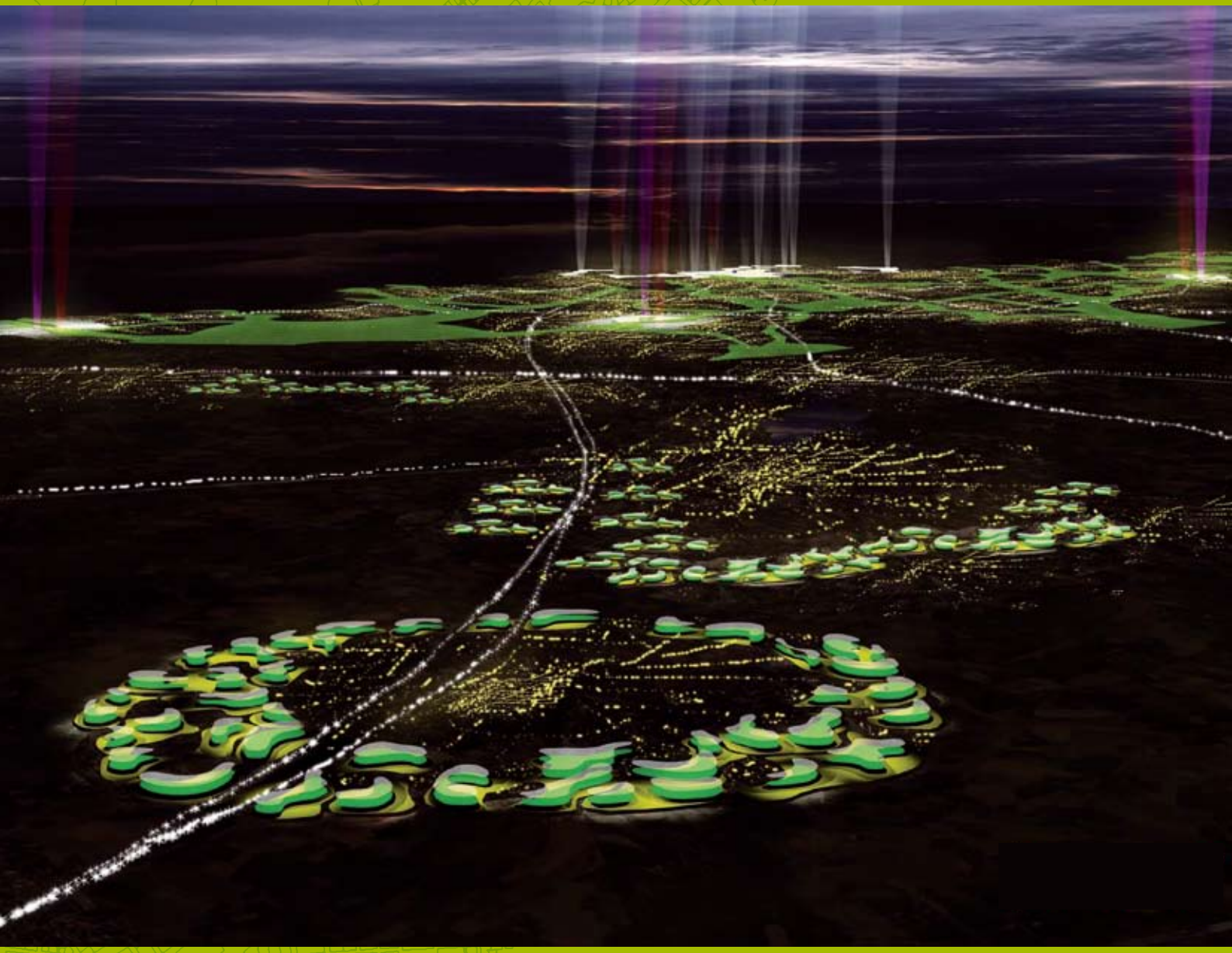
Greater Helsinki Vision 2050

– International Ideas Competition

15th December 2006 – 31th May 2007



Jury Protocol

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Introduction

At the beginning of the 21st century we are living in a time of great change, facing a multitude of challenges both economic, environmental, social and cultural.

Greater Helsinki is one of the most dynamic metropolises in Europe. In the next 50 years its population is predicted to grow from the present 1.3 million to 2 million. With 70 million square metres of foreseen new construction, the overall physical structure of Greater Helsinki can be re-shaped in a way that will reinforce its position as a leading cultural and technological centre in the Baltic area. This transformation should not, however, forget the particular love of nature in Finland, nor sustainable urban infrastructures.

The physical world in which we operate should offer a civilised, civilising and inspiring environment for human collaboration, for human endeavour and above all, for human dreaming.

- What kind of places respond actively and wisely to global and seasonal climatic changes?
- What kind of places put a minimal strain on our ecosystem?
- How do we create sufficient wealth to realise our future needs and dreams?
- What kind of enterprises will sustain us in the future?
- What kind of places do we wish to be in which nourish us both physically and mentally?
- What kind of places offer both positive creative tension, spontaneity and contact, as well as a feeling of safety and well-being?
- What kind of places offer a concrete vision of humanism and tolerance, of justice and equality, of untapped potential and future possibilities?
- What kind of places offer every child a hint of what they might be or do?

This was the purpose of this competition, or should we say, visionary adventure. The chance to dream afresh, to accept current realities, not as negative restraints but as spurs to the imagination.


Keilaniemi in Espoo


Helsinki market square

photographer: Paul Williams

1 Competition arrangements

Competition area: Helsinki, Espoo, Vantaa, Kauniainen, Järvenpää, Kerava, Mäntsälä, Nurmijärvi, Pornainen, Tuusula, Hyvinkää, Kirkkonummi, Sipoo and Vihti

1.1 Organizers, nature and purpose of the competition

Greater Helsinki municipalities Helsinki, Espoo, Vantaa, Kauniainen, Kerava, Tuusula, Järvenpää, Nurmijärvi, Mäntsälä, Pornainen, Hyvinkää, Kirkkonummi, Vihti and Sipoo (collectively also called Helsinki Region) and the State of Finland (Ministry of the Environment) organized this open ideas competition for the Vision 2050 concerning land use planning of Greater Helsinki in Finland.

The main aim of this competition was to develop sustainable strategies and concrete solutions for strengthening the status and competitiveness of the Greater Helsinki as an attractive region to live in and conduct business.

The second aim was to generate ideas on how to solve the housing dilemma of the current overprovision of excessively expensive small apartments, especially concerning families with children and other people so essential for economic growth and vivid communities. Competitors were expected to present visionary solutions which would allow approximately 70 million square meters of new housing stock needed in Greater Helsinki towards the year 2050 to be built in an ecologically, economically, culturally and socially sustainable way.

1.2 Eligibility

In accordance with current agreements and legislation, the competition was open to all citizens of European Union countries or countries covered by its procurement legislation (GPA countries). The organizers recommended the participation of visionary multidisciplinary teams in land use, transport, city and town planning, social engineering, urban economics and culture, as well as other relevant professions.

1.3 Jury

The jury members appointed by the organizer were:
Pekka Korpinen, Mayor for City Planning and Real Estate, Helsinki, Chairman of the Jury
Raimo Sailas, Secretary of State, Ministry of Finance
Sirkka Hautojärvi, Permanent Secretary, Ministry of the Environment
Olavi Louko, Director of Technical Services, Espoo
Jukka Peltomäki, Deputy Mayor, Vantaa
Rolf Paqvalin, Mayor, Kerava
Jyrki Mattila, Technical Director, Hyvinkää
Pekka Normo, Director of Planning, Sipoo
Aimo Lempinen, Executive Director of Uusimaa Regional Council
Peter Ache, Professor for European Metropolitan Planning, Helsinki University of Technology

Appointed by the Finnish Association of Architects:
Trevor Harris, professor, architect SAFA RIBA
Helka-Liisa Hentilä, professor, Dr.Tech., architect SAFA

Secretary of the Jury:
Paula Huotelin, Competition Secretary, architect SAFA

1.4 Experts

Permanent experts to the jury:
Tanja Sippola-Alho, Deputy Town Clerk, Helsinki
Matti Vatilo, Director of Urban Development, architect, Ministry of the Environment
Markku Lahti, Head of Master Planning, architect, Helsinki
Kari Moilanen, Head of City Planning, architect, B.Econ., Espoo
Jukka Kullberg, Head of City Planning, architect, Vantaa
Ilkka Holmila, City Architect, Järvenpää
Tero Luomajärvi, Municipal Architect, Kirkkonummi

Other experts to the jury:
Social structure:
Marketta Kyttä, leading researcher, PhD
Traffic planning:
Mauri Heikkonen, building counsellor

The experts and the jury secretary did not take part in the decision-making process.

1.5 Working group

The jury organized a preparatory working group with Pekka Korpinen as chair and Jyrki Mattila as vice chair; Peter Ache, Trevor Harris, Helka-Liisa Hentilä as members; and Paula Huotelin as secretary. Permanent experts of the Jury were invited to attend the working group meetings.

1.6 Competition rules and approval of the competition programme

In addition to the competition programme, the Competition Conditions of the Finnish Association of Architects (www.safa.fi) were the basis for this competition. The competition programme and its supplementary documentation have been approved by the organizers of the competition, the jury and the Competition Committee of the Finnish Association of Architects.

1.7 Schedule of the competition

Launching the competition ..... 15th December 2006
Queries..... 16th February 2007
Submission of entries ..... 31st May 2007
Decision of the jury ..... 31st October 2007
Awards Ceremony..... 14th December 2007

1.8 Queries

Competitors had the right to request clarifications and additional information related to the programme. The jury received 40 queries under 8 pseudonyms. The questions and the jury's answers were published at the Competition website www.greaterhelsinkivision.fi in March 2007.

1.9 Language of the competition

The language of the competition was English.

Kerava Railway station
Mäntsälä station
Vantaa, Tikkurila

2 Competition task

2.1 Background to the competition

To respond to the challenges of the 21st century, 14 municipalities belonging to the Greater Helsinki decided to organize an international ideas competition to envisage the metropolitan area's future up to the year 2050.

Finland and Greater Helsinki have been highly placed in several international comparisons. There are both centralizing and decentralizing forces in action in Finland at the present time. Global competition, a strong Helsinki brand and demands for concentrating and intensifying the urban structure to achieve more critical mass for clusters of innovation, speak for the need for centrifugal forces. On the other hand, strong preferences for closeness to nature and single family houses speak for decentralized and multicentral tendencies.

The planning problem is very challenging because during the next 50 years or so, there will probably be more new housing built than the whole of the existing housing stock. In fact it has been estimated that due to the need for more space per capita and population growth, some 70 million square meters of new house construction are needed in the area.

In addition the proportion of senior citizens relative to the whole population is increasing dramatically over the next decades. This is leading to a dramatic rise in single households. This sets another challenge for the whole society in terms of social care structures. This in its turn has led to a reappraisal of immigration levels for Finland and in the future it is expected that the population of this region will become increasingly multicultural.

In the age of the Information Society urban development is again relatively fast and metropolises play an increasingly important role in international competition. The economic development of the Region is dependent on high technology and knowledge. New technologies and communication systems demand again new models and solutions for human habitation and workplaces. Economic growth is mainly expected to be based on post-industrial and ICT-industry as well as on growth of services, higher education and research. An important part of the competition task was to study the impact of the Information Society on city development and structure.

The present structure and location of key workplace locations and clusters is also causing problems. This imbalance between the eastern and western parts of Helsinki as well as the relationship of peripheral municipalities with the core centre, sets another challenge for finding suitable and sustainable future strategies. With the current increase in polycentric settlements within the region, the role of the traditional main centre, Helsinki, is also under pressure.

It is of the greatest importance how the new living and social environments strengthen ecologically, socially and culturally sustainable development in the area, and in addition the competitive advantages of Greater Helsinki. The location and quality of such new areas, their public acceptability and their ability to attract qualified labour and foreign investments are key factors for the long term success of the region.

Quantitative challenges

Finland is a large country and has been urbanized relatively late. Fifty years ago some 50 per cent of the population was still linked to agriculture. The rate of economic growth and urbanization was at its peak during the 1950s and the 1960s. Greater Helsinki municipalities have shown continuous growth. The prices of land have increased unsustainably already for several years. The lack of suitable sites within the main settlements has led to an increase in urban sprawl in the region.

The total population of Greater Helsinki is 1.3 million. The population growth will probably continue, and the population of the area may well be approaching two million within the next fifty years. Since the housing conditions are quite modest, the demand for more spacious apartments and houses will increase. In the Finnish Modernist tradition most of the efforts have been concentrated on planning suburbs and developing the relationship between the built environment and nature. The huge demand for new housing during the 1960s and 1970s, led to a strong emphasis on using blocks of flats for housing developments. Central European urban densities are rare in Finland and even in the city of Helsinki.

It is a well-known fact that energy consumption for transportation is negatively correlating with population density. In other words, low density means high energy consumption. With skyrocketing energy prices and increasing consciousness of world climate risks, Greater Helsinki has to rely in the future more on high-quality public transport systems and make more efficient urban structures for the range of services available. Where, how and with what kind of high-quality integrated public transportation system this development will happen is the crucial question and key challenge for the region.

Qualitative challenges

Densification to create sustainable structures for the whole area demands new planning and spatial concepts. The city of Helsinki cannot grow much more within its

existing borders without radically renewing existing built-up areas or sacrificing parkland and other open spaces, options which are both politically and culturally difficult to implement. In addition, housing prices are unnecessarily high because habitation around Helsinki itself is arranged in an inefficient half-circle form due to geographic reasons (location by the sea). The total efficiency of the region can be improved, thereby encouraging a decline in current overpricing of housing.

Since the majority of the population is living in suburbs, revitalizing and improving living conditions in these suburbs has recently been one of the most urgent tasks facing the planners. New concepts such as new garden cities and ecological alternatives have been discussed but have not as yet been widely realized in the region. Helsinki is a green metropolis and the Helsinki region is a unique combination of sea and green areas. The provision of a high-quality natural environment will in all likelihood be one of the important competitiveness factors among countries.

Transport system plans

According to international comparisons, the usage of public transportation into and out of the Helsinki peninsula is very high. Yet in the whole Greater Helsinki public transportation covers only one-third of all motorized trips. The energy use per capita for transportation is double that of an average European city.

Greater Helsinki municipalities have approved several transport system plans in order to implement new infrastructure. Potential new projects within the next 50 years may include among other things: rapid coastal rail-link to St. Petersburg, direct rail /metro connection to the airport, and new light rail/metro lines along Ring Road II and III. It is possible that the Turku and Lahti highways will be connected by a tunnel (Ring Road 0) and that the Western and Eastern highways will be connected by a tunnel under the centre of Helsinki. In the long run there may be a tunnel/bridge connection to Tallinn.

Aerial view of Hyvinkää city

Nurmijärvi, Myllykoski river

Agricultural scenery from Vihti

Top priority development zones

Greater Helsinki municipalities have identified 12 top development zones, which form the basis for mutual future cooperation and cooperation with state officials. These zones are considered to have the greatest volume for new housing and other developments within the region. The list was intended for competitors for guidance purposes only and was not binding.

1 **Ring Rail development zone**
The new railway line connecting Main Railway line and Martinlaakso suburban line improves connections between district centres and opens a rail connection to Helsinki-Vantaa Airport.

2 **Western Metro line and Motorway zone**
Western Metro line and Western Motorway unite the coastal zone between Helsinki, Espoo and Kirkkonummi.

3 **Vuosaari Port and Ring Road III zone**
The commercial and industrial zone from Vuosaari Port to airport and further to Espoo and Kirkkonummi.

4 **Ring Road II land use zone**
The regional cooperation target project encompasses areas in Espoo, Helsinki and Vantaa related to the development of Ring Road II.

5 **Main Railway route (Helsinki-Tampere) zone**
Increasing land use in Main Railway route zone north of Helsinki: areas for residential and business use.

6 **Coastal Railway line development zone**
The urban Coastal Railway line improves commuter connections and creates possibilities for new projects in Helsinki, Espoo and Kirkkonummi.

7 **Northern Espoo development zone**
The natural expansion of the core area continues in Kirkkonummi's Veikkola, Vihti's Nummela, Lohja and Nurmijärvi's Klaukkala. Future housing areas can be linked to the communal transport system by railroad.

8 **Expansions in middle and southern Sipoo**
Deployment of Kerava-Nikkilä Railway line and development of southern zone based on metro or railway.

9 **Kerava–Lahti 'shortcut' rail development zone**
The new Kerava-Mäntsälä-Lahti 'shortcut' rail connects these areas to Helsinki. New residential and business, especially logistics, areas in Mäntsälä.

10 **New Airfield for light aircraft**
Malmi airport is planned to be replaced with a new airfield of 200–300 ha.

11 **Ring Road zone IV**
The future peripheral Ring Road IV (Tuusula-Vantaa-Nurmijärvi) growth zone in the north of the core area of Greater Helsinki offers possibilities for business and services areas.

12 **Klaukkala railway zone**
Railway connection from Vantaa to Nurmijärvi's Klaukkala has been envisaged: potential for developing new residential and business areas.

2.2 Instructions for competitors

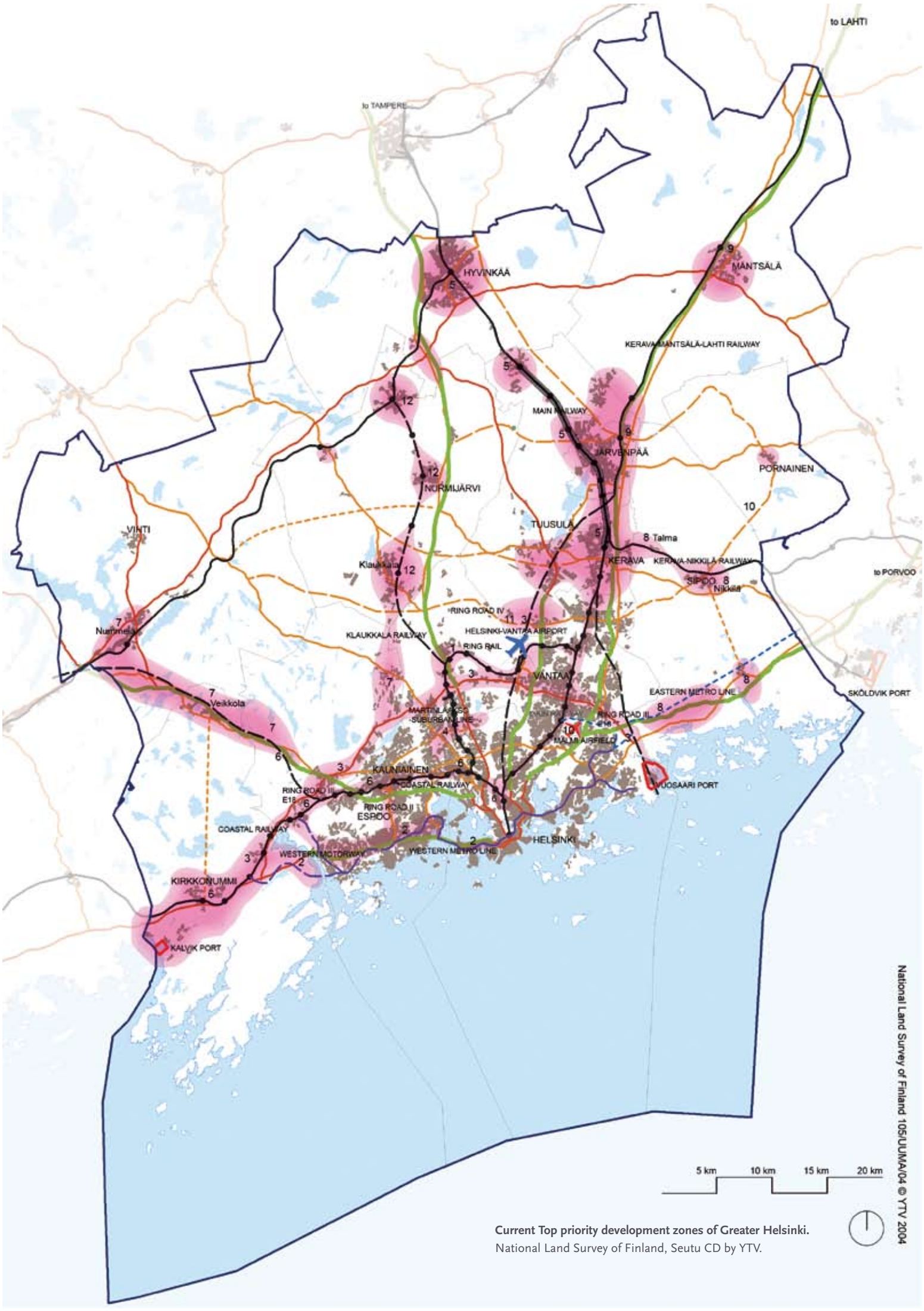
Competitors were expected to create and present their own scenario and vision for the region for the year 2050. It was instructed that the solutions should address questions concerning the general urban development model of the Greater Helsinki region including spatial planning, building and developing the transportation systems and other networks, in terms of a future-oriented metropolitan structure. Competitors were expected to imagine, describe and visualize their background assumptions for the vision concerning for example future climatic change, natural conditions and economic, social and cultural development in the region in the coming decades until 2050.

