

EUROPAN 11 JURY REPORT

1. The European 11 competition

- 1.1 The theme of European 11
- 1.2 The organizers
- 1.3 The sites
- 1.4 The jury
- 1.5 Registration
- 1.6 Arrival and approval of the entries

2. Results of the competition

- 2.1 The decision of the jury
- 2.2 Affirmation of the competition results
- 2.3 Opening of the envelopes

3. Critique of the competition

- 3.1 Porvoo, Finland
- 3.2 Turku, Finland

4. Images of the prize-winning entries

1. THE EUROPAN 11 - COMPETITION

EUROPAN is aimed at young architects and other professional designers under 40 years of age from all over Europe. EUROPAN 11 is a call for ideas, followed by construction. The regulations and judging procedures are the same in each participating country. Competitors may submit entries in any country of their choice. Each national competition jury selects the winning projects and runners-up, and awards the prizes. The organizers then help the prize-winning teams to obtain building contracts.

1.1 The theme of European 11

The European 11 competition is taking place in conditions marked by a strong commitment amongst European cities towards very stringent environmental objectives. Following the Copenhagen Climate Change Summit in 2009, municipalities became aware of the importance of what they do alongside central government to limit greenhouse gas emissions, control energy consumption and manage (or preserve) rare and non renewable resources such as water, as well as to diminish pollution of different kinds.

TOPIC:

RESONANCE BETWEEN TERRITORIES AND WAYS OF LIFE

– What architectures
for sustainable cities?

As a general rule, they are trying to achieve greater autonomy, in both food and energy, and want to develop societal innovations in order to encourage every citizen to adopt an eco-responsible lifestyle. These geopolitical concerns need to be reflected in the design of urban spaces at the urban and architectural scale.

FAMILIES OF SITES

TOPIC 1 – IDENTITY

Linking the local and the global addresses the question of identity, its visible and imaginary components, that which constitutes the character of a place. But we are confronted with a paradox. While the cities become more identifiable in a global context, they risk losing their identity on a local level. How can we resolve this conflict, reconcile the scales, and create a contemporary image of European urbanity?

TOPIC 1A – FROM A MARGINAL STATUS TO A SIGNIFICANT IMAGE

Some sites require imagination to be transformed into meaningful places, as they are currently unoccupied, lacking specificity or real meaning. They need to be reclaimed as part of the city, either by connecting them to the existing fabric or by defining a new identity that citizens can appropriate, in order to avoid creating new enclaves. But in this change of identity, there is nevertheless the question of retaining existing remnants, of protecting a heritage.

4 SITES: LEEUWARDEN (NL), PEJĚ/PEC (KO), SIMRISHAMN (SE), WIEN (AT)

TOPIC 1B – FROM A QUESTION TO A NEW CHARACTER

Although the sites are not empty spaces, their current state is rather unsatisfactory, and there is a strong wish for improvement and greater visibility. Through new programs to be developed for specific cases, the existing structures could be made more dynamic by introducing new urban spaces and landmarks.

6 SITES: AMSTERDAM (NL), DUBLIN (IE), DUBROVNIK (HR), IBBENBÜREN (DE), SESTAO (ES), WITTSTOCK (DE)

TOPIC 1C – FROM OBSOLETE IDENTITY TO NEW IDENTITY

As the current occupation is obsolete, inappropriate or simply underused, there is a desire for a new spirit brought about by new programs, additional values and better connections with the surroundings. All of the sites have to deal with their cultural heritage, either physically where there are remaining buildings, or indirectly in terms of a collective memory handed down from their past.

6 SITES: DEVENTER (NL), EINDHOVEN (NL), GRAZ (AT), NEUILLY-SUR-MARNE (FR), OSLO (NO), REIMS (FR)

TOPIC 2 – USES

Introducing a new use to a site is a strategic move with a wide array of implications in very different areas, from the purely architectural to the social or economic. The program is the main concern in redefining the relation between the global and local. The starting point for each site is different, but we can identify three subgroups according to the relation between the components and the context and their relative sizes.

TOPIC 2A – FROM FALLOW LAND TO CITY LIFE

Fallow land is land that is currently unproductive. Whether greenfield (agricultural), brownfield (industrial) or greyfield (asphalt), underused areas invite municipalities to inject new programs. What strategies can bring a rich city life to these sites? How can new urban areas be designed for maximum quality of life but with a minimum footprint? What are the contemporary ways of living together?

6 SITES: ALMERE (NL), INGOLSTADT (DE), MONTHÉY (CH), SAMBREVILLE (BE), SZEGED (HU), WARSZAWA (PL)

TOPIC 2B – FROM ISOLATION TO SOCIAL INTEGRATION

A collection of fragments, an isolated segment, a clearing in a forest – a small local operation could offer an opportunity to alter the whole context. What kind of programme could enhance the surrounding areas? How can design provide an open platform for social and economic integration? What missing piece could help make sense of the whole puzzle?

5 SITES: CAPELLE AAN DEN IJSSEL (NL), CLERMONT-FERRAND (FR), LINZ (AT), MALMÖ (SE), WÜRZBURG (DE)

TOPIC 2C – FROM IN-BETWEEN PLACES TO SHARED SPACES

Here, the in-between space may just be empty space, with no qualities that might prompt people to linger, stay or inhabit, and with no sense of place or belonging – a space fit only for cars or passing traffic. How can empty space be turned into public space? How can pedestrian slow flows be encouraged? What programmatic elements can provide a reference point for a shared urban life?

5 SITES: AIGLE (CH), KØBENHAVN (DK), NYNÄSHAMN (SE), RØDOVRE (DK), SELB (DE)

TOPIC 3 – CONNECTIVITY

In the context of sustainable development, the theme of “connectivity” relates to methods of interlinking the global and the local, scales of space and time, natural environments and social environments. What exists is revisited from a dynamic perspective on the relationship between mobilities, urban practices and public spaces.

TOPIC 3A – FROM BORDER TO SEAM

How do you affect the shift from a boundary (infrastructure, topography, etc.) that creates separation to a seam that establishes links? The boundary (between town and country, suburban and urban, between districts, etc.) can be changed in numerous ways to develop new urban connectivities.

5 SITES: ALCALA DE LA SELVA (ES), ALLERØD (DK), MARCHE-EN-FAMENNE (BE), TOULOUSE (FR), TURKU (FI)

TOPIC 3B – FROM VOID TO LINK

Sites are characterized as leftovers from infrastructure or green pockets in urbanized areas. They offer an opportunity to build new housing and to create a new space that not only connects different urban patterns within the city where they are located, but also connects different groups of people. Empty spaces have an inherent potential for the development of high-quality public space, in terms of ambition, ecology, social value and culture, to create spaces that are genuinely shared by different social groups.

5 SITES: CERDANYOLA DEL VALLÉS (ES), GETARIA (ES), HAUGESUND (NO), NORRKÖPING (SE), SAN BARTOLOMÉ (ES)

TOPIC 3C – FROM PLACE TO TERRITORY

Contemporary urban environments are outcomes of all sorts of processes introducing territorial dynamics within local environments and upscaling local micro activities on to a territorial scale. New connections are created, or reinforced, within the main metropolitan space. Some communities join forces to create larger territorial groupings in order to encourage such connectivities. When territorial dynamics dominate local environments there is a need to respond to their impact. How can such a place take advantage of this dominance of the territorial to establish connectivities without being overwhelmed by the impact of the incomer?

7 SITES: ALCORCÓN (ES), GUIMARÃES (PT), PORVOO (FI), ROMAINMÔTIER (CH), SAVENAY (FR), SKIEN-PORSGRUNN (NO), STAINS (FR)

1.2 The organizers

The organizers in Finland were the municipality of Porvoo and the municipality of Turku together with European Suomi Finland.

1.3 The sites

Porvoo, Finland

Population	48 750
Strategic site	160 ha
Site of project	82 ha

The second oldest city in Finland is located in the Helsinki metropolitan area. The milieu and history of Porvoo are unique strengths in the city planning. Energy efficiency is important in developing the urban structure. The population is gradually growing and economic life is being developed. The capital is 50 kilometres away from Porvoo and can be easily reached by Highway 7. Also the development of a future rail system is being supported.

The site is located northwest of the centre of Porvoo, and was previously an industrial area. The site is bordered by the Porvoonjoki river, Highway 7 (E 18, Helsinki-St. Petersburg) and the surrounding neighbourhoods of detached houses. The site is part of the historical river landscape. On the opposite side of the river from the project site is the medieval centre of Porvoo. The project site is also connected to the national urban park. The old railway station in the southern part of the site is protected in the city plan.

The aim is to develop the old industrial area into a new, attractive neighbourhood that fits the surroundings and the unique tradition of the city.

Special attention should be paid to the following three aspects: the scale of Porvoo, the industrial tradition of the area, and the relation to the nature. The new functions in the area of the old railway station should maintain and develop the cultural history of the place.

Turku, Finland

Population	177 000
Strategic Site	32,5 ha
Site of project	9,5 ha

The city of Turku has been Cultural Capital of Europe in 2011. Participation in the EUROPAN 11 competition has been part of the cultural capital project. Turku, the centre of the Southwest region of Finland, is the oldest city in Finland and the former capital. A new motorway connects the city efficiently to the Helsinki metropolitan area and also faster railway connections between them are being developed. Turku is the leading centre in Finland for biotechnology and life sciences. The hub of the Finnish marine industry is in the Southwest Finland region. The Turku–Salo area has a strong concentration of ICT technologies. In its housing policy the city supports population growth. Special attention is paid to families with children. Sites and dwellings are offered to young families.

