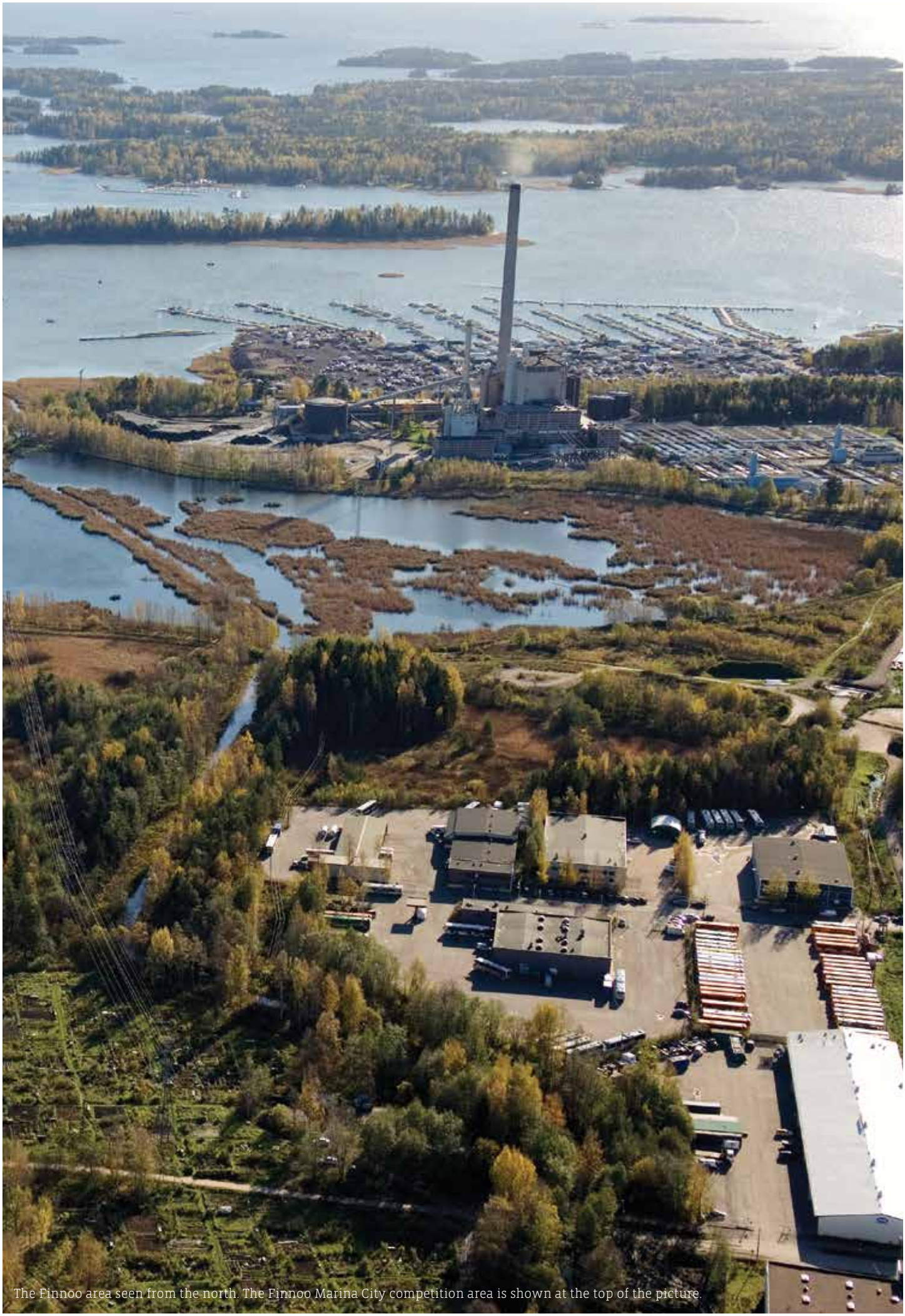
FINNOO MARINA CITY – INTERNATIONAL IDEAS COMPETITION EVALUATION PROTOCOL



The Finnoo area seen from the north. The Finnoo Marina City competition area is shown at the top of the picture.

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1 Competition arrangements

1.1 ORGANISER, NATURE AND PURPOSE OF THE COMPETITION

The city of Espoo organised an open international Ideas Competition for Finnoo Marina City.

Espoo is the second largest city in Finland with diverse services and pleasant living environments – there are over 250,000 inhabitants. The new district of Finnoo is centrally located in the urban area of Southern Espoo by the seashore. The area is currently uninhabited, and the nature of the area is going to change from a harbour, warehousing and industrial area into a unique, urban living environment whose central part is the largest marina in Espoo. The new urban and marine southern part of Finnoo, the competition area, is called Finnoonsatama (Finnoo Marina City). The purpose of the competition was to find innovative and inspiring models for the further planning and design of the urban structure of the shoreline blocks and marina of Finnoo. In particular, the extent and volume of construction by the shore and over water and different construction methods were to be explored in such a way that the natural and environmental values of the adjacent major birdlife sanctuary and other surroundings are not compromised. The reformed marina is to be integrated into the city and serve as a lively, yearround living space for boaters and residents alike. Finnoo Marina is envisaged to become the centre of maritime Espoo and Finnoo its unique pulse. The marina will be developed into a pedestrian and cycle-friendly neighbourhood, an important part of the walking and cycling route spanning the southern Espoo shoreline (Rantaraitti).

The competition sought to integrate the Finnoo Marina area with the metro centre to the north of Finnoo and the Fortum power plant bordering the site. The intention was also to study how the massive power plant structure can be integrated into the landscape and existing city fabric.

The whole Finnoo area is to be designed into an energy-efficient and carbon-neutral district, and that should also be evident in the solutions for Finnoo Marina City.

1.2 ELIGIBILITY

The competition was open to all citizens of the European Union and also to citizens of countries subject to its procurement legislation under current laws and conventions. The competitors were encouraged to form multidisciplinary teams in order to carry out the competition assignment in a multi-dimensional way. At least one participant in each competition team had to be authorised to practise professionally as an architect or landscape architect in their country of residence.

1.3 PANEL

Members of the panel appointed by the competition organiser:
Jukka Mäkelä, Mayor of Espoo, Chairman of the Panel
Olavi Louko, Director of Technical and Environment Services for the City of Espoo
Markku Markkula, Chairman of Espoo City Planning Committee
Tiina Elo, Espoo City Planning Committee
Jaana Leppäkorpi, Espoo City Planning Committee
Torsti Hokkanen, Project Director
Ossi Keränen, City Planning Manager
Harri Hietanen, Master Planning Manager
Seppo Suntio, Architect, Master Planning
Marianne Kaunio, Project Architect of Greater Espoonlahti
Marja Axelsson, Staff Architect, City Planning
Mervi Hokkanen, Landscape Architect, City Planning
Tapani Kortelainen, Outdoor and Recreation Manager, Fishing and Hunting, City of Espoo

Members of the panel appointed by the SAFA:
Antti Pirhonen, Architect SAFA
Katariina Sewón, Architect SAFA

The chairman of the panel was **Jukka Mäkelä** and the secretary of the panel was architect **Anri Linden** SAFA.

The panel also heard, among others, the following experts:

Katriina Rosengren, ecology and sustainable development, WSP Finland Oy
Reetta Putkonen, traffic and parking, WSP Finland Oy
Feasibility and costs, Ramboll Finland Oy
Lennart Pettersson, sports and exercise services, harbour affairs
Kalevi Hiironniemi, Senior Environmental Inspector, Environment Centre of the City of Espoo

The secretary or the experts were not allowed to participate in decision-making, nor were they entitled to participate in the competition.

1.4 RULES OF THE COMPETITION AND APPROVAL OF THE COMPETITION PROGRAMME

The competition programme, the competition rules of SAFA (www.safa.fi), and the recommendations of ACE were followed in the competition. The competition programme and annexes had been approved by the organisers, the panel and the competition committee. The competition programme was published in Finnish and English. The proposals had to be submitted in English.

1.5 PROGRESS OF THE COMPETITION

The competition programme and its annexes were available for downloading from the competition's website from 17 January 2011 onwards. In addition, the competition programme was available from SAFA. The competition ended on 4 June 2012.

The competitors were allowed to ask for further clarifications and information regarding the competition. The questions had to be submitted in writing either in Finnish or English and using a pseudonym, and they had to be sent to the panel by 4 May 2012. Several questions were submitted, and they were answered on the website in about a week from their arrival.

1.6 RECEIVED PROPOSALS

A total of 62 proposals were received by the deadline. All proposals qualified for evaluation.

2 Competition assignment

2.1 BACKGROUND

Along with the neighbouring Mårtensby, Finno is the oldest inhabited village on the southern coast of Espoo. The earliest settlements probably date back to the 12th century, or even earlier. In the 17th century the whole village became part of a large farm, the Finno Farm and Stables. Later the farm was known as Finno (or Finnoo) Manor. All the manor buildings have since been demolished. The village stretched all the way from the current Länsiväylä motorway to the current Finnoo Marina. Ryssjeholmen was also part of the Finno Village. The villas in Ryssjeholmen represent the oldest known settlement on the island and are related to the heyday of villa culture in the early 20th century. In the 1960s, a waste water treatment plant was built in the area, and Finnoviken was dammed into a sedimentation bowl. The power plant started operating in the 1970s. Water areas have been reclaimed south of the power plant and water treatment plant for use as a winter storage area for the boats of the extensive marina.

The characteristic features of Finnoo today are the largest marina in Espoo with its extensive winter storage fields, the waste water treatment plant with its sedimentation basin turned into a bird sanctuary and the surrounding wetlands, as well as the Fortum heat and power plant.

The noise pollution from and safety risks related to the Fortum power plant had to be taken into account in the design work. A safety zone had to be left around the Finnoviken Important Bird Area and the mouth of Finnobäcken stream. The bird islet in the middle of the competition area also had to be taken into account in the design work. Almost the whole of the competition area apart from the Ryssjeholmen and Pirisaari islands are in a flood zone.

The history of Finnoo as a storage and service area is coming to an end, and the rebirth of the district as a dense and lively housing area has begun. The decision to move the water treatment plant away from the area was taken in 2009. Furthermore, the plan is to continue the metro line from Matinkylä so that its first station would be located at Finnoo. The goal for Finnoo is to become a pioneer in climate change prevention with a marine identity and an imposing urban silhouette at the metro station. The possibilities offered by the sea and the shoreline will be exploited widely in the cityscape, both spatially and functionally. The bird wetlands in the area will be protected, and it will become an attraction for the area along with the Nature Centre to be built there. In the future, Finnoo will be the home port for numerous boaters and water sports enthusiasts and the home for around 15,000 Finnoo residents.

The future population of the entire Finnoo area is expected to be 14,000–16,000. In the competition, area some 1,500–6,000 residents were studied.

2.2 COMPETITION AREA

The competition area consisted of the Finnoo harbour area and its immediate surroundings between the Matinkylä and Hyljelahti areas. The competition area was divided into the actual competition area (about 106 ha) and the review area (about 51 ha). It was also possible to propose design solutions for the review area concerning traffic and connections, boat storage, parking, design of the shoreline and the role of the power plant in the area that would justify the connectivity of the urban structure of the competition area to its surroundings.

The main design focus was on the competition area. It consisted of the present Suomenoja Marina south of Hylkeenpyytäjäntie, the recreational area of Hyljeouri and the islands of Pirisaari and Ryssjeholmen in front of the marina. The islands are among the most northern islands of Espoo's inner archipelago. Suomenoja Marina is the largest marina in Espoo with around 1,000 berths and 1,200 winter storage spaces.

Actions could also be proposed for the review area. The area consists of Fortum's power plant site, the connecting area towards the centre of Finnoo, the back of Nuottalahti east of the marina and the mouth of the Finnobäcken stream. In the impact area of the Finnobäcken stream, the role of the competition area in the Espoo coastline and cityscape was to be considered. The impact area consisted of connections southward to the inner archipelago of Espoo and to the role of the competition area more extensively along the Espoo coastline.

2.3 OBJECTIVES OF THE COMPETITION

The objectives previously approved by political decision-making bodies for the whole of Finnoo include:

- Finnoo will be developed as a district with 16,000 inhabitants. In the competition area, different numbers of inhabitants for coastline housing should be studied.
- Finnoo is a model area for preventing climate change. The objective is to make a carbon-neutral, ecologically sustainable and energy-efficient district.
- Finnoo will be an urban area and have a unique identity as part of the metropolitan area.
- The traffic network in the area should be planned so that it flows smoothly and supports rail traffic, and versatile and sufficient amenities should be provided.
- The Finnoo Marina (Suomenoja Marina) will be developed as an attractive marina and water park with diverse amenities, open and vibrant throughout the year.
- The buildings along the coastline should be diverse, high-grade and dense enough to support a vibrant and lively seaside neighbourhood in the southern part of Finnoo.
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The main objectives of the competition were analysed under the following six themes:

1. Landscape and architectural identity
2. Sustainable and economic urban structure
3. Vibrant coastline
4. Sustainable mode of building, community development and energy economy
5. Efficient mobility
6. Prosperous neighbourhood

The objective for the landscape and architectural objectives in the competition area were a characteristic and robust appearance to complement the Espoo shoreline and Rantaraitti route in an interesting way. The urban structure was to allow property development in stages.

Seaside building and the natural islands in front of Finnoo form an exceptional setting for people to live by the sea and the marina. Different ways of building on the shoreline and on the water were to be studied in the competition, together with ways to integrate the marina into a vibrant city structure.

Suomenoja Marina is the largest marina in Espoo, and it will be developed as the focal point of water traffic in Espoo. The character of the marina should be open and it should be a vibrant part of the city structure. There should be complementary and supporting functions alongside the marina, such as maritime recreational services, jobs, etc. Ideas for new functions were to be studied and concepts and ideas presented. The competitors were also expected to investigate how the mixing of functions and activities would create an active and multidimensional urban fabric.

In Finnoo, the focus of mobility should be on walking, cycling, rail traffic and other possible innovative methods of transport. The traffic and parking system will be created in such a way that having your own car is not necessary. Since Finnoo will be very dense and compact compared to a typical neighbourhood in Espoo, walking and cycling will account for a big part of mobility in the area. High-quality bicycle parking facilities as well as walking and cycling routes directed to metro stations will be built.

The role of the Finnoviken bird sanctuary in characterising the district will be important.

The residents and other operators in Finnoo should be able to live in a carbon-neutral fashion by 2030. This means that consumption based on non-renewable and carbon emissions-producing energy sources will be minimised, among others, through methods controlling the planning and development of the area. In Finnoo, living carbon neutrally by 2030 will be a natural part of everyday life and an effortless way to function. Finnoo residents are proud to be pioneers in this issue. Finnoo is known for its carbon-neutrality and is a much sought-after neighbourhood.

The creation of a sustainable community in Finnoo and Finnoo Marina is very important. The set of sustainability criteria created for this competition serves as a checklist and design tool.

2.4 PLANNING INSTRUCTIONS

It was hoped that entrants would form design groups with a varied composition of experts in the fields of land use and architecture, landscape architecture as well as traffic, community, construction and energy technology as well as marina operations. The competition website had a section for opinions and proposals from the general public. These pages were open throughout the competition, and the competitors had the possibility to study the opinions and use the ideas and thoughts in their planning processes.

The Finnoo partial master plan and the vision for the Finnoo-Kaitaa areas were intended as indicative guidelines, and alternative solutions could be presented in the competition.

In the draft master plan for Finnoo-Hannus, the location of the Metro Centre and the north end of the boulevard leading south from the metro station through the review area was binding, but it was still possible to adjust the location and orientation of the southern end of the axis to suit the proposal. Ideas regarding the functionality of the axis and the associated urban structure as well as the visibility of the aquatic element and the sea could be presented when required as a reflection of the competition proposal.

Figures between 1,500 and 6,000 could be studied as the number of residents for the planning area. Offices and commercial buildings as well as a kindergarten were also desirable for the competition planning area.

The parking space standard in the area is 1 space/100 m2 for housing and 1 space/50 m2 for services. In addition, the marina needs 600 parking spaces integrated into other functions. Parking was to be situated in a way that supports the creation of car-free blocks. Parking was to be situated mainly in centralised car parks or other parking facilities located at the edge of the competition area or in the review area. A maximum of one-third of parking could be distributed around the competition area.

A total of 2,000–2,400 berths were to be planned for the area. A total of 1,100 winter storage spaces for boats should be provided, of which 550 should be located in the competition area. Boat storage facilities could also be proposed for the review area.

For the marina functions, space also had to be reserved for the different functions, including two berths for ferries going to the archipelago and a technical depot.

The entrants were asked to present phasing of the area in at least two stages.

The mouth of Finnobäcken stream is an important route for waterfowl to get to the Finnoviken bird sanctuary and marshland, and therefore it should not be compromised. To secure the values as an important bird sanctuary, a sufficiently wide protective belt should be left around the basin where building and other functions that change the natural state of the belt are prohibited. Ensuring that the basin remains as a good breeding ground for waterfowl requires the natural state of the mouth of the stream to be preserved. There is a bird islet in front of the marina, and it was to be preserved in the plan.

The Fortum power plant will continue to need traffic connections for fuel transports, and this had to be taken into account in the design.

A set of sustainability criteria had been prepared for the competition, and fulfilment of these objectives was to be presented in the proposal. The criteria served as a design tool, and the solutions to the objectives of the criteria were to be presented in a separate report appended to the proposal.

The preservation of seawater flow conditions as far as possible was to be considered in the design.

2.5 EVALUATION CRITERIA

In its evaluation, the panel has stressed the following aspects, but a comprehensive solution has been considered more important than having all details free of deficiencies:

- The overall architectural approach and uniqueness of the proposal
- The economic efficiency and viability for further development and phasing
- The new block typologies and recognisable 'look' for Finnoo seaside living
- Interesting special urban series with amenities, which create a new inspiring and vibrant environment considering the existing features of the area
- New concepts supporting vitality and small businesses
- Intertwining of the urban structure and marina functions
- The consideration and feasibility of energy efficiency and ecological criteria
- New and innovative traffic and parking solutions and a flowing and memorable connection to the metro station
- Attractive unobstructed tranquil walking and cycling environments as parts of the central routes
- Connection to the surrounding environment and especially to Finnoo Centre and the power plant
- Taking into account the preservation of the bird sanctuary basin and the vitality of birdlife in the proposal
- The overall landscape proposition as part of the coast and the inner archipelago.

Winter at the Suomenoja marina

Finnoviken in winter. Photo: Rauno Yrjölä

Vesterudd Villa

3. Overall evaluation of the proposals

3.1 GENERAL

This international ideas competition received a total of 62 proposals – a figure that demonstrates the wide interest among architects and designers in the Finnoo area. The competition assignment was defined rather broadly. The targeted number of residents varied from 1,500 to 6,000, and the area's expanse with regard to land fill had been left to the contestants' discretion within the broad limitation of the competition area. This was evident in the wide range of proposals and provided the panel with an opportunity to examine the area's development possibilities from a variety of very different perspectives.

The superb geographic location of the competition area – a magnificent shoreline beside a bleak power plant – inspired the entrants to innovative solutions which, in many cases, bore the hallmarks of overdoing it. A group of proposals nonetheless stood out from the rest. The solutions presented in these proposals are fundamentally both functional and of high quality, with characteristics that allow for successful further planning.

The low number of high-quality proposals and the greater number of lower-class proposals is an indication of the challenging nature of the planning assignment.

The proposals highlight the factors that are key to the area's successful development. The most sophisticated proposals discovered urban space solutions of the kind that enable the construction of a high-quality, distinctive and economically feasible urban area with low carbon emissions, as described in the evaluation criteria. The panel gave special weight to original ideas with their sights set on future ways of living, but also to flexible, sustainable and feasible ideas.

The competition area comprised the coastline of the greater Finnoo area. The area's development is divided into the metro centre in the north (a kilometre north of the current shoreline), the Finnoo Marina City competition area and the belt that connects them. The efficiency objectives concerning the construction of the competition area can indeed be proportioned to the land use of the entire area, in which case the primary objective is an urban framework as attractive and feasible as possible (as opposed to a maximum number of residents). The efficiency of construction was examined in relation to land fill volumes and the length of the shoreline.

The wide-ranging freedoms given by the competition programme and the surface area brought an added element of challenge to the assignment. Given the great beauty of the competition area and the exciting nature of the assignment, the chance of failure is great.

Even so, the proposals yielded several meritorious and skilfully investigated works, complete with the occasional pearl in the making. But even the awarded proposals demand a substantial amount of further planning and polishing. The best works include expertly thought-out subareas, the principles of which can be exploited in the area's further planning. The proposals that best met the competition's requirements were awarded. It is the panel's belief that, by combining the strongest aspects of each of these proposals, a rich and appealing new centre with singular characteristics can be created for Espoo's residents.

3.2 A CONNECTION NORTH TOWARD THE METRO CENTRE

Many proposals did a poor job of connecting the competition area to the surroundings of the metro station, some failing to provide any solution at all to this question. The way in which Finnoo Marina City is approached from the north is the central theme of the entire Finnoo area. What is the form of mass transit? How do pedestrians, cyclists and various personal transporters (walkers, Segways, etc.) make their way from north to south? What is the essential factor that makes the route to Finnoo Marina City an enjoyable experience? Will Finnoo's maritime nature reveal itself as early as at the metro centre?

Some proposals devoted time and effort to the question, gaining overall control over structure in the process. Most proposals, however, overlooked the matter in its role as the area of interest as well as in its minor role, in relation to the seaside. Even in some of the award-class proposals, attention to the connection detail is sketchy at best. Although some proposals included good outlines, there is room for improvement in terms of this issue in all proposals. The way in which the urban framework and mobility are connected to the metro centre in the north will either become the area's backbone or not.