It was instructed that the ideas should concentrate on finding and developing completely new potentials and opportunities at all scales rather than suggesting improvements to plans already on the way to realization. The competition organizers were looking forward to fresh new thinking concerning urban planning and design solutions at both regional and local levels.

2.3 Evaluation criteria

In judging the competition entries, the Jury especially paid attention to the innovative nature of the vision presented. The vision was to be based on the region as a unified whole and attention paid especially to the following aspects:

- the overall convincing positioning of the Greater Helsinki region at the global, European and Baltic scales
- the structural integrity and quality of the region's built and green environment
- the effectiveness, clarity and quality of the transportation networks
- the extent and quality of economic infrastructure
- the quality of living and working environments, including housing, workplaces, services, recreational and leisure possibilities and their location within the urban structure.



Current Top priority development zones of Greater Helsinki.
National Land Survey of Finland, Seutu CD by YTV.

3 Competition entries

The competition received 109 entries. The Jury decided to disqualify 23 entries, which were not anonymous or which did not include all the required documents.

4 General assessement

The competition assignment proved to be challenging, as was to be expected. In keeping with the nature of a competition of ideas, the spectrum of the entries was broad and the emphases notably varied. Producing the planning documents requested in the competition programme was not always successful, as can be seen by the exceptionally high number of rejected entries (23). Only a small number of the entries succeeded in addressing all the goals listed in the competition programme or fully taking into account all the aspects of the assignment. In most entries, the chosen perspective was narrower. Often an entry focused either on section A (overall plan) or section B (detail study). The best entries produced innovative and fresh ideas for the region's development and thus met the expectations placed on the competition.

4.1 Future operating environment and underlying assumptions of the vision

Surprisingly, few entries imagined, described and visualized the very basic assumptions that the work was founded on. In many of the entries which were clearly the product of much time and resources, no reference was made to the prospective future and developmental directions the plan was based on. Little attention was paid to issues such as the pressure for specially profiled localities, accelerating functional and spatial differentiation both inside and between places, network formation beyond simple transport and communication, and an increasingly diverse multicultural population. However, the best entries clearly depicted the assumptions concerning changes in future operating environments and lifestyles which the plan was based on. Central megatrends to be prepared for in metropolitan planning were considered to be climate change, aging population, the rise of health and environmental awareness, ethical consumership, diversification and individualization of lifestyles, change in the nature of paid employment, and an increase in work-based mobility, among others. (38 Emerald, 94 Holistic Uniqueness, 59 Towards City 2.0) / The competition's general assessement refers, in connection with the various items of assessement, to entries where the issue was solved in a particularly commendable way.

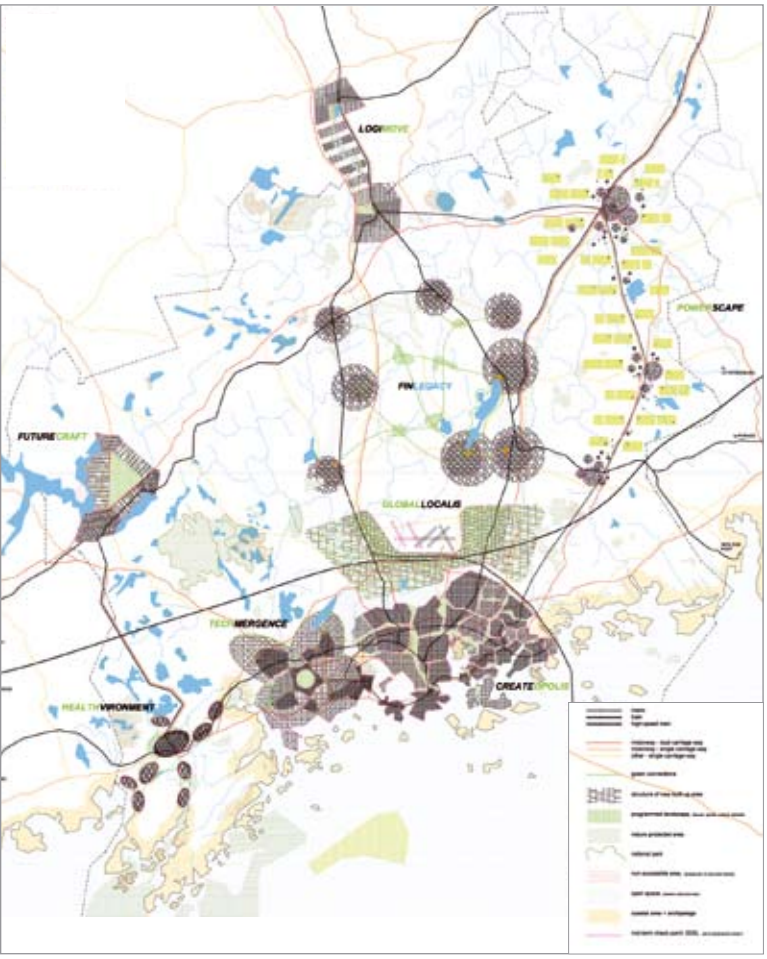
4.2 Metropolitan area's position on the global scale

Broader geographic positioning of the metropolitan area (the Greater Helsinki Region) was an important part of the competition assignment. Its position as a part of Europe was mentioned as a starting point in many entries, but this only rarely had direct or indirect effects on the solutions proposed in the entry. The means for positioning were mainly seen to be various development corridors founded on transport connections and infrastructure, whose development strategies were seen to guide the growth of the city area. Particular emphasis was laid on the connections towards the Tallinn, Turku, Stockholm, and St. Petersburg directions.

While the vicinity of the main railway line was seen in many entries as a significant direction for growth, initiatives for broader developmental zones toward the north (e.g. Hämeenlinna, Tampere, or Lahti) were for the most part lacking. Many entries had proposed a train tunnel or bridge to Tallinn, or a Turku-Helsinki-St. Petersburg high-speed rail line. However, the effects, possibilities, and possible multi-scalar governance problems of these new cross-border transport networks were outlined in only a few of the entries (94 Holistic Uniqueness). The global role proposed for the Helsinki region was most often that of a hub for flights to and from Asia. The rise of St. Petersburg and the whole of Russia was also seen as a possibility- the metropolitan area was even positioned in some cases as an idyllic, safe and clean living environment of the St. Petersburg commuter area (62 The Five). In most cases, however, the role was seen to be that of a self-sustained city region belonging to the group of Global Top 50 Cities, with its basis in ICT, logistics, and travel, and its main attraction its natural environment.

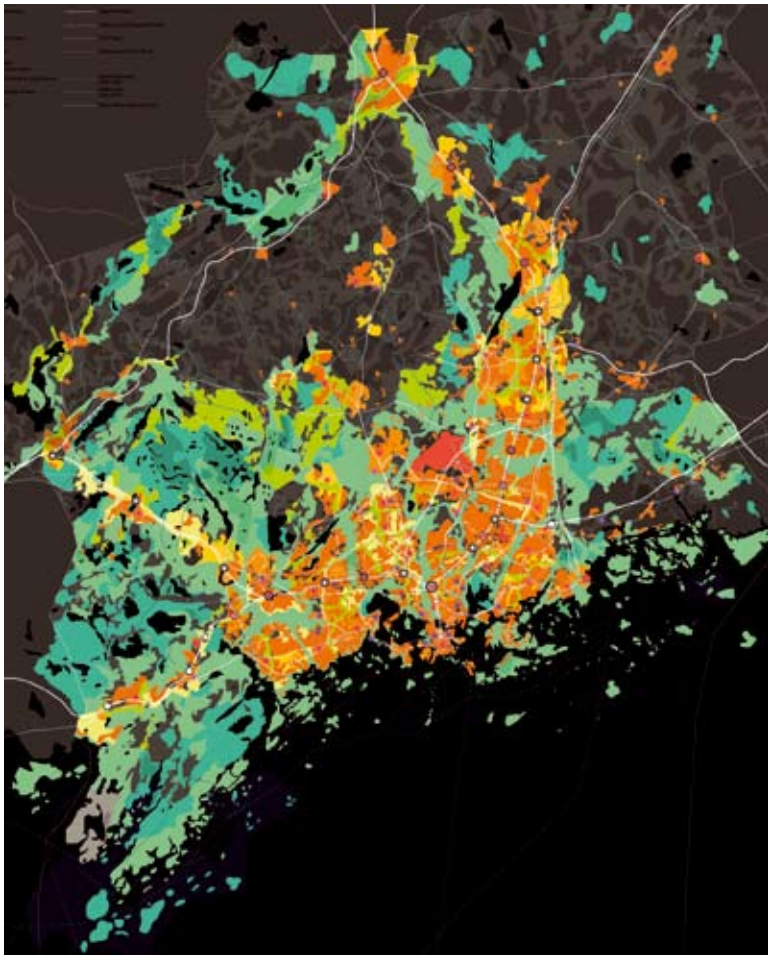
4.3 Models for regional structure

The basis for planning of the metropolitan area was mainly proposed to be either the emphasizing of the identity and character of different parts of the area, thus striving for a complementary regional whole (94 Holistic Uniqueness, 55 Orlando), or a given fully encompassing theme of urban planning applied throughout the region (15 Boundary Strips, 51 Whiteskape, 74 Line TM). Without a doubt the most repeatedly occurring model for regional structure was the so-called finger model complementing the current structure (106 Equilibrium, 64 Helsinki Horizon), where growth proliferated along existing main routes, and where the Helsinki city centre was defined according to its current role as a regional hub. Variations of this included models with either one dense additional finger, most often toward Klaukkala, or several of them, all