The competition site is located on Turku's city boundary and it is the first uniform area one encounters when approaching the city from the east. The empty wasteland is situated adjacent to the old Helsinki–Turku highway. The distance from the site to the city centre is approximately 4 kilometres. On the other side of the highway from the site is a new city district called Skanssi that is currently under construction. As a part of that, a new roundabout will be placed next to the competition site (indicated in the plans as a dashed black line). The aim is to build a low-rise and dense residential area with a distinct human scale. The new area

should be safe, pleasant, and suitable for young families. Part of the site will function as a common outdoor living area for people of all ages. The planning should support a sense of community, among both neighbours and all residents in the area. The total built floor area will be approximately 13 000–16 000 m². The area should be given a distinctive look and character.

1.4 The jury

Juulia Kauste, (FIN), Chairman, Director, Museum of Finnish Architecture

Selina Anttinen, (FIN), Architect, Anttinen Oiva Architects

Aaro Artto, (FIN), APRT, Architect

Tuomas Hakala, (FIN), Architect, City of Helsinki, City Planning Department

Mark Isitt, (SE), Architecture critic, Stockholm

Helle Juul, (DK), Architect, Juul Frost Arkitekter Copenhagen

Jukka Noponen, (FIN), Executive Director, Sitra, The Finnish Innovation Fund

Päivi Saloranta, (FIN), Architect, City of Hämeenlinna, City Planning Department

Siv Stangeland, (NO), Architect, Helen & Hard, Stavanger

DEPUTIES

Kari Nykänen, Architect, m3 Architects, Oulu

Lars Olsson, Architect, City of Kotka, City Planning Department

1.5 Registration

By the closing date for registration and ordering the site material, the number of registrations received was as follows:

Porvoo 46, Turku 68, in total 114 registrations

There was a total of 3000 registrations for the entire European 11 competition

1.6 Arrival and approval of the entries

By the closing date, 22nd July 2011, the secretariat had received the following number of entries:

Porvoo 32, Turku 48, in total 80 entries

The entire European 11 competition received a total of 1823 entries

2. RESULTS OF THE COMPETITION

2.1 The decision of the jury

The jury met twice. The first meeting was held in Helsinki on 28th September 2011. At this meeting, in accordance with the competition rules, the best 10-20% of the entries – the so-called shortlist – were selected (Porvoo 6 entries and Turku 9 entries).

The second meeting was held in Oslo on 6.11.2011. Architect Kari Nykänen deputised for Siv Strangeland.

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

Porvoo	Winner 12 000 €	PH 777 "EMBROIDERY"
	Runner-up 6000 €	AH 732 "diamonds"
	Honourable mention	PG 311 "IN-FORESTATION"
Turku	Winner 12 000 €	AE 358 "GARDEN STATE"
	Runner-up 6000 €	AA 235 "Orchard Avenues"
	Honourable mention	OR 500 "our gardens"
	Honourable mention	AB 031 "Janus"

2.2 Affirmation of the competition result



Juulia Kauste,
chairman



Jukka Noponen



Tuomas Hakala



Päivi Saloranta



Aaro Artto




Selina Anttinen



Helle Juul



Kari Nykänen



Mark Isitt



Juha Jääskeläinen
secretary

2.3 Opening of the envelopes

PORVOO, FINLAND

Winner 12 000 €	PH 777 "EMBROIDERY" authors: Pia Sjöroos, Valtteri Heinonen and Jouni Heinänen (Finland)
Runner-Up 6000 €	AH 732 "diamonds" authors: Saana Karala, Laura Hietakorpi and Jenni Poutanen (Finland)
Honourable mention	PG 311 "IN-FORESTATION" authors: Thibaut Bourgade, Pauline Bourgade and Alexandre Dubure (France)

TURKU, FINLAND

Winner 12 000 €	AE 358 "GARDEN STATE" author: Sami Vikström (Finland)
Runner-up 6000 €	AA 235 "Orchard Avenues" authors: Peter Stec (Slovakia) and Mark Balzar (Austria) contributors: Anna Cséfalvayova, Marianna Maczova, Dominika Belanska and Danica Pistekova (Slovakia)
Honourable mention	OR 500 "our gardens" authors: Alessandro Fea, Roberto Manuelli, Anna Moro, Nicola Ratti, Gianfranco Orsenigo (Italy)
Honourable mention	AB 031 "Janus" authors: Alessandro Gess (Germany), Matthieu Hackenheimer (France) Wulf Boer (Germany)

3. CRITIQUE OF THE COMPETITION

3.1 PORVOO

3.1.1 General critique:

The old wooden town setting, exceptionally valuable in Finland, and the beautiful cultural and river landscape of the Porvoonjoki river provided a particularly excellent starting point for the design task. Placing an ecologically sustainable structure in the sensitive river landscape as well as designing a new versatile residential environment for an old industrial milieu turned out to be challenging tasks.

The planning area is extensive and the competitors had to deal with many problems. 32 proposals arrived in Porvoo, among which could be discerned clearly different approaches to the design task. It was perhaps the occasional flooding of the river – which had been mentioned in the competition programme – that caused the greatest problems. Evidently this had been interpreted as meaning that it was not possible to build at all in extensive areas of the site. At least the main focus of building in many of the proposals became the northern part of the competition area where the ground level is higher.

When building is concentrated in the northern part of the area the connection to the centre of Old Porvoo becomes more difficult and unfortunately ends up in the zone exposed to noise from the busy motorway. The noise problem affects considerably the pleasantness of the place.

Perhaps because of the feared flooding few of the entries utilised the river shoreline. In the Porvoo city centre the river shoreline is a built-up area. Only in a couple of proposals did building go all the way up to the shoreline or even near it. The major part of the competitors left the shoreline as an unbuilt green area.

The tasks of organising the internal connections in the competition area and linking the area naturally to the environment, which had been built up during different periods, also turned out to be difficult. In many proposals the necessary hierarchy of the street or road network is missing or the overall solution otherwise does not work very well. Tried and tested traffic solutions are efficient and they link the planning area to its surroundings in a natural way.

In several proposals Finnish urban living has been interpreted in a romantic way, as housing dispersed amidst nature (forest). This in turn has led to an eclectic group of isolated models where the distances between housing blocks and the decentralised placement resemble the ambience of suburbs on the edge of the city and suburbs in the forest. Unfortunately the competitors in this group have not found a model for building in the city centre that draws inspiration in an interesting way from a close-to-nature urban living.

The versatile history and uses of the planning area have been utilized surprisingly little in creating the identity of the new sub-areas. The historical railway area has, however, in almost all proposals been interpreted and further refined as a central feature in the identity of the new area. The railway park, which relies on the industrial tradition of the area, was the starting point in almost all the proposals. The old buildings have otherwise also mainly been preserved in the planning area and interim uses have been proposed as instruments for the development of the area.

In several of the competition proposals the existing environment has been extensively analyzed and different instruments and methods have been developed in support of the planning. Surprisingly often, however, the result is simply a generic and formulaic environment where the potential offered by the planning area has not been utilized.

In regard to the urban planning, the winning entries as well as the majority of the other proposals had a quite traditional approach in terms of the articulation of the architecture and urban space. This thus raises the general question of whether it is possible to plan for the future by making a master plan in the traditional way.

In several proposals the planning problems at the zoning level have been disregarded altogether. The focus has been on the design of a block type or the buildings. Hence the ideal block or superstructure developed has then been replicated throughout the whole competition area so that the desired diversity or urbanness has not been created. Implementing an extensive area by using only a single block type (in an extreme case by using a single building type) was assessed as being unrealistic.

In the best proposals the competitors had focused on solving problems at the master plan level and left the planning at the block level fairly schematic and general. In the successful plans building has been divided into a few fairly densely built areas that can be implemented in stages. In these proposals also the landscape aspects of the solution are in balance: as a counterpoint to the dense and urban environment there are green areas oriented towards the river shoreline.

3.1.2 PORVOO, INDIVIDUAL CRITIQUES OF THE COMPETITION ENTRIES

1st prize PH777 - EMBROIDERY

A design that recognises the strengths of the location, creating a strong edge for the new structure. The proposal does not so much tie itself to the history of the area, but rather the sensitive river valley landscape that the new meandering river park serenely complements. The meandering connection of the structure to the river park utilizes the views of the river and also creates a rich shoreline milieu. The premise of an open and enclosed structure works both at the planning area and block scale. The strong spatial idea could consequently be refined and varied to make it even more interesting.

The focus of building is on the right track and the dense, varying blocks along one main street hints at an urban life. The proposed themes of diversity and heterogeneity within a simple block structure, as well as the dense but free mode of building, are refreshing. The presented overall scheme is, nevertheless, already rather effective. When developed further on this scale the scheme could better rely on the characteristic features of Porvoo.

In the proposal urban planning has been approached in a traditional way in terms of the spatial and architectonic structure. This raised questions among the jury regarding how flexibly the chosen approach works and takes into consideration future challenges in an area that will be implemented over a long period of time. What kind of comprehensive strategy could tolerate uncertainty, react flexibly to changes, bring user-centred content to both public space and dwelling typologies, and would in particular support and encourage people to adopt a sustainable lifestyle?

The chosen approach of Embroidery is, however, strong and balanced and has focused on the central issues in regard to the design premise. At the same time, the work is rich in ideas and well researched on many levels. The traffic solution it proposes functions well, and the relations between building and the landscape and the surrounding city are uncontrived. The strengths of the design are best highlighted at the concept level. The principles presented in the proposal are clear and flexible, providing a good premise for the further development of a unique and recognisable area.

