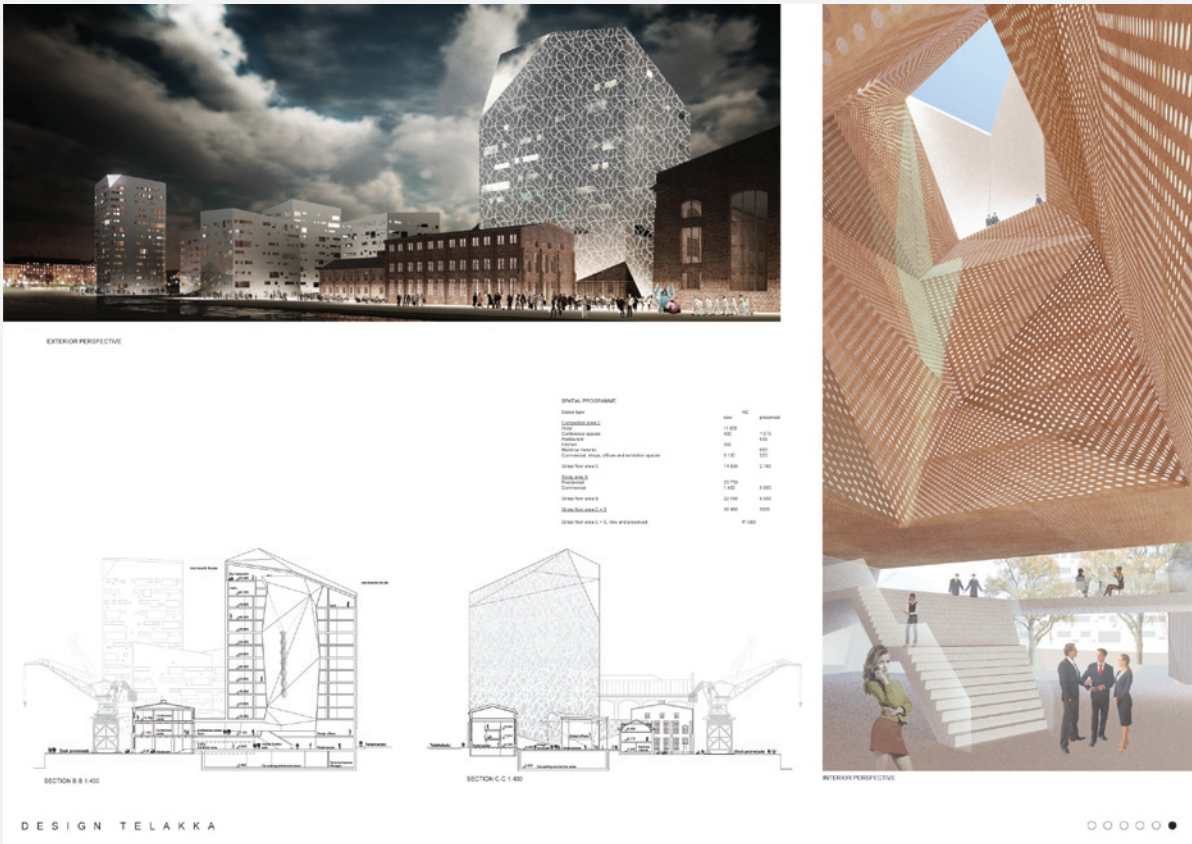
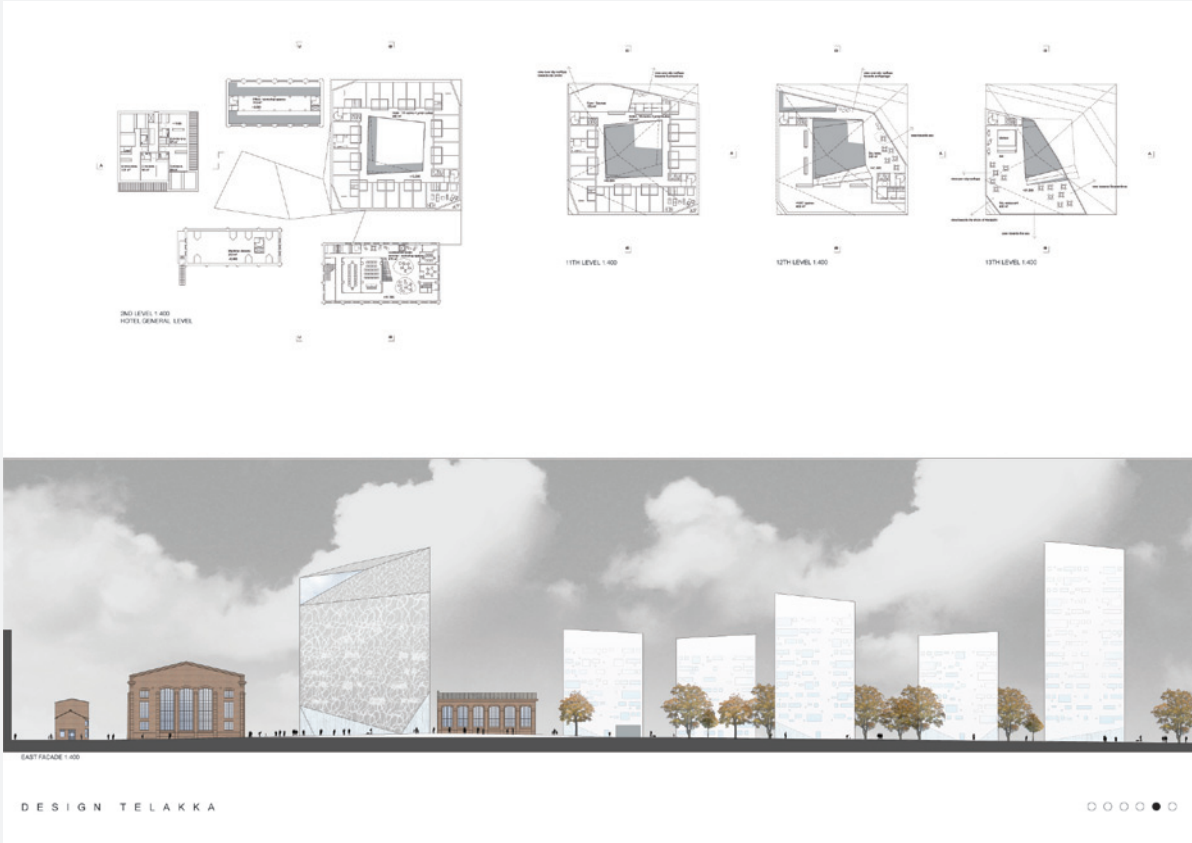