Many proposals provide viable alternatives for the planning of the metro centre: the view over the Finnoo bay, the canal and park axes as a cohesive theme in relation to Finnoo Marina City, the north-to-south main street for heavier traffic and the parallel, more park-like connection for pedestrians, cyclists and electric traffic (quiet transporters, electric buses, etc.).

3.3 OVERALL IDEA – THE FUTURE SHORELINE OF FINNOO

The area's scenic and architectural originality, a strong overall concept and a fresh new approach were considered the most important evaluation criteria: How to functionally intertwine the value of nature, a major marina with all its activities, housing and traffic to create an interesting, attractive urban environment?

What is nearly carbon-free everyday life like? How will our lives and, consequentially, our concept of an urban environment change?

The area's maritime characteristics were also given significant weight in terms of the evaluation criteria. The presence of water was captured through a variety of solutions involving shoreline works, by making use of canals, islands, reclamation ground, floating structures, bridges, peers and other structures of the kind. A proposal's insight into the seaside scenery was considered particularly meritorious. The urban framework's opening up to the southwest was considered natural.

One could discern two distinctly different solution models from the proposals, of which the first separates Finnoo's shoreline area from the metro station and the rest of Finnoo into a clear operative entity of its own; whereas the second strives to make the shoreline area a fixed section of the future metro station. The urban framework's immediate connection to the metro station framework to the north was considered a good solution. The new area should function as a maritime centre that

serves the entire Finnoo area, a place that all Espoo residents could perceive as an easy and natural place to visit. The shore and the marina should be open, vibrant and inviting to one and all, whether arriving by land or by water.

The best proposals contained rich and interesting space arrangements and residential quarters composed of housing units and marinas. The opportunities for waterfront and water construction and the ways in which to make the marina a part of the active urban framework were explored to a laudable degree. An interspersing of the area's various activities gives it a multi-faceted and lively urban structure. The compact and purposeful, mutually supportive placement of centre activities, such as squares and market places and the area's services, was considered a merit. The overall structure presented in many proposals, however, remained unfocused and chaotic: services were dispersed, difficult to find and unable to generate for the area an appeal that the services need in order to have staying power. Construction over the sea area could be divided into the following solution types:

ISLAND SOLUTIONS

The majority of construction is located on the island, although closely linked to the urban framework on the mainland; a compact, traffic-wise potential solution. In these solutions, the quay areas are situated around and/or within the island.

ISTHMUS AND CRESCENT SOLUTIONS (ONE TONGUE OF LAND STRETCHING OUT TO SEA)

Construction stretches out to the islands offshore in a ribbon-like structure, often joining the islands to the overall framework in a structural manner. This is also evident in the proposals as a chain of islands reminiscent of a pearl necklace. This solution leads to long distances and does mobility a disservice. Quay areas are usually situated on the inner side of the crescent as one massive marina or, in the more dispersed model, on both sides of the crescent.

FORKED SOLUTIONS (SEVERAL SOUTH-FACING TONGUES OF LAND)

The urban framework pushes south in the form of two tongues of land in between which there are docks, canals and other water structures. Distances remain reasonable, but the tongues of land are privatised as the end-points of two separate main roads. The efficient organisation of public transport would be extremely difficult. Quay areas can be placed in the inner and outer parts of the urban framework in an interesting way. Housing and marina activities can be nicely interspersed.

The proposals included a handful of rather unconventional and stylish plans, verging on utopias. Although these proposals' functionality and feasibility within the framework of Finnish conditions did not elevate them to the upper class, they were notable in terms of addressing the future.

The best proposals created richly varied urban landscapes of different-size maritime quarters, complete with water yards. An urban framework and housing quarters open to the scenery and maritime views from the residential units were key objectives. Quarters of various types and of various sizes have earned praise. Mechanical plans realised by a repetition of the same structure were usually considered monotonous and lacking in spirit.

3.4 MARINA ARRANGEMENTS

The proposals presented many different solutions for locating the quays around the urban framework. An isolated major dock would seem to constitute too massive a structure and furthermore restrict the waterways into congested lanes and gateways. On the other hand, splintering the berths into very small units would make their maintenance and servicing difficult. Solutions which included a main marina area and a string of smaller quays located in the immediate vicinity of residential quarters seem like a splendid compromise realising, as they do, the successful interspersion of living and boating.

The competition area's northeast corner has turned out to be the most convenient location for the marina's maintenance area, seeing as it cannot be a residential location due to safety distances in relation to the power plant. The area is easily reached from both land and sea and allows for the arrangement of routes to, for instance, the high-rise storehouses, the most likely location for which would seem to be to the south and west of the power station. On the other hand, the area would disrupt the possibility for a green belt connection between the wetland bird habitat and the sea centre. However, both of these important connections can be realised smoothly enough past the marina's service area, in the new urban framework. The estuary area is also a green gateway when approaching Finnoo Marina City from the east and must therefore be given special status in the area's further planning.

3.5 SERVICES, SEA CENTRE

Many of the proposals successfully rendered the maritime centre as the beating heart of the area, an easily approachable, desired destination. The activities and atmosphere it has to offer are open to all Espoo residents.

Placing the commercial hub in a central location in close proximity to the sea was considered the right solution. The majority of the proposals gave a correct estimate of the centre's scale, and, in the best solutions, its strategic placement in relation to traffic routes, scenery and the water's seam was correct. Timespans should be taken into consideration when assessing the centre's actual size. What may now seem oversized may turn out to be undersized once the construction of the Finnoo marina is complete. Proposals that included a realistically small and compact centre that nevertheless allows for effortless expansion when demand for services begins to increase warranted special recognition. The means to achieve such expansion included the basement floors of streets branching off a central market square that can be taken into commercial use when and if necessary.

In some propositions, the drive to achieve something stately inspired nearly monumental central layouts and resort-like city complexes which would perhaps be more appropriate for a warmer climate and more densely populated neighbourhoods. Sprinkling services across the entire residential area, their distance in relation to the seaside and the main arterial roads, or concealment within

the urban framework was considered a factor that significantly deteriorated the area's vitality.

Many proposals suggested locating an isolated, independent service, such as a spa or a recreational centre, in the area. Although the initiation of such a project seems unlikely at this point, the idea is worth taking into account in the area's planning. At its best, the location opens up views to the sea and presents the building complex across the marina area to the sea centre, as suggested in some of the best proposals. A location distant from the main streets requires focus on the functionality of traffic schemes. The plan reservation will perhaps serve as a boost for the initiation of the project proper.

3.6 TRAFFIC AND PARKING

The goal of carbon neutrality justifies a public transport solution as effective as possible and the richness and attractiveness of pedestrian and bicycle routes. The superior quality of transport alternatives and physical activity is the only thing that encourages people to abandon their own cars.

The best proposals managed to form a successful link between an interesting quarter solution and a smoothly running network of mobility. The competition programme encouraged entrants to present new ideas with which to replace the current bus traffic. Instead of a bus fleet of the current kind, the starting point has to be a nearly noise and emissions-free means of moving around. Electricity powered minibuses are likely to be the most flexible and feasible alternatives for transport needs between the metro centre and the sea centre. The most successful proposals all comprise a framework of quarters that does not allow for services carried out with traditional vehicle fleets. To realise the nature city, seaside city, pedestrian city atmosphere envisioned in the proposals, the vehicles need to be smaller in terms of size, and nearly noiseless.

The proposals present functional street connections separated from the rest of the area's major traffic to minimise the disruption of the power plant's coal transportation traffic. The proposals also included natural connections serving the marina's maintenance area. The transport connection between the high-rise storehouses and the maintenance area always cuts through the seaside pedestrian and bicycle route. This calls for careful future planning to find a good solution.

A possible shipping lane to foreign ports, for example, may require more efficient means of transportation.

The significance of Espoo's coastline lanes and routes is increasing and, in addition to the north-to-south connection, it is the most important route of Finnoo Marina City. The handling of the routes' intersection and connection to the sea centre is of particular importance. The majority of the proposals failed to take note of this crucial connection traversing the shorelines of Espoo almost entirely.

In many proposals, parking is solved by means of multistorey car parks, single-storey car parks under courtyard decks and frameworks or as parts of hybrid buildings. There were also many proposals which presented vast car-free areas that would allow only maintenance traffic. Since most parking is located at a distance from residential units, the trips to cars would take place on foot, on bicycles or a means of public transport. Any purposeful pursuit of the idea of a pedestrian city would allow for a significant reduction in parking requirements.

3.7 ECOLOGY AND SUSTAINABLE DEVELOPMENT

The best proposals presented alternatives for conventional sources of energy and serious considerations of how to make Finnoo a carbon-free residential area.

The most likely sources of alternative energy at the moment are solar thermal collectors and solar panels, which would make their mark on the area's architecture. Their effect was explored to varying degrees in the proposals. An ideas competition does not really allow for consideration any more profound than this in terms of this subject so central to any further planning. The area's water rotation was taken into consideration to an excellent degree. The movements of storm and flood waters were exploited as a theme concerning the entire area.

The best proposals included nature as an additional, fixed starting point to urban planning and successfully drew upon nature for mental and operative values that work towards the creation of a strong nature-city brand.

The upper-class proposals were analysed in terms of their sustainability solutions. Most of the proposals that made it to the upper class went through the required sustainability criteria rather like a checklist of issues concerning man-made environments, nature and socioeconomic environments, from which the entrants selected the subjects closest to their hearts. However, the proposals did include a handful of pleasing examples of a comprehensive 'sustainability concept'.

The categories of man-made environments attracted the greatest number of ideas and measures, which is quite natural given the competition's planning assignment. The least represented design tools in the sustainability reports involve the socioeconomic environment – the rich variety of outdoor locations and rendezvous points is crystallised through conceptual images, but the capacity to describe conceptual ideas verbally was in short supply. Some entrants were familiar with measures involving the natural environment with regard to, for instance, the processing of storm waters, but few examine the impact that reclamation and excavations in their selected area have on natural surroundings. The best proposals comprise relatively compact solutions which reduce the aforementioned factors' impact on the natural environment, but it would be advisable for the best proposals to perform a subsequent, more detailed mass/carbon footprint/climate/ecosystem investigation of the impact due to the reshaping of the shoreline and on the ways to reduce any negative impact, since the volumes of land fill were significant, if not extremely high, in all of the upper-class proposals. The total number of residents or population density of any given proposal was not, as such, a factor in the sustainability evaluation, since density can be considered to have opposing impacts on different segments of sustainability and because the competition programme's target range for density and the total number of residents was very broad.

3.8 WETLAND BIRD HABITAT AND GREEN BELT CONNECTIONS

The green belt between the wetland bird habitat and Finnoo Marina City constitutes an important part of the overall solution. As the northeast corner of the competition area took shape as the most natural operative location for the maintenance area, the connection from the centre must be routed to run alongside the maintenance area and across the shoreline route and the road leading to the maintenance area. The creation of a natural park belt also constitutes its own, demanding task: the parks built on reclamation ground are highly urban and constructed in nature whereas the bird habitat is in a characteristically natural state. In the most successful proposals, urban parks and green boulevard-like connections lead from the seaside to the shoreline route, which marks the start of the wetland's own world of greenery. The wetland was not part of the concerned area in the competition, which is why the proposals have made scarce mention of it. The placement of the nature centre, any other service buildings related to the wetlands and the network of routes should, in the future, be considered an entity in their own right, but a part of the planning concerning Finnoo Marina City and the metro centre. The confluence of the urban framework and the natural area must be considered carefully and there should be an attempt to make use of, for example, the views over the wetlands.

3.9 RECLAMATION AND EXCAVATION

Even though the availability of crushed rock at a reasonable distance from Finnoo Marina City is good during the construction project, the volume of land fill must be kept as low as possible and the benefits to be gained from the reclamation itself must be maximised. Ensuring waterflows and minimising the volumes of dredged clay banks to be transported to the soil dump site are the most important marginal terms with regard to both sustainable development as well as economics. Reclamation solutions that allow a phased implementation as natural and free of disruption as possible, and that formed interesting canals, docks and bayheads between the islands were in the best position to generate special added value.

Many proposals suggested water themes for current land areas. Extensive excavations were considered unjustifiable in relation to the benefits to be gained. The best solutions achieve the distinct maritime nature of Finnoo Marina City only by landscaping the reclamation areas.

North-to-south running canal themes are suggested in numerous proposals. This solution was considered very pleasing to the eye in terms of the urban landscape and an important element especially in terms of the nature of the urban framework between Finnoo Marina City and the metro centre. Combining the canal's northern end to the wetland bird habitat's discharge should ensure a sufficient turnover of water in the canal. The canal's water level will remain considerably lower than the street level, but not low enough to be of use to sufficiently sized yachts and water-bus fleets. In addition to its shoreline structures the canal gives rise to several bridge connections which, on the other hand, could provide the area with a strong identity of its own.

3.10 FLOATING STRUCTURES AND COLUMNS

Many proposals have used floating structures and structures supported by columns affixed to the bottom in addition to the reclamation areas. These solutions possess significant advantages: they allow waterflow, do not require the transfer of land masses and are substantially less disruptive to carry out. Some proposals managed to create extremely interesting solutions for quarters in which floating structures are attached to the quay-like street built on the shore of the reclamation island. This makes the construction of the beach economical and the resultant street space maritime and expressive in nature.

3.11 FEASIBILITY

The volume of reclamation is high in a majority of the proposals and the total costs become too great. The most feasible solutions present reasonable amounts of reclamation and excavations. The environmental impact of such solutions is also likely to be smaller. The environmental impacts will be evaluated in more detail during further planning.

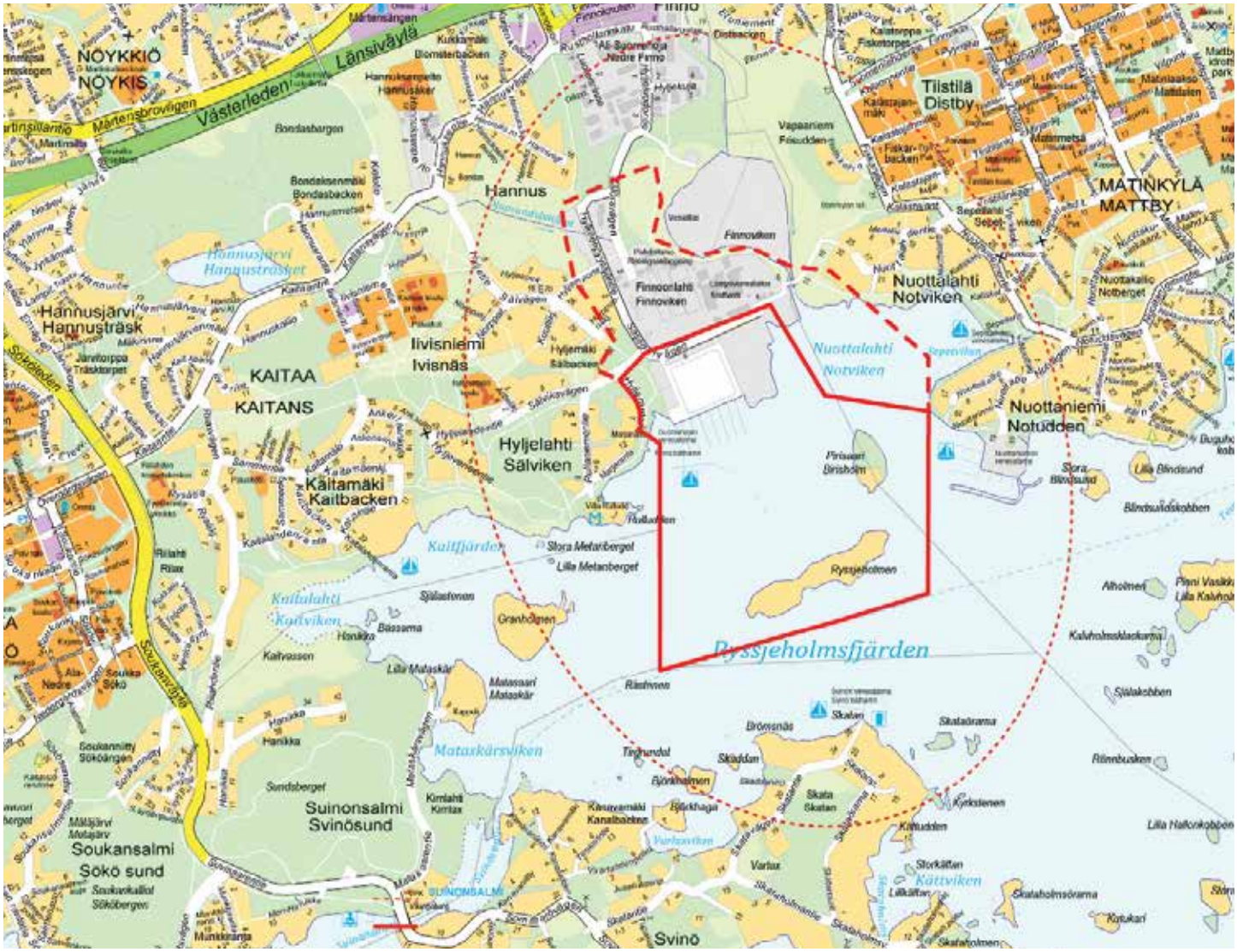
To evaluate the proposals' feasibility and ensure cost-effectiveness, the panel compared the differences between the proposals selected to the upper class.

Rough estimates were performed on the proposals' volumes concerning earthmoving works (dredging, reclamation and excavation), construction foundations and subgrade reinforcement measures, the lengths of the most important structures (such as quays and shoreline structures) as well as on the numbers of streets, bridges and engineering and utility networks.

The volumes and unit costs provided a basis for calculating the proposals' construction cost estimates, which were then compared. The panel paid special attention to the construction costs in proportion to the suggested volume of residential construction, i.e., € / floor square metre.

The cost estimates of the upper-class proposals ranged from €350–600/floor square metre, therefore remaining reasonable. Construction on sea in the award-class proposal Lights is too massive, but the jury was of the opinion that the proposal could be lightened during further planning. In terms of the cost comparisons, 'Patchwork' was the most inexpensive proposal, while 'Haven' was the most expensive.

The examination revealed that further planning would allow for the development of an alternative, the construction costs of which would be inexpensive in proportion to land use. Construction costs can be cut substantially during further planning by minimising the amount of earthmoving works and by situating the construction areas in locations with conditions more favourable for foundations.



While the area should be built efficiently, scenic values also carry great weight. This is why the location of high-rise buildings in the immediate surroundings of the metro station was considered a preferred solution.

3.12 RELATION TO ISLANDS OFFSHORE AND NEARBY WATERS

Most proposals examined the status of the islands offshore (Pirisaari and Ryssjeholmen) as part of the overall solution. At their lightest, they are parks or function as recreational areas that offer small-scale services (a sauna, café…) or as marina areas. Some proposals suggest building residential areas in the western section while leaving the rest of the island(s) in its (their) natural state.

The islands are approached by way of causeways and floating structures. Floating structures, alongside piled structures, constitute very interesting and feasible solutions that do not impede waterflows and remove the need for large-scale earthmoving works associated with land fill. These solutions are worth serious further investigations as part of the overall solution for the Finnoo area.

Although the natural beauty of the islands and the maritime scenery are attractive, construction distant from the present shoreline would not be advantageous. Rather, it would shrink the urban framework into a ribbon-like structure that would lead to privatised areas and low-rise buildings which would be ineffectual in relation to the investments. Floating structures allow for connecting the islands technically to the other construction at a relatively low cost, but the best solutions achieve the maritime nature by the urban framework alone. Long floating structures obstruct the free bay area and impose unnecessary restrictions on waterborne traffic.

Moving when exposed to the elements is uncomfortable and the connections for public transport and pedestrians and cyclists would be difficult to organise. They would also hamper any emergency operations. The practical disadvantages would therefore outweigh the benefits.

The islands' current use can provide flexible services within the observable future.

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4. Classification of proposals

AWARD CLASS

15. Lights
18. Canal Grande (2)
28. Fin-Fin Situation
32. Patchwork
42. Haven (2)

UPPER CLASS

40. Urban Archipelago
50 Finnoo Beach

UPPER MIDDLE CLASS

01. Pearl Necklace
07. Starfish
08. Vasta
12. Seahorse
16. Laughing With The Seagulls
19. Cusp
21. Haven (1)
22. 003900358
26. Finnoholmen
29. Go West!
34. Dancing Towers Over Finnoo's Lagoon
54. Three In One
57. Merivirtojen Juoksuun
58. Downtown Archipelago
59. Asarina
60. Rings On The Water
61. W(E)At(H)Erscapes

LOWER MIDDLE CLASS

04. Nautilus
06. Atrain
09. Driftwood
10. Folkark
13. Aisle Isle
14. Halcyon Days In Sailors Stronghold
17. Fikka
24. Anneli Archipelago
25. Seasquare
27. Boardwalk
30. Drop
31. { A R K S }
33. Delta
35. Syracusa
37. Sea Snake
39. Tall Ship Race
41. Ruutukuningas
44. Solukko
46. Good Morning
55. Wave 389

LOWER CLASS

02. Edges
03. Delta Lagoon Beach 2
05. Canal Grande (1)
11. Frutti Di Mare
20. The Pearl Of Espoo
23. Sgsk1111
36. Chine
38. Downtown
43. Lhc
45. Focus
47. Ainola
48. Rgs
49. Public Cell
51. Finnoo Filipinnoo
52. Sun Seekers
53. Urban Maritime Interface Connector
56. Open Archipelago
62. Urbaani Helmitaulu


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5. Proposal-specific evaluations

01. PEARL NECKLACE

The new Finnoo marina city presents an example for what a fresh, marine, urban and carfree neighbourhood based on metro and tramway may offer to its surroundings and inhabitants.