Runner-up AH732 - diamonds

Building has been concentrated in efficient block clusters – diamonds that have been linked by a somewhat clumsily aligned street. Building has been divided up into appropriately sized areas that are perhaps slightly too similar in shape. Building gets increasingly denser towards the city and the connection with the railway station milieu is natural.

Further northwards the blocks consist of lower and smaller-scale building. The structure, hierarchically organised into sub-areas, enables the implementation in stages.

Between the diamond-shaped blocks are green passages and vistas. The river shoreline has been well utilised within the block units and as a recreational area. Some blocks extend to the shoreline and even over the river itself as bridge-like structures. In places building privatises the shoreline, which can be seen as problematic.

The diamonds consist of enclosed blocks between which are urban street spaces. The interior spaces of the blocks have the interesting feel of a mediaeval city space. On the other hand, the diamonds are, in the form they are presented, unnecessarily similar. The enclosed blocks in the middle of the diamonds are justified, but at the edges of the building clusters the blocks could have been more boldly opened up towards the surrounding landscape.

The proposal has been presented rather sketchily and seems in many respects even unfinished. There is a lot of room for improvement in this proposal full of potential, but many things have nevertheless fallen into place.

Honourable mention

PG311 - IN-FORESTATION

The author has approached the task with a careful analysis. The proposal guides beautifully one's thoughts to the relationships between nature and the built environment, commitment and interlinkage, and building in stages. The sub-areas have been derived and interpreted from the different starting points of the location and its history.

The study that has started all the way from the macro level is impressive in itself, but despite all the analyses the result is a disappointment. The proposed design is very ordinary and, when repeating the same structure, rather uninteresting. The focus of building is too much in the north. The blocks are inefficient and have no urban qualities.

The idea of fragmented building can be beautiful, but it is difficult to see it fulfilling the objectives of the competition.

SHORTLIST

AB324 - EDELFELT

The finely presented design is fitted into the river landscape of Porvoo in a surprising way. The building frontage, bent into a slight curve, brings to mind a holiday resort built by the seashore rather than a residential area located adjacent to an old wooden city centre.

The focus of building lies at the correct end of the competition area: near the city and as far as possible from the noisy motorway. Building is very efficient and concentrated, which provides a counterbalance for the abundance of open fields and green areas in the proposal.

The monotony and disorganisation are the greatest shortcomings of the proposal. Implementing the whole area in wood construction is an interesting idea worth supporting.

TB357 – green shorelandscape city

The starting points for the proposal of a sustainable urban environment and the integration of nature and building are logical and very positively substantiated. In the scheme itself, however, one does not find an interesting interpretation of the themes tied to the place. The potential of the location has not been utilised. The focus of building is placed far from the Porvoo city centre and awkwardly close to the motorway. Even

though the proposed structure is correctly oriented towards the river, it remains rather far from the shoreline. The proposed sub-areas are far from each other and the southern sub-area lacks substance and is detached from the rest. The block structure and the proposed dwelling typologies are unnecessarily mundane and repetitive, and the treatment of the shoreline is monotonous.

VE041 - Living a Shoreline

The idea of a village-like block structure set on raised piers is a beautiful and evocative premise. One can interpret it as drawing inspiration in an interesting way from the history of wood processing in the area. The scheme also presents an interesting model for the connection with the river shoreline. The presented blocks are, however, situated far from each other and the overall setting creates a rather dispersed and insulated environment.

The scheme relies completely on a single block model which is not sufficiently substantial to form the basis for such a large and central area. The block model could, if further developed, function as the basis for a solution for a sub-area. The proposed appearance for the milieu and architecture are in their own genre slightly lacklustre.

OTHER ENTRIES:

AA212 – Timed Urbanism

The temporal construction of a city is a good starting point. The proposed urban fabric is, however, monotonous and unimaginative in regard to the block structure and scale. The traffic solution is inefficient, the road that runs parallel with the railway line cuts off the connection to the river shoreline.

CR333 - HARP(S) LANDSCAPE

Building has been placed almost entirely next to the motorway in the zone exposed to noise. The block structure is homogenous and tedious despite the expensive and unviable canal system.

CV237 - Le5e

Building has been placed in efficient but also too similar blocks. The river shoreline has been utilised in an interesting way.

JL123 - Vårt land

Building is concentrated in the vicinity of the motorway. Building consists of units that are too large in scale. There is a lack of pleasant public spaces.

JP241 - CELLULAR

Building is divided into three areas. The areas that are forced into curved streets and blocks seem artificial. The river shoreline has been utilised in an interesting way. The proposed milieu is of a high quality.

LP001 - STREET IN THE LANDSCAPE

The large part of building has been placed in the vicinity of the motorway in the zone exposed to noise. The block structure has been shown as too homogeneous. The area is lacking an urban feel.

LV118 - GREEN WAVES

The major part of building is a monotonous green-roofed suburb. The desired urbanness and diversity are lacking.

MA467 - UP IN THE TREES

The author has developed two interesting block typologies. Despite their attractiveness, the blocks do not offer sufficient variation. An urban environment is not created nor are there natural connections to the surrounding urban fabric. The street environment on two levels would be expensive to implement and maintain.

MD773 - LIVING WOODLAND

The blocks demarcated circularly in a forest are of a suitable size as units but nevertheless too similar to each other. Public space and urbanness are lacking in the proposal.

MM111 - No man is an island entire itself

The blocks seem interestingly arbitrary and at the same time unfinished. The problem is that the urban structure is so disjointed that no urban environment has been created. In such a non-efficient structure car-parking basements and decks are not realistic.

MO611 - URBAN PATCHWORK

The proposal consists of suitably-sized village-like areas. The villages that consist of giant-sized boulders completely lack any urban feel and variation. The city district based on a single building and block typology is inflexible and inhuman.

MS284 - GREEN ARCHIPELAGO

The proposal is interesting but in many regards unfinished. The islets surrounded by a wall of buildings and with a void in the middle are completely theoretical when proposed in such a large scale. An urban environment has not been created, nor diversity or flexibility.

OH090 - Pattern Landscape

The proposal is based on an elongated grid plan. The scale of building is too big and heavy. The enclosed blocks do not create an urban environment.

PI314 - Among the leaves

The proposal is logically researched and presented. The duplicated block structure with its starting point in building design makes references to past decades. The overall structures lack a spatial idea, it is unnecessarily monotonous and lacks hierarchy in being duplicated for such a large area. Raising building on to bridges is attractive as an idea but in practice does not offer solutions for the development of a central and vibrant urban fabric. The attractive block studies would work best as solutions for an individual residential block or smaller sub-area.

PN011 - EARTH, WOOD AND THE RIVER

The presentation of the proposal has in a fun way an ideas-like quality suitable for a general plan. The structure of the residential blocks has been presented as a generic block mass arranged with green areas and public buildings. Taking a closer look, the design comes close to comicality. The scale, which draws its inspiration from the sawmill industry of the area, as well as the coordinate system cannot be justified when multiplied over the whole area. The result resembles the endless carpet of single-family houses of a suburban area, completely without vistas, hierarchy, spatial qualities or the tensions of an urban environment.

PO123 - greenvelvet

Taking a finger print as a concept for urban planning seems rather formalistic – particularly when it brushes over the objectives and potential of the design area. The proposed plan fills the area with a spatially monotonous structure that lacks any hierarchy. Even the sensitive shoreline zone is filled in. The overall scale, particularly in the northern part of the planning area, is alien to Porvoo. The ideas in the explanatory texts and the ambience shown in the perspectives are attractive and tell a completely different story.

PP000 - Porvoo POP

The plan presents compact building in the southern part of the planning area, while the northern part is left unbuilt as green areas and agricultural land. The efficient and concentrated building is ecologically and functionally justified. The proposed structure is on the right tracks with regard to emphasis and orientation. The treatment of the shoreline also shows a pleasant variety. Overall it is slightly cautious, disorganised and without a clear identity.

RA101 - Shifting Expectations

The design sets out to create in an interesting way unique and recognisable sub-areas which rely on the unique characteristics of the area. At the same time, the pull factors are wasted on a rather narrow zone, and a large part of the shoreline zone is developed for private use. It is difficult to find anything particularly interesting in other built sub-areas. The built sub-areas are placed far from each other and a common theme is missing.

RF565 - REFLECTIONS

The proposal is based on a carefully studied building type which in itself has merit, and where the spaces twist around a narrow light well. This structure has been varied in longish meandering megastructures partly raised on pillars. The chosen typology is extreme in its scale and alien to the centre of Porvoo. The area plan based on a single building type creates a monotonous and suburban-like environment which is far from the objectives of the competition.

SB773 - COMPLEXiTY

The proposal is well argued and often hits the target. The plan itself, however, is not convincing, even though the building priorities are on the right track. The organisation of building in the proposed way, with varying but monotonous zones, produces spatially weak characteristics. The river side landscape is not utilised in the best possible way. The agricultural land left in the middle of the northern part does not bring any real additional value to the area. Striving for a versatile and flexible urban environment has not come together in a way that creates a unique identity.

SR001 - [c] Porvoo

The plan consists of two dense centres in the southern part of the area as well as freely and loosely placed small-scale residential islets set amidst nature. The centres are placed logically around traffic connections and the old railway station. The solutions for the residential blocks seem more like inland solutions. The river milieu has not been utilised in their orientation and placement, nor has the river milieu been developed. The overall scheme forms a spacious, dispersed and partly disorganised environment. The residential blocks have a sympathetic expression.