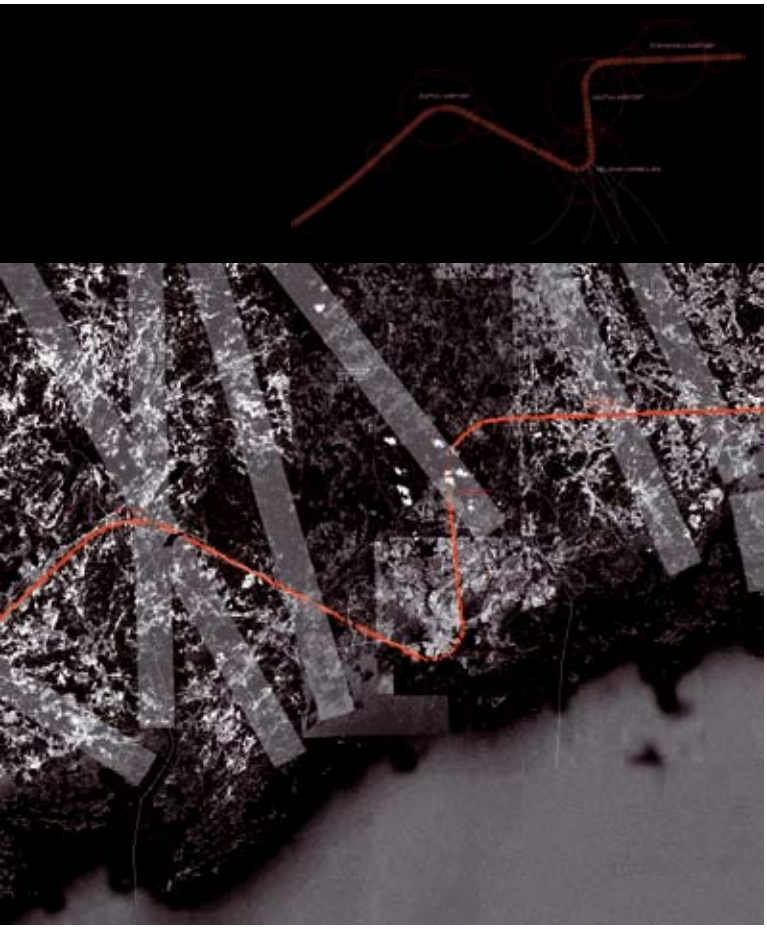
Holistic uniqueness

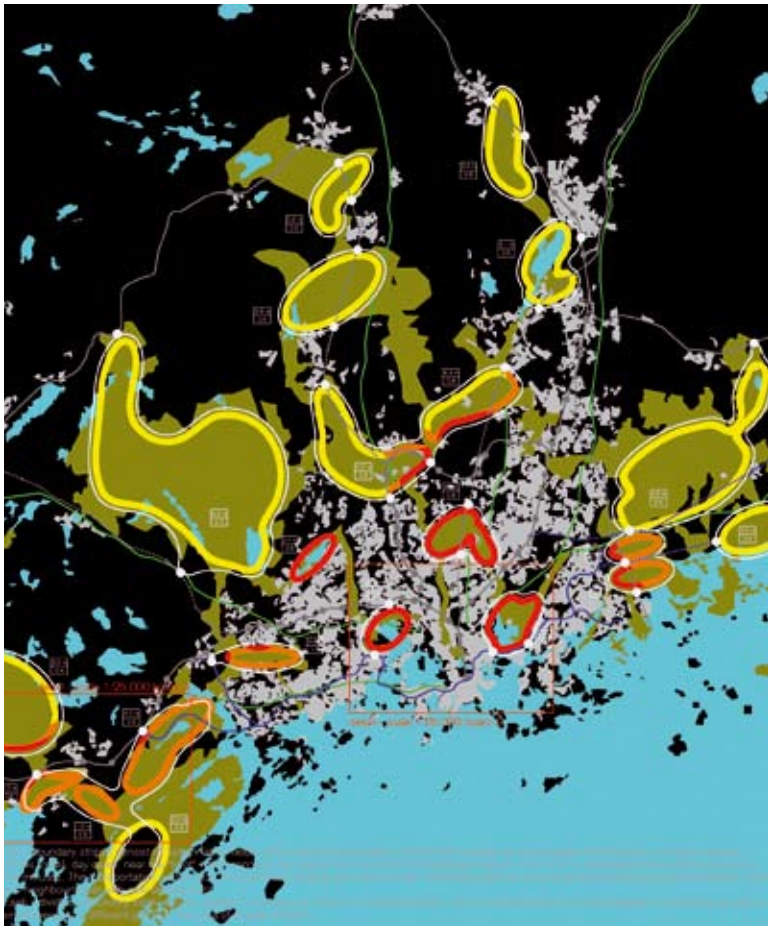
Line TM

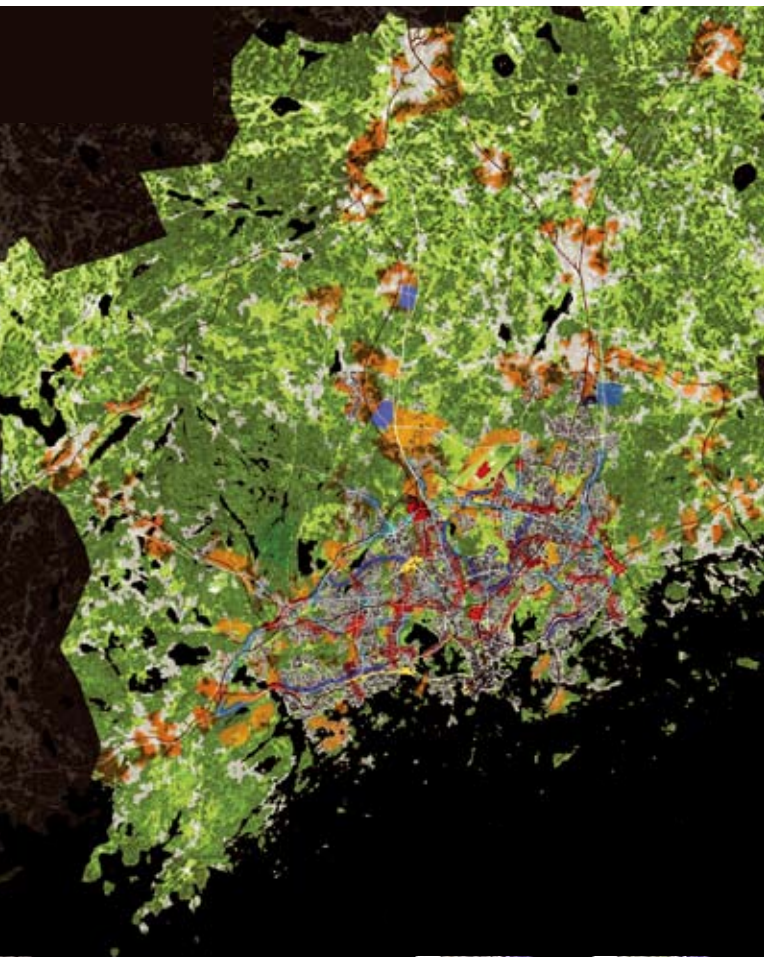


Orlando

Boundary Strips

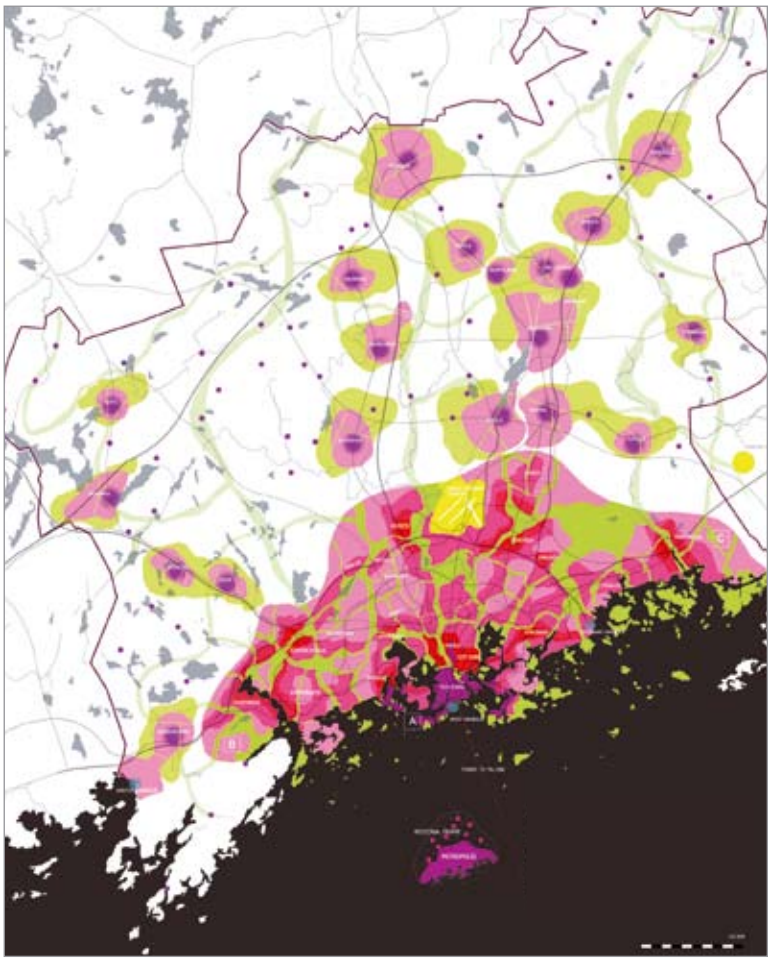






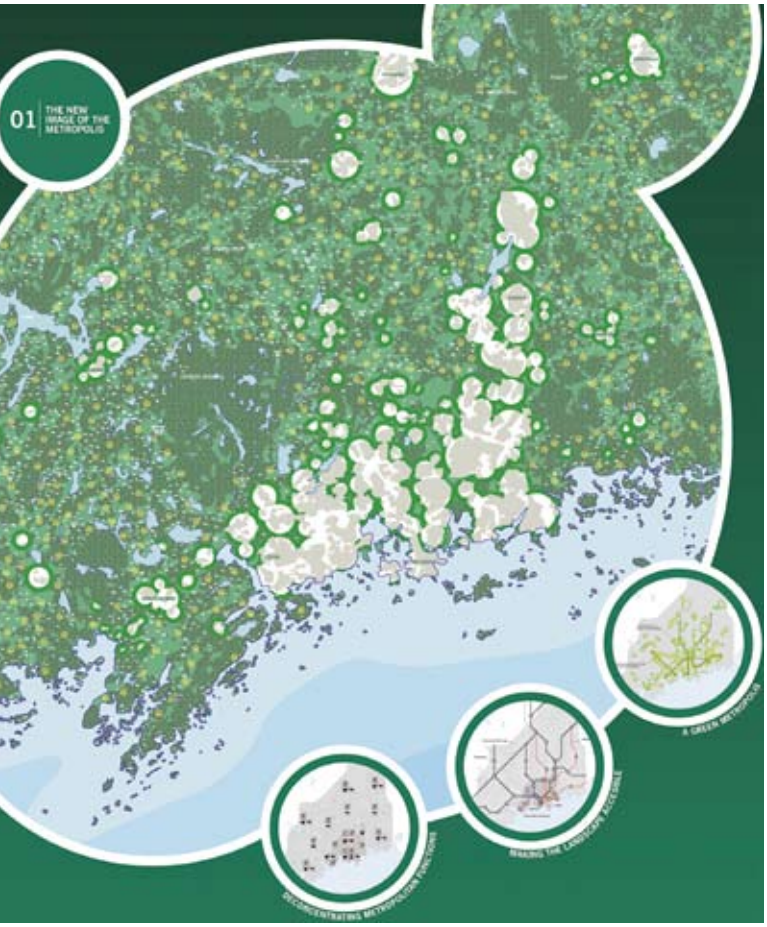
(R)evolver

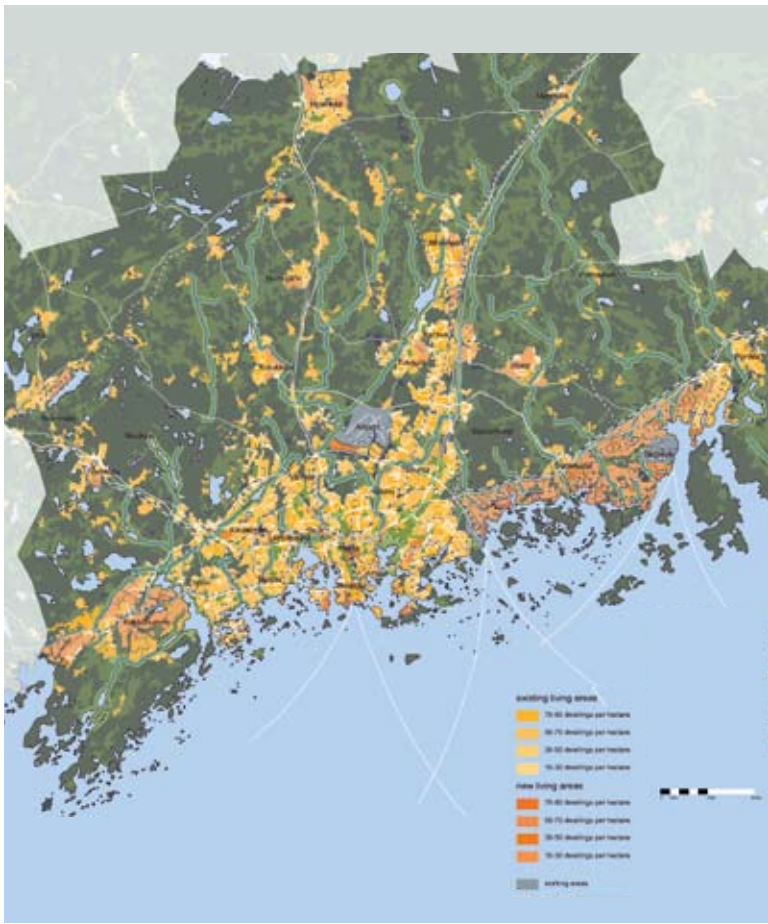
Metroscape Helsinki



Emerald

Thirdlife





the way to a star model (66 Serendicity) where the central area is situated near the airport. As counterparts for existing fingers, off-shore extensions to the sea were also proposed as a way of complementing the city's current incomplete circular form (52 Complete Cities). Examples of a narrowed-down finger model included entries with the growth forming selectively along the Main Railway line toward Nurmijärvi (the Y-model, e.g. 81 Greener Greater Helsinki) or along the Main Railway line toward Lohja (the Hook model, e.g. 55 Orlando). At its most reduced form there was only one finger, with new growth directed in its entirety along the Main Railway line (42 Avia).

In some entries, growth was aimed to take place almost entirely on the coastal zone between Kirkkonummi and Sipoo (the Anchor model, e.g. 90 Thirdlife). Entries diverging from models of unified growth included those which placed growth along existing cores and population concentrations. In these entries, the comparison was most commonly made with the archipelago, where islands as concentrations of population are surrounded by a sea of natural areas (29 Arkipelago, 68 Roots). Particularly interesting were entries which aimed at adapting the current finger-like structure into a grid with new transverse area reservations, development corridors, or transport networks (37 Helsinki 360°, 51 Whiteskape, 50 Ribbon). There were also partial combinations of different models, most commonly of the archipelago and finger models (38 Emerald, 94 Holistic Uniqueness). There were also highly original solutions among the entries, where growth was directed to atoll-like rings (15 Boundary Strips), a narrow strip relying on a highly linear train track (74 Line TM), or various comprehensive mega-structures (20 Honeycomb, 25 Tapiola Harmony).

All the different structural model types varied greatly in the extent to which they emphasized opening completely new areas for construction, in relation to complementary construction in existing areas. In some entries, new growth and complementation was restricted almost entirely within Ring Road III (4 Open), in connection with existing population concentrations (68 Roots, 8 Metroscape), or some new area reservations for construction in addition to this were presented (104 Ilmatar). Completely new area reservations were most commonly proposed along new rail transport connections both inland and in the coastal zone. Some entries also featured artificial islands or pontoon-based floating residential areas (38 Emerald, 64 Helsinki Horizon).

The growth and quantitative goal laid out in the competition programme (700,000 residents and 70 million floor m2) was taken as the basis for most entries, but some proposed solutions enabling flexible anticipation of changes in the growth horizon (8 Metroscape, 51 Whiteskape). However, few entries had thoroughly researched the measurement of different areas (55 Orlando), whereas the presentation and consideration of phasing was more successful. Some entries also took Top Priority Development Zones thoroughly into account (93 Anneli).

Many entries showed signs of difficulty in connecting new layers of urban construction with existing communal structure. The connection of transport networks and regional structure also proved problematic. Applying the goal of sustainable development to the proposed and illustrated urban form proved challenging. This was reflected in issues such as scale problems in adjacent areas intended for walking, the multiplication of the entire region's built surface area and network of routes, and the forceful construction of Natura areas. A wide variety of solutions were offered as the recipe for a sustainable city: organically growing village-like communities (106 Equilibrium), garden city-type self-sufficient communities relying on rail transport (38 Emerald), modernist, nature area-based tower block cities, or suburb-type field-like areas enabling continued and open growth, as well as modifications of traditional city centres alive with 24-hour urbanism (22 Helsingin Täkänä).

The most interesting entries did more than simply apply ready-made urban planning ideals to Helsinki; they were able to produce original solutions committed to the local landscape, climate, and lifestyles. In this respect, the most insightful entries to the competition were those which gave thought to complementing the communal structure and presented strategies and typological tools for example complementing suburbs, route-side areas, and intersectional areas (37 Helsinki 360°, 70 (R)evolver). Partial decking of routes and utilization of deck structures, for example, in workplace construction produced interesting possibilities for consolidating structures and diversifying functions (48 Ubi Urbs). Developable structural initiatives were found in entries which had delved into the development and unification of the green space network (55 Orlando, 106 Equilibrium, 90 Thirdlife). The endeavor to reserve an increased amount of constant, maintained, and durable green spaces and recreational spaces for the needs of densely populated communities should be taken seriously - after all, the cornerstone of Finnish residential enjoyment is the experience of being close to nature.

4.4 Transport solutions

In transport solutions within the region the emphasis was on rail transport. This was generally based on environmental reasons, but the proposed form often entailed exceedingly broad-ranging and investment-heavy

solutions, such as a metro grid comprising the entire urban area. Interesting propositions included various rail transport plans connected to feeder traffic, proposing e.g. residential areas in the central Uusimaa region to be connected to the faster rail network via connecting junctions (55 Orlando, 94 Holistic Uniqueness). Very few entries proposed the combination of rail and bus transport, though there were also exceptions (68 Roots).

With regard to private car transport, the propositions focused mostly on converting their power source (electricity) or fuel type (bio-fuel) to a more environmentally viable one (104 Ilmatar). The introduction of road tolls and car share policies was also proposed. For non-vehicular traffic, common goals were the placement of residential and workplace areas so that stations and the connected regional concentration of services would be within bicycling or walking distance. This principle of proximity has led to the development of new forms of strip-like typologies of urban space along rail lines (74 Line TM, 51 Whiteskape, 15 Boundary Strips).

In some entries, the assumption was that in the future, environmental awareness will make living even more local, reducing overall mobility. One way of encouraging residents toward more environmentally conscious means of transportation could be a so-called "climate bonus card", where a consistent preference for mass transit would bring various benefits such as free fares (38 Emerald). A contrary perspective could be found in entries where the growth of air travel and especially air traffic to and from Asia was seen to be the foundation of all prospective regional growth (94 Holistic Uniqueness, 81 Greener Greater Helsinki). The message relayed in nearly all propositions, however, was that the increase in the amount of traffic and subsequent problems can only become manageable through extensive investment in a rail transport-based transport network and the restriction of private car transport.

4.5 Economic viewpoints

The foundation or development of economic activity was not considered in depth in many of the entries. These considerations were mostly limited to the placement of different functions (stores, services, offices, technology villages, logistics). Naturally there were some interesting initiatives: the know-how and resources connected to the environmental field, such as water, were seen in some entries to be the foundation of the region. (38 Emerald). The diversification and self-sufficiency of energy production was also brought up (68 Roots), for example in proposing that algae be made into biomass (104 Ilmatar). Local food and biomass production as well as the reservation of land for urban agriculture and even anticipating the raising of edible marine life was prominent in some entries (38 Emerald, 104 Ilmatar).

Service innovations were few in number but rich in ideas: the proposition for a mobile shop (a 'shop-on-tracks' / 'shop-on-rail-metro'), mobilized along with rail transport, was inventive (38 Emerald), as was the proposition for night-time rail-based distribution transport (104 Ilmatar). The aging population was also seen as new economic potential ("silver economy", 106 Equilibrium). Major areas with regard to travel were seen to be the Helsinki nuclear centre on the one hand and surrounding nature and coastal areas on the other. The most daring vision for the entire region's commercial life was found in a proposition for the region's future role as a Social Silicon Valley (59 Towards City 2.0). This was to be accomplished through various social innovations created by extensive participation and the thriving commercial, organizational, and business life rising thereof.

4.6 Residential solutions

A qualitative factor for residential and living environments was in many entries seen to be contact with nature or water. Living by or near them was emphasized. The entries featured various modifications of waterfront living from landfill islands, off-shore living, and floating housing to waterfront areas filled with tower blocks and terrace houses. An increased diversity of living environments was emphasized and considered necessary for attracting residents in the future. In housing block-solutions the most rewarding solutions were those with varied scales and intimate series of spaces (70 (R)evolver, 15 Boundary Strips). There were an unfortunately high number of solutions with car city-type scaling of outdoor areas and streets, or outright graphic wallpaper where the design was limited to two-dimensional scattering of tower blocks on a map without a sense of the nature of the spaces this would create or the way they would function.

The proposed housing types predominantly emphasized high-rise. Only a few entries developed models based on small-scale houses which is, at least at the moment, favored by residents and in its current form causes the dispersal of communal structure. In some entries, border-area living was proposed to be directed toward village-like communities developing on the basis of organic growth (106 Equilibrium) or small units committed to zero energy consumption (8 Metroscape). Along with natural areas, residents' recreational environments were found mainly in cultural concentrations formed on previously industrial areas, or in new 24-hour centres. The significance of so-called third places and culture was emphasized in some entries (90 Thirdlife, 64 Helsinki Horizon).

4.7 Development of the region's governance and cooperation

On the basis of the competition results, a strong message was the need for new initiatives in the metropolitan area in terms of organizing and providing practical tools for regional governance and planning of land use. It was considered beneficial for the region's future that municipal borders are either completely removed or at least that inter-municipal cooperation is strengthened, especially regarding the planning of land use. The entries had given quite detailed thought to the names and organization of different cooperative bodies, all the way to their logos. (59 Towards City 2.0, 81 Greener Greater Helsinki). Various regional electric databanks, guide books, and collaborative forums were proposed in order to promote activity, market the region, and facilitate planning. Increasing open citizen participation was believed to increase the region's appeal, ensure sustainable development, and strengthen residential rooting. (81 Greener Greater Helsinki, 59 Towards City 2.0, 96 Helsinkey).

5 Result of the competition

5.1 Prizes and purchases

After reviewing the competition entries, the jury decided to divide the entries (86) into three categories as follows: upper category with 26 entries, middle category with 28 entries, and lower category with 32 entries.

The entries raised from the upper to the prize category were mainly of two kinds: those which succeeded in comprehensively and innovatively answering all of the goals laid out in the competition programme, and those which found an exceptionally commendable solution to a given part of the whole. Those entries which have received the highest awards offer clear visions for the development of the region and complement each other, and can thus be seen as offering a diverse platform for future visionary and strategic work.

The jury unanimously decided to give out the prizes and purchases contrary to the competition programme, as follows:

1st prize, 160.000 euros, to entry no 38, "Emerald"

Joint 2nd prize, 80.000 euros, to entry no 15, "Boundary Strips"

Joint 2nd prize, 80.000 euros, to entry no 59, "Towards City 2.0"

Joint 2nd prize, 80.000 euros, to entry no 94, "Holistic Uniqueness"

Purchase, 20.000 euros, to entry no 8, "Metroscape Helsinki"

Purchase, 20.000 euros, to entry no 55, "Orlando"

Purchase, 20.000 euros, to entry no 70, "(R)evolver

Purchase, 20.000 euros, to entry no 74, "Line TM"

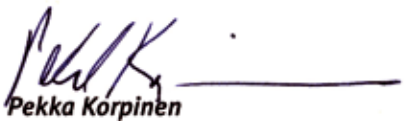
Purchase, 20.000 euros, to entry no 90, "Thirdlife"

5.2 Recommendation for further action

The jury recommends that following the announcement of the competition results, all the municipalities in the competition region must immediately initiate a common visionary and strategy process identifying and emphasizing comprehensive land use and catalysts for change within the joint metropolitan area, utilizing the awarded entries and calling for cooperation with their authors. Furthermore, for examples the planning of complementary building developments in different areas within the whole, as well as other planning, will include cooperation with the authors of the awarded entries wherever possible.

5.3 Signature of the Jury protocol

Helsinki, 31 October 2007



Pekka Korpinen
Mayor for City Planning and Real Estate, Helsinki
Chairman of the Jury

Jyrki Mattila
Technical Director, Hyvinkää

Raimo Sailas
Secretary of State, Ministry of Finance

Pekka Normo
Director of Planning, Sipoo

Sirkka Hautojärvi
Permanent Secretary, Ministry of the Environment

Aimo Lempinen
Executive Director of Uusimaa Regional Council

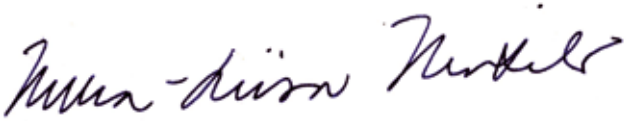
Olavi Louko
Director of Technical Services, Espoo

Peter Ache
Professor for European Metropolitan Planning,
Helsinki University of Technology

Jukka Peltomäki
Deputy Mayor, Vantaa

Trevor Harris
professor, Helsinki University of Technology,
architect SAFA RIBA

Rolf Paqvalin
Mayor, Kerava



Helka-Liisa Hentilä
professor, University of Oulu, Dr.Tech., architect SAFA

5.4 Opening of the name envilopes

The Jury ascertained that the name envelopes of the prize-winning and purchased entries were closed. The following authors received a prize or a purchase:

1st prize, 160.000 euros, to entry no 38, "Emerald"

team leader:
Juha Eskolin, architect SAFA
WSP Finland Ltd (Finland)
land use and architecture:
Jenni Lautso, architect SAFA
Ilona Mansikka, architect SAFA
Petri Saarikoski, architect SAFA
Tuomas Vuorinen, architect
WSP Finland Ltd
landscape:
Hanna Hannula, student of landscape architure
Arto Kaituri, landscape architect MARK
Mirjam Pentti, student of landscape architure
WSP Finland Ltd
lifestyle visions:
Jani Päivänen, M.Soc.Sc.
Mikko Rikala, industrial designer MA
Pia Salmi, industrial designer MA
Mari Siikonen, industrial designer MA
WSP Finland Ltd
traffic consultants:
Simo Airaksinen, M.Sc. (Civ.Eng.)
Jouni Ikäheimo, B.Sc. (Civ.Eng.)
Risto Jounila, M.Sc. (Civ.Eng.)
Lauri Pitkänen, M.Sc. (Civ.Eng.)
WSP Finland Ltd
advisors:
Susanne Ingo, architect
Linda Marend, architect
Agneta Persson, M.Sc. (Civ.Eng.)
Mikael Wallin, landscape architect
WSP Sweden Ltd
Matti Mannonen, M.Sc. (Civ.Eng.)
Veli-Markku Uski, landscape architect
WSP Finland Ltd
assistants:
Essi Vehkanen, student of landscape archit.
Meri Leikas, project secretary
Paula Leppänen, GIS coordinator
Natalia Martamo, AD Ba

Joint 2nd prize, 80.000 euros, to entry no 15, "Boundary Strips"

author:
Frank Görge, architect
au25 (Germany)
consultant:
Carola Görge, civil engineer

Joint 2nd prize, 80.000 euros, to entry no 59, "Towards City 2.0"

authors:
Tuomas Toivonen, architect SAFA
Hans Park
NOW for Architecture and Urbanism (Finland)
Roope Mokka, researcher
Aleksi Neuvonen, researcher
DEMOS Helsinki (Finland)
assistants:
Ville Haimala, student of art and design
Martti Kalliala, student of architecture
Dylan Kwok, student of art and design