The citystructure that follows the lines drawn in the Finnoo draft masterplan begins from the metro center and splits into two by the market square of the Finnoo marina city. The housing on the eastern side reaches into the sea, combining Pirisaari as an active part of the city structure. The new small boat harbour is left on the western side, which leaves a sheltered bay, home port, between the two sides.

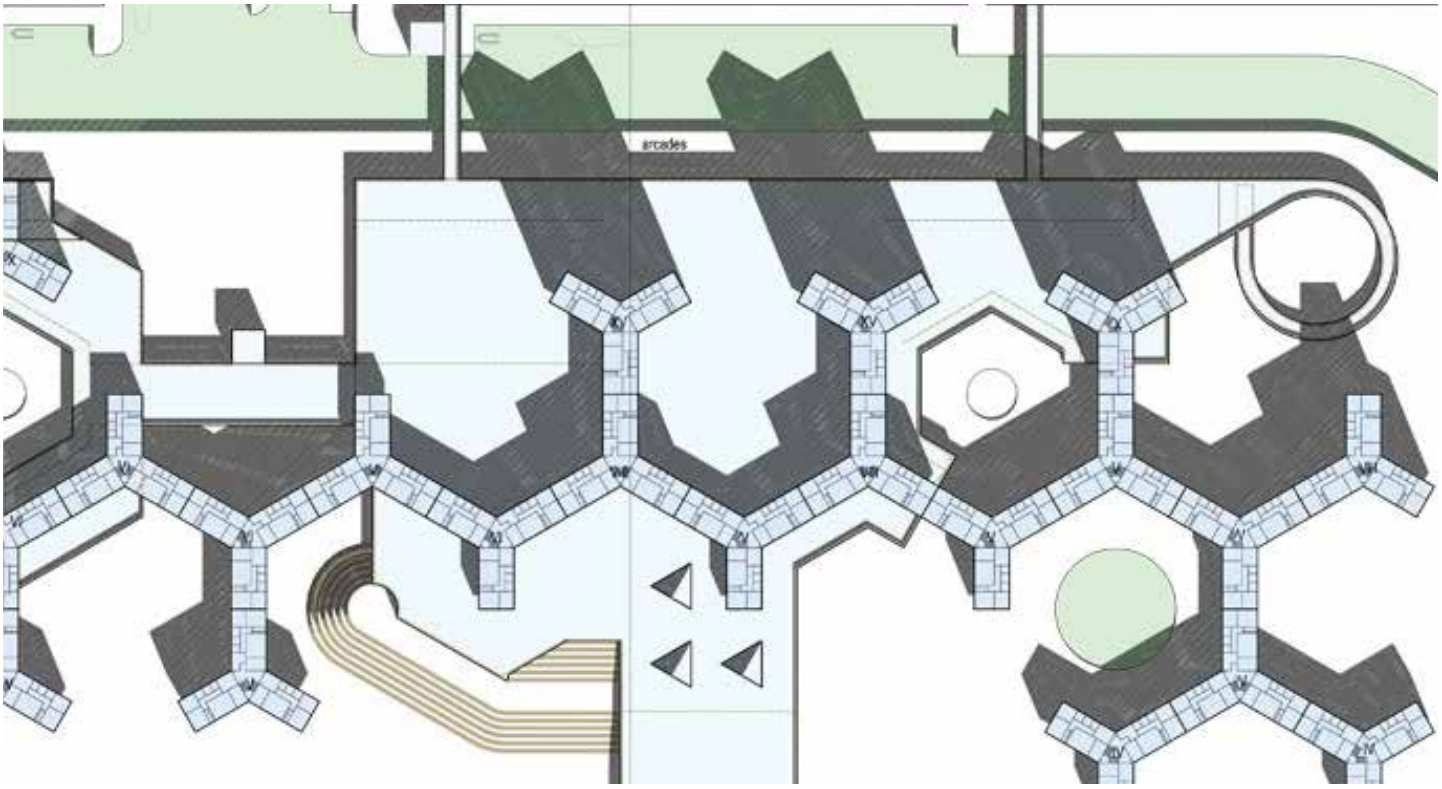
The basic structure of the proposal is clear, and organising public transport in the area in a loop-like fashion using, for example, a city tram as suggested is functional – the walking distances to tram stops are, by and large, reasonable. The extensive pedestrian centre that allows the diverse use of new forms of transport instead of private cars is a welcome goal for developing the area. The requirement of carbon neutrality will require new mobility solutions. The centre area is compact, appropriately situated at the crossroads of the entrance route and the beach boulevard. The central square is somewhat in a dead spot in relation to the beach boulevard although it is partially visible from the beach boulevard as it crosses the canal reaching northwards. The central square is beautifully linked to the canal, the built-up shore opening up wide and to the service blocks.

The marina is located outside the entire area, bordering in the south and west with marina service buildings and banks serving as breakwaters. The solution shuts off the ground level views to the open sea. In the proposal, marina operations become industrial and the distances to the boats unrealistically long, and the inhabitants of the area are not allowed to keeptheir boats near their dwellings.

Placing marina services in a strip-like formation far from the main traffic route is not justifiable from the traffic point of view. The high-rise storage of boats (and cars) is appropriately located around the power plant, but it does not create any synergies with the rest of marina maintenance operations. The proposed canal connection to the high-rise storage only serves some of the boats if access is only via the canal — the underpass height of bridges is far too low for the present boats.

The idea of a water sports centre on the Pirisaari island could one day be a functional solution, but the proposal cannot rely on that. A holistic and well-studied proposal which nevertheless lacks interest and gusto regarding its block structure. A centre solution could create more diverse urban spaces to the shore, towards the evening sun and open sea views.

02. EDGES



The Finnish coastal marshlands, winding and ever-changing. The edge amidst undulated terrain and plain sea. This pattern summarizes most of the distinctiveness of regional landscape: sea edges, lake edges, tirelessly modifying the bounds, intertwining sea with land.

Designing from the scratch: a rare opportunity for matching urban planning, urban design and preliminary architectural concepts in a single scheme. This sequence is, in most cases, broken down into different outlooks of different stakeholders; but here we can bring to the fore a rough holistic outlook.

At first glance, the proposal seems to take an organic approach, which could be a suitable starting point regarding the gently meandering seashore view. A closer look reveals the almost monumental nature of the proposal. The south-western edge protrudes too far out in the plan. The marina bay could have opened to the main direction, i.e. south-west. The surrounding islands could have been included in the plan. The buildings are too high, creating shadowy courtyards for houses. The massive deck motifs between the buildings seem alien and give the proposal a character reminiscent of a shopping centre.

The solution for the competition area has been created by repeating a high-rise tower that is not a particularly interesting type of building. The plan is too mechanistic in character, a repetitive way of forming the urban structure. A more sensitive approach and a capability to project oneself into the scale and spirit of the seashore environment would be required.

The area's connections to the metro station have not been completed, and the location of the centre of the area is not well-defined. The plan remains detached.

The area does not have the character of a maritime centre. It is rather one of a housing estate, making the shore area too private.

The marina area is ordinary and the whole complex too large. The distances become too long. More inspired planning of the marina and berths would have been called for.

The traffic arrangements with their ramps are a slight overkill.

03. DELTA LAGOON BEACH 2

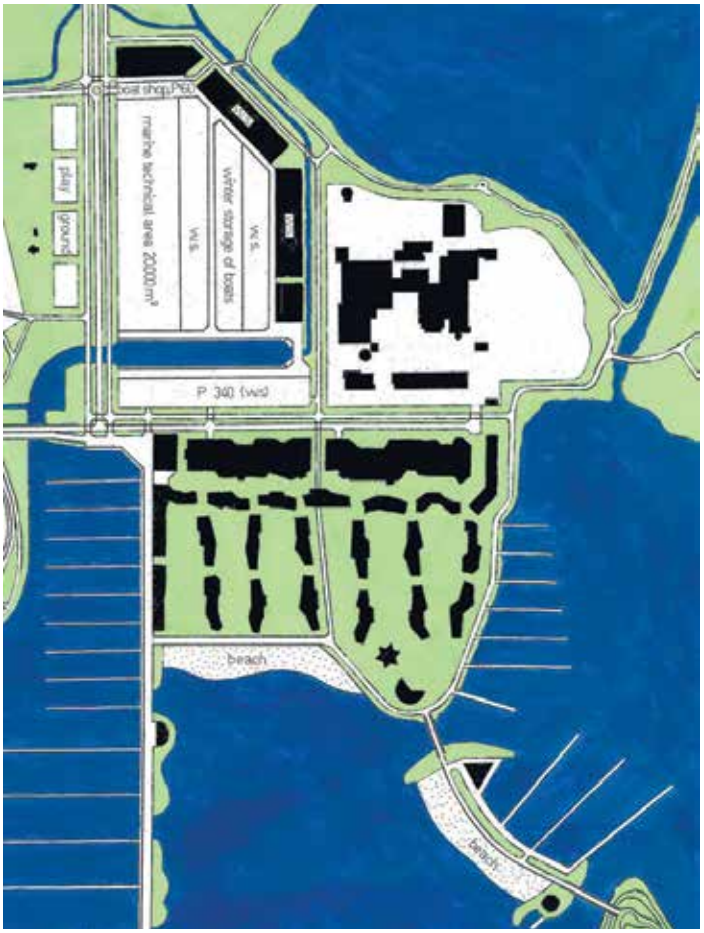
The key notes of the composition are concentration, high effectivity of land use and minimum distance to the metro. The infrastructure, motor traffic and usage costs are minimized and the archipelago landscape is maximally preserved.

Carfree residental area houlds 4000 inhabitants in 6-30 storey blocks. 75 % of inhabitants live at a 25 meters distance from garden like parking houses. All apartments have a view to the sea. Two big beaches on the residental park shore line.

The proposal is a diagram-like presentation of arrangements in the area and fails to achieve the balance between nature, construction and boating required for the area. The traffic arrangements are rigid and void of surprises. The block solution for the housing area remains draft-like.

The division of the marina into two halves, one for the eastern and one for the western side, is going in the right direction. Connections to the marina maintenance area have not been thought out.

The basic idea of this unfinished proposal has not been clarified yet.



04. NAUTILUS

The district is situated in Central Espoo by the seashore. Area will locate near new metro centre and it has great advantages to be a frontline example of new sustainable urban development. The goal of the plan is to turn a harbor, storage and industrial area into a unique urban living environment with a large marina as the hearth of area. The New Marina City of Finnoo will be vibrant, sustainable, pedestrian friendly city area which has its unique character in urban space and living opportunities by the sea.

The plan is based on the connection to the metro centre and, to provide a new sustainable urban area with the largest marina in Espoo. Because the area is built almost entirely on an artificial soil, the principle has been that on the planning area, the most valuable, natural formations: the islands (Ryssjeholmen and Pirisaari) are possible to leave untouched.

The proposal has some organic approach regarding urban structure, a natural starting point thinking of the jagged and vividly meandering shoreline. The surrounding islands have been effortlessly included as part of the overall plan.

The link to the metro station is unambiguous. The connecting part only has lightweight construction, a too flimsy solution.

The first impression is heavy, and the volume of construction work is massive. The south-western edge pushes too far out from the shoreline.

The plan gives an urban impression, lacking in maritime character. Most of the housing blocks are closed; they could have more openings towards the landscape and the sea. Marina activities could have been interlaced more boldly as part of the housing blocks.

The large block opening inwards, the park and the market square at the end of the peninsula seem like alien ideas. Why open the block inwards when it is surrounded by such magnificent sea views? There is plenty of landfill. It seems strange that the dockyard functions are placed in a prime location at the south-western edge of the peninsula.

05. CANAL GRANDE (1)

Canal Grande is a coherent system of biophysical and social factors capable of adaptation and sustainability. The scheme provides and regulates a permeable flow of natural, socio-economic and cultural resources in a resilient and steady state. Fundamental to the proposal is the strong dependency on the single corridor that links the metro station to the sea via the Pirisaari and Ryssjeholmen islands.

The commercially viable corridor supports two centres, Marine City and Marine Island, both of which provide cultural and commercial activity capable of sustaining a vibrant and diverse population of 4500 residents that are fully integrated with the marina. The road network provides direct routes to a series of car parks located at both centres and under each residential lot allowing for car free blocks including a car free zone on the Marine Island.

This is one of the most monumental proposals in the competition. The aim is to connect the nearby islands, the marina and urban structure with a grandiose gesture. The area becomes too private, consisting of the inhabitants' own housing blocks. The centre is far from the shoreline road; its maintenance is difficult to arrange. The housing blocks open at the right compass directions and views. Functional public transport cannot be organised for the solution, and walking distances become very long.

The dock area is totally separate from the marina maintenance area. The large marina between the centre and the surrounding housing belt concentrates waterborne traffic with all its side effects inside the urban structure.

The primary merit of the proposal is its grandiose approach, which nevertheless remains at a schematic level.

06. ATRAIN

Competition entry “Atrain” is a dense urban proposal with elegant sea-promenade areas involving the housing blocks, and in direct connection to the new marina spaces. This proposal offers possibility to accommodate a total of 3510 boat berths, providing each new resident with both, the best solar orientation, and the best sea views.

“Atrain” maintains the ecological connections throughout the competition area, guarantying the nature links between Nuottalahti and Hyljelahti bays as required in the competition programme. The new urban structure offers different scales for new dwellings and opens all public spaces to the best solar orientation (to south and west) providing extended areas for outdoor terraces, leisure, and sports activities in direct connection with the marina spaces.

The proposal has an urban structure that forms a contrast with the organic seashore scenery. The plan links together the metro centre and the shore area. The urban space is strongly divided into two peninsulas between which a marina is created. The proposal has a rational approach.

Connection to the north is clear, perhaps even too straightforward. Construction forms a steep wall in the south-west, protruding too far out from the shoreline.

The concrete city-like blocks are static, void of any maritime character. Water motifs could have been included in the block design. The buildings are too high.

The proposal suffers from excessive clarity. The space series are linear, without any surprises.

The solution for the area consists of closed building blocks of various sizes; the block structure suffers from a degree of monotony and lack of sensation.

The dockyard area is appropriately located. The aim has been to divide marina functions into parts, but the areas still look too large. The distances are long.

07. STARFISH

The characteristics of the southern parts of the district of Finnoo consist of the sea, the archipelago and the harbour. These elements offer a rare possibility to build an innovative and maritime housing area with first-class ecological solutions.

In the proposal, the most essential part of the new housing area is the man-made island on the place of the existing harbour. This solution makes it possible to build the site in an efficient way and, at the same time, offers many functional and ecological advantages. There is no need to use cars as the distances on the island are very short. The aerial tramway provides a comfortable and fast connection to Finnoo center as well as to the new metro station.

The entry blocks on the mainland side seem to be spatially scattered and fail to create clear urban spaces of distinct character. The square, foreseen as the centre, opens towards the sea but is located somewhat timidly by the main street, separated from the shoreline road. It fails to reach a prominent position and therefore loses the attractive potential so necessary for the area. The boat maintenance enterprises and marina functions are located between the shore and the power plant, which in itself is a functional solution, but they are not integrated as part of the marina city.

The star-like solution for the island opens up views to the sea and to the inner courtyard from all apartments. The tram terminal is located at the centre of the star, which makes walking distances very manageable and encourages people to move about. When you walk down the shoreline road on the island, new bays and street and scenery views are constantly opening up. The facades give effective protection to the sheltered and sunny inner courtyards meandering in a strip-like fashion between the building frames. The urban space in the middle of the star is disorganised and does not open towards the sea in any direction. The beach is proposed in the windiest location at the south-western peninsula instead of more sheltered bays, for instance. The housing area on the island, with its lack of public activities and services, becomes a private territory of island dwellers.

When implemented in the manner presented, landfills on the island are extensive and require establishing large park areas on top of them. There will be plenty of shoreline to be built.

Marina functions have been located in different parts of the area so that they can also be conveniently used by people other than the inhabitants. Goods transport to the docks will create traffic on the island, and even short-time parking may become more difficult during the high season. Both the proposed tram line and the car routes function well and do not interfere with lightweight traffic. Parking spaces have been located in the housing blocks, below ground level. The traffic solution is efficient and favours lightweight traffic and public transport. The landfill areas are relatively large compared to the benefits gained.

08. VASTA

The Vasta – the sauna whisk – describes our concept: The urban structure is a bunch of block stripes tied together in the north and opening towards the sea creating a Grand Canal in its centre. The branches dissolve into islands forming organic stepping stones towards the existing natural archipelago.

This design principle of branch-like stripes offers space for varying uses and typologies. They can accommodate different building typologies for housing, services, workplaces and infrastructural amenities. The residential buildings and most of the services are located along the newly created seashore maximizing the attractive quality of living by the sea. The big scale infrastructural amenities such as boat storages, the marina depot and some parking are located around the power plant area where the built scale is already bulkier than in the surroundings.

The plan takes an organic and maritime approach towards urban structure. The islands and the canal motifs formed between them give the area a strong, distinct character of urban and maritime nature.

The space series are interesting and rich. The shore area with its canal motifs is connected to the new metro centre in a commendable manner. Maritime pathways and meandering urban spaces are created at the shore. The scale of the proposal is human-oriented.

The housing blocks have a rather ordinary character. The allocation of building masses could have been more diverse, and more water motifs could have been interlaced with the buildings.

The area does not have one clear centre; instead, it is divided into several smaller centres with different characters. One of the islands has a yacht club, the other a beach and the third a restaurant. Each island has its own character, but there is a risk of the functions becoming too fragmented. The dockyard area is appropriately located within the power plant's safety zone where no housing can be built. Mooring berths are appropriately interlaced with housing. However, it seems that there are too few berths.

The nature of the proposal is private, and Espoo inhabitants from other districts may find it difficult to approach.

Traffic in the area functions well, and it is easy to drive around the area. There is plenty of landfill, and the design is wasteful when analysed closely. Planning beaches on a landfill area is not realistic.

09. DRIFTWOOD

The proposal comprises of the Southern Metro Centre (consideration area), the Waterfront Town, the Green Transition Zone between the two and the Marina in the south. The power plant is let to stand out in the open landscape as a landmark towards the sea.

The Waterfront Town has two layers, the outer "Rim" and the inner "Core". Both areas mix different functions from housing and commercial spaces to offices and public services. They also offer a series of public squares, parks and recreational areas. Micro-climatic conditions have been taken into consideration in the urban layout as well as apartment views towards the sea.

The heart of the island and the amphitheatre-like blocks surrounding it on the north-eastern side forms a strong, well organised entity. The free placement of blocks in the centre creates different views and urban spaces, reminiscent of a Hanseatic town. The curved street spaces are always interesting and create a strong identity.

The connection to the similarly curved facade line in the north is arranged with a confident touch by a park belt that offers facilities for leisure activities. The entrance to the Finnoo Marina City by the school could have been a bit more striking. Enough thought has gone into the connection to the metro station. The main traffic route dominates the area. Light-weight traffic and non-disturbing public transport (trolley buses and the like) could form a more pleasant solution inside the urban structure, with the power plant and marina service traffic staying at the outer circle of the blocks.

The marina is centrally located around one maintenance service area. It blocks the views from the centre to the best directions, creates traffic pressure on the central square and gives the marina an industrial feel. The distances increase. Nevertheless, the spirit of the perspective images of the proposal is promising, and the urban spaces have been delicately dealt with.

10. FOLKARK

The heart of the area is a circle formed inner harbor cut by a public axis and secondary channels maintaining longitudinal and lateral views and connections through the area all the way from the metro station to the sea.

The concept of the public space is characterized by car free principles and high quality design solutions. The city structure has a strong marine character. The scheme enables realization in phases. The birds' sanctuary and the existing surrounding islands are preserved as key natural elements. The integration of all urban functions into the boat harbour creates active life in the area. Leisure, sports and professional boating share the public spaces with the visitors, inhabitants and employees of the local services, workplaces and various other maritime concepts.

The proposal is a strong centralised composition with a sheltered marina bay as its core. The approach is maritime, but it suffers from its introvert and monumental character. The character of the new area is isolated from the rest of the urban structure and it therefore remains detached.

Most of the blocks are ordinary closed blocks. Town house-like housing of a pleasantly small scale has been developed on the outer rim of the urban structure and by the transverse canals. Mooring berths could be better interlaced with housing.

The town square of the area is a bit modest and does not open sufficiently towards the marina bay. The dockyard areas have been suitably centralised in the north-eastern part of the area, within the safety zone of the power plant. The marina areas are large and bleak, and distances at the docks are too long. More inspired planning of the marina would have been called for.

Maritime activities such as a spa have been foreseen in the area, but they are nevertheless somewhat detached from the urban structure. The spa would have been better located closer to the water.

The design is wasteful in its use of land, and there is plenty of landfill.

11. FRUTTI DI MARE

The urban structure of “Frutti di Mare” has its roots in the coastal landscape and in the topographical features of the area. New land is reclaimed where the depth of water is at the lowest while the existing marina is almost entirely preserved. Finnoo Marina is gathered in an easily recognizable entity by a u-shaped urban form.

Most of the commercial and other services are concentrated along Marina Boulevard, a pedestrian street surrounding the marina. The marina is the most important public space, in which living and boating are profoundly connected. The competition area is linked to the metro station by walking and cycling routes and a citybus connection. Neighbouring residential areas are reached by walking and cycling routes.