SZ327 - FINALLY NEOTECHNIC

The proposal has set out to generate ideas simultaneously on the macro and micro levels. Unfortunately the authors have decided to focus on curiosities and details instead of the overall plan. In the general plan a somewhat theoretical urban structure has been presented, though interesting on a graphic level. Its contents have not, however, been elaborated in the plans. The themes and details drawn from wood processing are quite sympathetic but completely secondary in terms of the competition task.

TJ005 - Volta

The best merits of the proposal are the interesting, carefully studied block solutions that fit excellently within the scale of Porvoo. At the level of the general plan, also in this proposal taking the flood level as a starting point that limits the design has led to a cautious general plan that tamely utilises the strengths of the location. Building as a whole has been kept far from the shoreline of the river. Particularly the southern part of the planning area is lacklustre, even though the proposed office blocks are even excessively massive in relation to the scale of the area.

VR981 - ALL GOOD IN THE WOOD

The plan presents a unique but utopian idea of an ecologically habited urban park as a counterpart to the dense structure of the city centre. Dwellings are placed in two repeated city block types, the placement of which does not actually utilise the unusually fine location and river milieu. The totality forms a low-density and isolated but also monotonous immediate environment. The island-like blocks refer in an interesting way to the historical layers of Porvoo.

WH123 - Lucky Town

The proposal is one of the few where the whole area has been treated in a balanced way. The focal points of building are sensible. The introduction of building as part of the river milieu is interesting and the solution is well-suited to the Porvoo tradition. On the other hand, the shoreline of the river in the proposal is perhaps even too evenly built. The ambience and design solutions of the overall solution are confidently drawn but are also slightly ordinary. A unique identity is missing.

XC568 - Living Links

Building has been divided into three sub-areas, each of which has its own theme and building type. Building along the shoreline is successfully versatile, even though the most southern part of it is somewhat lacklustre. The solution is logical in its focus and takes well into consideration the landscape structure. It is, however, rather universally applicable and predictable and the scale and ambience alien to its context.

3.2 TURKU

3.2.1 General assessment

48 competition entries arrived in Turku, which included an eclectic group of different approaches. The general level of the competition can be considered good and rich in ideas even though there were few outstanding entries. In accordance with the objectives of the programme, the evaluation emphasised primarily concrete urban design and a flexibility regarding the different implementation methods for the blocks and buildings proposed for them. The interest in terms of content and space was to be achieved through elements larger than a single building. The starting point in the planning area, which is smallish in both size and scale, turned out to be challenging. Many of the competitors set out to develop interesting building types without any greater ideas on the urban planning level. In the best proposals a theoretical approach was linked to concrete plans and the universal topical themes were interpreted in a way that was tied to the location.

The jury discussed in particular the question of what kind of public space it is meaningful and motivating to create in a suburban area. The sense of community had been interpreted in the proposals from rather different angles. Several interesting models emerged: covered yard spaces, semi-public yard milieus and multi-layered hierarchical neighbourhoods, the street as a simplified and inevitably connecting factor, egalitarian network models and public park and piazza spaces as forums for urban social interaction. The amount, scale and appearance of the common space in the neighbourhood have been interpreted in many different ways, ranging from the undefined to almost monumental urban spaces. In one of the most interesting interpretations, activities, in this case urban farming, had been harnessed as an instigator and shaper of a new kind of urban space.

What emerged in the ecological solutions was a general economic spatial use and an appropriateness at the levels of the urban plan and building types, both these features emphasised in the Nordic climate. Energy production, the local production of food, and ideas encouraging an environmentally friendly lifestyle also materialised in almost all the proposals. In some of the proposals these themes had been taken further such that they formed the core of the design solution and the identity of the new area.

In the proposals a variety of alternatives for building density, building types, as well as the efficiency of the traffic networks and car-parking solutions were presented. In the best proposals pleasant, safe and spatially interesting environments had been achieved through compact and economical design solutions. The attraction of living in a suburban area is essentially linked also with the feeling of spaciousness and a natural connection to the surrounding nature. The possibility of a flexibility and richness in the contents of dwelling and recognisable building types were seen as desirable objectives.

In the assessment of the proposals also interesting small-scale housing typologies, a recognisable look for the area, and high-quality architecture were emphasised, as well as particularly the clarity of the presented ideas and the flexibility for further planning. In the best designs the new residential area conveys a message larger than its size and functions as both a goal-oriented and physical link in the densifying city.

3.2.2 TURKU, INDIVIDUAL CRITIQUES OF THE COMPETITION ENTRIES

1st prize

AE358 - GARDEN STATE

The proposal is, despite an apparent ordinariness, exceptionally interesting. It establishes a good starting point to study further how social and economic sustainability could be incorporated as part of the residential environment of the future. Garden State is the contemporised version of the Garden City, which opens up completely new dimensions for the suburb and dense and low-rise building. The author has developed a fractal-like structure which is completely logical and well substantiated.

The planning area forms a cohesive totality – a kind of village that has been organised into three different-sized blocks. The blocks created around three streets are divided into multiple yards, each with its own spatial structure. The yards are comprised of separate buildings which ultimately are comprised of rooms.

The fractal consists of concentric worlds that have a refined and complex social structure. The garden city creates a social weave much richer than its surroundings without, nevertheless, being in conflict with its neighbours. The proposal is in many regards particularly flexible and feasible. The yards can be implemented as joint self-build sites or, for instance, as senior citizen service units. The houses can be detached or semi-detached or terraced houses or even low-rise apartment blocks according to the needs of the residents.

The architecture of the proposal has been presented as very homologous. The strength of the proposal lies in it not being particularly dependent on the aesthetics of the implementation. Garden State can easily be implemented in stages over a longer period of time.

The proposal's traffic solution is good and efficient. Between the blocks is a 'village road' which leads to a nearby supermarket. At the beginning of the road is a small public piazza. The only problem really is the abundance of space between the block areas. The maintenance and management of them must be defined in the further planning stage.

Runner-up

AA235 – Orchard Avenues

As an idea the proposal is fun and unique. The logic of the suburb has been turned on its head: what looks like the street is in fact a garden. The plantings and small gardens form green corridors between the blocks of detached houses and cars are placed in the rear yards of the spaciouly designed blocks.

The proposal would possibly work even better in an urban context where the green streets would form a strong contrast to their surroundings. The proposal also raises questions about how the maintenance of the green strips would work in practice. In the spaciouly built surroundings of the planning area there is hardly a need for allotment gardens. It remains unclear who in practice would maintain the allotment gardens. These issues, however, would be easily resolved in the future.

The buildings have been presented as almost identical white block-like objects, with a truncated pyramid roof. Only the size of the buildings varies. In the proposed form the area is too homogenous – perhaps an ironical comment on the imagined middle-class tediousness of suburban life. The zoning solution is sensible and the presented block solution functions well and is feasible. Also the traffic solution is well functioning and efficient. The plan has been presented commendably and in a fun way.

It is hoped that in the further planning of the area the 'green street plan' presented in Orchard Avenues can be utilised and developed. The principle can easily be applied to the most varied designs.

Honourable mention

OR500 - our gardens

An attractive and skilful proposal in which ecological and social themes are strongly present. The design works both on the level of urban planning and as a prototype for an experimental block. The dwelling surrounding a greenhouse/covered garden is an interesting interpretation of a new type of collective living in northern conditions.

On the urban planning level the design has a clear and logical hierarchy. Recognisable housing blocks form islets in the environment which is left in its natural state. Street space has been minimised as cul-de-sac 'living streets' along which are organised common spaces and car parking. Bicycle and pedestrian routes transverse the area from north to south, linking it to the surrounding urban structure and services. The urban design is fairly flexible in its premises but would also work, if carried out with a slightly more deft hand, with varied block structures, house types and garden allotments.

The proposed block with a covered entrance yard opening into the surrounding nature is enchanting as an idea. One would wish that it would be studied and developed further in the future. The proposal in its entirety is of a high quality and conveys the strong idea of dwelling committed to a social and sustainable lifestyle that would be a welcome alternative in our housing supply.

Honourable mention

AB031 - Janus

The proposal evoked rather contradictory opinions among the jury. It is more a theoretical statement than a finalised design solution. The proposal is, however, simple and pure in its idea, proposing a dense and efficient yet at the same time rich and evocative solution for the area which is flexible in its implementation and differs from the overall trend. The themes of the proposal, the juxtaposition between city and nature, work through polemicization. Public space returns to being centred on the traditional but obvious and inevitable street, and the major part of the design area is left unbuilt.

Building is concentrated compactly on 'slice plots' around a central piazza. It is possible to build different house types on the plots, ranging from urban villas to low-rise apartment blocks. The street forms an entrance and space for social interaction. The undefined and informal rear yard is still one of the natural places of encounter between urban nature and the Finnish lifestyle. In the proposed plan there is quite a lot of incompleteness in taking into consideration the boundary conditions of the surroundings and the connections, and the dwelling typologies do not quite adhere to the Finnish dwelling culture in the form they are presented here. They are, however, thematically inspiring and probably are intended to raise thoughts and positive feelings about what a close-to-nature but urban living could be.

SHORTLIST

AK985 - CALAMARI UNION

The curved block structure has a unique logic and fun vernacular look, albeit coming closer to the rural building tradition. Thematically the proposal is carefully studied. It is difficult to find justification in its context for the cell-like block solution, even though at its best it creates interesting spaces and yards on the flat plot. The proposed traffic solution for the cell-like structure is extremely wasteful.