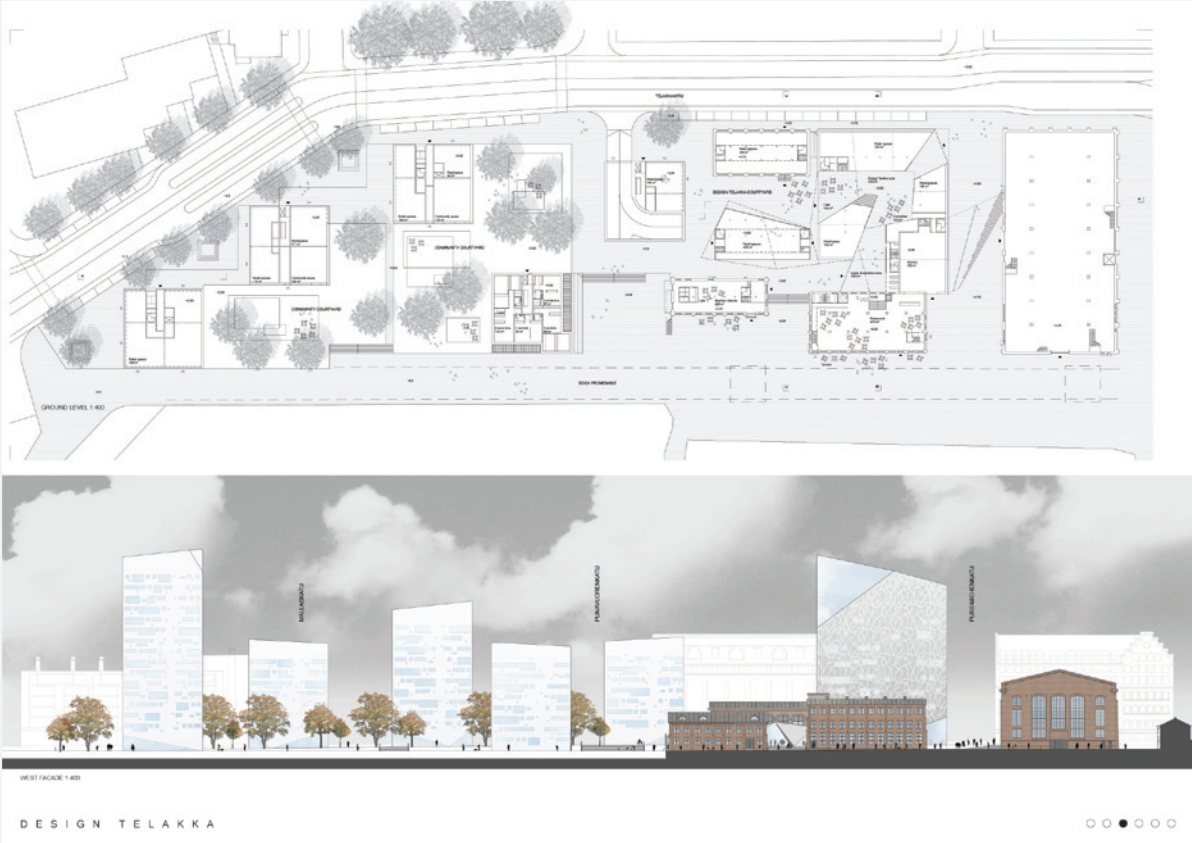