The strip-like urban structure is effortlessly connected to the blocks around the northern metro line and efficiently relies on the main street and bus line. The building masses of fine structure and pleasant variation open up good sea views. A handsome promenade motif has been placed in front of the blocks on the landfill islands, surrounding the large marina and opening towards the sea. The new landfill islands, Pirisaari and Ryssjeholmen, form a harmonic entity. However, the solution means extensive landfill operations and long distances, which does not support the idea of an area with little car traffic. The beach remains detached, hidden far away behind the blocks when approached from the shoreline road. The island has a strong identity, but it also makes the area more private.

Making the marina as the main motif is a good starting point, but it gives boating an industrial feel and distances it from housing. The inhabitants’ own mooring berths are an anonymous part of the great mass of berths.

Part of the area most pivotal to developing the whole area has been allocated to the marina service area. Even though the market square connects the eastern and western maintenance service areas of the marina in a functional manner, their location in this part of the competition area seems far too central and dominant.

12. SEAHORSE

Seahorse Finnoo Marina City is proposed as a vital urban centre of activity and the premier maritime gateway for Espoo to the inner archipelago and beyond to further destinations in Baltic region. Finnoo Marina City is thus a crucial interface, both domestically and internationally. The proposed population within the competition area is around 5000 inhabitants, with a corresponding density of 3000 residents per square kilometer.

Seahorse has been planned as a mixed-use high-density sustainable urban village, with a priority on flowing and accessible pedestrian environments, enhanced with public transport. Within the competition zone, a wide range of environments have been carefully integrated to provide a diverse and interesting urban scene which in turns enriches residents and visitors. Care has also been paid to blending a range of daily rhythms within spatial contexts by proving a range of live and working options.

The idea of a maritime city intersected by canals is a natural starting point. However, the plan is heavy and buildings at the seashore too massive. The urban structure remains scattered, with the blocks too detached from each other. Landfills have been planned in a loose and wasteful manner.

The new area is closely connected to the metro centre. The plan utilises many axial motifs but it seems that there is no clear rationale behind the directions.

The massive character of the blocks has been broken up by staggering the building masses and by constructing terraced roofs. The maritime character of the area could have been better demonstrated in the design of the housing blocks; for example, by constructing courtyards with water features and by interlacing marina functions with housing.

The marina areas are too large, and distances at the docks are long. Mooring berths could have been placed in the area in smaller clusters, linking them more closely to the housing blocks. The dockyard functions have been suitably placed in the north-eastern part of the area, in the power plant's safety zone. Housing has erroneously been planned west of the power plant, within its safety zone.

The street network is not good, it would have been better to have a collecting street circulating the area in a loop.

The design is wasteful in places, and there is plenty of landfill.

13. AISLE ISLE

”Aisle Isle” offers a green-blue artery from the metro station to the sea. The artery unfolds revealing a varying progression of shore landscapes. These landscapes range from dry land and wetlands to open sea and from robust urban piers to lush park edges that maintain the biodiversity of the area.

Additionally, the artery is lined with versatile activities. It is sequenced with three nodal points of convenient spacing – the Finnoo metro station, “Canal Square” and “Archipelago Square”, each having their unique character and thus contributing to a memorable urban experience.

The robust proposal takes a clear stand on the power plant and its scale. The northern connection of the blocks has been solved, and the continuous canal motif is a theme that brings the area together in a marvellous way.

The blocks are made of different types of building masses, which creates interesting blocks of individual character for the area, some of them floating and some built on landfill. The whole picture displays itself as somewhat confusing; the centre of the area is lacking in attraction. The mooring berths are located far away from both the main street and housing.

The marina maintenance area is a separate unit near the Pirisaari island, which emphasises the industrial nature of the area and causes through-traffic.

The canal and central park theme is interesting and realistic.

14. HALCYON DAYS IN SAILORS STRONGHOLD

- there are halcyon days always in this town - is surrounded on all sides by nature - is built around a huge lagoon - has a safe and in all weather comfortable harbor - has the finest and longest beach on metropolitan area - is the biggest and most splendid yacht harbor in Finland - has a famous walking promenade around lagoon with bars, sailing club ballrooms, etc - has the only "traditional" town walls in Finland - dwelling have views to open sea or lagoon - connects the advantages of town and summer cottage life's - has a famous armada of yachts - has own dockyards with repair workshops - is a lifestyle environment - has from the wind sheltered warm micro climate inside the town walls - is a safe and quiet walking town - is situated on walking distance from metro station - has water-bus connections to Espoos archipelago, Tapiola and Market Place of Helsinki - has many working places - has good possibilities for bird watching and fishing - has ecological relation to nature - creates own heating power by geo- and sea-thermal plants - has 4780 inhabitants and 1380 workplaces - is a sailors and other sea lovers stronghold

The proposal is idealistic, with a poetic touch. The idea of a community and marina collected together inside city walls is very visionary.

The bastion-like city wall incorporates a sheltered marina bay that also provides berths for people other than just the inhabitants of the area. The proposal has an introvert character, forming its own, closed community inside. Other Espoo inhabitants may find the area difficult to approach.

The area does not have a distinct centre. Public functions are scattered around the outer wall of the bastion and the basements of buildings. On the other hand, a city wall and its activation with commercial services is an entertaining idea.

The approach to construction is somewhat organic, the scale is pleasant and the proposal seeks to adapt to the surrounding landscape. However, the corners of the bastion protrude strongly from the shoreline, and the rectangular form seems a little artificial.

The architecture has its own character and human scale. The housing ideas for the area are diverse.

The idea of a car-free zone is good, but not in line with the policy decision of Espoo.

Landfills have been planned in a wasteful and ineffective manner. The construction of beaches on landfill sites is unrealistic.

The plan gives food for thought.

The graphics are beautiful, and the designer has an exceptionally artistic touch.

15. LIGHTS

The new Finnoo Harbour Area will become the calling card of the Marine City of Espoo. The plan continues the axis from the Finnoo new centre towards the sea. The area builds up starting from land towards the sea, and while changing form – the city of canals becomes the city of islands. The backbone of the plan consists of the Grand Canal which begins at the metro centre, continues to the sea as an energetic shore boulevard and ends in a public multi-functional outdoor pool. By curving back towards the shore the boulevard forms an enclosed, cosy and protected bay.

The high-rises along with the chimneys of the power plant form the peaks in the landscape. The main theme of the proposal is "LIGHT" in all its meanings. The city structure is light, supports light traffic solutions. The several lighthouse-type high-rise building on the edges and the openness of the bay support the feeling of light in its other aspect.

A plan that presents a purposeful solution for bringing the metro centre and the sea centre together. The proposal opens up maritime views to the metro centre that constitute a strong, viable basis for planning its identity and cityscape. The cohesive element is the axially located and impressive, northward-pushing canal. When approaching the shore, the canal branches into several channels, weakening its essence. The central square is situated in an operationally excellent, easy-to-reach location. Parking is concentrated in massive multi-storey facilities that make an otherwise functional centre scheme hulky. The boat maintenance areas are divided to the east and west of the centre. The area bordering the power plant could have been developed so that it would serve the entire area.

The solution of two main streets flanked by quarters built on reclaimed islands is functional and appealing. Pirisaari and Ryssjeholmen sit naturally in the context of the entire area. The monumental dock is encircled by a shoreline boulevard opening up to the west. The maritime atmosphere is genuine. The boats and yachts of residents and non-residents alike sit nicely within the cityscape. The area's {outdoor} swimming pool works nicely as a factor that adds to the area's appeal, situated in a visible and attractive location south of the marina. Views to the marina and out to the sea are magnificent. The parks built on the reclaimed islands are a fun, albeit slightly pretentious idea.

A justified and well-researched proposal whose distinct sense of spirit – what is the atmosphere of Finnoo? – lingers. The proposal creates a clear, yet already familiar, model of a natural overall solution for a marina city to be established in the competition area.

The expanse of the land fill areas and the conventionality of the quarters erode the appeal of this otherwise feasible proposal.

16. LAUGHING WITH THE SEAGULLS

view from the shoreline route showing the floating housing and the view to the sea

The proposal Laughing with the Seagulls aims at creating a vibrant, self-sufficient and sustainable new part of future Espoo. The Finnoo Marina area is situated at the junction of two green arteries of Espoo, and due to the industrial nature of the existing area, there is a significant need for enhancing the recreational routes spanning across the beautiful coast line. Plans for Finnoo metro station facilitate an ambitious take on new housing concepts as well as spaces for businesses and offices in the area.

Design principles: 1. Benefiting from the maritime environment, creating and highlighting vistas to the archipelago and intertwining marina functions to everyday living environment 2. Creating efficient transportation connections to, from and within the area 3. Creating a lively variety of public spaces with different atmospheres 4. Designing an urban structure that enables and experiments with different ecological lifestyles

The proposal is linked to the metro centre and continues the block structure all the way to the shore. The blocks are of the ordinary closed type, and they could have been better related to the sea in the shore areas. The urban structure of the island is more interesting and maritime.

The blocks on the island have been formed in diverse ways, with a maritime touch. Smaller-scale buildings have been foreseen on the western side of the island and the point of the peninsula; it will be a natural extension of the area with detached houses across the bay.

The plan has involved a commendable study of different housing blocks and a very good internalisation of maritime living. The floating structures and fishermen's quarters with water yards are attractive.

The dockyard area is left as a separate, too large open field with a bleak character. The functions of the maritime centre are located somewhat loosely in a field-like area. In the marina, the distances at the docks are too long. The scale of the marina could have been broken down in order to better link it to the urban structure.

The street network of the area is not as functional as in the best proposals where it has been designed in loop form, avoiding zigzag traffic.

17. FIKKA

The new Finnoo Marina City is situated in the Nuottalahti-Kaitalahti bay area. The water landscape is intimate and quite sheltered from winds. The new area is a peninsula connected with Pikisaari and Ryssjeholmen islands. There are different themes for living in the area.

The western shore has four pocket peninsulas for boat lovers. The lower town/row house wall surrounds the higher light house towers. The shore line wooden boardwalk is used for pedestrian paths and also for boat berths. The multi use parks connect the shore to the main street.

A compact solution, connected to the metro centre by a clear block structure surrounding the main street. Good and easy mobility is successfully emphasised in the proposal. The monumental position of the main street weakens as it suddenly comes across a parking zone, located slightly surprisingly in the middle of the area. The street continues as a magnificent curved motif towards the fish market. The covered winter market and the fish market are far away from each other and therefore fail to support the attractiveness of the area. The natural islands in front of the area have been made part of the large marina. Even though the green belt and boating are thus combined, the area becomes an entity with an industrial feel. The distances grow and traffic does not function too well.

The spaces inside and between the blocks are interesting as such but remain detached intermediate spaces looking for a purpose.

The position of the shoreline road is ambiguous, and locations of the services in the area will not attract any visitors to the area.

However, the premises of the proposal show promise.

18. CANAL GRANDE (2)

Landscape and architectural identity – a canal town meets nature. The competition site is located in the inner archipelago, in a lagoon-like bay protected by islands. The plan is a compact and urban canal town surrounded by canals and the sea. The tightly built island forms a stark contrast to the islands of Pirisaari and Ryssjeholmen that are almost in the nature state. In terms of landscape, the plan is linked to the residential areas of Hyljelahti and Nuottaniemi.

The sculptural wall formed by high-rise buildings separates the island visually from the power plant. The undulating wall of buildings at the background of the canal town is a clear landmark towards the sea. Together with the high-rise buildings around the metro station, the wall creates a strong and recognisable landscape element. The planned area differentiates itself from the environment as an urban and individual marine neighbourhood.

A confident and fresh proposal with an interesting cityscape. The solid overall idea is reminiscent of the scale of a medieval city. The area has its own identity, and people want to move to the area due to its distinct character (cf. Suomenlinna). The clear idea is carried throughout the plan. The plan has a sculpturally organic touch. The shore areas have an urban and maritime character. The urban structure has diverse space series, canals, routes, bridges, squares and courtyards of different scales. The scale of the proposal is human-oriented. The location of the open square on the island deserves a question mark; in further design work, moving it to the south-western end could be considered. The shores have high banks, and connection to the sea should be more carefully planned. The Pirisaari island has been effortlessly included as part of the overall plan.

The brief in the competition programme was to develop a maritime centre for Finnoo, open to all Espoo inhabitants, with an open, inviting character and easy to approach. The panel was in some doubt whether the plan was too closed in character. The housing blocks have a maritime character and contain enough variation. The architecture is fresh, modern and democratic. The urban structure is dense and low; the construction of townhouses, for example, will suit the area. The landfill areas are effectively used for construction.

The maritime centre and dockyard areas are appropriately located within the safety zone of the power plant where no housing can be built. The mooring berths are located as small areas among other building works in a manner adding to the vivid character of the area.

The connection to the metro station in the north is only shown indicatively. A square could be placed in the corner of the bastion. Higher buildings are justifiably proposed around the metro centre, while lower buildings are proposed for the shore area for balance. The bastion-like buildings at the background of the island-like district are too high. They must be made lower in further planning for the area. The maritime silhouette must be kept low in the area, and no high landscape elements must stand out from the horizon. Further development work will in particular be required for the connection with the new metro centre.

The traffic network is among the best in the competition. The area has a loop-like street network circulating the whole area. No zigzag vehicle traffic will be created in the area. The parking spaces in the housing blocks have been suitably placed under the courtyard decks. The light-weight traffic route and the green belt connecting the shores of Espoo are interrupted in the area. Suitable routes must be found for them in further planning work.

The plan uses landfills efficiently, building density is high and the buildings do not protrude too much from the shoreline.

19. CUSP

Finnoo marina area is built on the existing port area in the immediate vicinity of the energy facility as an extension of the subway centre. With about 2800-3000 inhabitants and 400- 500 working places the new marine center is a gateway to both the sea and the city of Espoo. The subway center and the new area next to the sea are combined with a high density dwelling area and a green belt.

The connecting lane reaches its peak at the idyllic harbor and the square of Hyljelahti. The square is a meeting place for people from land and sea. The square and the pool together make up a year-round environmental enrichment (summertime Espoo Sea Front Festival and other happenings during the winter time).

A proposal efficiently repeating a solid grid plan, strongly connecting the metro centre as part of the Finnoo Marina City. The main street network is clear, the main street leading south and the shore pathway cross with a good link to the centre of the area. The promenade that continues south from the shore square has the correct scale and is a realistic solution with a view to the foreseen services. The centre opens both towards the sea and towards the evening sun in the west, which is a successful solution. The marina basin is appropriately situated between the new urban structure and the natural shore. The strong marina park protruding towards the north is a fine collecting motif, more realistic than the canal solution used in many other proposals. It creates a viable, interesting and therefore attractive pedestrian milieu between the shore and the metro station.

The slightly detached but interesting zigzag-shaped long high-rise building justifies its shape by opening towards maritime landscapes in the west. The marina spreads out in front of the area, creating long distances and highlighting the number of boats. The inhabitants' own mooring berths are lost among the great mass. The marina maintenance area is besides the power station, spreading towards the south, which is a good solution. The connection to boat storage, the main street and the store is good. The view from the zigzag house opens towards the maintenance area, but that is part of the area's character.

The strong points of the proposal include the good connection of routes as part of a well thought-out, attractive and feasible centre.

20. THE PEARL OF ESPOO

Turning its back to Fortum's heating plant the residential area faces the south and forms a coherent whole. The housing development plan includes three large blocks and two marine seashore parks. The building sites have been designed to face the best direction and the sea views from the dwellings have been maximised. The area consists of a continuous strip of residency and five- and eight-storey multi-entrance residential buildings. The large blocks contain a medley of individual houses.

The development strip winds along the seashore and breaks off at the passages where the top floors have protective structures providing gateways. Parking is on ground level and the majority of the parking surrounds the structure in parking streets on its northern, eastern and western sides. In a few cases, parking has been integrated into the structure.

The competition proposal includes an island on the Finnoo coastal area, separated from the mainland by a canal. The housing solution for the island is rather traditional. The proposal has a somewhat joyless character and it lacks the overall idea. The designer could have better internalised the maritime character of the site.

The new shore area is connected to the metro centre in the north in an uncertain manner, the connection has not been thoroughly thought out.

The computer images show promise of maritime living by the canal. The design of space series is weak, however. The blocks are closed and the plan is too introverted. The housing ideas are ordinary, and the maritime spirit is missing.

The maritime centre has been placed in a suitable place in the power plant's safety zone where housing cannot be built. The dockyard has a modest structure and is too much an open field. The dockyard and marina functions could have been made a stronger part of the overall idea and urban structure.

The plan seems unfinished and too cautious.

21. HAVEN (1)

The silhouette of Finnoo Marina City is created by building high landmark buildings at the metro station emphasizing the Finnoo city center with best public transport connections. The building blocks get gradually lower and less dense towards the sea shore. The buildings on the sea are low and richly articulated to connect new area to the small scale surroundings.

Main channel brings sea right to the center of Finnoo and provides all apartments with a pleasant marine view. There are open spaces along the waterline creating a series of squares and piazzas. Urban structure with orthogonal grid ensures long views to the sea from everywhere.

The proposal is based, simply and attractively, on a canal reaching out to the metro centre. It also creates a strong character for the metro centre. Division of the area into block grids, which are nevertheless built using different building masses, is an entertaining proposal. The grid plan works and appropriately cements the entire area. The different building methods of the blocks bring interesting variety to the basic solution. The power plant sits nicely besides the urban structure, without disturbing it too much. Traffic in the area operates well.

The marina is located on the “city bay” as a large marina, with building clusters of distinct character scattered amidst it. Distances are very long and the quay blocks seem detached.

A well-functioning and correctly dimensioned centre has been created for the area; it is easily accessible. It sits appropriately at the canal mouth, and the views opening from the square are interesting. This is a living centre.

In the north, the shore pathway takes a short cut between the power plant and buildings serving the marina, but turns rapidly into a handsome boulevard. The side branch of the shore pathway makes a byway by the eastern shore to the centre square and further to the shore promenade, offering varying urban views and sea sceneries. The maritime traffic and walking connection cross at the marina maintenance area; this will require further planning. The high-rise storage of boats is appropriately located in relation to the maintenance area and sits well in the surrounding block structure.

The proposal relies heavily on the northern canal, but it also makes maximal use of it. The amount of landfill, in turn, has been minimised. The canal motif in such a long form can be thought to become a passive and monotonous environment, because it seems that there will not be enough services and life for the whole stretch at present — but who knows about the near future? In any event, the proposal suffers from long distances, and the grid plan, no matter how handsome, makes the overall impression grandiose, cold and rigid.

The overall solution is successful, and the key elements of the identity and functionality of the area are in place.

22. 003900358

Finnoo Marina City residential construction takes place mainly in land area. A proportion of housing will be located in a circular island / bridge structure that combines the area (that is under competition) to the islands and the mainland. The Marina features with commercial units will be located in their own islands. Winter storage and service of boats will be managed inland, beside the canal. Car parks will be solved on a centralized basis, allowing a more comfortable pedestrian routes.

All the constructions will be made following low-energy principles. Main goal is to create a convenient and comfortable living area in connection with the small boat harbour.

The basic idea for the urban structure is a canal that links together the metro centre and the shore area. Placing the marina functions by the canal, as part of the marina city with its distinct character, is an interesting idea. The canal motif could have been exploited more in terms of the cityscape.

The proposal divides the competition area into three areas, each with a different character: the area adjoining the metro station, the large block by the shore and the ring-shaped floating blocks. The shore block has an introvert character, and it would benefit from a contact with the sea. The area adjoining the metro station is an interesting composition of different blocks. The ring-shaped blocks over the water are a bold move. The plan is based on various fragment-like elements that seem to remain detached from each other.

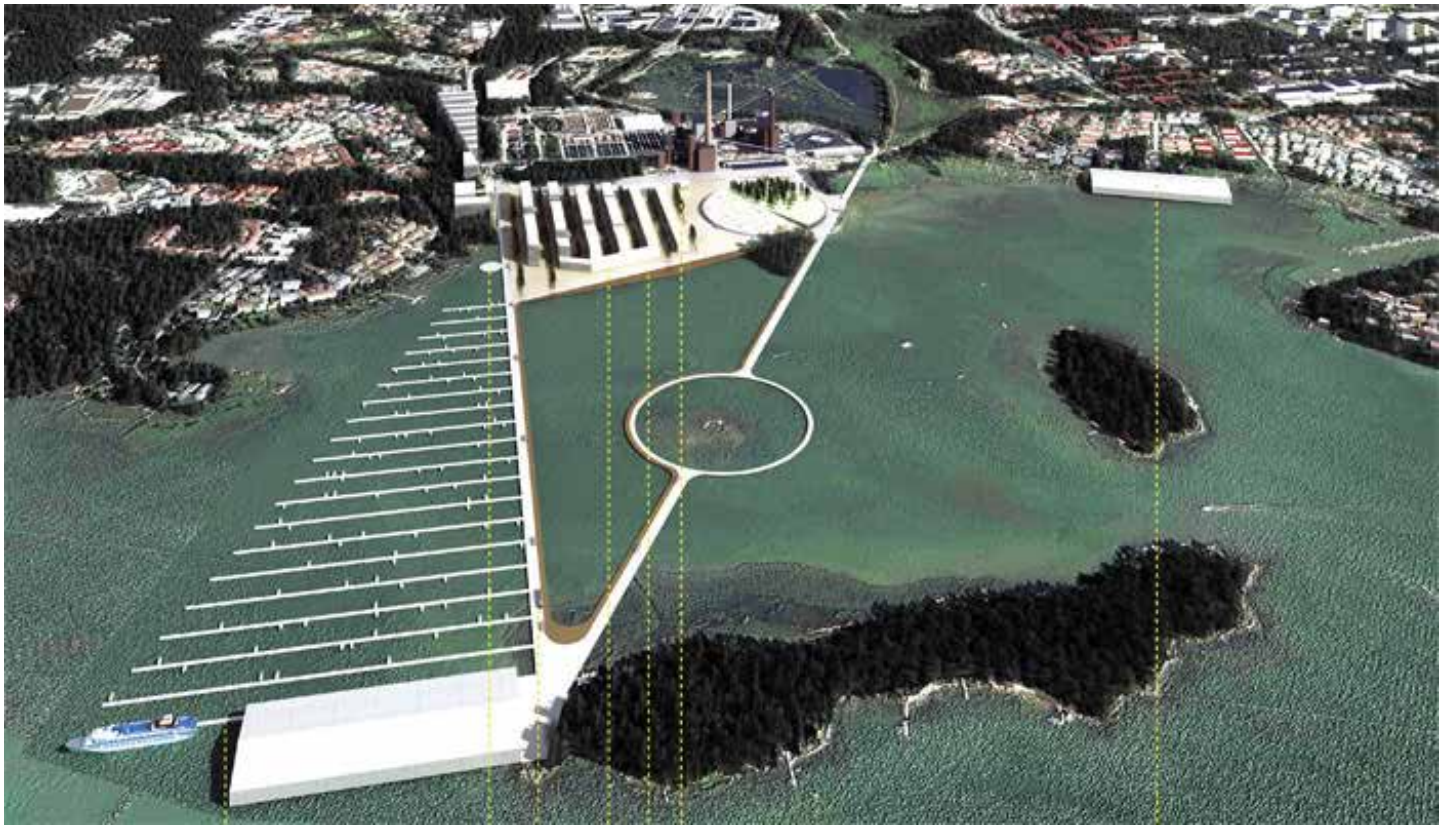
The urban structure has been organised in a clear, perhaps even too straightforward, manner.