The low-rise buildings are linked on the courtyard side by a side passage which has been presented as a communal "living space". The layered communality of the proposal can, on the other hand, be perceived as a lack of privacy. It is hard to find meaningful uses for the narrow side passage and the hierarchy of privacy for the apartments seems weak in the topsy-turvy traffic solution. The proposal, which in itself is personal, raises questions about what it ultimately achieves.

EK304 - NO-MOTOWN

The horseshoe-shaped grand block has character. The communal ideas of the carefully studied proposal are interesting but unrealistic. The traffic and car-parking solutions are inefficient. The "shared space" solution, where cars and pedestrians use the same route, could possibly have worked better.

IN029 - CAUGHT FOREST

A compelling proposal that works best at the scale of building design. The romantic idea of Finnish dwelling in the middle of a forest typical for several other competition proposals is also present here. The proposal has, however, in a fine and unique way interpreted the idea of living close to nature where interior and exterior are mixed in an evocative way.

The schematically presented interpretations of dwelling are rich and appealing. The walls that varyingly demarcate the space can probably be interpreted as some kind of infrastructure that organises the street and yard spaces, and which creates an endless number of variations for experience-filled dwelling. The street space has been presented as a communal space that transforms from a "living street" to multipurpose areas with small public squares and gardens. The scale of the proposal is somewhat exaggerated and even too intimate for the northern light.

The implementation, however, cannot be based on an appealing building type. When the design is simplified in the scale of urban design and interpreted in a traditional way, then what remains is a rather traditional terraced house model with an excess of street space.

RP731 - MEDIEVAL REVISITED

The design, which resembles a compact and small medieval town, is interesting. The parking solution, placed under a heavy earth mound, is not natural. The central piazza is sympathetic as an idea but the dimensions are wrong. There are not enough users for such an extensive public space.

TA012 - The Archipelago

Five compact blocks form an interesting milieu. The blocks, however, are too compact and the traffic routes and exterior spaces of the dwellings are too constricted. The dwellings become dark and fire-safety is problematic. There are too many paved surfaces in the pedestrian environment. The presented architecture and surroundings are aesthetically of a high quality.

OTHER ENTRIES

AA666 - CO.SPACES

The problem of the carefully studied wood construction block is the very inefficient traffic arrangement. The public piazza in the middle of the block does not seem to work very well. Building has been presented as very homogenous and in places too compact. It does not add anything significantly new to the surrounding suburban fabric.

AD449 - somewhere

On an urban design level the proposal is an ordinary solution for a low-rise residential area in which repeated building masses line a street space. The general plan, however, is somewhat lacking and for some of the buildings no street connection is shown at all. The fenced-in private yards and raising by means of solid structures the building masses one storey above the street level lead to a rather unpleasant street milieu. Otherwise, too, this solution can not be substantiated.

AM802 - MEET YOUR NEIGHBOURS

The integrative 'village road' divides into 2 parts the block that has been forced into the shape of a grid plan. On one side is the block area for detached houses and on the other side the block area for linked houses. There are extensive street areas and in the presented form the fabric is unnecessarily monotonous.

AR121 - public and private stripes

Four organic and relatively compact blocks are placed quite pleasantly in the planning area. There is overlapping and illogicality in the traffic arrangements. Car traffic has been brought into the centre of the area in an unfortunate way. The building types are rather ordinary. The green areas are in the form of splinters and thus their significance and quality are diminished.

AS114 - KNITTING

The proposal consists of four almost identical blocks formed of linked houses. The structure creates a monotonous and socially poor environment. No integrative public space has been shown. The dwelling types, depicted in detail, are well functioning but from the point of view of the competition task they are secondary.

AZ123 - PATCHWORK

A sympathetically presented proposal with a good ambience. The chosen approach, which is rather formalistic, has led to the fragmentation of the public space, making it difficult to manage and perceive. The dwelling types contain interesting themes, though their development remains incomplete. The underground car-parking solution and raised topography are unrealistic in regard to the scale of building.

AZ573 - side by side

The carpet of dense single-family houses does not add anything new to suburban building. The street network that only feeds from one side is inefficient. The open park in the middle of the area is very modest as a public space. The architecture of the buildings is in itself successful.

BD111 - common green private

The proposal is a bit unintelligible and disorganised. The logic of the spatial hierarchy or public areas does not easily unfold. The plan contains a lot of undefined and fragmented park space. The street spaces and traffic connections come across as unfinished. On the other hand, the objectives are on the right track. The proposed building strips containing versatile and flexible dwelling typologies are interesting and the illustrations depict a promising ambience.

CD987 - soul

The proposal is obscure and its structure disorganised. The multipurpose area in the middle of the area is interesting as an idea. The vehicular road and parking placed in the noise barrier is not a realistic solution.

CG215 - LXBCNA.SUSTAINABLE COMMUNITY

The proposal has a sizable city park as a noise barrier as well comb-like residential blocks west of the planning area. The park design, which creates terrain forms, is in itself laudable but over-dimensioned in its monumentality. The residential blocks are interesting but with regard to their spatial hierarchy difficult to decipher. The idea of building groups comprised of recognisable and simple building masses containing a variety of dwelling and house types is attractive.

DM022 - 8-Bit

The proposal is confusing. Roads that resemble highways have been brought inside the planning area. Car-parking areas cover a large part of the area. The buildings do not fit their surroundings and have been placed in a way that seems arbitrary in the planning area. The presented dwelling environment is blunt, disorganised and unpleasant. No vegetation has been shown.

DW001 - Home wood

The proposal belongs to a series in which a strip of linked small-scale atrium houses forms one large block enclosing a large park courtyard. Car traffic has justifiably been left outside the block. For the solution to be successful it would require a lot from the central landscaped space and it would be spatially more interesting in a more open landscaped space and with a more efficient building type. The premises, however, are well substantiated.

EP103 - iPlot

A sympathetic proposal in which the area is organised into four blocks. The proposal is rich in ideas and carefully researched; from the dwelling plan solutions to the overall plan and solutions that create a sense of communality in the neighbourhood. The residential environment created by the plan is, nevertheless, monotonous. In the traffic solution car traffic is spread out into the centre of the area.

FD001 - Errata Corrige

The chaoticity and fragmentation of the proposal stirred the jury's interest. Presenting the buildings as almost identical impoverishes the overall impression. At a closer look the scheme's faults are highlighted. The disorganisation and arbitrariness of the blocks create problems with regard to the implementation.

FF011 - familiar feeling

A skilfully presented and interesting proposal, the shortcomings of which are revealed at closer look. The block areas consisting of dice-like buildings place some of the residents in an unfavourable position. Some houses are cramped in the middle of the block and others are placed adjacent to heavily trafficked roads. Fire safety issues cause problems. Implementing the blocks could work only by building it as a housing cooperative scheme. By developing further the blocks and traffic arrangements the scheme could become viable.

FI017 - ECO NET HOUSING

The buildings that resemble stone monoliths form a giant "cemetery". The buildings form a spacious homogeneous structure that completely lacks any urbanity and communality. The small floor plan area of the buildings makes them inefficient and expensive to implement.

FI100 - COMMUNITYCATION

The proposal, which consists of a very compact weave of linked houses, replicates the traditional spatial use of suburbs. Despite the rich street facades, the residential environment that the proposal creates is very homogenous and socially poor. The 'village road', with its services, cutting through the area is not a realistic idea. Due to the block structure, the dwelling types inevitably become very similar.

HG633 - HEXAGAMES

The structure consisting of hexagons is compact but traffic-wise ineffective. A large part of the area is covered by streets. The yards are correspondingly minimal in size. A cohesive urban space does not materialise.

HK273 - High Five

A skilfully presented plan, the shortcomings of which are due to the traffic arrangements. The yards created on both sides of the traffic routes have an uncertain feel. The environment becomes very fragmented and disjointed. By developing the yards and traffic arrangements the plan would have clearly improved. A noise barrier consisting of apartment blocks is a good idea.

IS121 - 12x12

The matrix structure is boring and inefficient. The housing types presented in detail work well but are secondary in regard to the competition task.

KZ972 - WIND COMMUNITY

The pedestrian route divides the planning area in two parts. The tedious apartment blocks and the semi-detached houses form a monotonous and inhuman environment that exists in abundance in the vicinity of the competition area.

LB101 - Low_Case

The proposal is based on a compact terraced house solution, even though in some parts the structure has been cut off. Some variation has clearly been strived for in an otherwise monotonous environment. The scheme focuses unnecessarily on housing design, resulting in an unimaginative zoning solution.

LD065 - the village

The basic structure of the area, which resembles a medieval village, is interesting but in terms of scale unrealistic. The blocks and yards are very cramped and in practice unfeasible. The traffic arrangement is inefficient.

LM210 - EARTH SHELTER

The plan resembles bunkers placed within earthworks. The approach creates problems in the building, dwelling and traffic solutions. Within the context of the competition area there is no social demand for this type of solution. The traffic arrangement is extremely wasteful.

LS269 - WE ARE LIKE CHILDREN

The proposal is graphically stylish and fun. The rhizomes of cell-like dwellings are formed in the spaces within the road network. The plan solution is nevertheless tedious and ordinary.

MG230 - fancy fences

The proposal is a captivating visual essay about the relationship of the formation and use of space in a suburban-like environment. The ideas of applicability, flexibility and identity are interesting. As a plan design it is completely theoretical and incomplete. The unique features of the planning areas have not been studied. A detached and in itself attractive fairytale world has been created that contains a few architectural references to reality.