Joint 2nd prize, 80.000 euros, to entry no 94, "Holistic Uniqueness"

authors:
Oliver Seidel, architect
Verena Brehm, architect
Cityförster, Network for Architecture (Germany)
with:
Anke Schmidt
Steen Hargus

Purchase, 20.000 euros, to entry no 8, “Metroscape Helsinki”

authors:
Jörg Knieling, professor, Dr.-Ing.
Michael Koch, professor, Dr.-Ing.
Julian Petrin, Dipl.-Ing.
Mario Abel, Dipl.-Ing.
Annette Buschermöhle, Dipl.-Ing.
Patricia Jacob, Dipl.-Ing.
Antje Matern, Dipl.-Geogr.
Marc Springer BDes, landscape architect
Johannes Bouchain, B.Sc.
HCU Urban Future Lab.
HafenCity Universität Hamburg (Germany)

Purchase, 20.000 euros, to entry no 55, “Orlando”

authors:
Nina Artioli, architect
Paola Fusco, architect
Alessandra Glorialanza, architect
Daniela Pastore, architect
Davide Sacconi, architect
TSPOON architecture studio (Italy)
and:
Gualtiero Bonvino, architect and urban economist
Raffaele Patitucci, landscape architect and photographer

Purchase, 20.000 euros, to entry no 70, “(R)evolver

authors:
Samuli Alppi, landscape architect
Anssi Joutsiniemi, architect
Staffan Lodenius, professor, architects SAFA
EDGE laboratory (TUT, Finland)
Antti Moisala, architect
Kimmo Ylä-Anttila, architect SAFA
Arkkitehtistudio M&Y (Finland)
assistant:
Markku Lankinen, senior researcher (population model)

Purchase, 20.000 euros, to entry no 74, “Line TM”

authors:
Isabella Pasqualini, project leader
Dieter Dietz, professor
Daniel Pokora, architect
ALICE Atelier de la conception de l’espace
Ecole Politecnique Féderale Lausanne (Switzerland)

Purchase, 20.000 euros, to entry no 90, “Thirdlife”

authors:
Marja Straver-Nevalainen, architect, urban planner
Hans Dekker, landscape architect
DN Urbland (Netherlands)
with:
Francesca Annecchini
Richard Breit
Hong Cai
Gijsje Jacobs
Marten Kodde
Ard Middeldorp
Taylan Polat
Dennis Ruijgt
Anne-Maija Scholten
Jeroen van der Vlist
in cooperation with:
Mari Vaattovaara, professor
Tuuli Toivonen, senior lecturer
University of Helsinki, Department of Geography
and:
Michiel Brouwer, consultant
Beitske Boonstra, consultant
TNO Innovation & Environment

6 Assessement of the individual entries

6.1 Awarded entries

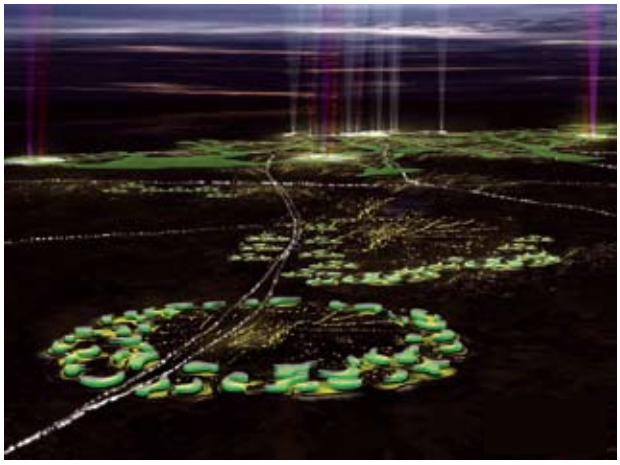
1st prize, entry no 38, "Emerald"

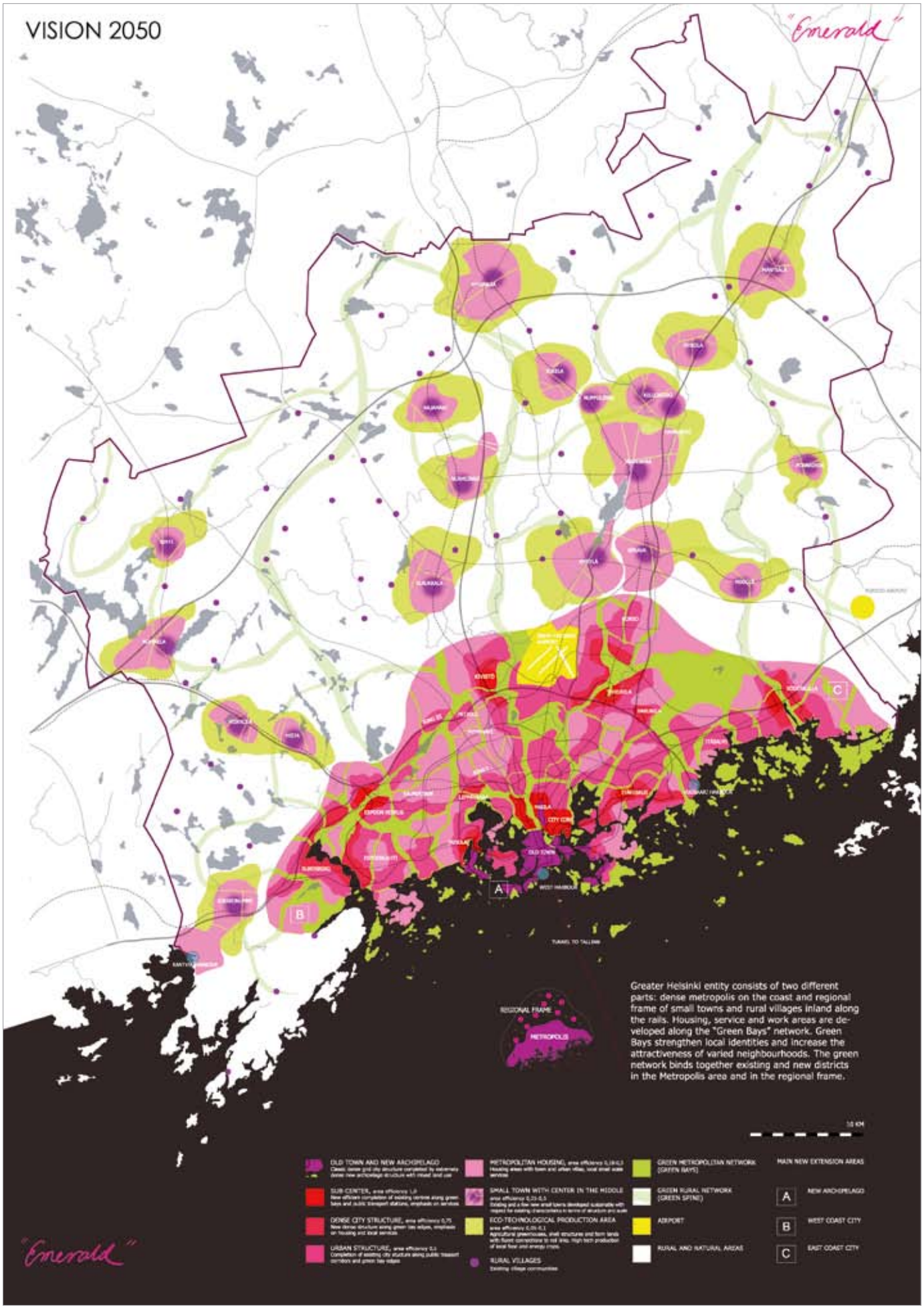
A visionary, diverse, and innovative entry which genuinely reaches into the future. The proposed area structure for the metropolitan area with multiple centres, but also growth along the coast, is justified by the growth of the Stockholm-Turku-St. Petersburg connections and of the significance and potential of Tallinn. Building is directed both to supplementing existing community structures and to some completely new areas in the urban cores and border municipalities of the metropolitan area. The resulting community structure is, with regard to the whole region, relatively balanced. Housing, workplaces, and services are organized along "green bays" which form a unified urban tapestry. The choice of focal points for growth is determined by both existing and new rail transport connections.

The entry's vision stirs the current climate change-advancing lifestyle, offering environment-friendly practices in its place. Residents are encouraged to choose more ecologically viable lifestyles through various active inducements. For example, clean water and the business and research activities formed around this theme is proposed to be the area's new success factor and source of wealth. A multi-centered structure supports well the entry's idea of a reduced need for transport and increased significance of local services, local work, and local food. Residential areas are proposed to feature work oases and local logistics centres as well as rentable farming terraces, where one can grow fruit instead of importing them ("green pods").

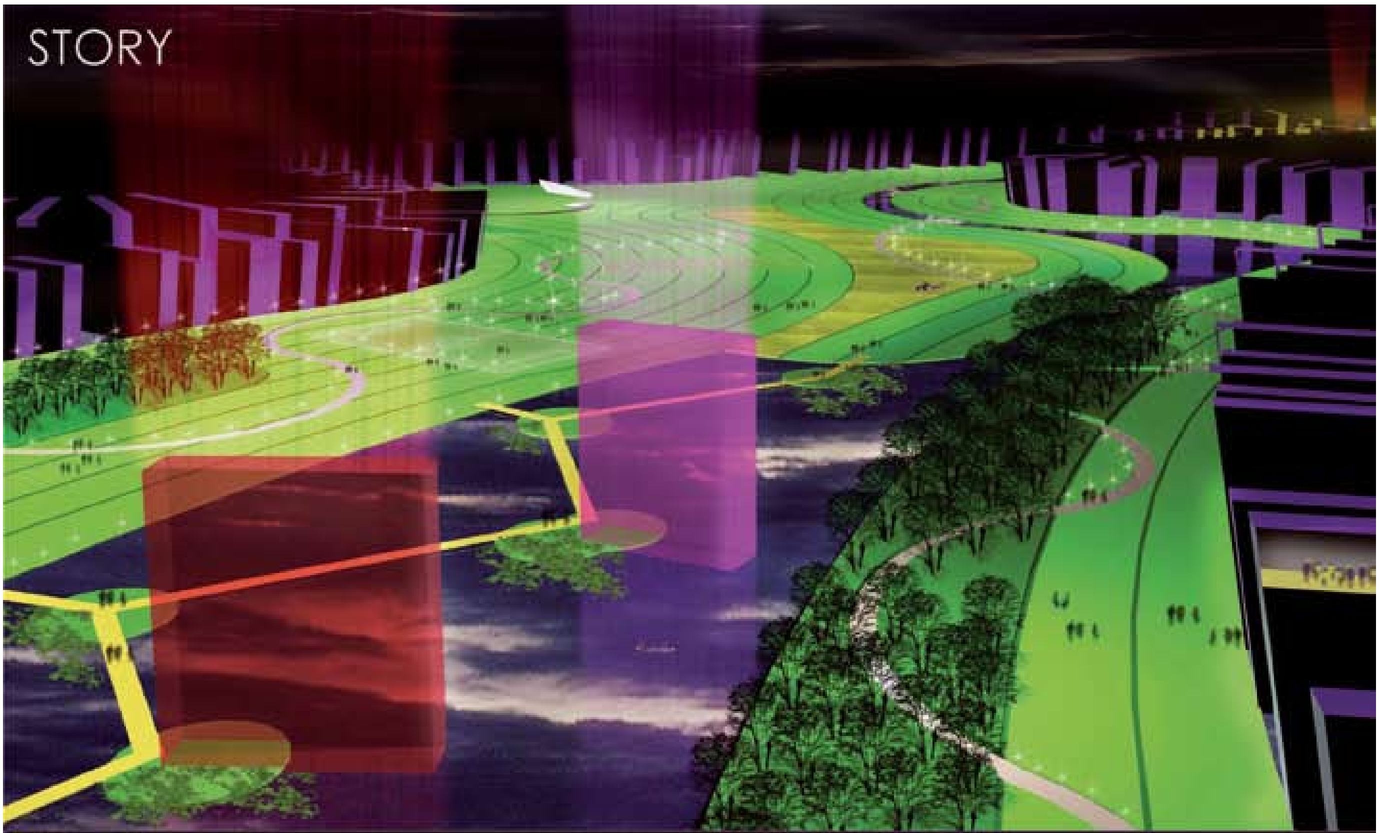
The service structure is considered from new, innovative, and ecological bases. The entry also features several social innovations. The service innovations include, for example, the idea of a mobile shop that comes to the client (a "shop-on-tracks" / "shop-on-rail-metro"). Public transport is proposed to introduce a "climate bonus card" which benefits the user through offering a certain amount of free fares in return for favoring public transport. The entry thoroughly considers the quality of life from the perspectives of residents of different kinds and ages. Several, varied ideas are proposed for living near water. The chosen images and illustrations do not always demonstrate the quality of the emerging environment in the best possible way, many of which are spatially unfriendly and weak in terms of scale. The area reservations for new pontoon-based residential areas by the Helsinki seaside are considerably oversized and cause expensive investments in transport infrastructure.

The entry is strongly based on the building of a new rail transport network. The scheme proposes to increase the prominence of the Helsinki-Vantaa airport. A high-speed railway would be directed from Turku directly to the airport. Railway tunnels to Tallinn and Stockholm are interesting ideas even though their realization can be considered uncertain. Extending the Espoo metro line to Kirkkonummi and the Klaukkala track to the Main railway track is natural if the land use proposed in the entry is realized. Despite some weaknesses (which can be relatively easily rethought and rectified) the general tone of this entry is positive and life-enhancing. Its balanced and convincing basic strategy offers a varied and flexible agenda and inspiring programme for future discussion and further study.




VISION 2050
"Emerald"
Greater Helsinki entity consists of two different parts: dense metropolis on the coast and regional frame of small towns and rural villages inland along the rails. Housing, service and work areas are developed along the "Green Bays" network. Green Bays strengthen local identities and increase the attractiveness of varied neighbourhoods. The green network binds together existing and new districts in the Metropolis area and in the regional frame.
REGIONAL FRAME
METROPOLIS
10 KM
OLD TOWN AND NEW ARCHIPELAGO
SUB-CENTER, area efficiency 1,0
DENSE CITY STRUCTURE, area efficiency 0,75
URBAN STRUCTURE, area efficiency 0,5
METROPOLITAN HOUSING, area efficiency 0,3-0,5
SMALL TOWN WITH CENTER IN THE MIDDLE
ECO-TECHNOLOGICAL PRODUCTION AREA
RURAL VILLAGES
GREEN METROPOLITAN NETWORK (GREEN BAYS)
GREEN RURAL NETWORK (GREEN SPINE)
AIRPORT
RURAL AND NATURAL AREAS
MAIN NEW EXTENSION AREAS
A NEW ARCHIPELAGO
B WEST COAST CITY
C EAST COAST CITY
"Emerald"

STORY



PREPARATIONS IN ARCHIPELAGO

For people in Greater Helsinki area water has a great meaning in many ways. As a nutritive product Finnish fresh & clean water has become an asset which brand value is higher than Coca-Cola. Water also represents constantly important nature experience for people in Greater Helsinki in the form of intelligently exploited seaside. Eligible well-being is connected to local food, contact with nature, energetic and rich cultural scene and returned traditions of collectivism like small local service units or closeness of generations in the family. Today, compared with 50 years ago luxury, in the sense of well-being, is affordable for all.

Liu can hardly wait this evening. It is the morning of her 8th birthday and she rings her grandmother's doorbell next door. They are supposed to drop in Shop-On-Rail-Metro together to buy Makinen fresh eggs to bake Liu's birthday cake. Liu will also choose the decoration for the party.

Liu's family lives on the 7th floor at one of the Open Sea terrace houses close to a "fishing village" residential area. Liu loves to take care of the tomatoes she grows together with her mom on one of the rental garden terraces of their house. Terrace gives to the sea. They enjoy a superb view of the Helsinki archipelago.

Her mother Susana used to work as flight attendant, but had to finish working because of decline in airline business. Decline is a result of a passenger bonus system, where less air traveling gives the best points. That is just one of the forms of practical emission trade. Susana doesn't mind staying at home for a year or two, though, as she is pregnant and her husband Lee has a nice and profitable job as water scientist. Liu's father Lee has a special relationship to the sea bay under their window: He is a member of a research group that succeeded to invent an agent that decomposes the structure of oil. By today the invention has helped to clean up 30% of the sea bottom in Helsinki seaside.

In the afternoon Liu's cousin's family from Jarvenpaa will take the train to Helsinki and they meet at a concert near the park where her favorite band "The CAPITALS" is performing in open air concert. After the concert whole family, three generations is going to have a dinner at one of the restaurants in the "fishing village". The home-baked birthday cake is served as a dessert.

After long consideration Liu has chosen "Four Seasons" -patterned decoration for her birthday, as she loves the nature like their whole family. They walk hand in hand along the pier when she suddenly stops and shouts: "Grandma! We must go back to Shop-on-Rail, we forgot to buy the eggs!"

BUSINESS IN GREEN BAY

In 2050 working hours are adjustable which has – among other things – reduced congestion. The need for traveling of individuals has become less also thanks to local integrated services. Still people do not tend to work at their homes too much. Instead traveling all the way to the office they have a chance to place oneself in one of the Working Oases, the kind of office cafés which are located in almost all neighborhoods. Perceiving environmental, ecologic issues is self-evident for people, as ecological choices in daily life has become the most cost-effective choices. This is done with the help of business innovations concerning transport, food industry, dwelling etc.

Local food logistics is one of the constantly growing business areas for the company, Eelis discovers this fact when reviewing the indicators of his logistic trade firm from last two months. It must be another signal telling about people's awareness of seeking environmentally more and more clean and fresh food products. The delivery time of raw material from a producer to the end-user has diminished dramatically. This trend has created new food economy: local production combined with efficient short-distance logistics has replaced a great number of freight transportation, which used to load nature unnecessarily.

Usually Eelis manages raw material logistics online staying in a Work Oasis near by his residence. Among other things he monitors logistic chains' efficiency and explores new market possibilities. Today Eelis has arranged a face-to-face meeting with the manager who runs the short distance delivery system at the Vuosaari Logistic Center. Eelis gets up at 8.30 with his daughter Awa, 5 years and son Jesse, 12 years. After having breakfast together Jesse rides a bike to school while Eelis walks with Awa to her daycare center which is located close to the local Mobility Center.

At customer service desk of the Mobility Center Eelis chooses to take the train to the meeting. Actually, he has all the modes of transport and vehicles to choose from, but when describing his plans for today, the Mobility Agent recommends him to use the train.

Base for the train network in Espoo bay area was founded already 40 years ago. The old network serves as a spine line to local short distance trains. Eelis is registered as traveler with his mobile chip at the gate. Machine says he has collected enough bonus points to his Climate Bonus Card to travel free today.

Eelis gets back from the meeting at 13.30. He picks Awa up from the daycare and takes her to get a snack at the city square. Mom will arrive shortly from her office. She works at the head quarters of a global aero fuel cell enterprise located in Otaniemi technology village. Eelis and Awa amuse themselves by monitoring mum's arriving train on Eelis's handtop device. The train arrives on time at 14.30. Mom takes Awa home and Eelis gets back to his Work Oasis for a couple of hours to check on the business. Everything is running smoothly.

Green Bay residential area offers a civilizing and inspiring environment for the whole family. Before dinner the whole family takes their bikes to one of the Green Bay's theme parks where they can monitor the state of their local climate. Monitors at the theme park indicate how much oxygen the park is producing. The family has joined a climate game where they donate one tree to the park monthly. They monitor on line how their donation affects the local climate. Every donation also adds to their Climate Bonus Account.

Eelis and Jesse notice Awa and their friends carrying footballs to the field and decide to join them for a game. Awa and Elina decide to rent a floating boat which can be used in water at Espoo Blue Bay as well as on land when exploring the green bay.