Floating housing is a concept to be taken seriously, and it is bound to materialise in some form and scale.

However, the ring-shaped shore motifs seem too monumental. The areas are large, and distances at the docks are long. The winter storage areas for boats are too large, field-like areas. The boat hotels on the western side of the canal create a strong contrast against the nearby area with detached houses.

Renewable forms of energy were commendably studied in the proposal.

23. SGSK1111



There are two essential latent axes inside the area. First one is the axis of nature which connects the Basin and the Islet of birds (it demarcates areas to protect), the other one is the axis of human connecting the train station and marina city and Ryssjeholmen (main route of traffic). For defining the city structure, these axes act essential role in making the urbanity in harmony with nature.

Landscape and architectural identity – there are several unique landscapes in the marina area. They are the merged scenery between architecture and landscape at 'Grand Circle', and the industrial landscape at regenerated water purification and power plant parks. New buildings has different heights considering the view to the sea and the angle of sun, and the identity of buildings is came from the sustainable design in high technology as well as passive design for energy saving.

A proposal with big lines and solutions that reminds us of some cases of urban utopia that were implemented. The tough proposition of a major marina, power plant, bird wetlands and the sea have lured the entrant to use too big a scale. The sea is seen as a major element, and an attempt is also made to utilise it in a big way.

The motifs are of an enormous scale and make the proposal void of any personality. The objective of balanced interlacing of the housing and marina functions does not materialise. The solutions are not related to their location, turning their back on the opportunities available in Finnoo.

The bold touch is the best element of the proposal, but it is channelled to an approach alien to the location.

24. ANNELI ARCHIPELAGO

The Finnoo marina city forms a new district with a clear and strong form and a harmonious yet varied silhouette. The proposal consists of a dense, urban heart on the mainland and recreational maritime capes on the sea side. The dense heart is divided by two nature elements, the canal and the park. The coastline forms bays, thus making the coastline rather meandering, typical for the Finnish and Espoo archipelago. The bays all have a different character, from wild nature to urban square and to the waterfront boulevard.

The structure is based on a grid consisting of rectangular blocks varied in size and typology. The solution is natural for an area with very little variation in topography. It also reflects the past use of the area as a boat storage field and links the area typologically to the Finnoo metro station surroundings and Matinkylä area. The area relies as little as possible on reclaimed land.

A grid plan-like fabric that creates a game of blocks, some placed in an organised manner and others more randomly. The result is a collection of many types of intimate urban spaces, the public road spaces lead fluently to every corner while the semi-public and private courtyards are connected to them in a natural manner.

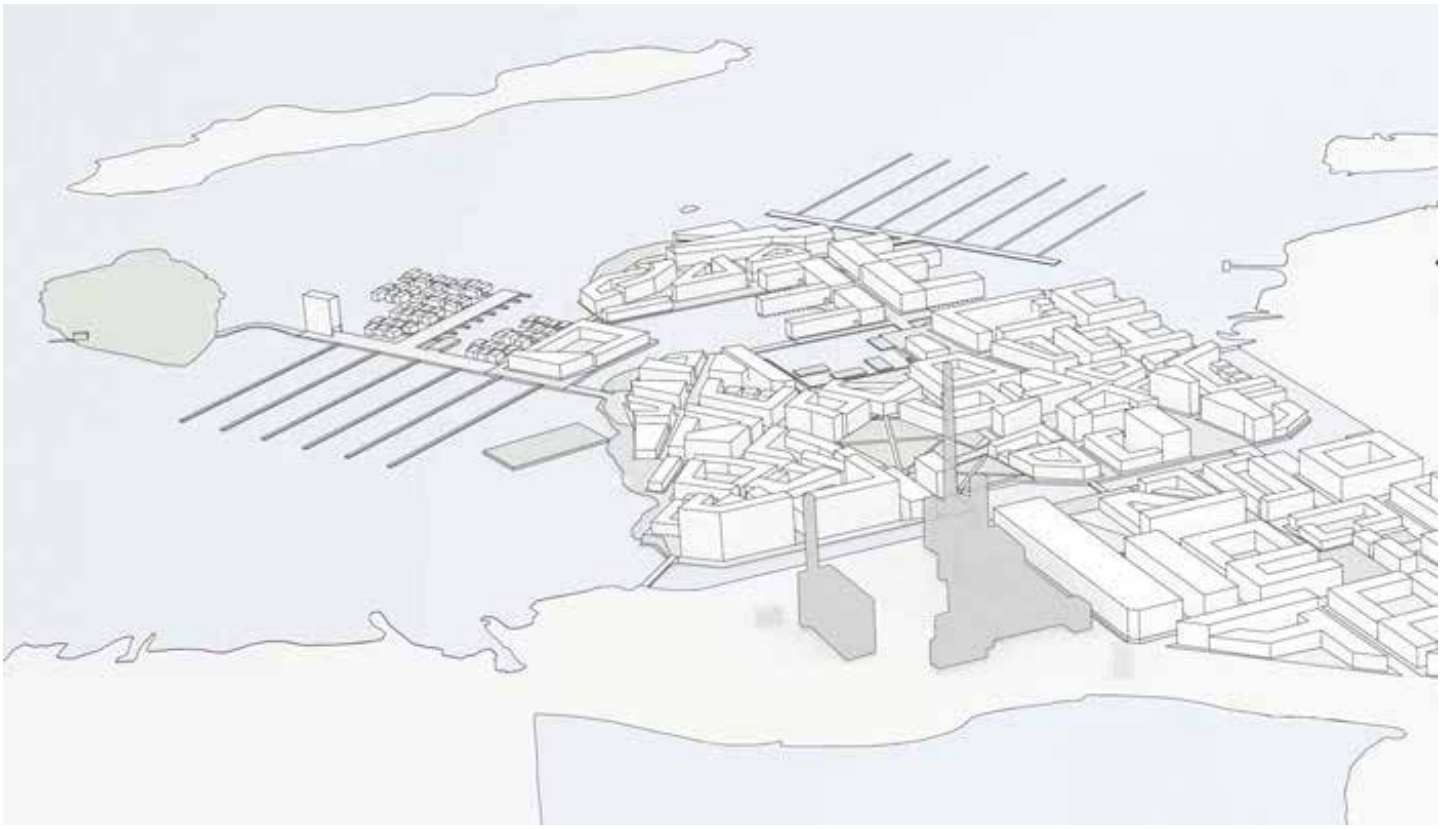
The big idea of the proposal is to form a grid plan for the area that clearly stands out from the environment and breaks down when it meets the shoreline. The meandering, built-up shoreline is an interesting idea.

The park axis connects the area as part of Espoo's network of green areas. The new area is connected to the metro centre too notionally, and the shore area has a too detached feel to it.

The blocks are closed city blocks by nature and as such rather ordinary. The jigsaw puzzle breaks up when it reaches the shoreline, and the blocks are interlaced with water, forming fine maritime housing block courtyards. The Pirisaari island has been included in the jigsaw puzzle. The small detail of floating garden plots is an attractive idea.

The proposal has a sensible approach regarding landfill.

25. SEASQUARE



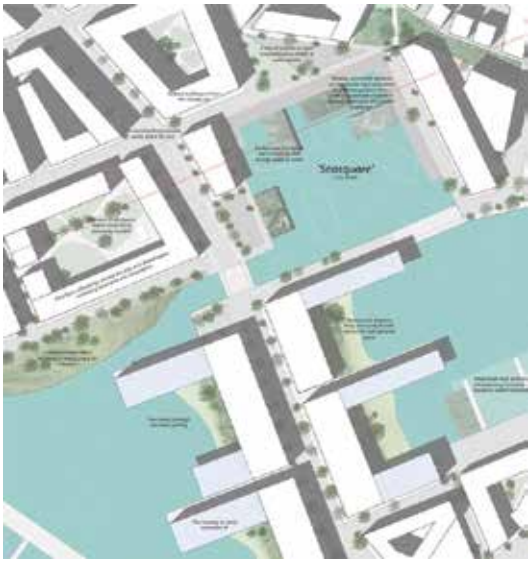
Seasquare is a distinctly urban strategy, with a strong marina and sustainable character. The Finnoo competition entry 'Seasquare' illustrates ecologically, economically and socially sustainable urban form through density that is balanced with smart transport planning, ecosystem sensitivity, and incorporation of natural / service amenities.

Seasquare's balanced urbanism, density of services, mixture of uses, ease of infrastructure, and diversity create a pleasant, convenient and attractive place for living and working. Seasquare's marine character is seen in its beaches, canal and public square that frames the sea. The plan's density makes it not only practical and pleasant, but also sustainable. Fewer cars are needed for daily tasks. Building utilizes less energy and material because of shared enclosure.

The spectrum of motifs is plentiful: different squares and marina bays are combined with strictly defined housing blocks. The two main streets serve the area well regarding public transport. Placing the marinas in front of the city makes their maintenance difficult and creates unnecessary through-traffic in the area. The modern Hanseatic city is a nice idea, but solved in the proposed manner it fragments the services into small units that hardly support each other and are hidden in the blocks. Views cannot be opened towards the plentiful canal and water motifs, leaving them unutilised in that respect.

The new canal excavated in front of the power plant does not serve the high-rise storage of boats too well because of its bridges, and it also highlights the position of the power plant. The canal motif remains detached.

The proposal contains plenty of good ideas which are, however, not crystallised into an integral entity.



26. FINNOHOLMEN

Finnoholmen – the New Finnoo Marina City – will be a district of a pentagon-shaped cape and an island close to the waterfront and a diverse, mixed city with room for everyone. Finnoholmen is a unique city district in Espoo, which identity is strong, characteristic and the area distinguishes itself as a identifiable, attractive and harmonious seaside part of the new Finnoo district.

Vibrant and dynamic city Finnoholmen should vibrate with life as a versatile urban area with a multitude of activities and a wide range of housing, shopping, working, services, outdoor activities and harbour facilities. The urban spaces, the natural environment and the water should invite experiences, enthusiasm and activity for everyone. It will contain a wide variety of facilities for new functions and offer opportunities for new entrepreneurship.

The proposal has a village-like character. The approach regarding urban structure is relaxed and playful, although the overall result remains confusing. The shoreline has been broken up and the maritime spirit utilised in the urban and block structures in a commendable manner. The shore area is connected to the metro centre but remains disorganised, and the urban structure has a feel of being unfinished.

The shore areas have a private feel, making the shore area intended for all Espoo inhabitants too private.

The space series are unorganised, and there are too many public squares. It would have paid to centralise activities.

The scale of housing is human-oriented. Approaching the shore, the buildings become less heavy and interesting floating objects have been designed in the water.

The boat marina has been broken up into smaller areas, and berths have been commendably interlaced with housing. The dockyard area has been suitably placed by the seashore in the north-eastern part of the area.

The main street network is scattered and confusing.

27. BOARDWALK

A new seaside suburb will be constructed around the new lagoon-like marina. Various types of residential blocks will be built around the marina, which will be the focal point of the area. The power plant will be surrounded by a curved row of blocks that will house a shopping centre, business and office premises, indoor parking facilities, maintenance facilities of the marine, and a multi-level boat storage warehouse. A high landmark building will include office premises, a restaurant, and a scenic café.

Viewed from the sea, the area forms a jagged but coherent line of buildings, creating a structure that protects the marina against winds blowing in from the sea. Maritime views are a vital part of the cityscape. The entire area opens up at the junction of the main streets.

The massive boulevard leading to the north creates the character of the proposal. It meanders through the strict grid plan of blocks and boldly protrudes out to the sea.

The strip-like urban structure has resulted in a difficult situation regarding traffic. Although the housing blocks are well placed in relation to the landscape, their shape seems unjustified.

The centre consists of a shopping centre and a beach that are suitably placed at the crossing of the shore pathway and the main street. However, the open attractive urban space is missing, and the centre does not have the required attraction.

The quay solution encircling the whole area in a strip-like manner makes the shore promenade leading to the north and east monotonous.

28. FIN-FIN SITUATION

The strong urban grid in the proposal "Fin-Fin Situation" presents a clear edge between the man-made and the natural environment. It extends to the seashore and beyond as gradually dispersing docks and floating neighbourhoods. The housing islands, connecting docks and piers form a large protected harbour area. All housing units have a connection to the harbour. The large dock is the most important public space.

The urban structure consists of strong individual neighbourhoods, each with their own identity, architectural style and public space. The proposed development can be flexibly realized in up to eight phases. The combined advantages make the design a true win-win situation.

A strong proposal in terms of the urban landscape it offers, the main idea of which is a water theme that joins the Finnoo shoreline to the metro centre. The beautifully meandering, verdant canal opens up to the sea and has an urban character. The water theme is an insightful idea that earned the proposal a place among the best proposals seen in this competition. One powerful-enough basic idea is enough to carry the entire plan.

The water theme gives the plan cohesion and links the diverse quarters together. The central square sits naturally at the mouth of the canal. The area is characterised by an openness, which makes the new maritime district easily approachable to other Espoo residents too.

If realised, the water theme could be characterised by a wetland-like nature.

Built areas gain a lighter character when progressing from the metro centre towards the shore. A portion of waterfront construction could consist of floating structures. The author suggests interesting ideas on floating quarters. The area's quarters are extremely diverse in nature. The scale is pleasant and the proposal has a village-like character. However, it does suffer from an occasional exuberance of diversity. The water theme could have been emphasised by means of construction and selected types of quarters. The canal bank might benefit from a more sculptured and urban approach.

Built areas are clearly delineated from the rest of the environment. The boundary could be softer and the quarters could open up to the park area and have better connections to the area of detached houses in the west.

The dockyard sits naturally in the northeast corner of the area, within the power plant's safety area and by the sea. The proposal's decision to mass boathouse-like structures rhythmically in the dockyard depicts the dockyard as a village-like urban structure rather than merely an open field-like area. The marina activities are divided comfortably into smaller subareas in various parts of the cityscape. The berths could have been more interspersed with the housing. There is a great deal of excavation and reclamation – contradictory forces in terms of the cost reviews.

29. GO WEST!

Finnoo will develop as maritime concentration of housing, seafare, services and leisure. Supportet by the metro the Marina City will be a key maritime attraction point in larger Helsinki metropolitan area. It will be as well a home for thousands of people. The aim for the future Marina City living environment is to combine the valuable resources of nature to the new urban fabric and culture. Water will become a rich and diverse part of city scape and living environment.

Surrounding the planning area there are plenty of larger regional green areas and public shoreline. In turn the Marina City has a compact urban fabric with clear spacial structure. As a special enrichment in Marina City the nearby islands Ryssjeholmen and Pirisaari are connected to the urban fabric. Remarkable water element in the proposal is the canal to the Metro Center which enables it to be direct part of maritime area.

The proposal creates the area into an entity of distinct character, consisting of small-scale housing buildings.

The buildings provide lace-like, yet strong borders between public streets and private block courtyards. Views open both towards the sea and towards the outer and inner courtyards. The service points of the area are located at different spots on the long strip-like structure without forming a clearly distinguishable strong centre.

From the perspective of public transport, the central parts of the area are well located in relation to the traffic network, but the marina and the adjoining southernmost housing island rely on one road connection. The distances to the shore become long.

The too massive marina is located in the lagoon between the southernmost landfill island, Ryssjeholmen and Pirisaari. Its maintenance area has not been presented to the required extent, and the high-rise storage of boats is a separate unit far from the shore.

The proposal has a block solution that is nice and shows promise, but the area is too large to be covered using this theme alone.

30. DROP

The proposal "DROP" for Finnoo Marina City is about creating connections and encouraging encounters in form of root level activities. It is about creating varying types of maritime and waterfront environments and vibrant communal spaces where living, working and recreation are brought together.

The heart of the Finnoo Marina City is the Marina Plaza, with it multifunctional Hub building, opening up to the Finnoo Marina Bay. The two fingers of the urban layout create a vibrant maritime bay, buzzing with activity, while at the same time respecting the small but important Bird Islet in the middle of the bay. The urban layout, comprising two canals and finger-like peninsulas, each with its unique character, creates a maximum amount of sought-after waterside plots with varying atmospheres.

The proposal seeks to form a sheltered harbour with the neighbouring islands, a natural starting point. The points of peninsulas and diagonal motifs appear too rigid and straightforward. The south-western edge protrudes too far out from the shoreline and closes the marina bay towards the best direction, south-west.

The existing water motif west of the area has been highlighted. Small-scale shoreline housing has been planned by the canal. It is a natural extension of the area with parks and detached houses. A nice shore pathway is created by the canal, leading all the way from the metro centre to the seashore. For good balance, the other side of the canal has been left in its natural state.

The public areas are too large, and construction of landfills is ineffective.

The dockyard field is located on a landfill, a prime location of the area at the south-western end of the peninsula. The prime building site is rendered an open and bleak boat storage area. The most sensible solution would be to locate the dockyard functions in the power plant's safety zone where housing cannot be built. The marina areas seem too large, and it would have paid to divide them into smaller areas and interlace them with housing, for example.

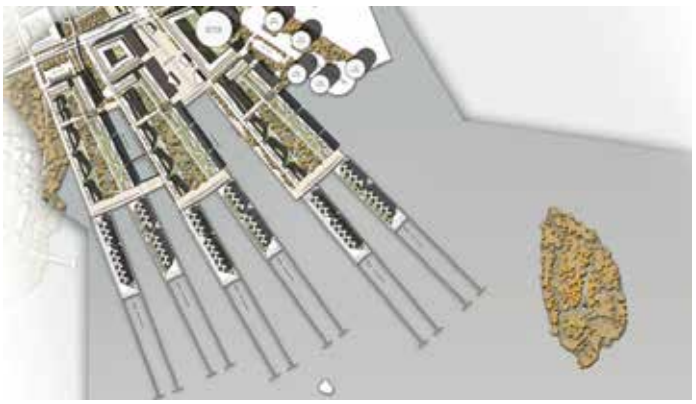
In places, the proposal achieves a maritime urban structure of distinct character, but the designer could have internalised the spirit of the area even better.

31. [A R K S]

The basic concept of the proposal [A R K S] is the use of floating townhouse platforms as a key element in the new city and shoreline structure. Other principles are the overlapping city structure and creating sea views for as many as possible. Overlapping marina functions, housing, water element and green environment create vibrant coast line and truly unique identity for the new Finnoo marina city.

Floating townhouse platforms connects and mixes the different functions by the sea. Marina and housing blends seamlessly and together they create attractive, interesting and lively place to live by the sea.

The fan-like, strong idea for an urban structure emphasises the entrance route to the area and is reminiscent of the traffic planning ideals of the 1960s. As such, the theme provides an interesting solution model, creating different access routes and spaces for mobility between the structures. However, the solutions are of a grandiose nature, and the three fans of blocks make the area too much the private territory of its inhabitants.
Traffic connections to the marina are difficult, and the disturbance to housing is extensive. Finnoo Marina City nests timidly behind the blocks of buildings as an inconspicuous part of the whole.



32. PATCHWORK

The proposal "Patchwork" consists of varying quarters each having a strong identity created through building typologies, public spaces and architecture. Free flowing public spaces, transi tions between different levels of publicity and privacy, interesting street spaces and a varied cityscape – a city consisting of multiple patches interwoven together is what "Patchwork" is about.

Quarters with a sense of place help establish bonds between a place and its residents, enabling strong communities essential for a sustainable lifestyle. Communal activities are further promoted by versatile blocks providing allotments, community houses, tool- and farming sheds, playgrounds and other shared functions. Urban cultivation is promoted in the area by countless allotments in the courtyards and public parks.

A realistic and balanced proposal, in which the patchwork-like urban framework, as it name suggests, is composed of separate subareas with distinctive characters. The proposal is clear and functional.