MN080 - INHABIT THE PUBLIC SPACE

The terraced houses placed in earthworks form a green-roofed superstructure. The residential environment becomes very monotonous. Building is cumbersome and expensive.

MN802 - socialmicrodensity

The proposal is a kind of outline of themes that could have been developed into a working design. The traffic solution is vague, as are the developed blocks. The floor plans of the terraced houses, however, have been studied remarkably carefully and in detail. In regard to the overall plan, this work has been to no avail. The proposal nevertheless contains interesting ideas about community and spaces of encounter.

MP941 - LOCAL TRANSITIONS

The totality of linked patio houses is impressive. Replicating a couple of dwelling types that in themselves are good is unrealistic on such a large scale. Orienting an extensive green area towards the road raises doubts.

PC002 - ON TIPTOE

The proposal consisting of three rectangular large block complexes is interesting. In the presented form, however, it would be difficult to implement. Raising buildings off the ground causes problems.

PF907 - linux open source

The proposal, based on an open network-like system, is more graphics than urban planning. The homogeneous and non-hierarchical structure, unrealistic in its fine-graininess, does not in regard to its spatial character enable the creation of the desired interactive, open and functionally mixed environment. The houses have been planned more carefully than the overall plan. The houses themselves do perhaps contain the best of the proposal. The traffic solution is theoretical and unfinished.

RA023 - METSAN VAKI

The model, based on five compact blocks, has development potential. In the presented format the proposal is too inefficient and fragmented. No cohesive public space is created in the area. The car-parking solution is unpleasant for the residents.

RD011 - rhythm is a den S er

The difficult to decipher proposal contains a lot of good features. Dividing the area into two parts with a green passage is an apt solution. Likewise the blocks divided into smaller yards have development potential. The yards consisting of terraced houses are unnecessarily one-sided and inflexible. Everything suffers from a certain sketchiness. In the best competition proposals these same themes have been developed further.

RG762 - TRIPPING

The plan is based on one efficient terraced-house-like structure. The dwelling environment becomes monotonous. The yards for individual dwellings are cramped and undefined.

SB051 - MICROCOSMS

The proposal is based on small-scale car-free blocks. The services and shops placed among the dwellings are unrealistic. There is a lot of paved pedestrian area but few yards for individual dwellings.

TF310 - Turku - Kaarninko nests

The plan consisting of three circular blocks is visually fun and refreshing in relation to its surroundings. The proposal is beautifully and sympathetically presented. The plan, however, is weak and incomplete. The traffic arrangements are inefficient and very awkward from the point of view of the residents. The road network has been unnecessarily augmented and the centralised car-parking solution is bad.

TH011 - CHAIN REACTION

The strip-like meandering 'snake block' is fun and exceptional as a composition. The proposal would have required more work in order to avoid monotony. Now it almost endlessly repeats a typical terraced-house-like structure. The plan is inflexible and in regard to building one-sided – a diverse residential environment remains only a dream. Cohesive public space is lacking.

YV124 - homes and studios

The proposal combines different scales in an interesting way. The small-scale residential buildings form free-formed large blocks. The design is in a positive way introvert. The large yard milieus are fine interpretations of the yard milieus in low-rise housing areas. The traffic solution is diffuse and the area is already too built up along the edges. The public spaces on the outer perimeter remain fragmented. The chosen design solution guides building in a direction that makes it typologically too uniform.

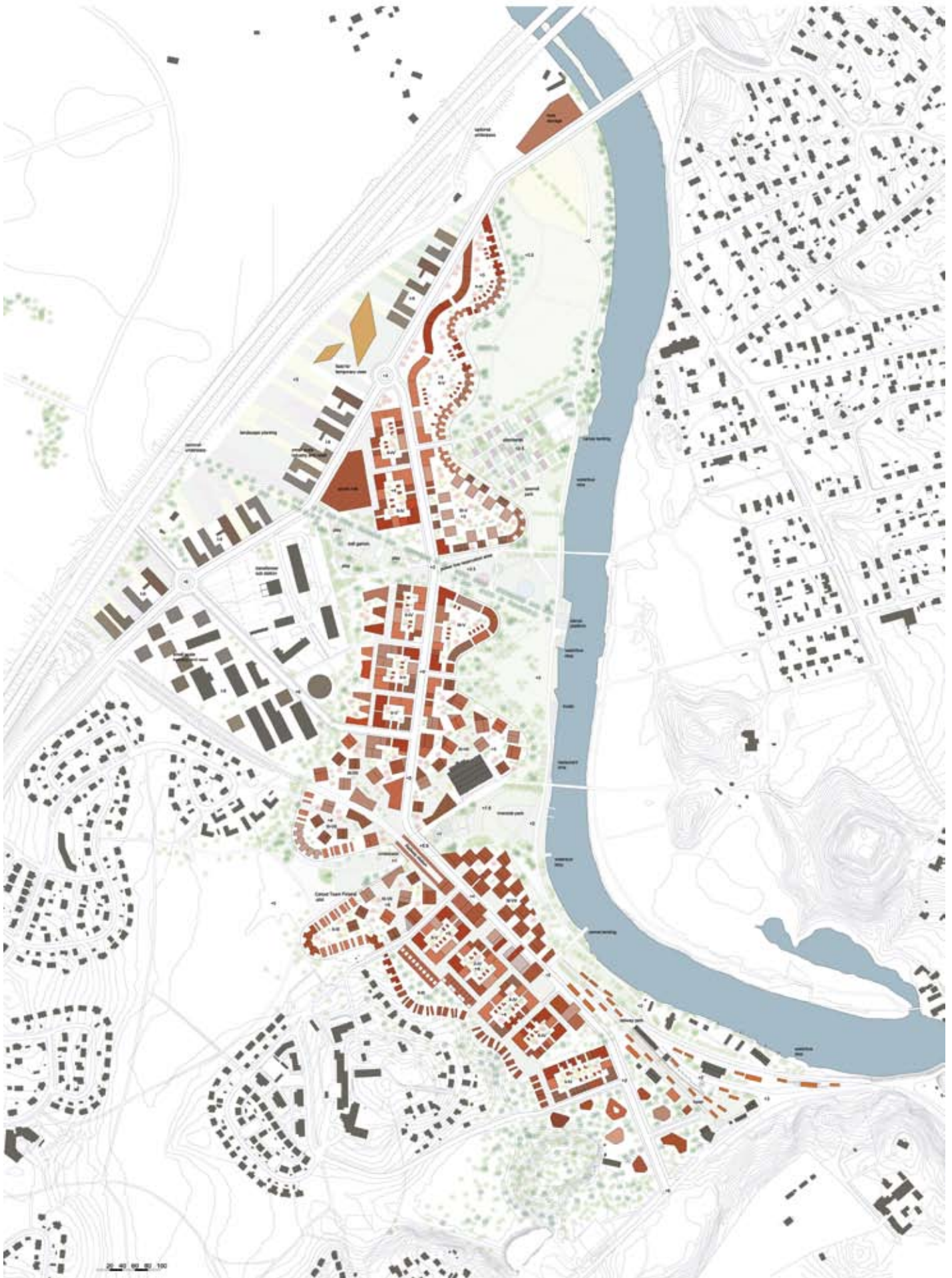
YY001 - liljat

Three-pointed stars form a sort of dwelling tissue. The premise in itself is fun and interesting. The blocks repeat the same thematics throughout the area, which makes them difficult to implement. The implementation of the area can not be based on two particular house types. The traffic plan is ineffective and undefined. The proposal would have required a lot of additional work in order to become a viable plan proposal.

4. IMAGES OF THE AWARDED ENTRIES

PORVOO Winner PH 777 "EMBROIDERY"

PH777
PORVOO - HÄTULÄ
EMBROIDERY
113



PORVOO Winner PH 777 "EMBROIDERY"

PH777
PORVOO - HATTULA
EMBROIDERY
3 | 3



Planning area from Porvoonranta river

PH777
PORVOO-HATTULA

Porvoo is an interesting mixture of old buildings and beautiful nature. The growth of the city can be seen in different kind of layers in city structure. The planning area, Porvoo Hattula area, is close to the old Porvoo city centre and has a great view connecting the surrounding areas together. The proposal creates a new part of the city that links the northern part of central Porvoo as one, connects it to the city centre and gives lively and varying image to the river valley. Central Porvoo scale is human, no average there is four stories high, dense, walkable environment. The hills next to the river valley are true Porvoo. The proposal gets on with this canvas. A new hill is built with flats of a measure of seven stories high in the middle of the area. The variety of Porvoo river view is a basis of the plan, and pedestrian and bicycle routes have a leading role.

Landscape structure

The city plans of Porvoonranta river are dominated by surrounding ridges of moor and rock. The hills are low-lying, while the plains are mostly cultivated and from the cultural landscape of the river valley. Most of the older habitation in Porvoo is situated on hillsides or slopes of the ridges. This is the language of the Porvoonranta river valley landscape.

The competition area, however, is very low and flat, an area used for industry, storage and logistics. The project aims to compensate the topography and to translate the new building area to the language of the Porvoonranta river valley. This is done by creating new landscape elements.

Landscape solution

The smallest river landscape maintains its peaceful character. The significant new building volume is connected to the river by an open park landscape, not a wall-like building block, although some of the buildings come closer to the river. The edge of the built area undulates. It creates a meander park with a rhythm of wider and narrower and of open and more closed spaces.

A dense group of new buildings forms not only the heart and the focal point of the new development, but also a meander park in the water landscape, an artificial hill on the bank of the new area to build upon. Clings of the new housing can be seen from the river and from the old Porvoo, but it will trust the historically significant areas modestly and politely.