PRODUCTION IN REGIONAL FRAME

A true contact with nature is one of the most important values for people living in Greater Helsinki area 2050. This connection has been made possible to all by coherent strategy and good planning. Local food producers live and operate within good connections and short distance from the urban metropolis area. That enables quick delivery from field to the table. Energy efficiency is a keyword in many ways in everyday life. Because of clever alternatives modern people of 2050 have got rid of traditional possessiveness. The need to own a home, car, bicycle or land has become non-appreciated value. For enterprises this trend means rentable workers, machines and premises.

Makinen family runs a medium size farm on the Great Helsinki area. Their "Makinen Fresh Eggs" has become one of the leading brands in local food business, the farm has a strong reputation in good plant and egg quality in addition to top speed and ecological delivery chain.

Makinen family manages their egg production operations with the aid of interactive Raise-a-Chicken program. The degrees of eco-friendliness, space-efficiency, lifespan, individual happiness etc. must be chosen in the beginning of each chicken generation. The program counts automatically all the working expenses and incomes. The happier and more eco-friendly chicken farmer rises the better price he is paid. However, in consumer pricing the most ecological product is the cheapest, unlike 50 years ago. Martta Makinen is a woman with strong ethical philosophy and she can only think of raising the happiest sound chicken. All the chickens, produced eggs and dangerous wild foxes can be monitored through surveillance system. Chicken are gps-located with a chip in their wattle in case they go too far from the yard and get lost.

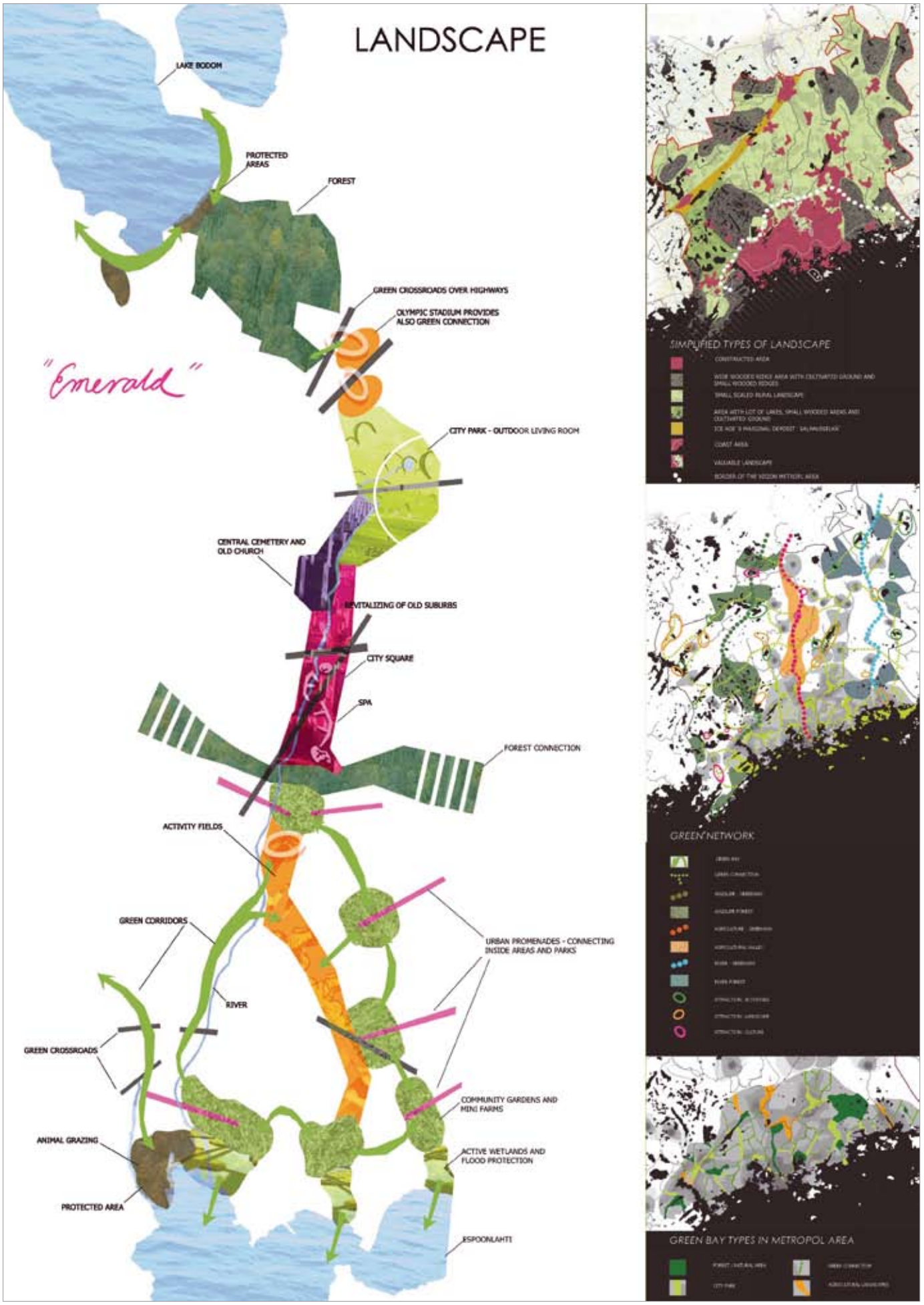
Conveyor carriers automatically collected eggs to an intelligent packaging line which packs the eggs for transportation both to local stores and home delivery chains. Each egg is rfid-tagged for enabling the end-user to read interesting information of chickens' life cycle, particular eggs' journey and the nutritional values. The customers in 2050 want to get their food fresh and clean, and Makinen farm takes this challenge with the help of modern technology like all the other local food producers of the neighborhood.

A local food farm requires workforce to feed the chicken and to keep the farm clean and everything rolling. Makinen farm has outsourced this maintenance to a farming service company. Mrs Makinen hires both the working force and the machines on-line from the company whenever she needs to. Farming service company presents their resource allocation and cost performance in real-time which gives the farmers a tool to plan their business and delivery schedules in advance.

Chicken and cultivation farming takes place in one of the Green Pods. The Pods also work as local energy production units in the rural areas of Greater Helsinki. Another success story for Makinen is a selection of fruits and vegetables, including apricot, lemon, cucumber, kumquat and kiwi fruit. Since the network of Green Pods was built, Finnish producers' competitive advantage arose very quickly. Importing several cultivated plants became unnecessary and the need for cargo decreased dramatically.

Martta is a member of Estonian Harley Davidson club. The journey to the club gatherings takes only an hour and a half with a GH railway train. Martta is very pleased with the train service: her online booking information goes directly to GH-train database. Based on booking information train coaches are sorted, green color-coded coaches drive to Estonia. Blue coaches stay in regional transport while red ones depart to St. Petersburg.

This month Martta is going to take a special gift to all her HD club colleagues. A miniature marmalade jar. She has recently released a new product: "Makinen Fresh Apricot Marmalade" – a delicious jam, that suits especially nicely as a filling of birthday cakes.

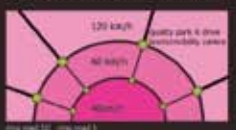

LANDSCAPE
LAKE BODOM
PROTECTED AREAS
FOREST
GREEN CROSSROADS OVER HIGHWAYS
OLYMPIC STADIUM PROVIDES ALSO GREEN CONNECTION
"Emerald"
CITY PARK - OUTDOOR LIVING ROOM
CENTRAL CEMETERY AND OLD CHURCH
REVITALIZING OF OLD SUBURBS
CITY SQUARE
SPA
FOREST CONNECTION
ACTIVITY FIELDS
GREEN CORRIDORS
URBAN PROMENADES - CONNECTING INSIDE AREAS AND PARKS
RIVER
GREEN CROSSROADS
COMMUNITY GARDENS AND MINI FARMS
ANIMAL GRAZING
ACTIVE WETLANDS AND FLOOD PROTECTION
PROTECTED AREA
ESPOONLAHTI
SIMPLIFIED TYPES OF LANDSCAPE
GREEN NETWORK
GREEN BAY TYPES IN METROPOL AREA

CONCEPTS

MAIN CORRIDORS OF MOVEMENT AND DEVELOPMENT IN SOUTHERN FINLAND

- South Finland Corridor (Stockholm - Turku - Lahti - St Petersburg)
- Coast Corridor, fast passenger trains (Stockholm - Turku - Helsinki - Kotka - St Petersburg)
- Eurasia Corridor (Helsinki - Tallinn/Baltic)
- Lake Finland Corridor (Helsinki - Lahti - Riihimäki)
- Inner Finland Corridor (Helsinki - Hämeenlinna - Tampere)
- Logistic Corridor (Hanko - Lohja - Hyvinkää - Riihimäki)

METROPOLIS ROAD HIERARCHY



METROPOLIS FORMS OF TRAFFIC

1. Pedestrian, bicycle, rail
2. Outdoor feeding traffic, pedestrian, bicycle, rail
3. Personalized public feeding transport, private cars, light traffic and rails

GREATER HELSINKI MAIN STRATEGIES

1. Metropolis Area
2. Regional Frame

Dense metropol on the coast, independent small towns and villages inland.

GROWTH PRINCIPLES

Expanding along shorelines and out to the sea.

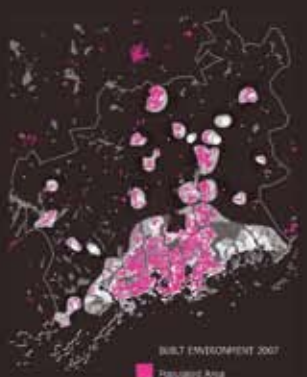
Green Bays.
Densification within the Metropolis Structure.

Development of regional frame. Small towns inland with rail network.

POLYCENTRIC GREATER HELSINKI

Polycentric Greater Helsinki
Greater Helsinki is a metropolis with various lifestyles, cultures, business opportunities and environments. Limitless of diverse character form a network of accessible nodes in the region.

LANDSCAPE CONCEPTS



GREATER HELSINKI IN MOTION

A sustainable public transport model has been developed based on an extensive network of rail connections. Radial rail links and circular cross links at focal points of particularly intense land use.

LINKING GREATER HELSINKI

Greater Helsinki must interact globally and nationally. The region can be reached with seamless trains from St Petersburg, Tallinn and Stockholm as well as Central and Northern Finland. Night connections and active harbours act as gateways to the whole country.

METROPOLIS PASSENGER RAIL NETWORK

Quality public transport system includes new rail, metro and light rail links connecting the existing lines and land use hot spots. The densest structure is found around stations. New horizontal rail links follow roughly Ring Roads I, II and III. Direct rail links develop connections to airport from eastern and western sectors of the Metropolis as well as Helsinki city core.

REGIONAL IDENTITIES & LOCAL CENTRES

WEST COAST TOWN
sports and leisure, natural values, relaxation, hiking
HIGH TECH TOWN
technology, head quarters, pioneer solutions, sciences
OLD TOWN
services, culture and sciences, urban life, business, tourism
CULTURAL TOWN
multi-culture, entertainment, ecology
EAST COAST TOWN
maritime life style, ecology, leisure
LOGISTIC TOWN
logistics, global services, business, cargo
GLOBAL TOWN
multi-culture, globality, media

SERVICES AND ENTERPRISES

GLOBAL SERVICES

- Places with reliable access to an airport with intercontinental and European flight services.
- Locations close to railway stations with rapid long distance trains to other big cities including North West Russia, Baltic region and Scandinavia.
- Close to ports and terminals handling intercontinental cargo
- Close to roads and public transport with rapid travel service to main centres in the Greater Helsinki area (including universities, financial headquarters, the political centre, central business district, cultural amenities and visitor's services)

NATIONAL AND REGIONAL SERVICES

- Regional services tend to be located in places with good access to main centres.

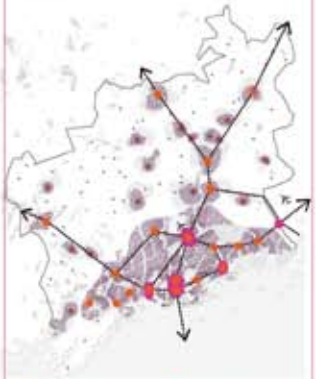
LOCAL SERVICES

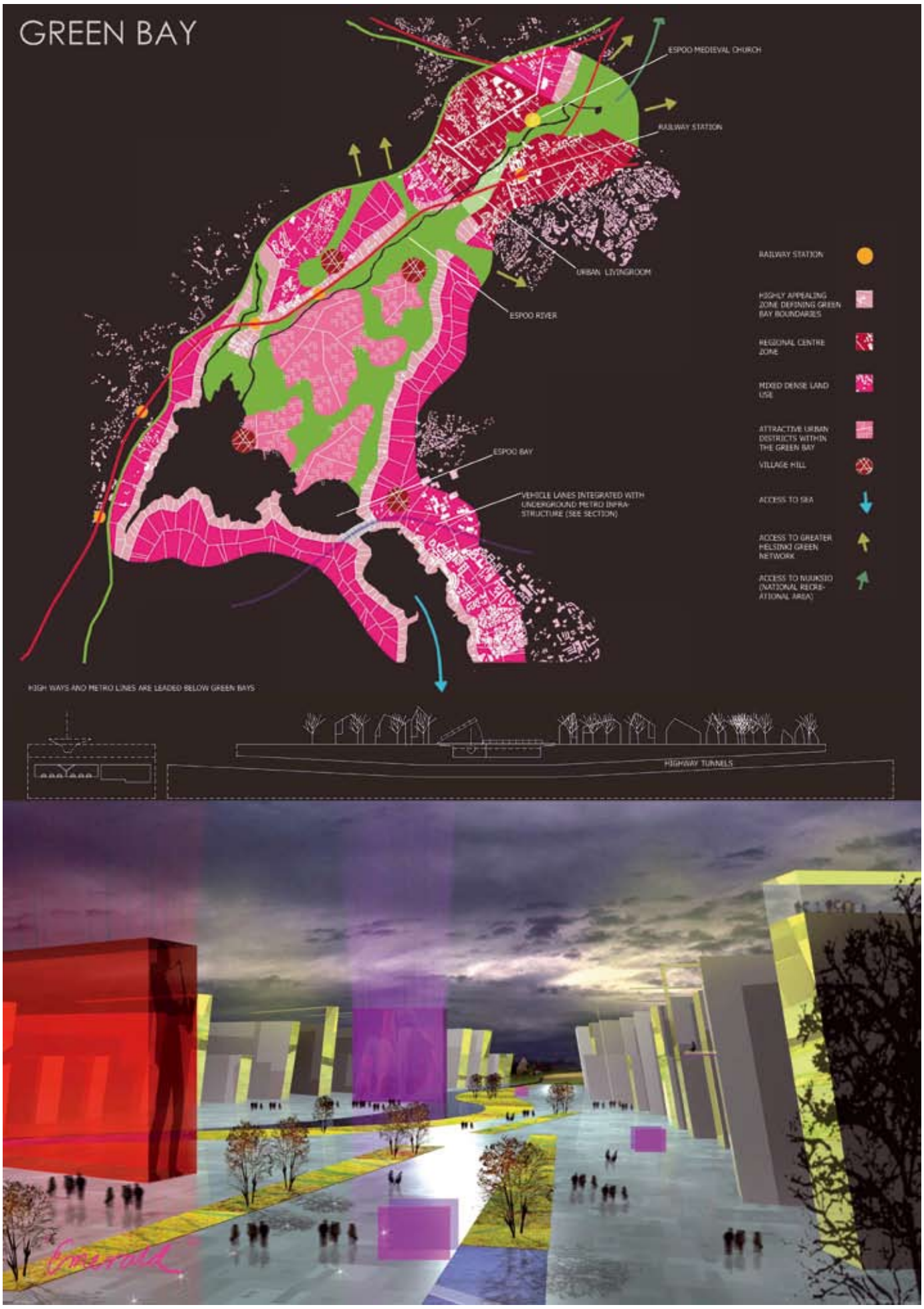
- Local services are spread out through out the Greater Helsinki region.
- Dense settlements in human scale urban centres, active use of light rail public transportation as well as increased amount of free time contributes to the operational preconditions of lively local services.
- Local shopping of daily necessities has long ago replaced regional hypermarkets. Services are mixed into the city structure, operate on line or are mobile, such as Shop-On Tracks. A typical neighbourhood in the Metropolis is the optimum place for "urban canaries" such as local activities and businesses.