It forms a harmonious whole and connects naturally to the new metro centre in the north. The area's backbone is the north-to-south running central axis, along which commercial activities are also located. In the north, the central axis terminates at the metro centre, whereas in the harbour it continues as a quay and a shore structure reminiscent of a bazaar. High-rise buildings located in the surroundings of the metro centre and the main street give way to lighter structures when approaching the shoreline. Buildings to the west of the main street are of a lighter character, and the west side opens up to and is delineated by the existing park and water theme. Further planning may consider emphasising the water theme, but it also works as a stream-like, natural theme. Buildings to the west of the main street are lower and sit nicely within the area of parks and detached houses. The proposal is characterised by openness and it creates an easily approachable new centre on the Finnoo shoreline. The location of a floating quarter of detached houses in the middle of the main bay area – the best location of the entire area – is slightly questionable. The location of this quarter should be examined more carefully during further planning.

The proposal's scale is pleasant. The residential quarters have a maritime character, and the canal quarter and the bay of the canoe centre are particularly appealing. The residences in the canal quarter are beautifully interspersed with the sea. The housing ideas are characterised by a great deal of variety, in terms of both the spatial aspect and scale. The approach to the shoreline could nevertheless have been bolder and the activities could have been interspersed to the sea to a greater degree.

The quay structures and distances to be travelled on foot in the marina are too long. The marina structures could have been divided into smaller subareas and the berths could have been more interspersed with the housing quarters. The central quay is too long, and pushes out too far.

The marina's technical facilities are suitably located within the power plant's catchment area and easy to reach.

The proposal adopts a sensible approach to reclamation and excavation, which makes it realistic in the cost review.

33. DELTA

The aim of this proposal is to create a dense urban situation on the continent and it's immediate vicinity, while being mindful to the ecological and landscape values of the surroundings. The bulk of buildings are clustered around the power station with scale, height and density slightly descending outwards.

Around the continent, small artificial islands are built as an intermediating zone towards the sea. The center of Hyljelahti is kept open, to preserve long views into the archipelago. Nuottalahti is developed as part of the Finnoviken bird sanctuary. Keeping Ryssjeholmen and its surrounding straits intact is key in preserving the landscape values of Hyljelahti and Ryssjeholmsfjärden.

The strong urban structure-related idea of the proposal is to connect the metro centre to Finnoo Marina City using a clear grid plan. The best element of the proposal is a clear, park-like axis reaching towards the canal. The central square is created in the place where they meet. It is also easily accessible via the shore pathway. The waterborne traffic terminal is located two blocks away from the centre. Between them is a shore street opening towards the south-east. It can be envisaged as providing a successful operating environment for small restaurants, bars and shops. The centres are connected with an attractive world of light-weight traffic, isolated from motor vehicles, that could also be used by electric means of transport. The actual motor vehicle traffic travels along the main street that efficiently serves the entire area.

The peninsula created at the shore and consisting of nine blocks is a nice motif that is surrounded by a slightly more detached belt of blocks. These blocks could be implemented without massive earthmoving operations, using pillars and floating structures.

The marina is located at the southern end of the area, supported by its own island. Some of the docks are connected to the housing blocks on the islands, providing excellent mooring berths for the inhabitants. Placing the marina maintenance area between the urban structure and the Pirisaari island, in the middle of the bay, creates unnecessary through-traffic for the area. Strangely, access to the recreational areas in Pirisaari is arranged through the maintenance area.

The urban structure and the marina with its functions do not create a symbiosis where they would support each other. The island motifs and placing the functions far away from the shoreline result in awkwardly long distances. The proposal has good starting points, and one possible model for solving the Finnoo Marina City area is presented.

34. DANCING TOWERS OVER FINNOO'S LAGOON

The Dancing towers will be new landmarks of the Finnoo area seen as well from the mainland as from the sea. But of course also every flat of the towers has his own special view on the archipelago and over the Baltic Sea.

The Lagoon housing area will be an unique experience for residents, visitors, tourists and sportsmen to live and to see the ambiance of the Finnish archipelago, walking upon the water, visiting the small islands with their traditional lifestyle enjoying all year round the special range of leisure, sport, cultural activities offered by this amazing environment.

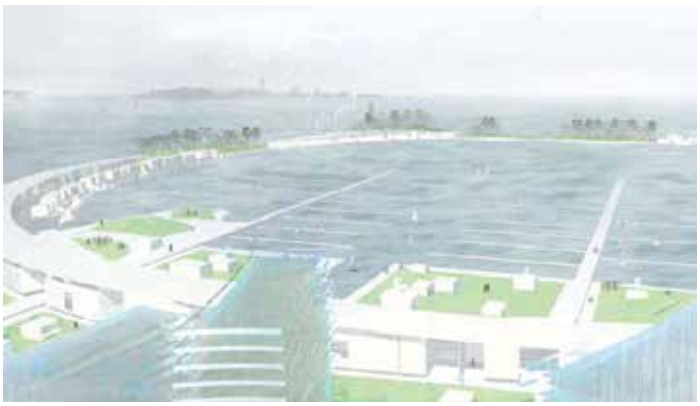
The designer proposes high-rise towers for the area to form a regional landmark. To balance the high-rise construction, a lagoon-like housing block of low buildings is planned, incorporating the nearby islands as part of the plan.

High-rise construction works better around the metro station. In the seashore area, towers seem too high and detached motifs. The lagoon-like housing blocks were considered a good idea. The arc-like motif incorporates a sheltered marina surrounded by maritime housing. The problem with the large arc-like form is construction in phases; the form motif does not work if it is only partly implemented.

A restaurant and other public functions are located at the point of the arcing motif, to the finest location of the area. The place is great, but the distances become too long.

The plan consists of contrasting elements that seem to remain detached from each other when looking at the big picture.

The proposal makes the shore area, intended for all Finnoo inhabitants, a too private area.



35. SYRACUSA

The primary goal of the proposal is to provide an example of a marine city of the future adapted to the local conditions. Finnoo Marina gains a modern urban environment, economical competitiveness and unique maritime atmosphere. Finnoo Marina City is an area where urban milieu and a sensitive natural environment interface. Proposal seeks for a balance between the volume of construction, seaside living and landscape, and the change in the marine ecosystem.

The reclaimed area will be as small as possible so that water is able to circulate irrespective of the method of foundation is used. The shoreline follows the pattern of the surrounding archipelago and its restrained forms create sites for recreation and marine activities. On a larger scale, the silhouette of Finnoo Marina is softly undulating. Viewed closer, the City and urban life open up boldly towards the sea.

A strong and well thought-out proposal where a cell-like structure is nicely run from the metro station to Finnoo Marina City. The centre is nicely connected to the marina maintenance area via a small bay and to the south-western marina bay via the swimming pool. The location of the maintenance area is well thought out even if it creates an entrance with an industrial feel when coming from the east. The position of the centre is too backward and unclear to serve as a real attraction.

The main street ends in a loop surrounding the central block; this serves the area's traffic needs well. Interesting small parks are formed between the housing blocks. The staggered and closed blocks provide views towards the sea, making the closed blocks interesting.

The marina surrounds the whole area as one big carpet, incorporating the Pirisaari and Ryssjeholmen islands. Its accessibility is poor, and distances to the boats are long. The combination of the islands as part of the marina compromises their character as natural recreation parks.

The best element of the proposal is the "Syracusean" urban structure that creates a strong and distinct character for the area.

36. CHINE

The Chine is a maritime city structure. Its structure imitates a fishbone. It has a core backbone which consists of dense structure divided to main street connections longing to outer to sea shore. Its scattered bones divide it to northeast part and southwest side. The main bone structure with dense building structure can be repeated and varied. In the future it can reach out into the arms of Espoo archipelago.

The Chine has not just one harbor but several ones with the different functions; the Fishing harbor, the Ferry terminal, the recreation marine with all kinds of water sport services and activities, and lat but not the least the southwestern side of the Chine is more private and delicate. Its urban living has a touch of luxury there.

The basic idea of a fishbone-like urban structure works. The central trunk is a natural place for public functions, while housing is located on the branches. The locations of public spaces are confusing, lacking the approach for a proper urban structure.

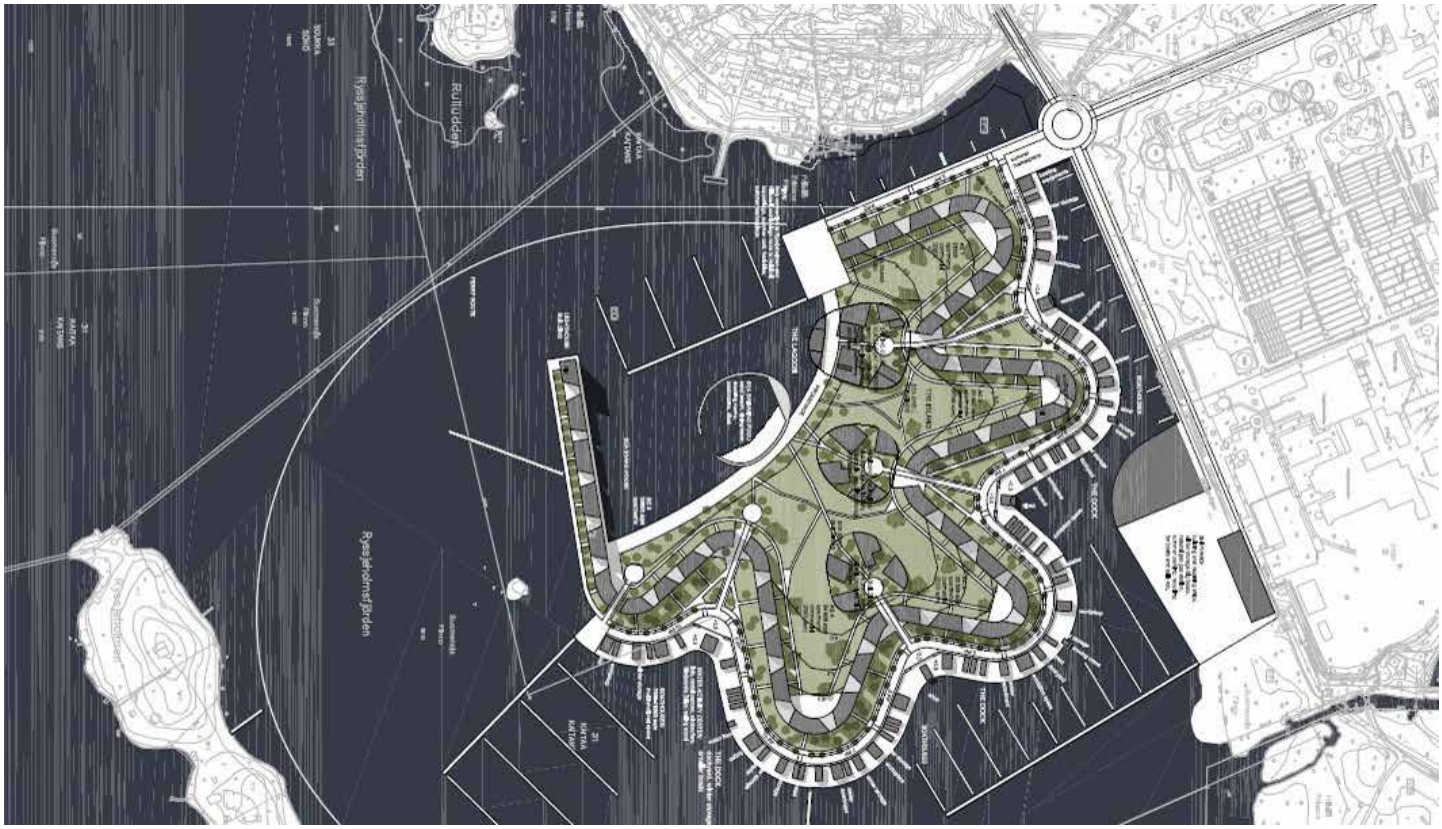
The urban structure has a maritime character. The marina is divided into smaller parts as part of the housing. The bone-like points of peninsulas are too long, closing views. The urban structure protrudes too far out of the shoreline, buildings are high and the area has a too massive appearance. There is plenty of landfill.

Landfilling the end of the Ryssjeholmen island seems like an alien concept.

Connection to the metro centre in the north is merely notional and the solution is too mechanical, repeating one single form of blocks.

The traffic idea is clear, but the plan will nevertheless create zigzag traffic. A loop-like street network has been considered the best solution in the competition.

37. SEA SNAKE



The fortress islands and their ports and shipyards, Särkkä and Suomenlinna has served as a model for the plan. The aim is to integrate the harbour and apartments, boating and living to a true seatown.

The planning area forms an island, a place with strong and recogniseable identity with its fortress-like architecture and water activity. The Canal connects the new area to Finnoo center and brings the seashore closer to the center. The idea is not to isolate the center from the sea. The Lighthouse building is visible from far.

So sea monsters do exist! The proposal is based on a canal to be excavated across the existing landfill area and on extensive filling of the bay in front of the area. The supporting idea is a snake-like house that grows year after year and becomes stronger and then forms a magnificent partner for the power plant and archipelago landscape. No connection towards the metro station in the north has been shown. An area markedly intended for Finnoo inhabitants only is created.

The marina follows the meandering shoreline that creates nice little bays. A marina basin is formed in the middle of the area, surrounded by the promenade shore. The snake incorporates the detached service blocks nesting in the park. No centre is created in spite of the good starting points: the lagoon with its promenade is only loosely connected to the park that gradually changes into a part of the housing companies' courtyards. The row of small city villas following the shoreline is a nice motif, but it also suffers from the excessive scale resulting from the monumental character of the motif.

38. DOWNTOWN

The main structure is derived from the two green axis in the area. The first one, northsouth axis, connects the competition area to the northern green areas behind the power plant. This axis, running parallel to the main street, forms the backbone of this proposal. It's the main green connection running all the way from the metro center in the north to the marina in the south.

The second axis, running from east to west, is used to separate the southern marina city from the middle part of Finnoo which in turn is the link between the southern parts and the northern center. The northward channel isn't considered to be a key ingredient of this proposal but an source of attraction for the new build especially in the area under review.

The plan consists of bridges, island-like blocks and canal motifs running between them in an east-west orientation. The aim is to design an urban and maritime district. The axis of public parks running from north to south connects the island-like blocks to the mainland by bridges.

The urban structure has a strict grid-like touch, somewhat rigid in character. The island-like blocks are large, and there will be plenty of landfill. Landfills are used in a loose and inefficient manner. The canals are long and closed. The overall impression is heavy.

The design of individual housing blocks shows a vibrant approach, the slice-like town houses suit the canal shores, creating a living shore milieu. The buildings could have interlaced with the water even more boldly.

39. TALL SHIP RACE

Finnoo is formed to an urban port to the sea and archipelago. The new harbour is built as an essential part of the eco city of Finnoo. There's a channel from the harbour to the Finnoo centre, next to the high rise development and metro station, from where one can travel straight to the archipelago by water buses... The urban development continues the eco city idea and structure of the Finnoo centre.

The eastern front of the area is landscaped as a part of the valuable bird sanctuary and Pirisaari – Ryssjeholmen islands entity. New harbour opens to the west, forming an impressive whole with the promenade going around its' quays.

The proposal has carefully considered the urban structure connecting the metro centre and Finnoo Marina City. The main boulevard and the canal reaching all the way to the bird wetlands create a natural backbone and personal expression for the area. Light-weight traffic and motor vehicle traffic have been segregated. The canal offers an interesting and attractive milieu for walking, both in summer and winter. However, the boulevard hits the shore in a random fashion and then turns eastwards in a rigid straight angle. The character of this handsome street becomes deflated. The area's activities have been brought to the promenade on the northern side of the marina. The promenade has an adjoining intimate marina basin with restaurant ships. However, the centre is hidden behind the winter storage areas in the blocks, and its attractiveness cannot be utilised.

The marina solution is one large area surrounded by housing blocks that have been built on landfill islands and have the appearance of fishermen's villages. Last in the chain of islands is the marina maintenance area, and its heavy traffic travels through all housing areas. The distances increase. The objective of interlacing the housing and marina functions does not materialise in the proposal. The strongest point of the proposal is its realistic approach to the urban structure between Finnoo Marina City and the metro station.

40. URBAN ARCHIPELAGO

The aim of the project is to fully use the local underlying potentials and revitalize the faded and inaccessible harbour surface through addition of new housing areas as well as commercial, cultural, maritime and recreational functions, thereby developing a diverse ´and lively harbour.

The concept of the proposal is to use canals and islands to create a new urban archipelago, intertwining the marina with the city. Establishing new canals brings the sea into the city and gives the area a strong and distinct character. The island structure, on the other hand, offers a flexible and robust plan that facilitates phasing and is open for future changes.

The master idea of the proposal is to design the shore area into an urban and vivid archipelago district. The sea and the marina have been brought inside the urban structure. The overall idea is strong and unambiguous.

The proposal is based on a grid plan derived from the existing structure of the area, and on its further refinement in the shore area into a maritime spirit with canal motifs, islands and marina basins. The centre is handsome – even monumental – and is in places reminiscent of the shore structures in the capital city centre. Moving towards the sea, the buildings become lower and the urban structure less heavy. The outermost objects are a block built over the water on pillars and the floating block structures adjoining Pirisaari. The Pirisaari island has been effortlessly included as part of the plan. The area consists of island-like blocks, each having its own structure and character. The unambiguous block structure allows the urban structure to be designed flexibly, and the area can be easily built in stages.

The area has a maritime character, and it is open to all Espoo inhabitants. The shore areas of blocks are vibrant and attractive. The space series are varied and interesting. The competition proposal has a light, fresh and garden-like touch. However, the rigid division of activities into three parts makes the area somewhat too straightforward. The relationship between public and semi-public spaces becomes ambiguous.

The marina functions are easily divided into smaller parts by the canals. The dockyard area is appropriately located in the north-eastern corner of the area, within the safety zone of the power plant where no housing can be built. The park-like boat storage area is controversially located on a prime building site.

The connection to the metro station seems detached. However, the grid plan structure helps connect the areas to each other in terms of their spirit.

The street network is clear, and parking is appropriately located under deck structures. Public transport is based on a bus line whose route, however, does not serve the area in an ideal way – the walking distances are long.

The relationship of the shore pathway and green connection with the shore has not been studied.

41. RUUTUKUNINGAS

The project places the Finnoo marina in the focal point. It's placed in the heart of the new city structure, in a harbour defined by new landfill together with the two existing islands. The solution gives a strong maritime identity to the whole area.

The area can be divided in three districts: the northern part and 2 landfills, Nuottasaari and Hyljesaari. The new islands together with Pirisaari and Ryssjeholmen enclose a new harbour. The marina and the associated maritime activities are concentrated to form the heart of he project. A major part of flats enjoy open views to the sea.

The proposal organises, in a logical way, the existing landfill area of the marina into a set of blocks that then continues as a structure with a less rigid form into two peninsulas: one towards Pirisaari, the other all the way to Ryssjeholmen. The large marina, organised into smaller units, is located between them. Construction work can be easily carried out in stages, the continuous maintenance of marina functions is possible, and the construction works do not cause undue disturbance. The construction proposed for the peninsulas is diverse and successfully forms a more archipelago-spirited, open construction method to counterbalance the grid plan on the mainland. The proposal, as such interesting, suffers from long distances and access to the recreational islands through housing areas.

The centre is located centrally, adjoining the shore promenade. The pedestrian street from the metro centre easily leads even by-passers from the shore pathway to the centre of the area.

The marina maintenance area is awkwardly located far away from the mainland, causing unnecessary through-traffic for the area. Boats have a difficult route to the marina.

42. HAVEN (2)

The main appearance of the plan is a lagoon created by three different-sized islands that are shaped to maximise the shoreline. The nature of the new Finnoo marina city area is throughout marine because there are berths and piers all over the area instead of one marina area. – Also all the functions, including housing and public areas, are situated very close to the shore, yet shielded by the islands. The new artificial islands give possibility to identify oneself to each area and community, islands having unique building typologies. The shapes and situations of the new artificial islands mimic the natural bays and islands, creating artificial archipelago with calm coves, a haven within protected from the predominant direction of wind from south-east. The silhouette of the new artificial islands also mimics the one of nature's thus adapting to it.

The urban structure of the area is divided into two wedge-like peninsulas with a sheltered marina bay between them. The wedge-shaped green area reaches the shore area and connects it as a part of Espoo's extensive network of green areas. The green idea is clever and personal, the only one of its kind in the whole competition.

The marina bay is attractive and opens in many dimensions. The shoreline meanders organically, and attractive water courtyards are formed between the blocks. The master idea of the proposal is to maximise the shoreline created in the area.

However, the peninsula ends have a rather private character even if they attract visitors with their public functions, such as a sauna and a summer cafe. The character of the area is too much like that of a housing estate, and its lacks the attraction to become an open and inviting maritime centre intended for all Espoo inhabitants.

The proposal has some ambiguity, and the functions have not found their natural locations yet. The dockyard area is appropriately located by the water in the north-eastern corner of the area, but its design was not finished. The idea of a maritime centre on an island of its own is attractive, yet somewhat problematic regarding its functionality and traffic. The maritime centre could have been planned at the bottom of the marina bay, functionally close to the dockyard area. The marina area and berths have been successfully divided into smaller areas in the proposal and interlaced as natural parts of the housing blocks. It seems that there are too few berths.

The connection of the new shore area to the metro station is only shown indicatively. The plan has a detached feel. The proposal has a commendable design of maritime housing blocks with fine water courtyards and dock structures. The plan has a human scale and a very maritime character.

The street network is clear and divides into two street lines. However, the most functional street networks proposed in the competition are loop-like, avoiding zigzag traffic. The proposal makes effective use of landfill areas for construction.