Town structure

The proposal establishes a town-entirety with a strong character. Dense built areas stand next to free, open park areas. It is a play of open park areas and closed block structure. Built areas have three units that can be realized separately without compromising the town-entirety values. Buildings are mainly two to four stories high.

In the heart of the area building is most dense and high and the new railway station, main park connection and street meet there. Railway station is located in the middle of the new structure so that it is serving as many people as possible. From the railway station there are clear and easy connections to the most dense residential blocks and also to the industrial areas. Railway and the main street do not cross. There is still a possibility to extend the railway to the south if needed.

Near the railway station a few buildings are seven stories high building up a new hill in the landscape. Parking needed for the railway station is under these high buildings next to it. The structure lightens towards the northern part of the area and is also close to the historical railway area in the south respecting the cultural values.

Street as a core

Along with the inevitable park the central street is the main public space of the area. The role of the main street is active, lively and small businesses bring life to the streets. Town structure has a direct as to core following typical city tradition. The main street is surrounded by buildings and has a clear character with footpaths. The street has like and pedestrian lanes and street side parking but no trees. The street meets the park connection where it folds. The street crosses the park area and ends, bringing green views to the streets. The solution based on one central street offers also good grounds for public transportation use buses.

Street and pedestrian and bike route net is based on a grid connecting neighbourhood residential areas to the planning area. The proposal relies on a walkable environment. Main pedestrian and bike paths follow the shoreline park and eventually continue into the northern side of the railway area. Two new pedestrian and bike bridges link the shores of the river and the central area in the new proposed housing into the castle hill.

Block structure

Play of open and closed space continues on block level: the plan has open river view blocks and on the other side, closed secret garden blocks. Windy blocks on the river side create views to the river park. Composition is open, not closed wall-like mass. Blocks breathe to the direction of the river valley. The winding edge of the blocks builds up the new neighbourhood identity towards the river. On the other side of the main street are more closed blocks that have their own life in the inner yards.

The proposal aims on a big variety of block types with different kinds of building type possibilities. Mixed blocks enable diversity of use, social structure, age groups, implementation and building phases. Texture is flexible but urban. Within leafy but generally low-rise public buildings are located in important places considering town-entirety buildings the school and kindergarten that have architecturally special character operates as landmarks.

Mixed activities generate an active street. Public space speaks to the streets life as an urban fabric. Building materials have the same modest character: wood, brick, natural stone. Also

roofs have variety: roof terraces, asymmetrical pitched roofs, flat roofs. Variety of forms and materials creates the vivid landscape of old Porvoo.

Area efficiency is 0.28 and block efficiency varies between 0.40 - 2.5. Total net floor area is 232 000 m² and residential 185 000 m².

Living within three areas

The competition area is divided into three areas. Green areas lay between the areas so that every block has an easy access to the park areas. Living has a sense of a nature everywhere. The main street runs in the middle of all three areas connecting them together.

In the first area, around the new railway station, there is a housing area of brick buildings with asymmetrical pitched roofs with floors up to seven stories high. This "new made hill" has fenced buildings with offices and businesses on ground floor and housing on the top. One of the highest buildings has a restaurant with views on the top of the building. Next to the railway station there is also a concentration of public buildings. The structure is open and the public space spreads from railway station to the surrounding residential blocks. The main street has street level shops. Services are near, being to ease.

In all the areas, on the river side of the street, blocks are open and have open views to the river, creating a little touch of luxury. Parking is under the street parks or in new blocks in common parking, the old factory building. River view blocks have joint and townhouse types together with land mark buildings in their corners.

On the western side of the street the blocks are more closed but varied. Parking is situated under buildings or in the streets so that larger trees can be planted in the inner yards. Closed yards are the secret gardens. These secret garden blocks are dense and have possibilities for lower cost housing also. The blocks have potential to contain for example dense row houses, townhouses, connected villas, two and four apartments, small apartment buildings, mixed use apartment buildings and service houses for elderly people.

The second area is dense near railway station where most of the services are located. The third area is a continuation of the second area, only density and heights of buildings decrease. Near to the light industrial area is a sports hall. The park in the front of the sports hall has a sport field. The hillside are near here.

All residential areas have barrier-free accessibility for old and young, for people with stroller or people in wheelchair. All stairways can be planned with barrier-free accessibility from the river yards. Blocks have plenty of access to river yards.

Historical railway area

The neighbourhood area is characterized with the old railway related buildings and new buildings are subordinated to the old environment. The old railway area has a lot of tourist attraction. This brings life and workspaces to the area. The area near the old station building is supplemented with container-like buildings. On railway station and buildings around it create a new park the entire with new container shaped huts. The area has services and attractions for tourists and workplaces for local inhabitants. The hillside area is in the western side of the historical railway station area. Industrial has normal hotel rooms but also romantic cottages. Handcraft workers and artist live and work in some kind of huts in the middle of the area.

Green system

The planning area extends the Porvoo city centre and also adds significantly to the Porvoonranta river valley.

The river and the meander park form a blue-and-green spine for the project. The spine is located by a third longitudinal park, defining the western edge of the project. These are connected by two perpendicular park axes. The two new pedestrian bridges are situated where the axes meet the river.

The meander park is a new park with a strong character and of water significance. There are two thematic areas with a defined landscape architectural quality: the seawall park in the north and the railway park in the south. A number of remnants of the old use of the area are integrated in the park design. The form language of the railway park follows the old rail tracks. It is characterized by low substrate and ground-cover vegetation and gravel fields as a reminder of railway use. In the meander park, the old wooden lumber yard area is to be renovated and taken into use as recreational space and an open-air dance platform on the river. The design forming the adjacent garden in the seawall park are based on the forest track routes. Old old concrete structures will be preserved as a reminder of the industrial history. The shoreline has a plethora of river activities: jetties, canoe landings, restaurants, boat landing places, water ski spots, docks, viewpoints and sitting places.

A straight cycle and pedestrian path follows the shoreline and a secondary route for slower walking meanders inside the park. A low retaining wall of gabions forms a terrace border between the built area and the river park. It allows a gentle way of negotiating the level difference of the river shore and the new housing area, and serves as a flood protection device. It also creates sheltered places to sit and watch the park and the river.

The most intensively maintained park areas and open spaces are situated in the southern area and in the perpendicular park axis. The area has an active and clearly seen-made character. The southern area continues from the open park space to the south-west of the competition area. The southern area is formed around the idea of the road to Kala master and its rows of trees. The trees are extended towards the river and the center of Porvoo, establishing the former link between Kala master and central Porvoo. The area grows into a triangular park with fields for ball games and play areas. There is also a possibility to continue the pedestrian route

and green corridor to the north and open a new underpass to cross the motorway.

To the north the river of the meander park runs into meadows and the design of the meander park becomes more subtle and natural. Gradually it joins the cultural landscape. Here the new housing is set further away from the river and the historically significant areas. The housing area next to the motorway, a former field, is maintained as an open landscape. It is a striped system of flower meadows and landscape planting that connects to the adjacent series of residential buildings.

Business, services and workplaces

In the heart of the new area and next to the new railway station, where the built structure is at its densest, is a concentration of public and commercial services. There are places for public buildings used to the main park area, kindergarten, primary school, social and health services, library and a community space can be located in these public building plots. In residential areas next to the station, near railway station, on ground level there are places for small offices and workshops. Old warehouse area's factory building transforms into a block parkside and car and bike repair workshop.

In the northern part of the area, next to the transformer substation area is a place for a sports hall. In the front of the sports hall, the park is a bigger sports field. Riverside also offers lots of places for activities: water sports, tourism for boat restaurants, water buses and boat storage. Small scale industry and historic railway area have also their impact on workplaces.

Small scale industry and retail areas

Small scale industrial areas used to the motorway are divided into narrow plots. There are places also for enterprises that have to move from their former places. There is new space 25 000 m² for industry besides the old.

A modular, flexible, prefabricated hall could be designed for the area. The industrial area should have a plot coordinator to hand out the plots in low cost prices. There could be for example car repair shops and bakeries. Temporary aims, that require more space than is available at the centre, are also directed to the plots. Activities like festivals, competitions, cinema, live music and life to the area. Where the light industrial area meets the river, there are plots for boat storage buildings. They can serve as winter storage, but also substituting dock places.

Ecology

Ecological city structure is compact enough to have public and commercial services close by. Traffic can be minimized when schools, kindergartens, grocery shops and hobby facilities are near. Ecology is based on the everyday actions of humans starting from small things like water consumption trying to large scale solutions like public transportation. To increase the ecological awareness of the residents of the new area residents, the proposal has an Eco Centre in the old railway station area. The centre can also serve as tourist info and a common ventilation space.

In block scale the proposal uses two kinds of blocks. The dense, more closed block, the secret garden, is more ecological. Buildings have less facade than the river view blocks, which influence energy consumption. Secret garden blocks have the majority in the plan. River view block buildings on the other hand have a shape as simple as possible. The housing blocks have common courtyards and green houses on the inner yards. Small amounts of roof-top can be produced in the green houses and also in the common allotment area in the north of the area. Common energy saving and also help in forming a local community spirit.

Stormwater is collected, retained and, if possible, also purified on the inner yards and in narrow channels along the streets. In the southern parts of the area the stormwater can be directed to the riverbank park to create a natural water feature.