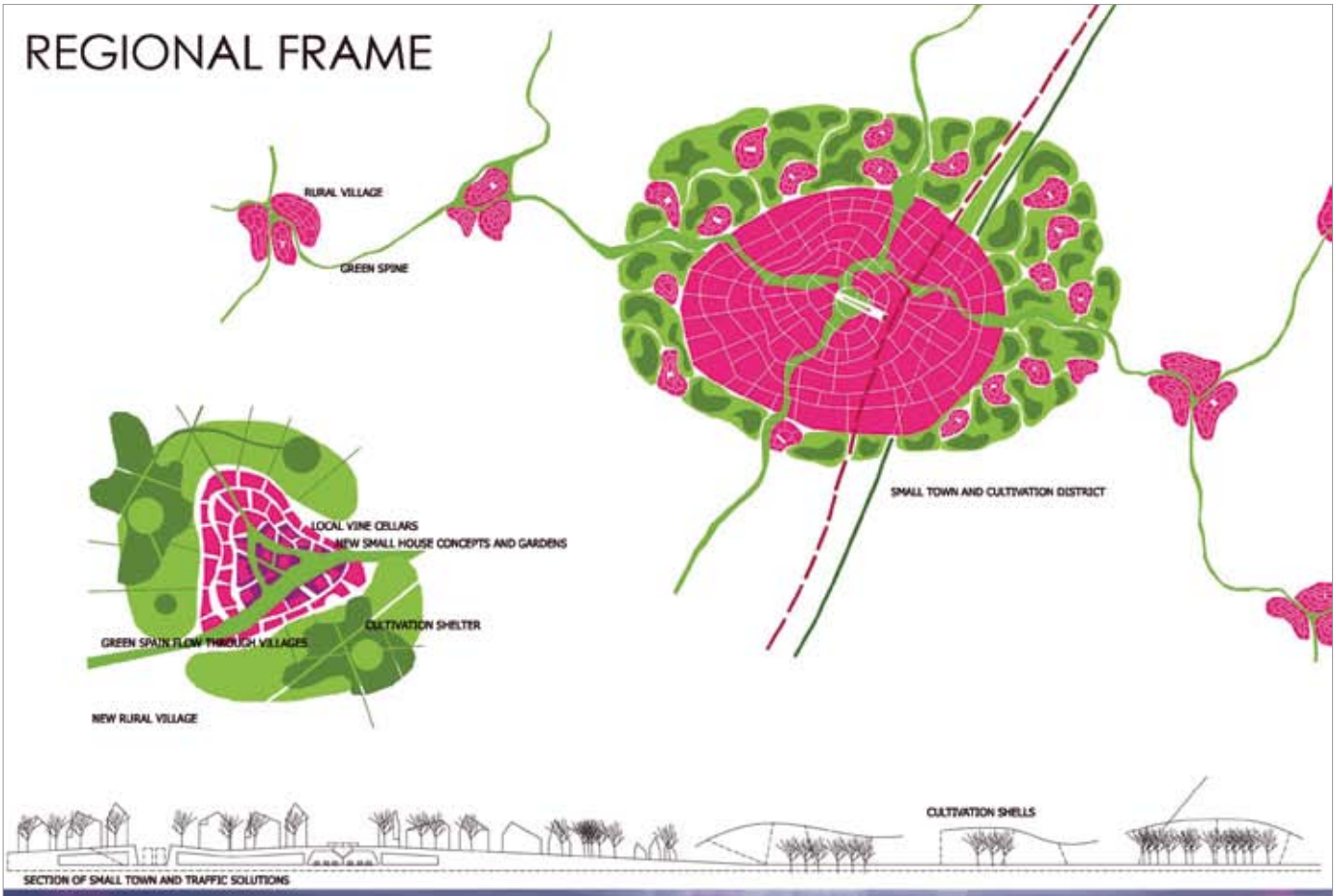
REGIONAL LOGISTICS

REGIONAL PASSENGER RAILS

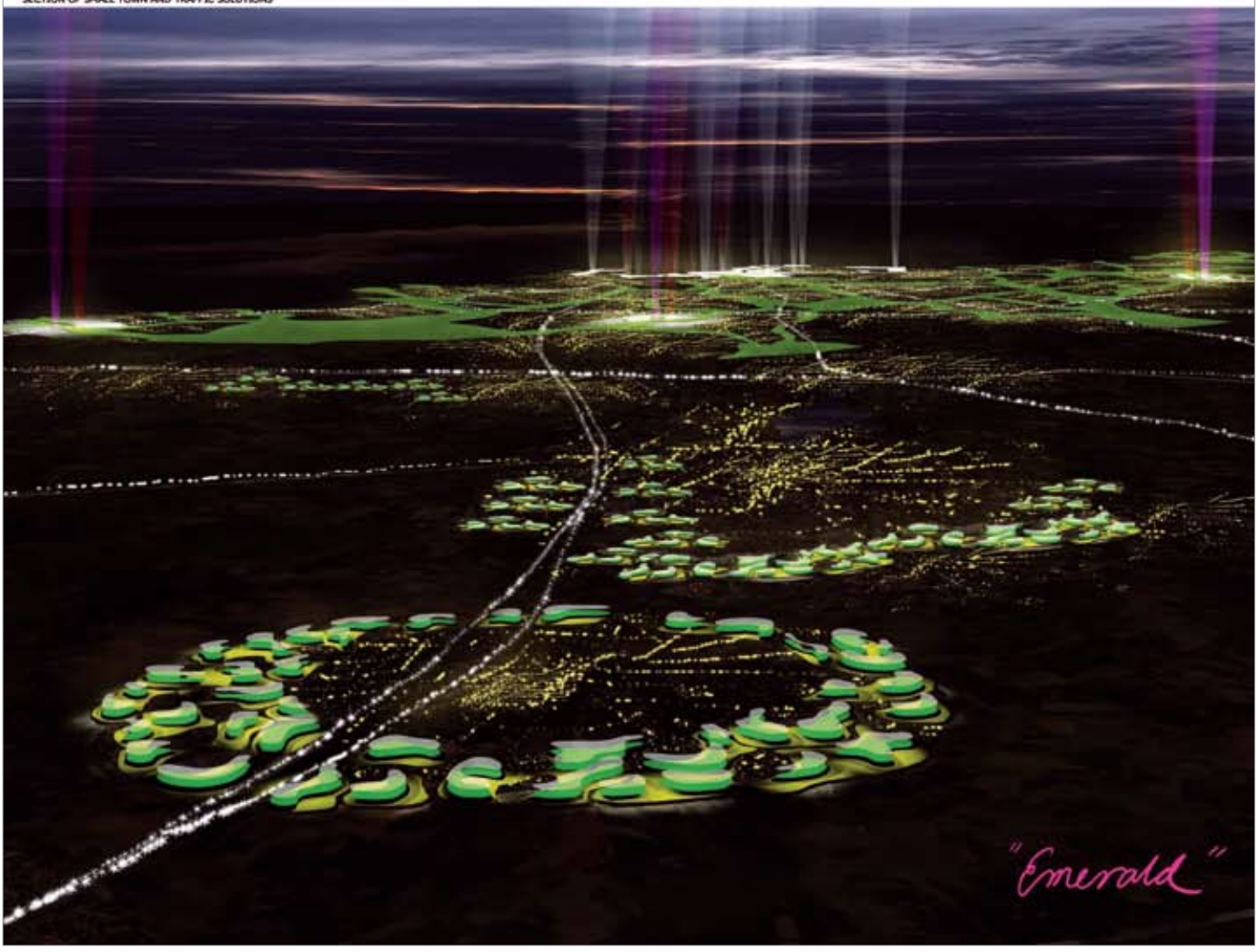
HIERARCHY OF ROADS




GREEN BAY
ESPOO MEDIEVAL CHURCH
RAILWAY STATION
URBAN LIVINGROOM
ESPOO RIVER
ESPOO BAY
VEHICLE LANES INTEGRATED WITH UNDERGROUND METRO INFRASTRUCTURE (SEE SECTION)
RAILWAY STATION
HIGHLY APPEALING ZONE DEFINING GREEN BAY BOUNDARIES
REGIONAL CENTRE ZONE
MIXED DENSE LAND USE
ATTRACTIVE URBAN DISTRICTS WITHIN THE GREEN BAY
VILLAGE HILL
ACCESS TO SEA
ACCESS TO GREATER HELSINKI GREEN NETWORK
ACCESS TO NUUKSIO (NATIONAL RECREATIONAL AREA)
HIGH WAYS AND METRO LINES ARE LEADED BELOW GREEN BAYS
HIGHWAY TUNNELS



SECTION OF SMALL TOWN AND TRAFFIC SOLUTIONS

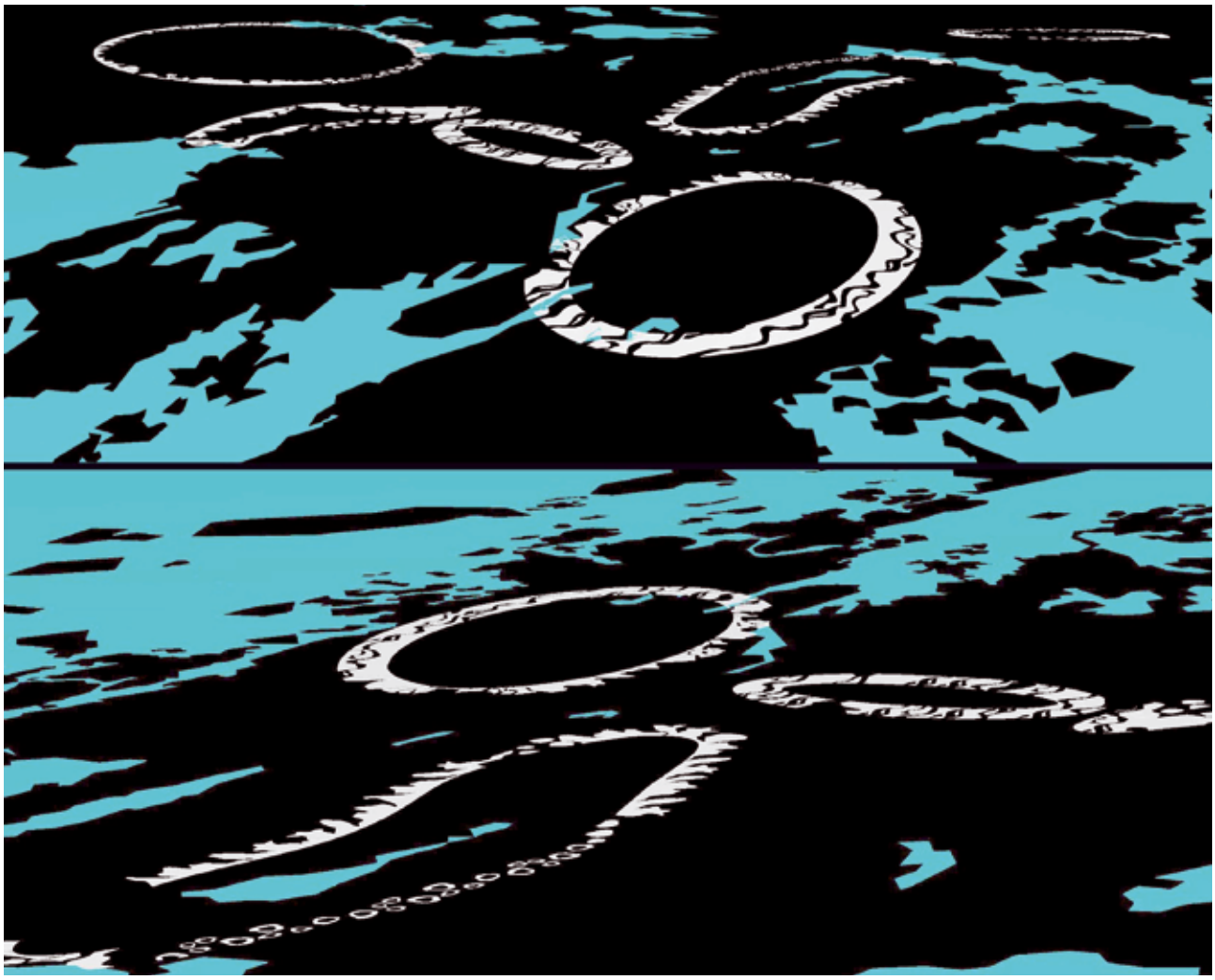


Joint 2nd prize, 80.000 euros, to entry no 15, "Boundary Strips"

An exciting, original and innovative entry whose basic premise is to channel additional building to the boundary areas between existing settlements and green open spaces. This attempts to avert the dispersal of the community structure and to contain the current sprawl tendency. The solution enables reliance on existing service and community structure as well as partly on the transport network.

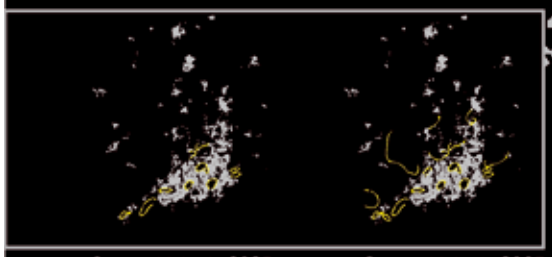
The idea is fresh and highly developable, even though part of the ring-form supplementary zones presented in the general plan are placed in too formal a manner on the ground. Especially the areas proposed around waterways are difficult to realize and need further study. However, the idea is applicable to highly varied situations and locations. The rich and diverse typology of building solutions proposed within the areas creates entirely new forms of urban space. The chosen area names referring to natural phenomena might also aid marketing the new places (atolls, islands, coast, glacier, meander).

New areas are proposed to be connected to the regional rail transport network via public transport routes encircling the area. The solution increases the length of the feeding traffic network and is thus not a particularly fast or cost-effective solution. However, the transport network can be further developed using optional routes that transverse the open areas, without radically affecting the environmental qualities envisaged. The proposed traffic feeds leads to a marked emphasis on connecting junctions which places special demands on the placement of the junctions in relation to the current area structure and transport network. The entry partly leaves unclear the development of the existing builtup areas and their relation to new areas and the transport network. Furthermore, the entry does not envision the lifestyles enabled by the new structure.



Greater Helsinki Vision 2050

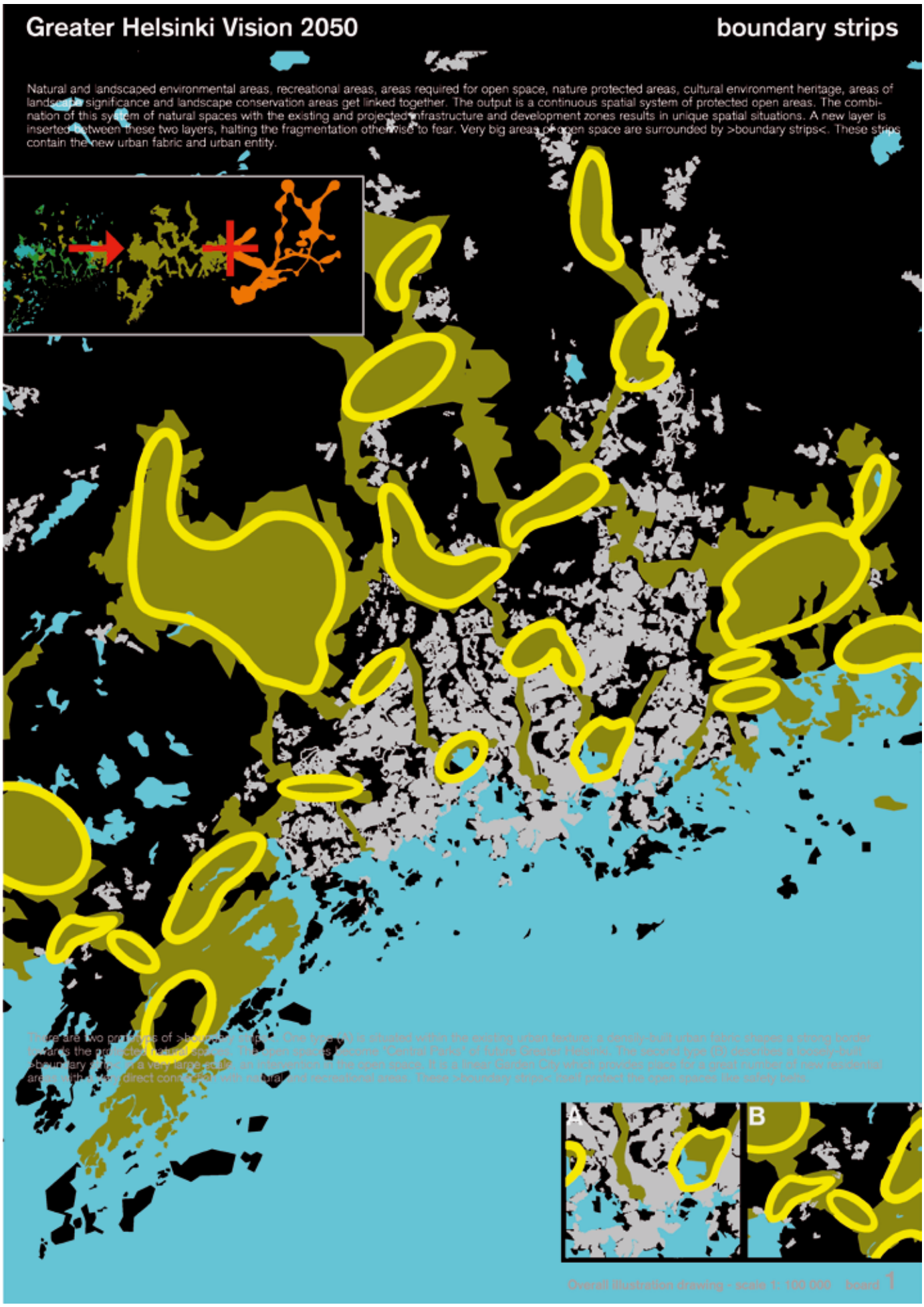
boundary strips

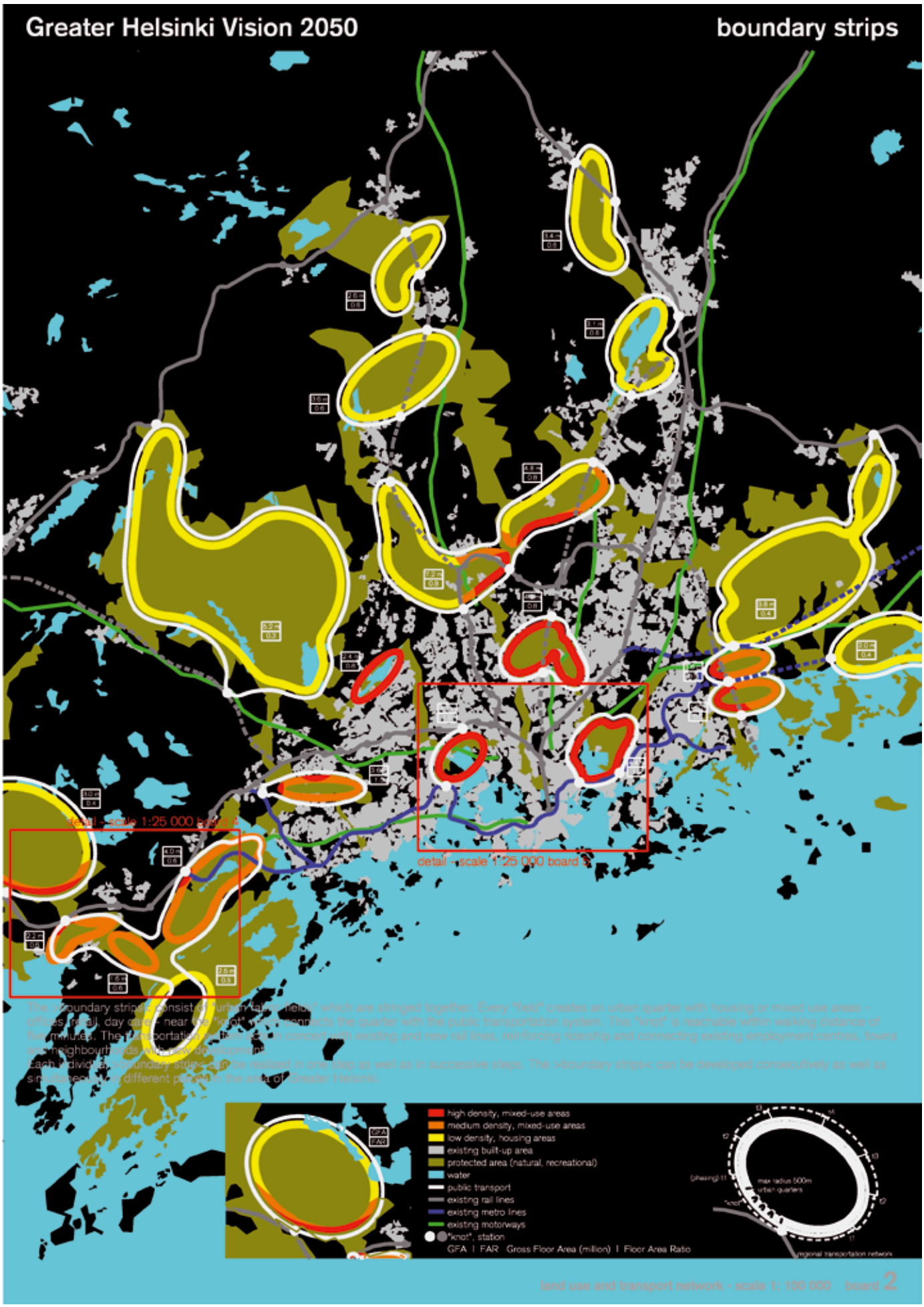


Greater Helsinki 2025 Greater Helsinki 2035

By developing Greater Helsinki the biggest challenge is avoiding the Urban Sprawl and creating very unique spaces based on the given regional geography - to make a difference between Greater Helsinki and other increasing european metropolitan areas. The key is to contrast between fullness and emptiness - or more precisely between emptiness in fullness and fullness in emptiness, to avoid eradicating the contradistinction, interrelate and correlate the full and the empty. The >boundary strips< strongly differentiate between built area and open spaces and assure a great many of possibilities for settlement with a direct relationship to nature. To maximize this advantage the >boundary strips< itself are - like fractal structures - fragmented in accordance with creative rules (boards 4 and 5).