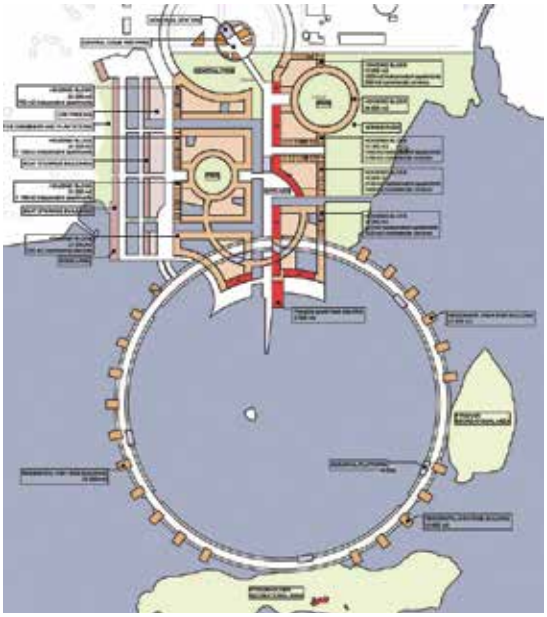
43. LHC

The main port and habitational ring is situated In the south. It's main purpose is to form a harbour protected from the swell of the sea connect islands to the land. The benefit on the dock ring is that it make possible to bring housing to immediate touch to water and to create views over the archipelago. High rise building provide view to archipelago touch in the water. Foudation will be formed by pole and land fillings.

Southern islands Pirisaari and Ryssjeholmen will remain mostly as in naturals stage and recreational area. On the Southern bank of Ryssjeholmen there will be built new beach and lagoon for swimming. Summer cafe and Casino and some supporting facilities. In mainland compact blocks form a new kind of urban environment. Housing blocks form sheltered courtyards.

A stunning and visionary solution reminiscent of a clockwork: all buildings are logically operating parts in the overall entity. The circular motifs are interlaced with blocks of more angular shape. The result is an interesting play of spaces. No strong centre is created, and the layout of housing blocks does not exploit the potential of the area. Even if the form language akin to production plants agrees with a power plant, it seems a very alien motif in the Espoo archipelago.

The justification of the proposed large motifs seems odd – why in Espoo of all places?



44. SOLUKKO

The main principle ot the Solukko is building the Finnoo Marina waters as a web of surprising islands. The waters will not be filled, nor will the environment be damaged, or the water flows blocked. On the waters, we will build islets on columns; the islets will be almost self-sufficient in terms of their energy needs.

Underneath the buildings, there will be 4-5 metres of free space for various purposes: for keeping boats, to control flooding, to prepare for rising sea level, and for keeping the views open. The islets will be feasible in size to be built in one phase. Modularity will make it possible for the area to be built in several stages, without causing much disturbance to already finished residential blocks and the activities in the area.

The proposal consists of cell-like blocks multiplied for the area. The cell matrix-like structure agrees with the organically undulating seashore landscape.

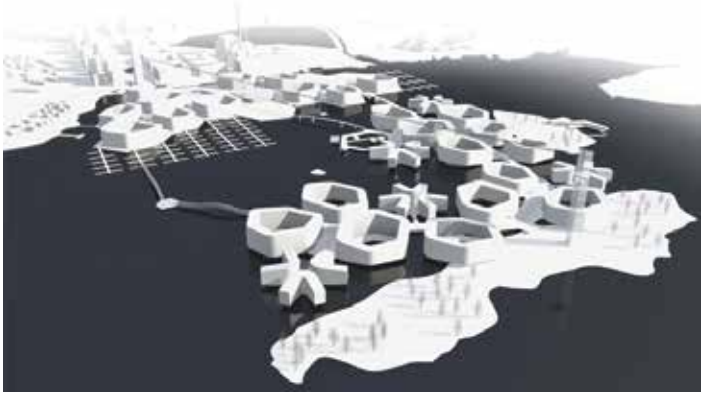
The proposal has a bold and visionary touch.

Construction reaches too far away from the shoreline and is too massive. The blocks are isolated from nature into island-like units, forming sheltered maritime courtyards inside them.

The shore area is connected to the metro centre in the north by a green axis. The connection remains schematic.

The idea of constructing large blocks on pillars over water is unrealistic. The urban structure protrudes too far out from the shoreline.

The proposal has visionary ideas of new kinds of mobility, such as an aerial cableway. The cableway would connect the metro centre and the shore area.



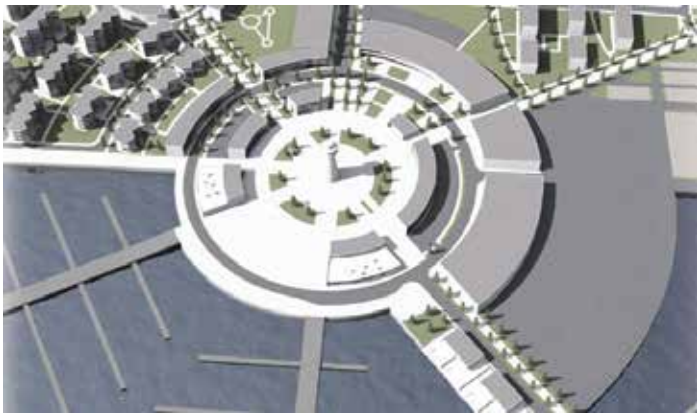
45. FOCUS

Planning proposal of the contest area tries to offer diverse and modern urban enviroment to the future residents of the Finnoo Marina City. City structure is planned according to three focus points. This gives opportunities for ecocentric solutions in traffic, massing and functional division of the area. This way there is large percent of dwellings with view to the sea, optimal solution for car and pedestrian traffic and comfortable urban enviroment for both local residents and guests.

Competition area functions as a gate between the city and the sea. This is achieved by both area being visually open to the sea and also functionally throuh the Marina and ferry landing connecting the area to the archipelago. As a strong landmark the lighthouse guides the way to the area for people arriving by the sea or by the land.

The solution creates monumental places in the style of the Sun King. The result is an urban structure organised in an extraordinary manner, surrounded by a huge marina. The housing blocks are scattered, and sea views are not created in the desired manner. The courtyards are oriented randomly in relation to the most appropriate directions. The separate peninsulas with housing, protruding to the sea, seem detached motifs.

Taking a monumental axial layout as the basis for Finnoo of all places seems an alien starting point.



46. GOOD MORNING

Finnoo Marina City has an original human-scale identity on seashore. Identity of place evolves from people and social connections. Nature and even wooden architecture can create cosy environment for people to live. Landscape is the heart of Finnoo Marina City. It gives a lot: seaside homes, beautiful relaxing views, lots of cultivation area, green zones and sea for recreation. Power plant dominates the Marina city. The chimney is a landmark of the area.

Urban granularity is compact. There are about 4 000 residents in Finnoo Marina City. It's enough for many local small businesses and amenities. Compact urban structure reduces need to spread municipal engineering to large area. Efficient plumbing, public transportation and other systems are more inexpensive to build compactly.

The starting point was to design a maritime urban structure of human scale that agrees with the organic seashore landscape.

The area is divided into two parts with a narrow green area between them. The plan agrees with the landscape.

The proposal makes the shore areas too private, and the idea of a shore area open to all Finnoo inhabitants does not materialise. The area has the character of a housing estate. The character of a maritime centre is missing.

The island-like blocks have a lightweight, maritime touch. Marina functions are appropriately interlaced with housing.

The green area links together the metro centre and the shore area.

The landfill areas are fairly effectively used for construction.

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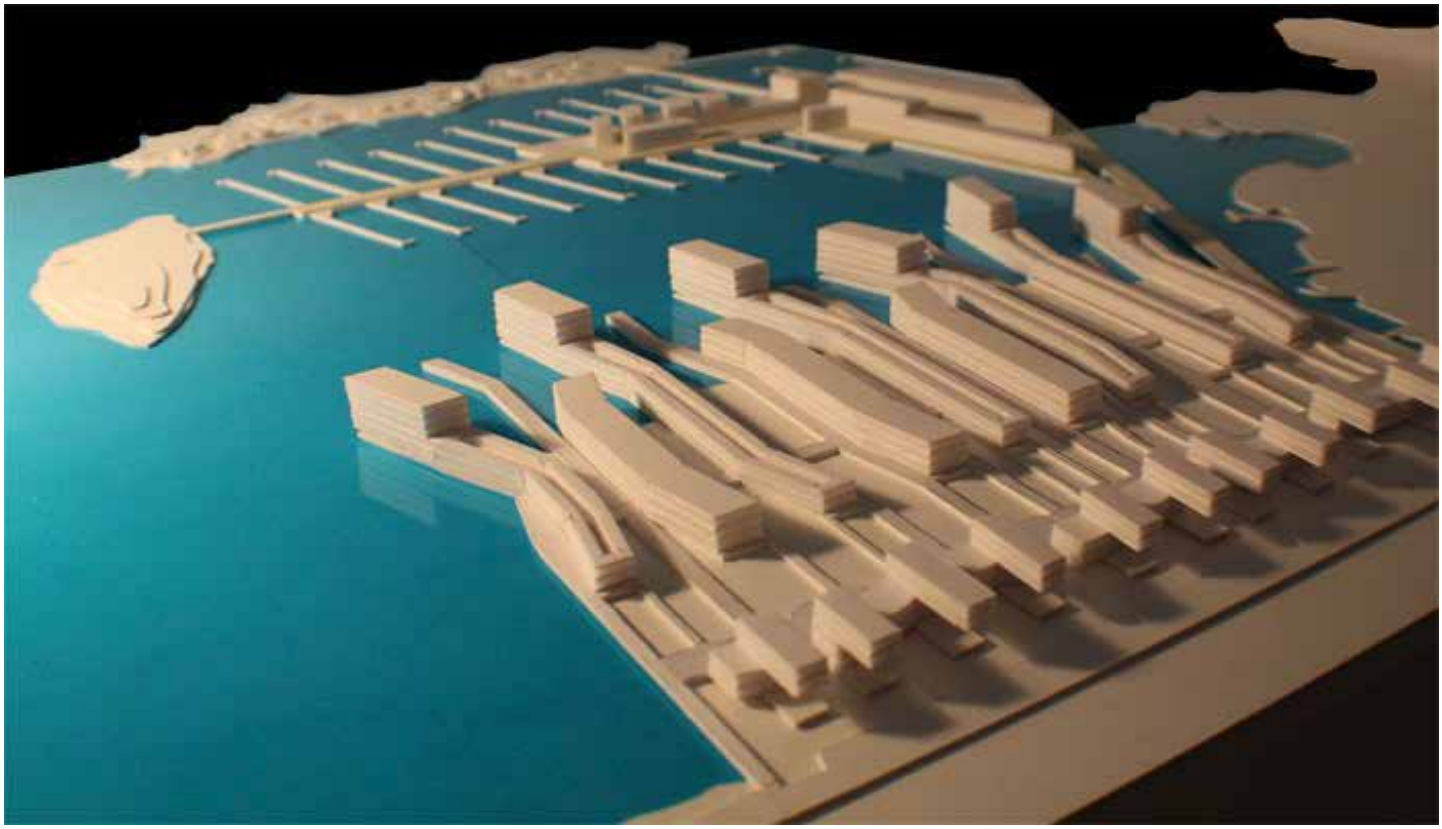
47. AINOLA



In the proposed project, most of the lands have been reclaimed from the sea. For that reason, the new constructions are more environmental architecture or a new topography that stands out from the existing skyline. Following with this idea, the architectural expression of the planned buildings will contrast with the already built inland.

Upon an existing urban weave, the design of the plan adapts to the different facings and premises of the program. A new esplanade sews the existing and the new construction, and that is the first step to reach a row of low-density blocks occupied by offices and, in the ground floor, by leisure areas and restaurants, which define the first scale directly related to the citizen. Next, surrounded by green areas, what is going to be the central point of the project penetrates into the waters like colonizing branches. These would have three store blocks and would be ended by towers totally opened to the sea.

The large buildings, the size of whole blocks, flow towards the sea and form an interesting starting point for the sculpture-like solution of the area. However, the proposal does not exploit the potential of the place: most apartments do not have a sea view, the courtyards are shadowy and the spaces between buildings bleak. It seems that no natural centre is created for the area. The proposal does not present a connection to the metro centre

A bold theme, albeit a frequently seen one, that does not seem to agree with Finnoo in a natural manner.

48. RGS

Following careful site analysis we understood that it was crucial to integrate the existing factory with the new proposal and that the overwhelming size of the marina (2000 berths) had to be considered from the start. So we came up with a linear city that extended from the existing factory towards the sea.

The marina runs parallel and west of the urban fabric to get the best orientation possible: cafes, shops, restaurants will be south-west facing towards the marina therefore viewing all the action. Parking structures, marine facilities and offices are located near the factory. They relate to the factory in scale, form and materiality. Two large cylinders accommodate two thirds of the total parking required.

The entrant has taken the power plant as a starting point. The dominant position of the power plan is further emphasised and it becomes the heart of the area.

The plan raises some contrasting thoughts. On one hand, the proposal is handsome, but buildings are massive and the urban structure seems too mechanical. The new area does not seem attractive, and it almost has the character of an industrial area.

The housing ideas are ordinary, reminiscent of suburban architecture.

The marina is bleak and forms a too large complex. The distances at the docks become too long.

The shore area is not naturally connected to the metro centre in the north, but remains detached instead.

There is a wasteful amount of landfill.

49. PUBLIC CELL

The main purpose of our solution about the project, was the creation of a developed suburban center, which is located close to Helsinki, and which is able to combine both the advantages of the countryside and the privileges of the city.

Basic influence on the design logic followed, was our intention for smooth incorporation of the marine in the given location. This was approached by splitting the marina in individual parts, holding the logic of small islands and peninsulas that exist in the location, avoiding a compact appearance of the project. Additional, in response to the scenery providing the location, another goal was set during the design, which was the extention of the marina to the sea.

The proposal includes the water treatment plant basins in the play with water that is also joined by the lagoons made using landfills. There is plenty of landfill excavation and new landfill area on the sea. However, these operations gain meagre results. The city created with the plan, with its closed blocks, is ragged and traffic is difficult. The area does not have an attractive centre. The different marina basins are nice motifs that could have been developed in a more determined manner.

50. FINNOO BEACH

There is a lot of coastline in Espoo, but not so many places where everyone is allowed to go, sit on the sand, enjoy the view to archipelago and take a swim. Finnoo needs a beach, with an easy access. The other main ideas in this plan, is to preserve all the nature and landscape elements and bids!!, but at the same time create a new urban housing area with a strong identity.

Architectural vision in the big landscape are "sails"-buildings up to 12 floors – to be seen from long distance. Sails are white – of course – but in smaller scaleare natural colours and materials used, like the small wooden workshops, boatberths and beachhouses.

An urban solution in terms of the cityscape, the main idea of which is to make the shoreline area an urban maritime centre that serves the entire city of Espoo. The idea of an open and easy-to-approach shoreline area is agreeable and offers diverse maritime services to both local and other Espoo residents.

The new area in closely linked to the new metro centre. The plan's backbone is the street that connects the metro centre and the shore, lined with commercial and marina activities. The street's scale narrows down when approaching the shore, where it takes on a bazaar-like character. The shore-end of the street terminates at a market square. The plan's heart is the centrally located marina, towards which all surrounding activity opens up. To the west of the street, the structure is nicely delineated by the existing and emphasised water theme and forms a natural boundary to the park area and existing area of detached houses.

The island-like urban quarter located in front of the seascape is too massive and blocks views to the southwest.

The structure of quarters could have been more boldly interspersed with the sea, thereby forming more water-themed urban spaces. The idea of a beach is compelling, but its realisation on reclaimed land is questionable. The housing ideas are somewhat conventional and the author could have formed a deeper relationship with the area's maritime characteristics on different scales.

The sea centre and dockyard are comfortably situated in the northeast, within the power plant's catchment area, and connect nicely with the internal bay area. The big marina is too expansive an area and the distances are too long.

Green belts continue throughout the area, but do not open up to a sufficient extent.

The proposal takes a sensible approach to reclamation.

51. FINNOO FILIPINNOO

The new urban development has an easy connection with the city and the surrounding urban textures, for having a relationship of human and opportunity interchange. Most activity and residential density is located in the north of the proposal, to reduce the amount of trips and to assure enough density of workers, residents and visitors, as well as to be able to develop commercial and office activities and urban community services.

Hybrid high building area combined different uses and reduce the noise and partly the views from the power plant. It also provides best views of the surroundings. Density decreases to the south to gain more solar radiation, illumination and sea views to all the south façade housing units.

An interesting and modern proposal for a park city that seeks to combine efficient construction and the area with the surrounding natural values. The relationship with the metro centre has not been considered. The main route comes timidly to the area, making its way via the summer market to the dock area. The nice residential park suffers a lot from the marina maintenance area that seems to have a haphazard location without any connection to the shore. The desired interlacing of housing and the marina is not achieved.

The proposal has the merit of searching for the ideology of a new type of green city.

52. SUN SEEKERS

Buildings, along with trees, water, sea, sky and ships form a landscape in which the architecture is identified with nature. An architecture that retains its own shape and is also defined as a membrane permeable to the rays of sun. The shadows from the buildings, as well the ones from the trees, allow the light to pass through and draw the architectural elevations on the ground.

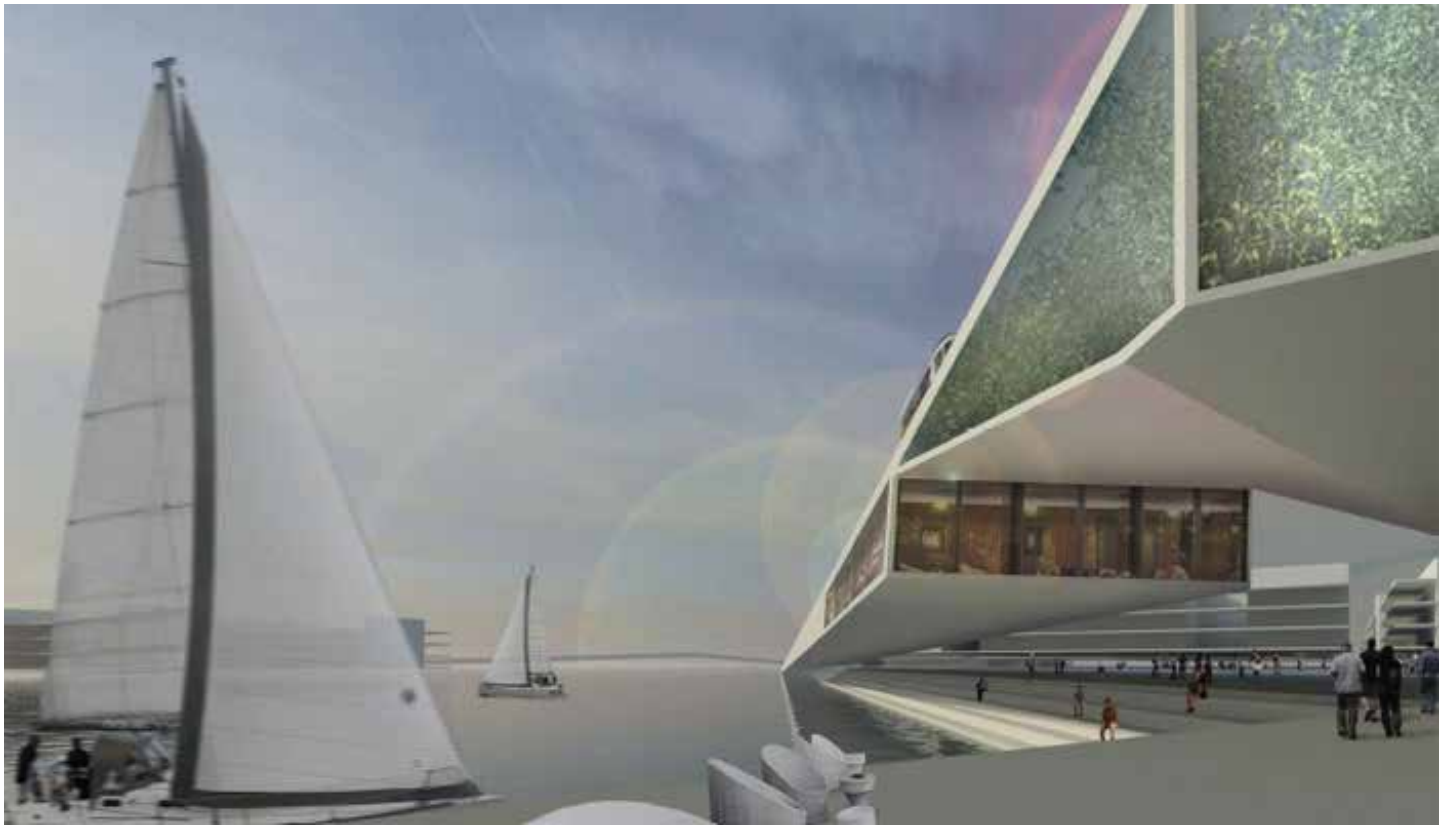
The sequence of the building in the landscape can be seen only from one direction in which the light gets to understand the sort order: a direction full of freedom, an axis of order that can be noticed only in one direction, according to which the buildings are oriented leaving passages where the circulation of people and vehicles runs winding paths. From any other point of view, urban structure hides its order. The movement around the area makes us see it with varying perspectives that offer a casual image like the one from the nature.

One single idea was used as the solution for the whole area: the building type with a small footprint has been copied, carpet-like, for the entire area. The proposal has a mechanical quality.

At first glance, the urban structure seems a fabric with small features, but a closer look reveals its almost monumental character. The buildings are too high and give the area an almost wall-like appearance.

The area does not have the character of a maritime centre open to all Espoo inhabitants. Rather, it is a housing estate, making the shore area too private.