Phasing

The competition area is a valuable extension to the central Porvoo area. Based on the scale and size of the area it should and could not be planned and built with one single theme. The aim is to create a growing and flexible city, not a fixed and rigid structure, because the time-span for the completion of the area is long. The main idea has to be flexible to the long-term changes.

Implementation can start from the shoreline park, old railway station area. The first phase near the new railway station has a large amount of floor plan and it provides a good kick-off and plenty of new inhabitants to the area. Historical railway area and its tourist attractions also play an important role at start when the image of the new area is building up.

Higher scale park axis



The meander park



Inner yard of secret garden block



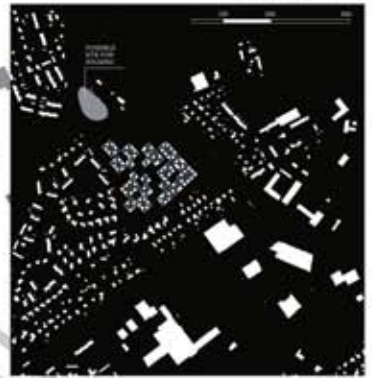
AH732
PORVOO





AE 358
TURKU

"GARDEN STATE" 1



VIEW FROM UUDENMAANTIE ROAD

SECTION A-A 1:500 THROUGH THE AREA

GENERAL GUIDELINES OF THE PROPOSAL

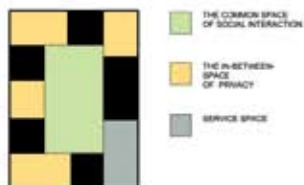
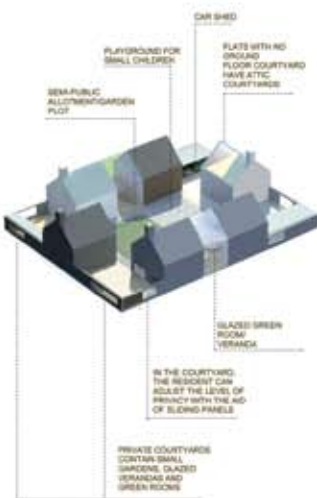
- The proposal is a modern interpretation of an old Finnish rural tradition of a courtyard that is formed by the main building and other secondary spaces connected to each other by a fence. In Turku and Porvoo, in late 1800's, wooden urban town structure was created by slightly similar means.
- The plan consists of a group of small islands, dense groups of buildings that are connected by car sheds, private courtyards and glazed verandas. The space between the islands is public park, the maintenance of which is partly organized by the blocks.
- The urban spatial solution is arranged as a gradual transition from public to private.
- The ecological solutions do not consist only of technological appliances (solar panels) or structural ideas (sustainable insulation). The sense of sustainable environment is taken into consideration in as many levels of urban structure as possible.
- The buildings are constructed mainly of wood.
- Volumes of houses: The buildings are simple, square and cubic forms in which the surface area of the building is minimized.
- Connecting houses: The buildings are connected by semi-enclosed glazed verandas and green rooms, which diminish heat loss.
- Private gardens and allotments in the close vicinity of the houses enable small scale food production.
- Infrastructure and street space is organized in a very economical way, and it relies greatly on surrounding existing roads. Car traffic and pedestrian routes are two separate series. Car traffic is organized as short extensions of the surrounding streets, whereas pedestrian and bicycle routes form long, continuing routes in the park spaces of the area. The central park of the area is connected to other outdoor areas in the vicinity.
- Spaces are organized mainly as common use spaces inside the blocks.
- The plan includes apartment houses, row houses, detached single family houses and semi-detached houses.
- The semi-closed small scale urban structure allows the park space between the buildings to be of very public nature. This way, it concerns and activates the whole surrounding area and its population as well as the residents of the actual site.
- Total floor area 10800 m²



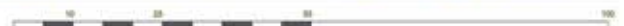
SECTION A-A 1:500 THROUGH THE AREA

TURKU Winner AE 358 "GARDEN STATE"

A.E.358
TURKU



DETAIL PLAN 1:400



VIEW FROM A PRIVATE COURTYARD



VIEW FROM A SEMI-PRIVATE COURTYARD

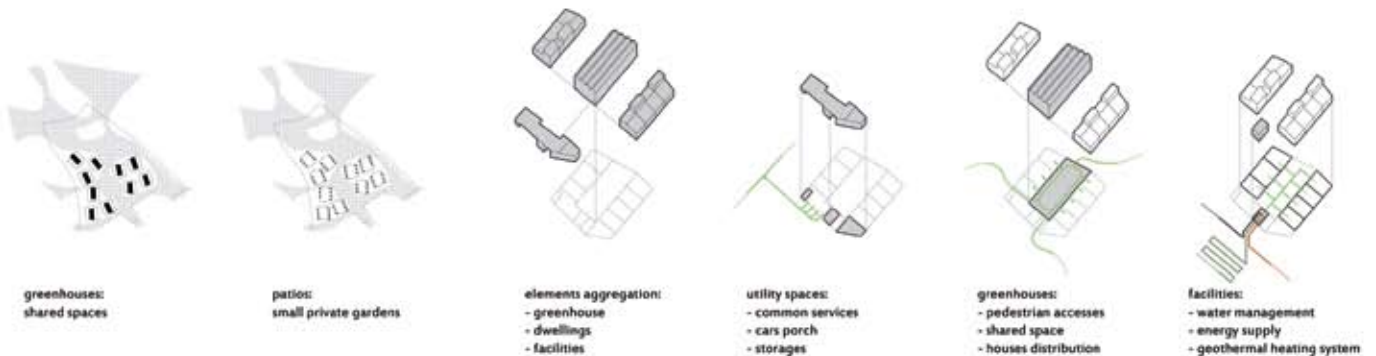


SITUATION 1:1000 10 m 50 m 100 m





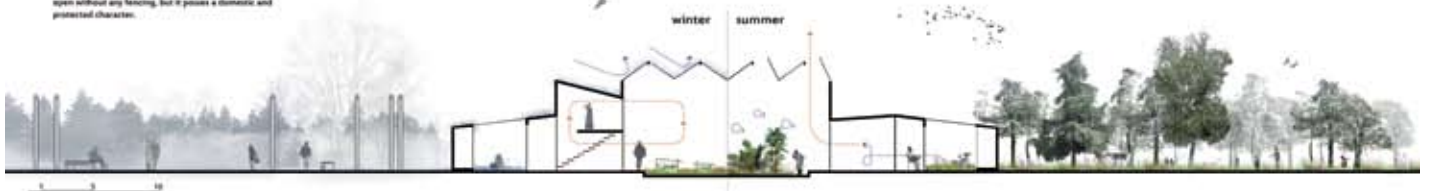
The greenhouse is the place where the outside green nature flows into the project and becomes *our gardens*



SURFACE • The paved area leads to the various greenhouses and therefore to every single housing block. It organizes the access to facilities, connects to ground level parking, but gives priority to pedestrians and cyclists thanks to the inclusion of equipments (benches and reflexion light). The roofs are also connected to groups composed of three or four units, "decked" to a collective area visible by both inhabitants and visitors. The space is open without any fencing, but it poses a domestic and protected character.

GREENHOUSE • The greenhouse is a tool to optimize the conditioning of spaces. It's a place with a mitigated temperature which allows activities during the winter season and reduces the thermal gap between dwellings and outside air. During the summertime the plants emit high temperature and the shaft ventilation is obtained by opening roof windows.

PATIO • The space around which the internal spaces of the houses are organized is a 25 m² patio: a private space, enclosed and intimate, a "secret garden" which faces the living area and bedrooms.



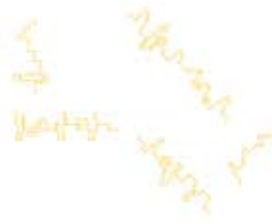
SOFTEDGE

In the woods. Facing the trees - nothing but trees. Isolation. A door walking by at night. Contemplation. The sauna just a few steps away of the house. In the forest. Silence. A crisp cold evening.

The quality of life in the outskirts of Turku is undeniable: large forests, in direct proximity to one of the most extraordinary archipelagos in the world. Located in the region with the mildest climate of Finland. Not to mention the proximity to an urban centre and its inherent economic strength.

The vision of the house of the woods is the predominant model for young families and others who decide to live in the outskirts of Turku, resulting in redundant patterns of single family houses on both sides of the winding roads. This model of landfill demands low density to guarantee its quality regarding isolation and the relation to the nature.

We would like to afford the wish to live in these conditions. All by being critical about what constitute these qualities and what is disposable: the strong relation to the natural surroundings is the freedom to find different interpretations of what this means. The compactness of the buildings allows preserving a large part of the site that has vocations to stay rebuilt.



HARDEGE

Affirmation of urbanity. Public space. Producers, neighbourhood. Friendly small talk. Car turning into the main square. Behind the facade, even meeting in the street. The white bricks of the facade hide the materiality of the square. Bricks breaking through the surface of the public space. Artificial terrain on hilly landscape.

The notion of public space is mostly associated as being an attribute of cities. The lack of density and missing critical mass of people in the outskirts are probably at the origin of this understanding.

We believe that a respectful approach towards the landscape can only be built around a strong strategy of public space. The space lost in the expansion of the periphery has to be both anchored in the site and in the large system of roads and streets leading to the city.

The public space is formed by the juxtaposition of three different spaces. This large public space regroups all the accesses of the buildings surrounding it, making it unavoidable and therefore public. The public space bridges over the new street to the buildings of the Kaartinkauppi pump station and the public trail leading towards the north-eastern recreational Areas. All parcels reach from the edge of the public square to the natural landscape surrounding the site.