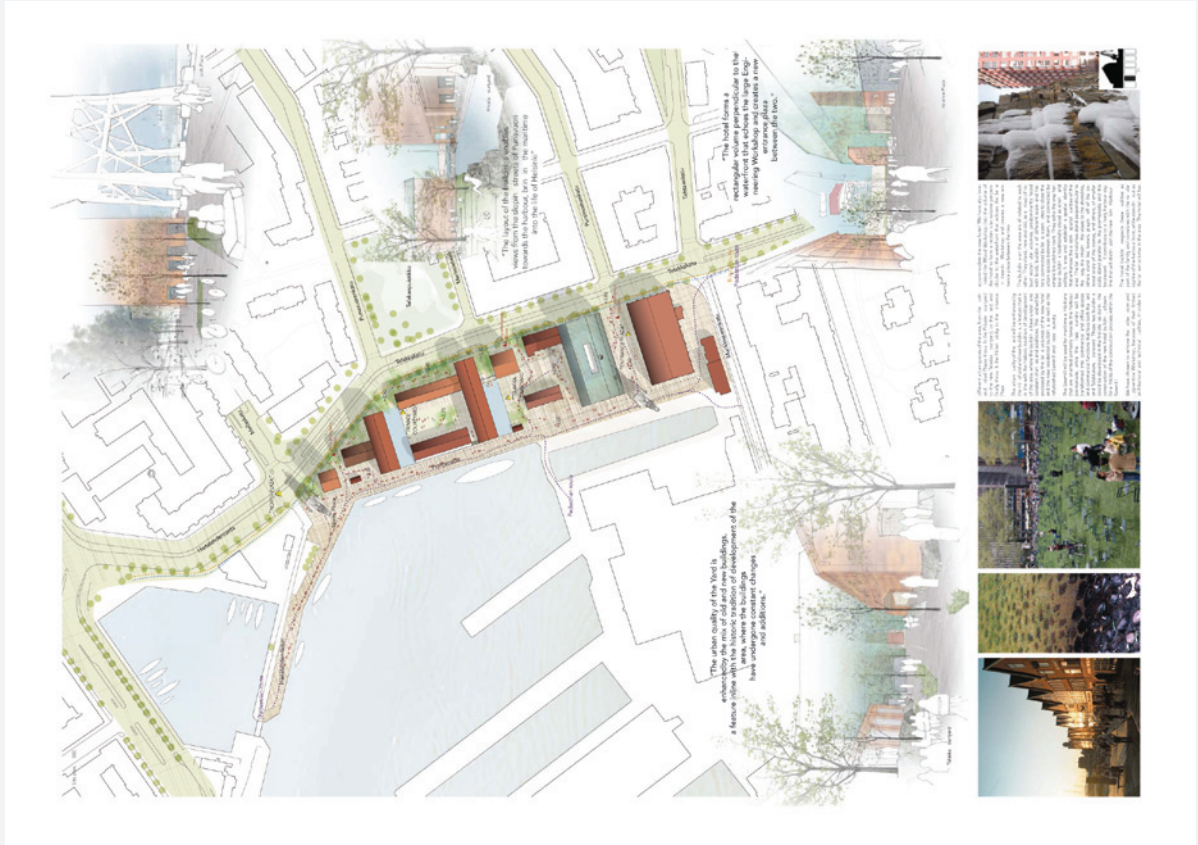






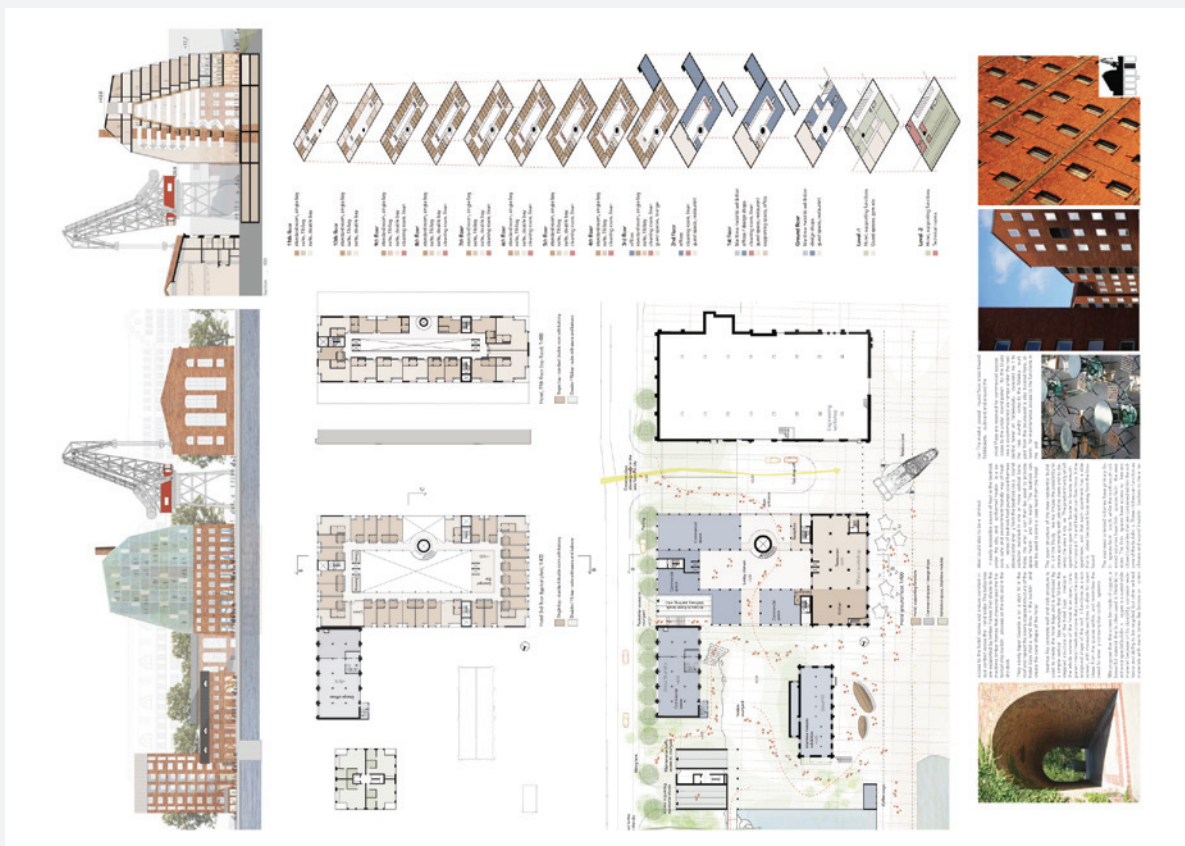