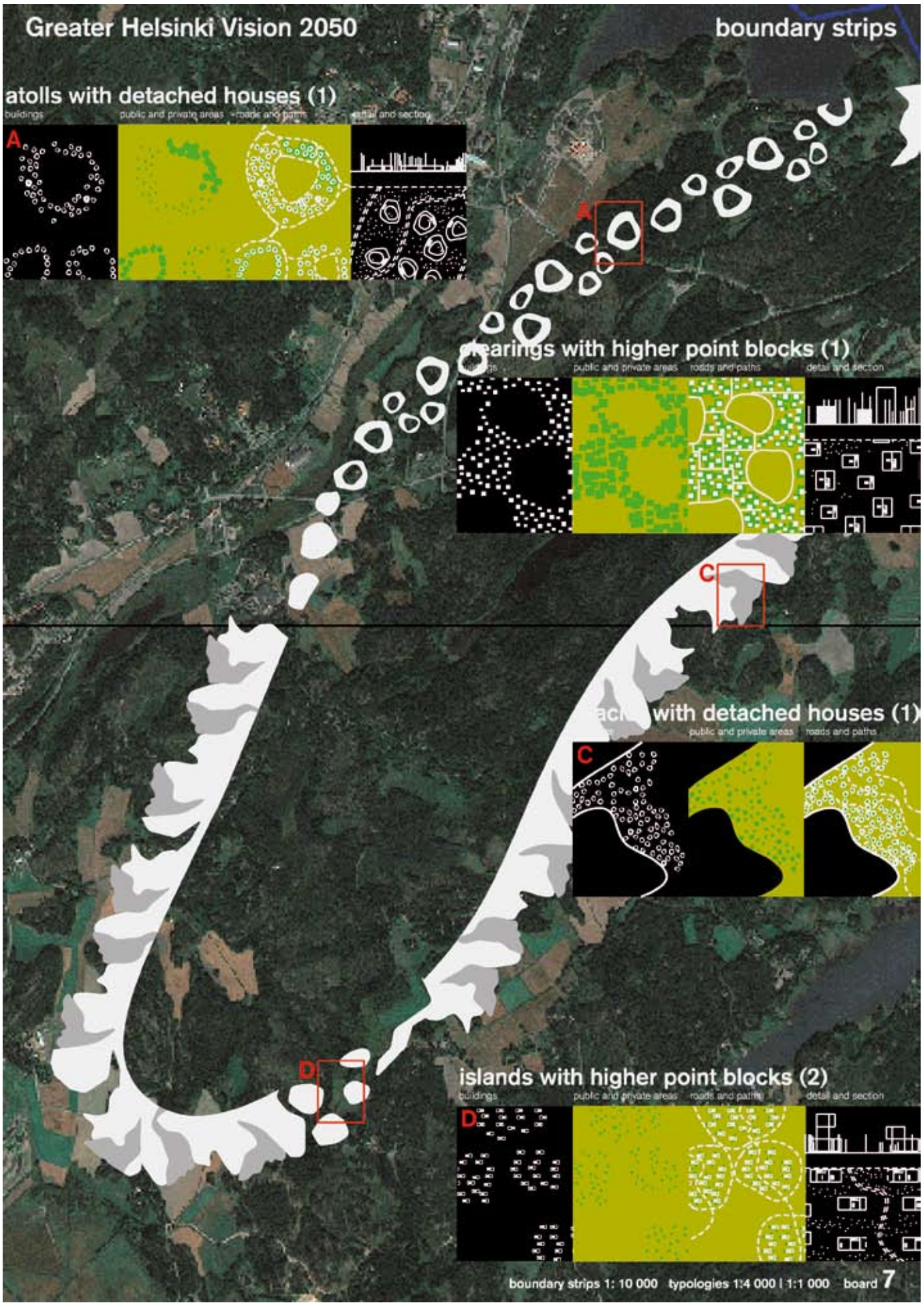
avoiding the Urban Sprawl - scale 1:100 000 board 3

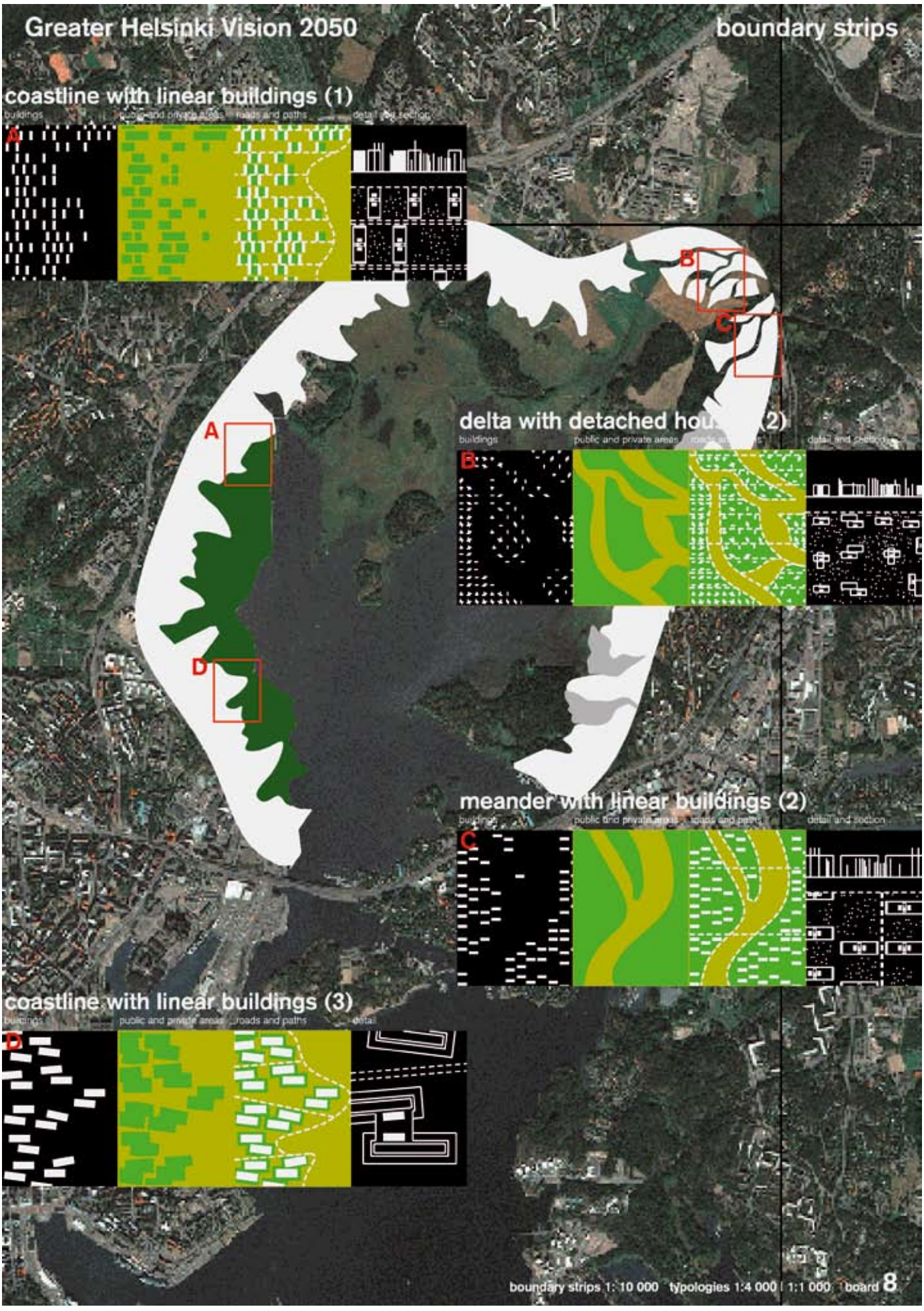

Greater Helsinki Vision 2050
boundary strips
Natural and landscaped environmental areas, recreational areas, areas required for open space, nature protected areas, cultural environment heritage, areas of landscape significance and landscape conservation areas get linked together. The output is a continuous spatial system of protected open areas. The combination of this system of natural spaces with the existing and projected infrastructure and development zones results in unique spatial situations. A new layer is inserted between these two layers, halting the fragmentation otherwise to fear. Very big areas of open space are surrounded by >boundary strips<. These strips contain the new urban fabric and urban entity.
A
B
Overall illustration drawing - scale 1: 100 000 board 1


Greater Helsinki Vision 2050
boundary strips
detail - scale 1:25 000 board 3
high density, mixed-use areas
medium density, mixed-use areas
low density, housing areas
existing built-up area
protected area (natural, recreational)
water
public transport
existing rail lines
existing metro lines
existing motorways
"knot", station
GFA | FAR Gross Floor Area (million) | Floor Area Ratio
max radius 500m
urban quarters
land use and transport network - scale 1: 100 000 board 2

Greater Helsinki Vision 2050
boundary strips
islands
atolls
islands
atolls
clearings
meander
meander
islands
meander
atolls
islands
The open space is regarded as an overall layer in which every form of development has its own typology of urban fabric. The dwellings will be clustered on "urban fabric fields" which are situated in the landscape depending on the existing "landscape layer". The built-up zones will be integrated and become part of the landscape thanks to this "camouflage". The project tests the idea of a metamorphosis in time from fields or islands of landscape to carpets of buildings within the >boundary strips".
clearings
meander
boundary strips 1:25 000 topologies 1:12 500 board 4

Greater Helsinki Vision 2050
boundary strips
coastline
delta
coastline
delta
glaciers
coastline
delta
glaciers
The design of the >boundary strips< is a revelatory construction of the city itself. The topography as found* creates the future development. Crosses the >boundary strip< a woodland, the new buildings for example may be arranged like hay poles, or planted groves. Crosses the >boundary strip< a lake, the new buildings for example may be arranged like islands...
glaciers
glaciers
boundary strips 1:25 000 topologies 1:12 500 board 5


Greater Helsinki Vision 2050
boundary strips
atolls with detached houses (1)
buildings
public and private areas
roads and paths
detail and section
A
clearings with higher point blocks (1)
public and private areas
roads and paths
detail and section
C
with detached houses (1)
public and private areas
roads and paths
C
D
islands with higher point blocks (2)
buildings
public and private areas
roads and paths
detail and section
D
boundary strips 1: 10 000 typologies 1:4 000 | 1:1 000 board 7


Greater Helsinki Vision 2050
boundary strips
coastline with linear buildings (1)
buildings
public and private areas
roads and paths
detail and section
A
B
C
D
delta with detached hou (2)
buildings
public and private areas
detail and section
meander with linear buildings (2)
buildings
public and private areas
roads and paths
detail and section
coastline with linear buildings (3)
buildings
public and private areas
roads and paths
detail
boundary strips 1: 10 000 typologies 1:4 000 | 1:1 000 board 8

Joint 2nd prize, 80.000 euros, to entry no 59, "Towards City 2.0"

An extremely interesting and in a positive sense idealistic entry which does not present actual strategic planning solutions but rather advocates a new type of planning and administration culture, activating residents to create information, innovations, services, and entrepreneurship on their own initiative. The entry is based on an apt and impressive analysis of different variables which will affect change in the metropolitan area's operating environment. These are presented as, for example, ageing population, climate change, constantly increasing mobility, the challenge for flexible and constant change posed to traditional towns by rapidly growing "slum towns", and the rise of individuality, new tribes, and a new urban privacy.

The proposed solution is an urban region where the individual can feel inspired and have a sense of making a difference (i.e. "I can, we can"). The aim is to strive for active civilian participation and involvement. The goal is a city which governs and builds itself. At the same time, this works in preventing continual sprawl by creating pull incentives which encourage and commit people to living in the city (a "pull back to cities").

The metropolitan area's central assets are seen to be safety and child-friendliness. It should be noted, however, that emphasizing strong civilian initiative can on the other hand also lead to the disintegration of community structure, the neglect of professional expertise and the opinions of so-called weak or otherwise passive parties.

The entry's central idea is the merging of the metropolitan area municipalities into Greater Helsinki with districts of between 10.000-25.000 inhabitants. The key figure of regional administration is proposed to be the mayor, and the Greater Helsinki area's administration has been envisaged, even to the extend of formulating the logos of different cooperative bodies. The area's administrative policies are proposed to be developed to a strong resident-based direction (e.g. "wikidemocracy"). Social innovations are presented to be the area's central developmental force ("Social Silicon Valley"). Various possible experiments mentioned in the entry include Z.E.T. or Zero Emission Town, where a district committing itself to a strict emissions policy can receive financial benefit in return. Interesting ideas regarding the utilization of new technology are also presented (e.g. a two-way interactive, map-based participation system ("Social needs mapping system") which is also to a great extent the basis for determining commercial locations). The entry emphasizes the development of public transport. Its goals include increasing the overall share of public transport to 50 percent. Central regional infrastructure investments are proposed to be the new railway connections to St. Petersburg and Tallinn.

In all a fascinating semi-utopian entry whose central ideas regarding decentralised power and decision-making need to be augmented, studied and discussed further as they make an interesting alternative contribution to the debate about how to deal with urban development processes.

Social Silicon Valley Manifesto

Towards City 2.0

We face massive change...

...of Social Superstructures:

Ageing:

Society is ageing. The emerging new demographic of healthy, wealthy elderly people will constitute an important and powerful part of the population. They are cash and time rich and have no obligation to work. What they will do with their time and money? Who and how they will be taken care of? Will they even need similar care than today's elderly? Consequences for urban areas are evident, if a major group of urban dwellers have no steady job and are reliant on other people. This means increasing density of living and a new city logic that is no longer bipolar – between work and home.

Climate Change:

Finland will have to cut minimum 60-80% of its CO2 emissions by 2050. The impact of this change has been compared to industrial revolution. CO2 emissions are everywhere: electricity production (24%), transportation of goods and people (14%), industrial production (14%), agriculture (14%) as well in land-use, for example cutting down forests and replacing green areas with buildings (18%). Hence, solutions are also everywhere. In the urban context, living densities will increase, average size of homes will diminish, sharing of scarce natural resources will increase, some forms of production will come closer to us and material consumption will be replaced by services. Public transportation will replace most private forms of travel.

Mobility:

The third phase of globalisation implies that not only countries and companies, but also individuals are under the power of global forces. Simultaneously, new technologies become or are born portable. Mass-immigration caused by climate change making dense areas in China, India and Africa unlivable will add to the flow of people. This leads into unforeseen mobility of people, cultures and values, maybe even radical changes to the concepts of home and steady living. If we wish to maintain some cultural capital in some areas of city, there must be conscious efforts to build its identity. It is also possible that HMR will not appear an attractive city to people with choice.

The Rise of Self-built Cities:

In 2050, half of the worlds population will live in self-built cities; informal settlements, slums. In an interconnected world, where "everything affects everything", this can have radical consequences even to cities which do not have slum-areas attached to them. New innovations may arise from the diverse, social and mobile living of slums. In a word, the rise of self-built cities will change cities at large. It is safe to estimate that we will see powerful hybrids of centrally built and planned cities and self built ones which will attract young and mobile individuals and communities.

...of Cultural Superstructures:

Individuality:

We are reaching a new phase in individualisation. Consumption and work are no longer sufficient forms of self-expression for the new individuals. They do not want to be passive spectators of spectacles or receivers of services. They require more direct participation than voting. They want more than consumer choice. Due to this new type of individualisation, people have a strong but basic need for voice. This poses extreme pressures on how cities are built, planned and governed. If cities are to meet this need they must offer direct and quick participation into their environment.

Peer Power:

The new individuals do not celebrate their individuality to a faceless mass, but to a chosen community. The new individuals wants their voices not only to be heard by a community, but also be seen as a useful contribution to that community. What motivates the new individuals is the self-actualisation and recognition of their peers. We see this everywhere: peer-groups are revolutionising healthcare and wellness services, peer-production is revolutionising software, media and cultural production; peer information is valued over official sources... City has to recognize that its social structure is changing from a work and family defined bipolar system, to a network of peers. Its social mission is to offer these peer-groups space, tools and help to shape the new public.

New Privacy:

The importance of privacy will grow. Digitalisation means most things we do will leave traces. The democratisation of media and the culture of DIY-celebrities have changed the way we perceive privacy. It can no longer be guided by laws and regulations on media and archives, since nobody is in control of the media and the digital marks we leave behind. Privacy instead becomes a practice. We give away parts of ourselves for some perceived benefits: self-understanding, better service or friends. Urban areas will have to allow people to have greater control over their identities and their desires to share their privacy.

...and we are inspired.

To make these unforeseen changes and challenges into opportunities, we have created the concept of City 2.0. It is a Social Silicon Valley that combines the best characters of HMR: innovativeness, Nordic Welfare and strong shared Commons.

Our starting point is a simple question: How to build an inspiring city?

We know what motivates and inspires people. People are motivated to innovate if they feel that they can express themselves to a meaningful community that recognizes their voice and finds it useful. This is what binds individual expression to a community: the growing need for useful, yet individually unique voice.

What we need is a city where everyone has a voice. Where everyone feels that they can, in collaboration with others, contribute to change. With City 2.0 we are entering a new era. From era of "I Need" of the 60's and 70's, via the "I Want" period of the 80's and 90's to the new spirit of the 21st century. We are witnessing the birth of a radically new era of "I Can" and, in the spirit of mass creativity and peer-power, an era of "We Can".

We Can build an inspiring city. We call this vision City 2.0, the Social Silicon Valley.

"Big dreams and decisions are necessary."

"The future is upon us. To cope and benefit from it, we need a new operating system and user interface for Helsinki Metropolitan Region."

Our Contribution:

The last 50 years of urban planning have not delivered the promised results, or created urban matter that captures our imagination. Still, we, our children and their children's children will live in cities. What will be our contribution? How to re-invent the city? The only way planning can deliver change and offer improvements in the quality is by engaging inhabitants in planning and implementation. For this purpose we have created a city that builds itself. The duopoly of state and business is over.

The Future Is Upon Us

The inevitable has happened: as we face massive change brought by the challenges and possibilities of tomorrow, we need a new way of thinking and doing to develop the Helsinki Metropolitan Region into all that a City can be. The right mix of innovative incrementalism and strategic leadership can answer the most pressing issues we need to deal with. The future is upon us. To cope and benefit from it, we need a new operating system and user interface for Helsinki Metropolitan Region.

Towards a User-Produced City

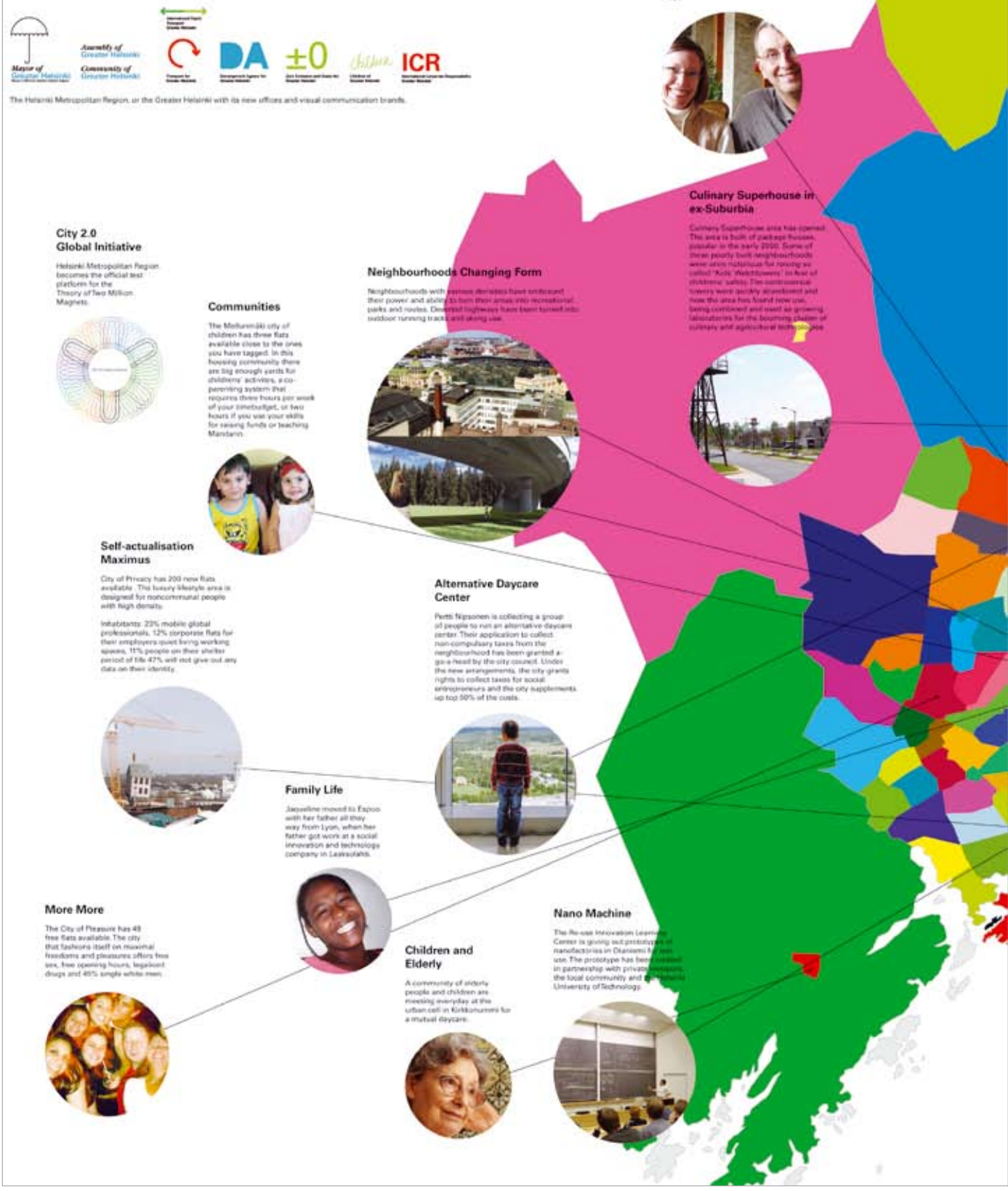
What positive, local development tools can we create instead of the present NIMBY-ism favoring complaint processes? Can we imagine a city-wide bottom-up open source innovation system that activates urban swarm intelligence? Our new challenge is to create a New Public - to link up communities with each other and create a city that fosters urban mass innovations for lifestyle, economy, planning, culture, ecology and services.