53. URBAN MARITIME INTERFACE CONNECTOR



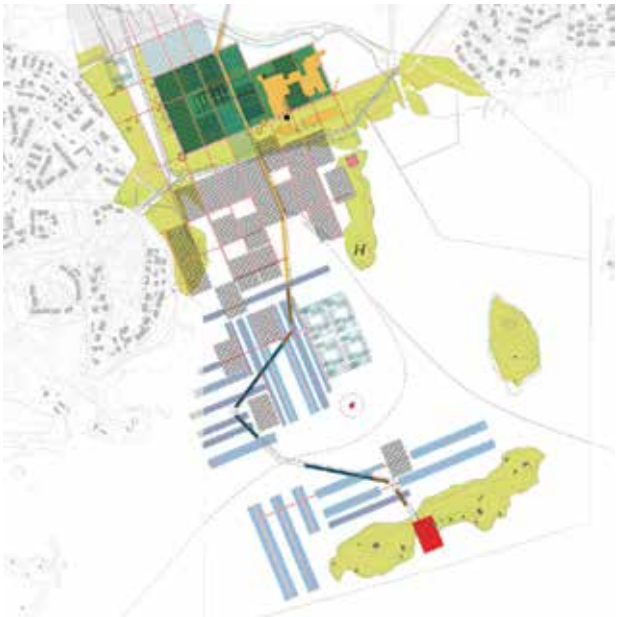
The intervention location strives on its industrial image, the harbor, the boats storage composition and its changing climate, the large spaces, the massive ground of the marina platform and the two industrial plants which make its mark on the landscape, by the sense of water in the Water Treatment Plant and the sense of mass and high from the Power Plant.

On the other hand the rural areas – green spaces, forests, protected areas, islands – and water brings another quality to the surrounding landscape. The main issue regarding the intervention location is the disconnection to the surrounding urban system, clearly demonstrating the necessity for new urban connections that link the disperse areas. What has its translation in terms of green areas, mobility, density and water.

The proposal commendably considers the atmospheres and functionality of mobility in the area. The Interface connector is a route that picks up the memorable values of the area. An idea well worth considering. The fabric of small blocks has a small scale and serves mobility needs well. However, the proposal remains at a schematic level with its ideas, and the proposed entity has not been taken far enough. The city built around the Connector is of a random design, and it increases distances needlessly. No clear hierarchy is created for the area — the centre is lost in a game of blocks.

No marina maintenance area is presented, and high-rise storage has been located in the middle of the landscape. The access routes and dock areas completely cut off the water connection between the mainland and Ryssjeholmen.

The particular merit of the proposal is its profound consideration of mobility, for which a solution distinctly different from other proposals has been found.



54. THREE IN ONE

The Competition for the Finnoo Marina City involves the opportunity to develop a complete a fragment of a city in an area that is due to become essential for the life, image and regeneration of Espoo and far beyond.

We face the opportunity to create the concept of a contemporary city in which values as landscape connectivity and enhancement, urban and eco-friendly means of transportation, and the creation of a dense mixed used marina city were primary concerns and the key points during the shaping of the project.

The plan continues the urban structure in a straightforward fashion all the way to the shore area. The backbone of the area is the boulevard that runs from north to south and unifies the urban structure. The edge of the built area pushes too aggressively out from the shoreline.

The proposal has a mechanical character and fails to internalise the particular characteristics of the site. The construction is too massive, and the tower motifs seem monumental for a tender seashore milieu. The public buildings are too monumental. The proposal suffers from a scale that is too grandiose.

The scale of the marina makes it gloomy, and distances at the docks are too long. The marina functions could have been divided into smaller areas and include them in the shoreline construction operations.

The entrant has shown the metro station in an incorrect location.

The design is wasteful in its use of land, and there is plenty of landfill.

55. WAVE 389

The aim is to link the waterfront to the city center and the regennation of the coastal line to provide attractive spaces for locals and tourists. The severity of the finnish climate is also considered in the design. The intension is to provide a clear basic structure with a high degree of flexibility to allow for future developement. Spatially speaking, it means a clear orientation to the open spaces and especially to the water zone.

The main feature of the scheme, besides the lively marina area / Waterfront, is to create distinct areas (The Quartiers) laid out on an N-S axis, specific but interdependent. These 5 Quartiers are definded by the spatial & usage configuration. A variety of programs, atmosphere and characters to tackle a large spectrum of people with various interests and in various age groups. The other main feature is the linkage of the metro center to the waterfront / Marina, as well as the existing historical areas to the west of the site by means of ´Cultural axis'.

The proposal relieves the entire area of ground-level car traffic; it has been moved under the buildings and decks. Even the main route to the area is covered. The metro station and Finnoo Marina City are connected by an all-weather promenade. The main focus of construction work is on the existing land area. Extensive recreational structures and buildings have been proposed in front of it. Their scale is an overkill for Finnoo. The housing blocks are small, creating a nice grid plan, but very little maritime spirit is conveyed to them.

The traffic serving the marina is led to the promenade, and no place has been indicated for the maintenance area.

Dropping vehicle traffic below the pedestrian level is an interesting starting point, and the proposal presents its potential well.

56. OPEN ARCHIPELAGO

Integration into the surrounding landscape is the main ideal of the design. The archipelago nature of the surroundings are a huge quality that needs to be saved. The design profits from doing so, by sharing its identity with its natural surroundings. The design concept foresees in a number of urban islands that open up the landscape and are defined by natural connections.

The plan is open in two senses: one, it literally opens up towards the surrounding landscape and becomes a part of it, it lets the natural consitions flow openly throughout the area; secondly, the plan is open-ended in the sense of not determining the outcome of the development, but rather providing a guidline for quality necessary for creating a sustainable neighbourhood.

The idea behind the city structure is an urban, sculpture-like marina island that serves as the maritime centre of the area. It is a tempting thought, but it seems that the plan was not finalised.

The selected strict form seems alien in an organic archipelago landscape. Building construction forms a too linear boundary, and the sharp south-western edge protrudes aggressively from the shoreline. The entrant could have better internalised the particular characteristics of the site.

Traffic poses too many challenges in the plan.

The marina areas are large and bleak. The distances at the docks become too long.

57. MERIVIRTOJEN JUOKSUUN

The key idea of the proposal is to form the city structure around the living harbour. But not just one, as a matter of fact, the city is situated between two harbours. The actual harbour area is on the eastern side with space for 1200 boats. On the western side sits the more serene harbour bay offering a myriad of different city-functions and experiences, around which most of the city blocks entwine. Two canals and smaller bays divide the whole into quarters, bringing the presence of the sea everywhere.

In the South and Southeast, the city forms finger-like parts reaching out to the sea. Inspired by the dynamics of the sea streams, the proposal creates a dense and modern harbour town, which offers the vis-àvis sea-view for practically every inhabitant.

The main street forms an easy-going backbone running freely between the blocks. The green route to the metro centre is not as clear, but shows nevertheless that vehicle traffic can be segregated from it. The centre of the area is located in a place adjoining the eastern marina basin and the western “city bay”. The round-shaped blocks open up views and form spatially unorganised canyons between the building masses. A handsome shore promenade runs around the western shore. It seems like overkill, given the number of inhabitants. The location of the centre is good, and its scale and motifs are well thought-out.

The landfill islands proposed in front of the area have smaller-scale construction, and the landfill areas have become rather large in relation to the building efficiency.

The marina maintenance area is appropriately located near the power plant, but it is too small. The high-rise storage area is reasonably accessible from the maintenance area. The other dock areas have been placed on the shores in a manner that seems random, and they are far away from most dwellings.

Extensive landfill operations in the south have resulted in long distances and in a one-street solution that will cause unnecessary through-traffic in the residential areas.

58. DOWNTOWN ARCHIPELAGO

The site for the new Finnoo Marina City is unique, not only nationally but in international comparison. The mere presence of water from all sides, the beautiful natural wetlands at the birds sanctuary, the verchanging shoreline and the archipelago hat filters the view of the open sea.

The experince of the water is multiple and rich, changing with the season from the white summernights to the frozen winterdays, all with changing possibilities for recreational activities, from swimming, sailing and rowing, to skating, icesailing, fishing and icebuilding.

A bold proposal giving food for thought and displaying a visionary touch. The entrant has commendably internalised the particular characteristics of the area.

The idea of a new type and compact maritime centre is ambitious and bold, but it also raises many conflicting questions. Lifting boats up for winter storage is a tough, even dangerous operation, and operating the area simultaneously as a leisure centre gives cause for concern.

The idea of a marine bay surrounded by islands is a good one. The islands could even function as floating structures.

The design of housing in the island-like blocks is maritime and involved.

59. ASARINA

An inhabited harbour on the water. A link between the built environment, the landscape, and the sea. Built around the strong axis between the Finnoo Metro station and the Finnoo harbour, and a gradual distortion of the urban grid, this project proposes a series of habitable piers, creating an integrated and hybrid urban marina development.

Motorised vehicles are largely removed from the site, restricted to the periphery and a large underground carpark at the entrance to the site. This car park then forms the basis for the large gateway park, creating a green belt connecting the East and West edges of the site and serves as a filter between the urban area and the Marina City.

Building construction reaches out to sea, providing a strong nature experience. Living and boating with its marina functions are harmoniously one with nature. Entrance to the area takes place via a Gateway Park that has commercial service buildings and green area landscaping. The centre has an unorganised character — the space series flow between the housing fingers, failing to reinforce the character of a regional centre. Even though the finger-like layout of masses opens up views from the centre to the maritime nature, it also creates long distances and plenty of through-traffic. A walk on a quay or roof gardens offers no surprises or changing views.

The masses lend themselves poorly for construction, causing unreasonable disturbance to people living in the area. The roof gardens are a beautiful and monumental idea. Its practical implementation, maintenance and use in the proposed scale will be difficult.

The construction solution will not require extensive landfills, and the few landfills have been utilised very effectively.

Intertwining the marina and housing is a good starting point. However, the dock lengths will not work, and marina traffic will disturb all inhabitants. The solution allows the inhabitants to moor their boats right in front of their homes.

Placing the parking facilities next to the commercial centre at the entrance to the area is an unambiguous solution. On the other hand, the walking distances are unfeasibly long. The finger-like layout of buildings makes mobility solutions in the area very difficult.

The solution is based on the pursuit of a green lifestyle, but moving in the area is difficult, which does not support the inhabitants' interests in walking and reducing the use of their own cars.

60. RINGS ON THE WATER

Departing from the sites identity our proposal establishes a new typology for the marina. The architecture is extremely light both visually and ecologically. By elevating the constructions, the horizon and the views towards the sea remains open. The lightweight floating construction made out of wood, metal and composites such as carbon fiber is closely related to the boat constructions and the architecture fully expresses the marine identity.

As soon as you enter the marina you experience the life on the water, the soft movements of the waves, the light breeze. The urban concept is extremely flexible and can be developed progressively extending or reducing the number of rings depending on the needs. The use of a simple circular shape for the new constructions makes it possible to use standardized, repetitive and prefabricated construction techniques that makes it economic to build and reduces the impact on the construction site.

The proposal constitutes a bold vision of a marina of the future. Housing has been brought above the sea, and marina functions are located immediately below the apartments.

The plan turns its back on the north, and connection to the new metro centre has not been finished. The plan has a detached feel.

The proposal is stylish and interesting but remains a utopia. It is not feasible due to the Finnish climate and practical realities of the construction business.

61. W(E)AT(H)ERSCAPES

The proposal aims to enhance the competition site's unique geographic and climatic characteristics. The edge to the sea, the encompassing presence of water and the changing weathers of the North are the basis upon which the proposal is conceived.

Water especially becomes a fundamental element in the proposal: the project tries to combine the technical management of water together with the aesthetic and experiential possibilities of water's different phenomenal states into an integral design where landscape, urban design, and architecture are sinergetically combined. In the project, liquid water, water vapor, and ice are proposed as primary representational media for a new form of public life.

The proposal is based on understanding, managing and utilising the low-lying terrain and the natural dynamics of water. Diagram-like area analysis and organisation into zones is done confidently and reassuringly. The design is based on a genuine dialogue between construction and natural conditions leading to a controlled consensus.

The traffic solution, location of services, location of the marina, social life as well as services and working life all have their self-evident locations — as if taken out of a textbook. Idealism has not been avoided, but neither has realism. The diagram-like presentation includes a description of the varied, permissive spectrum of housing and living that combines effectiveness, grass-roots level thinking as well as big and small, hard and soft: everyone is welcome, all activities are necessary. The result is a strong, interesting, demanding and polemic proposal.

The compact-sized service zone is located as a row of blocks in the north-south orientation in the middle of the planning area. The commercial street ends at the sea, which is thus brought deep inside the somewhat rigid set of blocks in grid formation. This means that the services are organised efficiently in a line, and their number can be credibly increased at the time of implementation and during further development of the area.

However, the result is a diagram-like presentation of the structure model for a city of the future without any distinct identity. The atmosphere in the block structure and in the public spaces is not presented or described. The spirit is conveyed solely by the extensive and as such commendable written documentation.

62. URBAANI HELMITAULU

An “urban abacus” is proposed to organize the area. The abacus provides support for a broad diversity of buildings, uses and spaces, and is negotiated by all urban actors. The result is a complex, diverse, adaptable and participative urban environment, which also remains structured and controlled.

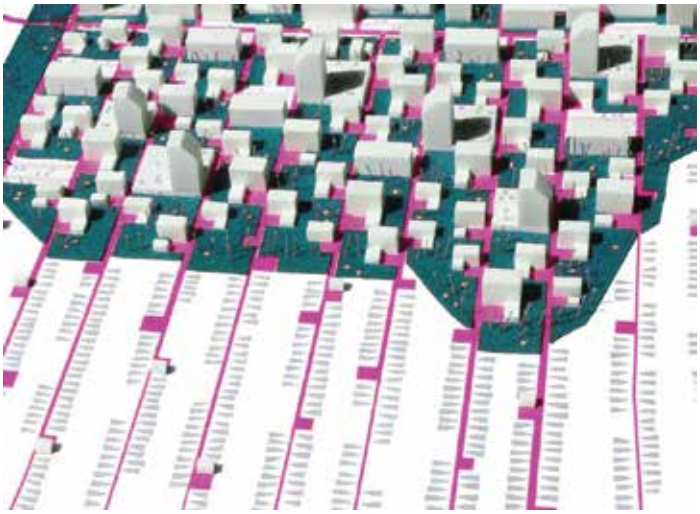
We understand the new neighbourhood as an important node within a long strip of residential and peri-urban areas. In this sense, we propose to use the new intervention to complete the littoral road connection. By adding ferry terminals, this will reinforce the highway–metro axis that links the area to metropolitan Helsinki.

The proposal is based on repetition. The whole entity consists of spot-like buildings that have been multiplied and evenly distributed on the area without taking a closer look at the particular characteristics of the site. The buildings with a small footprint are located along the routes that run from north to south and continue as long dock structures at the shore.

The plan does not have the touch required for an urban structure. Space formation is monotonous and allocation of masses mechanical. The entrant could have better internalised the particular characteristics of the site. The buildings are too high.

The dock structures are too long and narrow.

The plan makes the shore area too private and difficult for other Espoo inhabitants to approach. The character of a maritime centre is missing from the proposal.



6. Results of the competition

6.1 PRIZES AND REDEMPTIONS

It was the unanimous decision of the panel to distribute the prizes and redeem proposals in the following manner, in departure from the competition programme:

Joint II prize, proposal no. **28 Fin-Fin Situation** €45,000

Joint II prize, proposal **no. 15 Lights** €45,000

Joint II prize, proposal no. **18 Canal Grande (2)** €45,000

Redemption, no. **32 Patchwork** €15,000

Redemption, no. **42 Haven (2)**

6.2 HONORARY MENTIONS

In addition to the prizes and redemptions, the panel decided to award two proposals with honorary mentions. The first of these was awarded to proposal no. **58, Down town archipelago,** and the second to proposal no. **14, Halcyon Days in Sailors Stronghold.**

6.3 THE PANEL'S RECOMMENDATIONS CONCERNING FURTHER MEASURES AND INSTRUCTIONS FOR FURTHER DEVELOPMENT

The panel proposes that further plans concerning Finnoo Marina City be prepared according to the following principles:

- The next planning phase will include the preparation of one land use draft, which takes into account the strengths of all three awarded proposals detailed below.
- The plan's technical and economic aspects are developed so that in particular the earthmoving works that increase construction costs are minimised as far as possible and optimised in relation to the efficiency of the proposed land use.
- The plan's environmental effects are evaluated in a separate environmental impact evaluation prior to the preparation of the final city plan and the general plan for Finnoo Marina City.
- To ensure the feasibility of the construction solutions and to develop the service concept of Finnoo Marina City, the planning process will come to include service providers, marina operators, developers and construction professionals at the appropriate phase.
- An investigation aiming to solve the issue of the space required for the winter storage of boats will be initiated alongside other planning.

The following strong themes and solution models presented in the awarded proposals will be examined during further planning.

- Proposal no. 28, 'Fin-fin situation', presents the best overall idea on the urban framework between the centre of Finnoo Marina City and the metro centre. The centre's location is excellent, building up from the mouth of the marina, the dock and the central square. Car access and pedestrian and cycling connections from the metro centre intersect successfully with the Espoo shoreline in the centre, emphasising its importance.
- The best contribution included in proposal no. 15, 'Lights', is the way in which the centre continues as a shoreline boulevard that frames the bay in front of Finnoo Marina City. This makes for an impressive combination of cityscapes that opens up, in the best possible way, in relation to all directions and gives the area an unusually strong identity and appeal.
- Proposal no. 18, 'Canal Grande', presents an exceptionally interesting canal solution that cleaves the dense cityscape, thereby creating a completely new kind of urban waterway in the shoreline scenery of Espoo. Open to traffic along its entire length, the canal increases the significance of water-bus traffic and adds value to the archipelago of the entire area. This theme is strong and therefore developable. As a part of a solution built up from other perspectives, it will also work in a substantially lesser role than presented in the proposal.

6.4 SIGNING OF EVALUATION PROTOCOL

in Espoo, 28th of September 2012

Jukka Mäkelä

Mervi Hokkanen

Antti Pirhonen

Ossi Keränen

Olavi Louko

Tiina Elo

Tapani Kortelainen

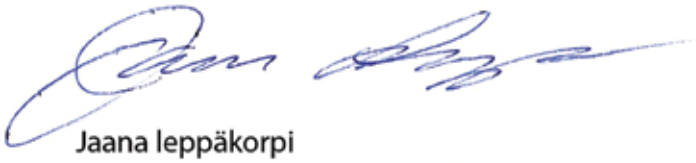
Katariina Sewón

Harri Hietanen

Markku Markkula

Torsti Hokkanen

Marja Axelsson



Jaana leppäkorpi

Marianne Kaunio

Seppo Suntio

6.5 OPENING OF ENVELOPES

The envelopes were opened following the decision and the signing of the minutes.

no 28 Fin-Fin Situation:
Authors:
Trev Harris, Professor, Architect SAFA RIBA
Sofia De Vocht, Architect
Collaborators:
Hennu Kjisik, Professor, Dr. Tech., Architect SAFA
Henna Kemppainen, Architect SAFA
Hannu Louna, Architect SAFA
Charlotte Nyholm, Architect
Annmari Löfgren, Student of Architecture
Experts:
Gretel Hemgård, landscape architect MARK
Jouni Ikäheimo / TRAFIX, engineer / traffic
Copyright:
Arkkitehtitoimisto Harris-Kjisik

no 15 Lights:
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Arja Sippola, M.Sc. (Archit.)
Anniina Korkeamäki, M.Sc. (Archit.)
Anna Böhling, Landscape Architect
Mika Avela, M.Sc. (Archit.)
Kaisa Junkkonen, Landscape architect
Hanna Vikberg, Student of Architecture
Assistants:
Julio Orduna Sánches, 3D Visualist
Matias Celayes, 3D Visualist
Niko Cederlöf, Student of Architecture
Satu Lavinen, M.Sc. (Archit.)
Ebba Michelsson, M.Sc. (Archit.)
Carita Lonka, Student of Architecture
Emma Grönholm, Graphic Designer

no 18 Canal Grande (2):
Authors:
Aaro Artto, Architect SAFA
Salla Hoppu, Architect SAFA
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Ilona Jännes, M.Sc.
Jussi Varkkilainen, Architect SAFA
Copyright:
50% Aaro Artto, Arkkitehtityöhuone Artto Palo Rossi Tikka Oy
50% Salla Hoppu

REDEMPTIONS:

no 32 Patchwork:
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Miika Vuoristo, Student of Architecture, B.Sc, University of Oulu
Laura Nenonen, Student of Architecture, B.Sc, Aalto University
Lotta Kindberg, Student of Architecture and Design, B.Sc, University of Oulu
Assistant:
Taavi Henttonen, Student of Architecture and Design, B.Sc., University of Oulu

no 42 Haven (2):
Laura Hietakorpi, Architect
Sanna Karala, Architect
Kaisa Paavilainen, Architect
Jenni Poutanen, Architect

1ST HONORARY MENTION

no 58 Down town archipelago:
Project by:
Dorte Mandrup Arkitekter ApS, Denmark
Credits:
Dorte Mandrup
Kristoffer Nejsum
Astrid Philipsen Bak
Christina Hass
Isabella Giungi
João Azougado
Lina Bareikyte

2ND HONORARY MENTION

no 14 Halcyon Days in Sailors Stronghold:
Reijo Jallinoja, Professor, Architect SAFA

In witness thereof

Jukka Mäkelä, Chairman

Anri Linden, Secretary

ESPOO