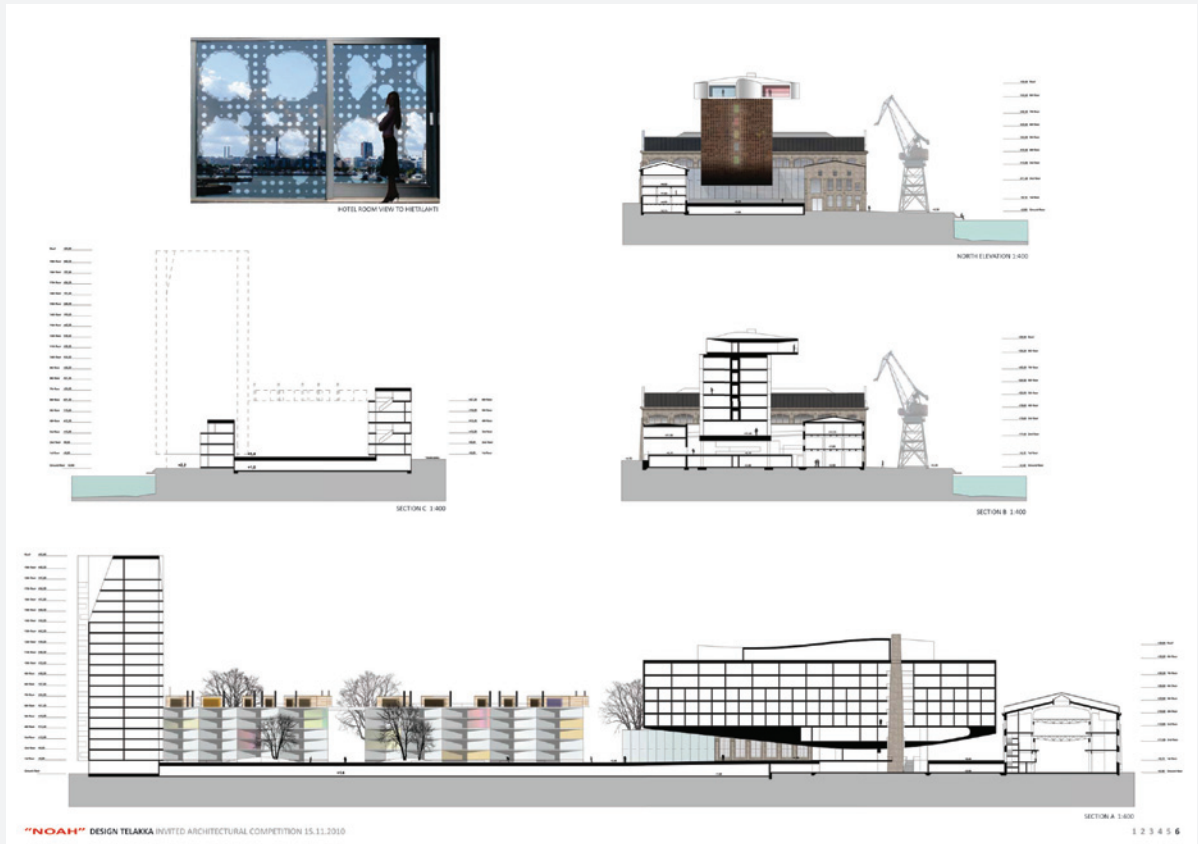
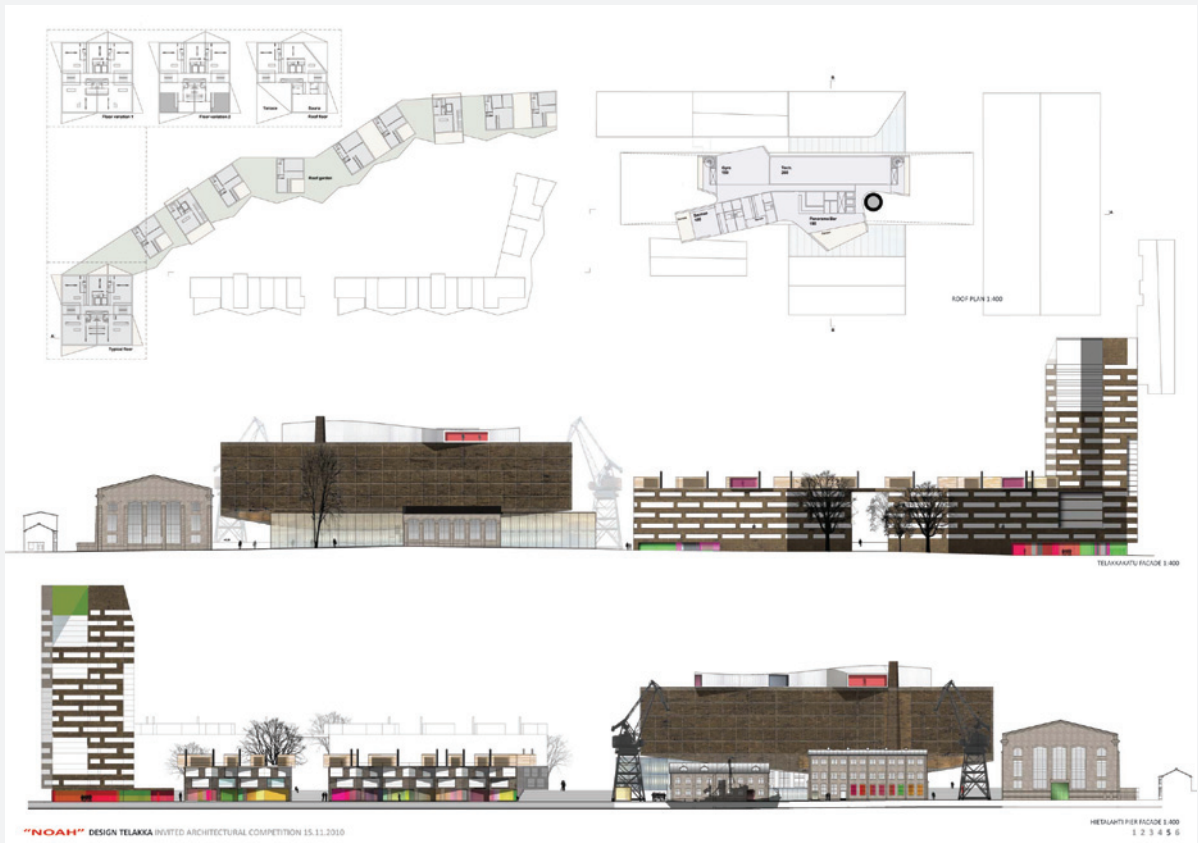
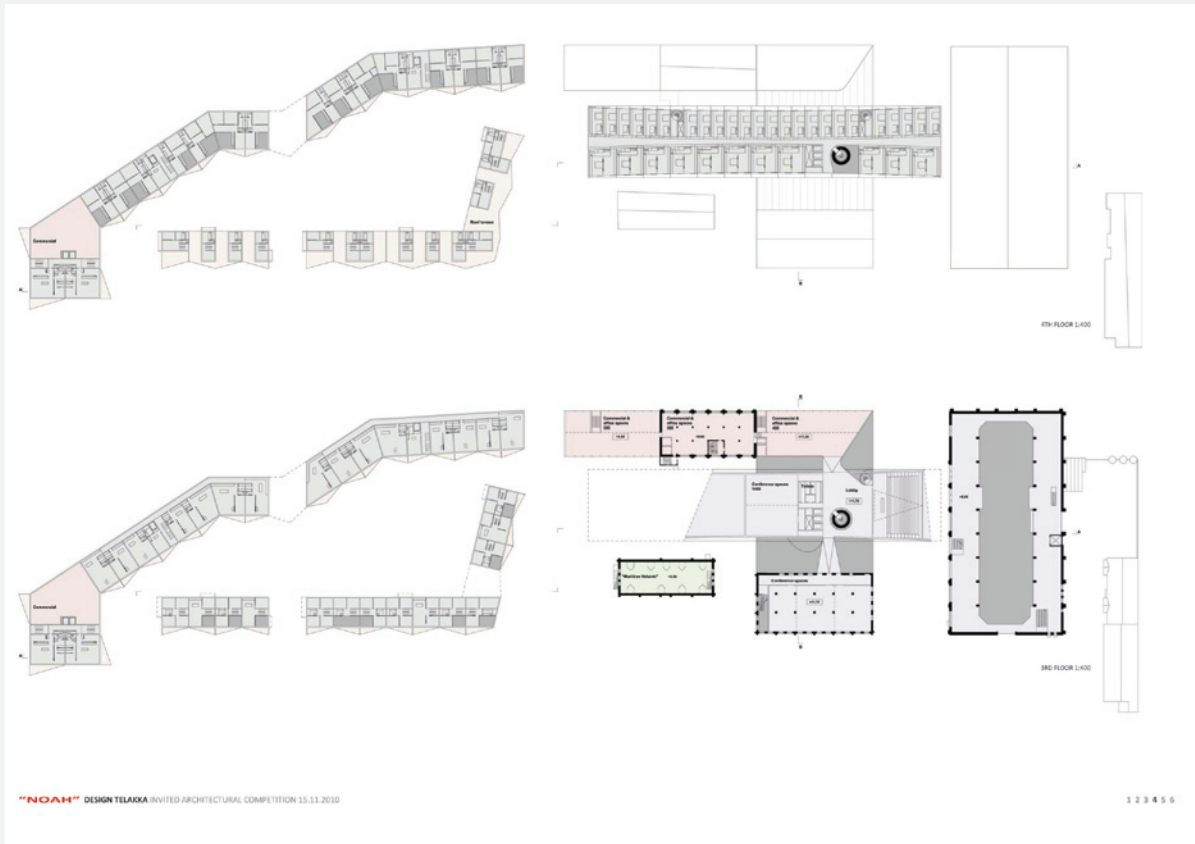
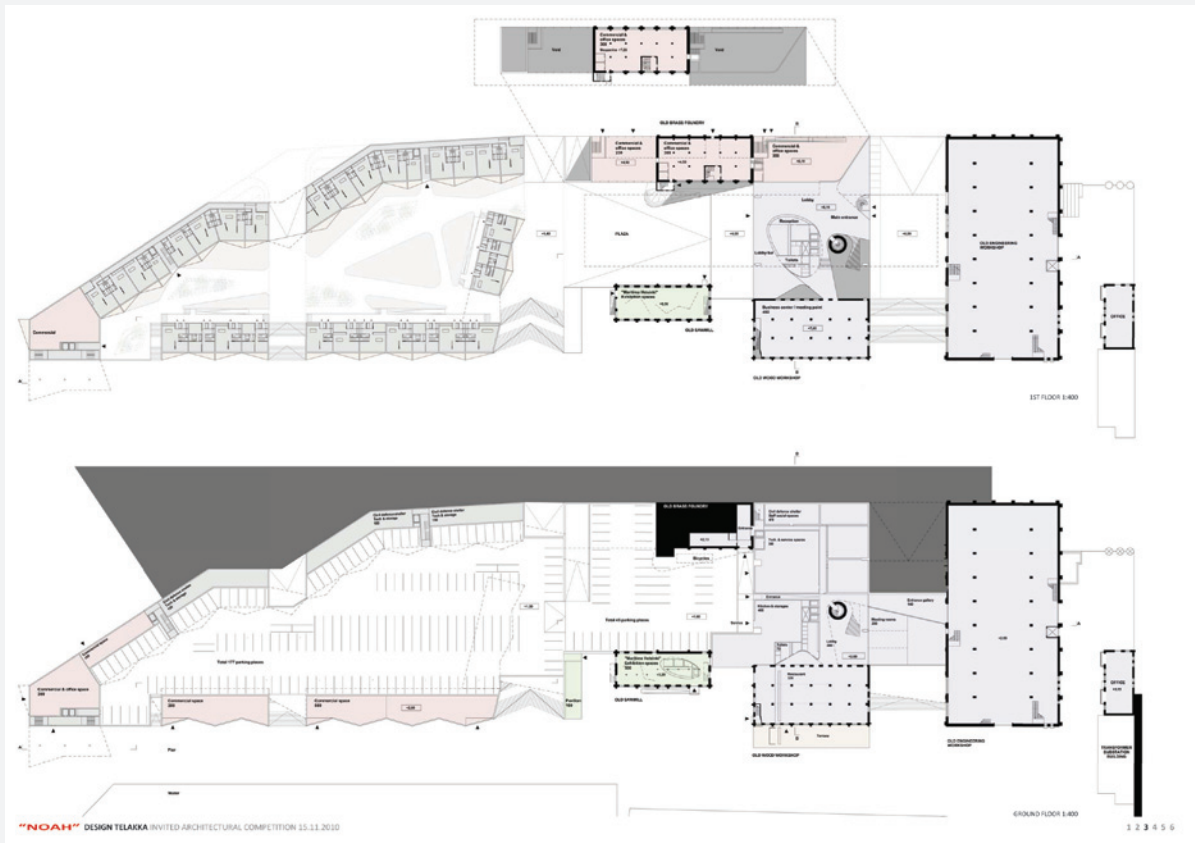
entry no. 3  
LIVING HARBOUR



entry no. 4  
NOAH









winner of the competition  
**LIVING HARBOUR**