New Urban Strategic Leadership

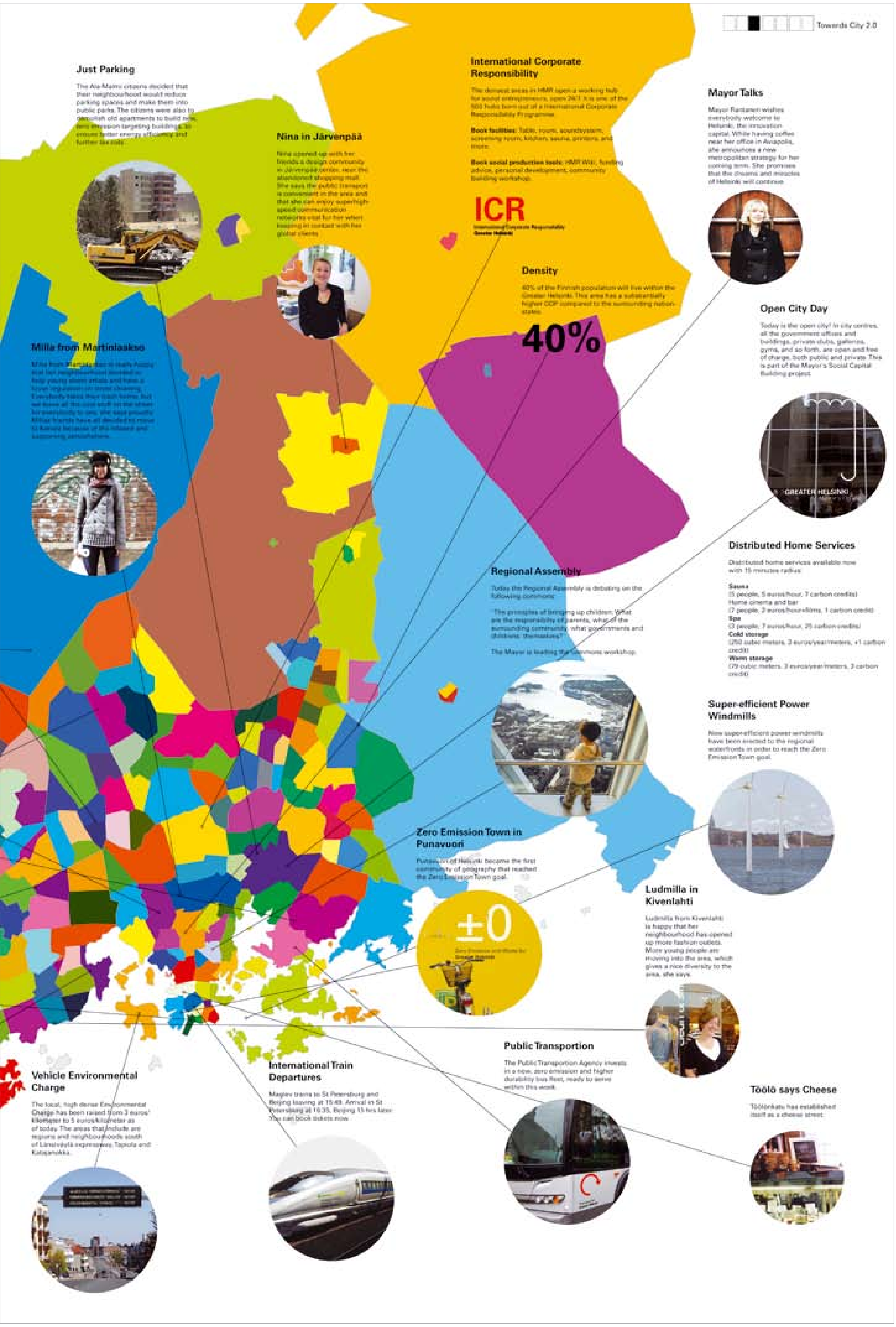
We will need a Helsinki Metropolitan Region Social Innovation Mayor and a HMR Development Agency. Big dreams and decisions are necessary. We propose creating a region-wide ambititious and visionary leadership level while shifting the power of applying and implementing the strategies closer to the local neighborhood level. This re-structuring of the urban planning, management and land use policy aims at creating a smarter, faster, livelier, and more diverse city for all.

A Day of Superdiversity

What can we imagine happening in Helsinki 2.0



The Helsinki Metropolitan Region, or the Greater Helsinki with its new offices and visual communication brands.


Just Parking
The Ala-Malmi citizens decided that their neighbourhood would reduce parking spaces and make them into public parks. The citizens were also to demolish old apartments to build new, zero emission targeting buildings, to ensure better energy efficiency and further tax cuts.
Nina in Järvenpää
Nina opened up with her friends a design community in Järvenpää center, near the abandoned shopping mall. She says the public transport is convenient in the area and that she can enjoy superhigh-speed communication networks vital for her when keeping in contact with her global clients.
International Corporate Responsibility
The densest areas in HMR open a working hub for social entrepreneurs, open 24/7. It is one of the 500 hubs born out of a International Corporate Responsibility Programme.
Book facilities: Table, room, soundsystem, screening room, kitchen, sauna, printers, and more.
Book social production tools: HMR Wiki, funding advice, personal development, community building workshop.
ICR
International Corporate Responsibility
Greater Helsinki
Mayor Talks
Mayor Rantanen wishes everybody welcome to Helsinki, the innovation capital. While having coffee near her office in Aviapolis, she announces a new metropolitan strategy for her coming term. She promises that the dreams and miracles of Helsinki will continue.
Density
40% of the Finnish population will live within the Greater Helsinki. This area has a substantially higher GDP compared to the surrounding nation-states.
40%
Open City Day
Today is the open city! In city centres, all the government offices and buildings, private clubs, galleries, gyms, and so forth, are open and free of charge, both public and private. This is part of the Mayor's Social Capital Building project.
GREATER HELSINKI
Milla from Martinlaakso
Distributed Home Services
Distributed home services available now with 15 minutes radius:
Sauna
(5 people, 5 euros/hour, 7 carbon credits)
Home cinema and bar
(7 people, 2 euros/hour+films, 1 carbon credit)
Spa
(3 people, 7 euros/hour, 25 carbon credits)
Cold storage
(250 cubic meters, 3 euros/year/meters, +1 carbon credit)
Warm storage
(79 cubic meters, 3 euros/year/meters, 2 carbon credit)
Regional Assembly
Today the Regional Assembly is debating on the following commons:
"The principles of bringing up children: What are the responsibility of parents, what of the surrounding community, what governments and childrens themselves?"
The Mayor is leading the commons workshop.
Super-efficient Power Windmills
Now super-efficient power windmills have been erected to the regional waterfronts in order to reach the Zero Emission Town goal.
Zero Emission Town in Punavuori
Punavuori of Helsinki became the first community of geography that reached the Zero Emission Town goal.
±0
Ludmilla in Kivenlahti
Ludmilla from Kivenlahti is happy that her neighbourhood has opened up more fashion outlets. More young people are moving into the area, which gives a nice diversity to the area, she says.
Public Transportion
The Public Transportion Agency invests in a new, zero emission and higher durability bus fleet, ready to serve within this week.
Vehicle Environmental Charge
The local, high dense Environmental Charge has been raised from 3 euros/kilometer to 5 euros/kilometer as of today. The areas that include are regions and neighbourhoods south of Länsiväylä expressway, Tapiola and Katajanokka.
International Train Departures
Maglev trains to St Petersburg and Beijing leaving at 15:48. Arrival in St Petersburg at 19:35, Beijing 15 hrs later. You can book tickets now.
Töölö says Cheese
Töölönkatu has established itself as a cheese street.

Superdiversity and Urban Implosion

We can not force people back to the city, we must pull them back.

The Future will be Dense and Diverse

The next century of urban planning and management all over the world will focus on combating urban sprawl. Ageing, climate change and the need for new public sphere are the central arguments for dense living. However, we can not force people back to the city, we must pull them back.

From Push to Pull

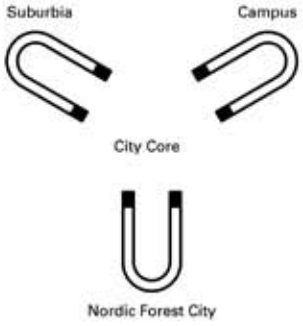
Our analyses show that the prime reasons for abandoning the urban for the suburban have been threefold: there is a feeling of a good deal. We get more for our money, few extra square meters and access to nature. Secondly, our lifes feel ontologically safe and sustainable in the suburbian single family houses. "This is mine, self-built and fully owned. I can use my yard at any time, it offers privacy and safety." Thirdly, the feeling of self actualisation is a huge pull to the suburbia. "No one can come and tell me what colour of flowers I should have on my front yard lawn."

From Three to Two Million Magnets

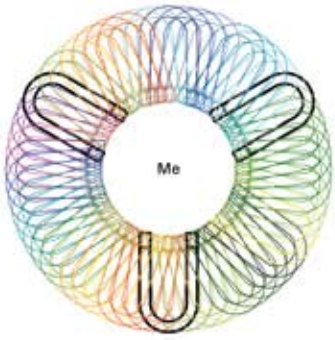
The late 20th century saw urban push and pull factors resulting in mass exodus both from the countryside and the city core. Now, with social innovation system of City 2.0, we are able to revise Ebeneser Howard's theory of push and pull factors. Instead of Town, Country and Town-Country, we propose two million magnets for the Helsinki Region, that we can pick and customise ourselves. City 2.0 offers people more than just living space, it becomes a platform for self-actualisation. By tweaking the pull factors of the super-diversified neighbourhoods, and supporting a mixed, yet highly specialised living and working environment, we can launch the re-urbanisation of life.

19th Century

20th Century



City 2.0



City 2.0 is a concept for building attractive, dense and diverse urban communities.

City 2.0 is creating pull for urban areas by offering: personalised services via participation; systems distributed resources to maximize the usage of scarcer space and natural resources; a platform for self-actualisation; incubator for ontological safety via new measures on privacy; speciliced spaces for families.

City 2.0 is a truly global phenomena. It is part of the last megatrend we are likely to see: peoples' growing need for their own voice. Their actions are to be seen, heard and felt in everything they do. Not only in their clothing style, personalised summer cottages and blog posts, but in their everyday life, which in 2050 is life in the city. Therefore the city becomes self-built and moulded to its citizens needs and dreams.

The Fantastic Four

Our present city can be seen to be divided into four types of environments. City 2.0 will diversify these four basic types to create a region-wide mosaic of increased specificity and locality.

City Core Today:

City Cores are what we recognize as centers where services, flows of people, goods and information mix and collide. City cores are the result of multiple re-iterations of land use and contain the highest land values and densest development. City cores attract specialised business, retail and residents who benefit from good connectivity and proximity of a maximum number of addresses.

Nordic Forest City Today:

The modernist city refers to post-war housing projects which mostly reflect the ideology of the nordic forest city, and features mostly midrise buildings in low- or mid-density settings.

Suburbia Today:

Suburbia refers to the single-family housing areas build apart from urban structures, which envelop the metropolitan region. These areas offer presently only housing with minimal levels of other services, and rely heavily on private car ownership and cheap supply of energy.

Specialised Campus Today:

Specialised campuses are activity clusters which are located together for synergy reasons. Business parks, university campuses, ring-road shopping strips and industrial zones are single-use areas which are isolated from the surrounding urban structure.

City Core 2.0:

From a strategic point of view, Helsinki and the region needs multiple real centers, and City 2.0 gives both strategy- and local tools to further develop and specialise existing and future City Cores in different ways.

Nordic Forest City 2.0:

Strategically, these areas will be sensitively densified both with new types of housing and services, but also with a new focus on working and production facilities. From a bottom-up point of view, it is important to enhance and develop the role of local nature and setting, foster local entrepreneurship, and rejuvinate old shopping- and service centers.

Suburbia 2.0:

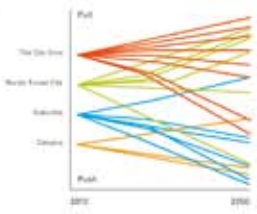
Suburbia will be the area to first tackle the challenges of rising prices of energy and enforcement of environmental sustainability. The ability of these areas to develop public transport, services and jobs to low-rise / low-density areas will determine which neighborhoods stay linked to the metropolitan region economically and socially, and which are abandoned, returned to agriculture or evolve into "finn-favelas", informal villages with local economies.

Specialised Campus 2.0:

Campus areas will be enriched by bringing a more diverse mix of functions to complement the existing core activity. By adding housing, services, recreation and offices to campuses, they are most likely to develop in new City Cores for the region.

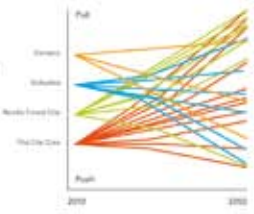
Estate Usage Cost

is the share of income the dweller spends on electricity, heating, water, security, maintenance and transportation in daily routines.



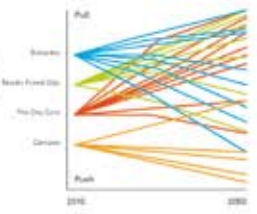
Estate Initial Investment

describes the percentage of income one has invest to gain accomodation in the area. This does not refer to how good the investments is, but rather to how large the first, initial investment is.



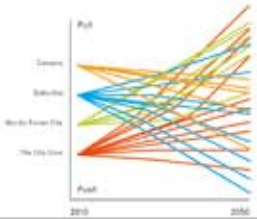
Perceived Child Friendliness

is the most quoted reason for moving out to the sub- and exurbs. This notion poses one of the biggest challenges for for HMR 2050. We are proposing a series of tools to increase perceived child-friendliness. This is as much a structural as a marketing effort. In reality, cities and suburban areas pose equal amounts of risks to children.



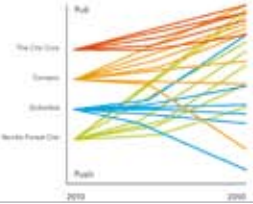
Ontological Safety

is confidence, or trust, that the natural and social worlds are as they appear to be, including the basic existential parameters of self and social identity. Today people are confronted with an ontological insecurity in a "runaway world" that seems to perpetually slip from their control.



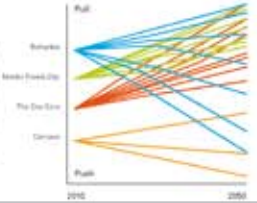
Access to Services

refers to the time and money one has to spend to access public, social, and private services.



Access to Self-actualisation

refers to the ability to express oneself in lifestyle, worklstyle and dwellstyle. Being able to say: "this is my home, I want to live like this, and build my world" is all part of self-actualisation, even when the results unpredictable. But finally, self-actualisation is not something you aim for, it is something that you do



Governing with Rules, Platforms and Tools

Public leadership cannot deliver a new city to its people. A city has to be created by the people living there. But public leadership can create the platforms and infrastructure, the tools and rules that make that process of mass innovation easier.

City 2.0 Combines bottom-up approach with leadership

Instead of imposing yet more targets and performance management, we need a different picture of how public services could be organised. The key to this will be to see service users not as consumers but as participants. Postwar public services were built around a paternalistic ethic of professional control and expertise. The current reforms challenge professional power with an ethic of consumerism and choice, but are overlaid with a heavy dose of top-down managerialism. Instead, reform should start to be guided by an ethic of participation and self management, coupled with appreciation of leadership on all levels: mayor as the communicator of the Commons, social entrepreneurs as heroes, amplification of the voice of community leaders that know the needs of their communities.

City officials will have to take leadership as well. To make City 2.0 possible, public services will have to promote cultural change—motivating people to look after themselves better, not just delivering a service. Similarly, motivating children to want to continue exploring and learning should be one of the main aims of the educational system. In future, professionals should act as persuaders, counsellors and campaigners, as well as delivering a service; they should encourage people to acquire the skills to help themselves.

The First Social Innovation System for a City

The social innovation system of the Helsinki Metropolitan Region implies a new kind local government. At the core are the citizens and their communities. Local administration supports their ideas and motivation to create new tools for improving their well-being. This support is channeled through the 'city cells', arrondissements or neighbourhoods that consist of 10.000 to 25.000 inhabitants. The support can be money, expert services or space. At the top is the mayor of the metropolitan area. His/her duties consists of three areas:

1. The mayor is responsible of anticipating and conducting foresight work concerning big structural challenges and reflecting these challenges to the administration work,
2. The mayor prepares and takes responsibility of the long-term risk-investments,
3. The mayor conducts the on-going political discussion on the survival of Commons and the values grounding them.

The elected regional assembly and the mayor define the core values, Commons, that guide the entire public administration.

Open Leadership – People Powered Change

Open Leadership collaborates with the Mayor's office. The Mayor's office works with the social entrepreneurs' community and coordinates their use of public sector resources. This is where Commons kick in. Open Mayor defines city's Commons with the council. The commons are made to attract social production, or what is called commons-based production. Recent examples of it are Linux and Wikipedia. They are governed by special types of leaders, who do not command, control and oppress, they motivate and attract by creating conditions for creative self-organisation by articulating compelling goals to unlock the capacity of others to reach these goals.

City 2.0 needs to motivate innovation and empower self-actualisation. We are motivated to do new things if we are allowed to. Closed leadership is too slow as decisions have to be passed for approval to an often homogeneous elite. Command and control may impart drive to an organisation for a while, perhaps during crisis, but over the long run it undermines motivation and initiative. The closed model of leadership, like the closed model of pipeline innovation, is increasingly outdated in a era of mass creativity and participation. The traditional managerial leadership practiced in present city planning and government is often at odds with innovation.

Open leadership means that anyone can start a concrete project, that can spread throughout the city. For example, I can start working on a community center for my neighborhood. I initiate the programme by posting it on the town board. Resourcing is where the city is most involved. A peer group and a city-appointed social innovation expert will help plan what it takes to set up this type of thing. An important part of resources are people with specific skills required and willingness to work for the project I initiated. Also public sector resources and money are important, yet often over-appreciated resource. To complement pulse funds, there are a multitude of alternative funding methods: business partnerships, local charities, funds for development of the Commons as well as combination of city funding and 'voluntary taxation'.

Tools

Public sector by itself innovates only a minor part of the steps required for improving the society. Yet public authorities have significant means to stimulate mass innovation from the public. Different forms of resources - money, expert services, space, communication channels and concrete tools - offer citizens tools that can release slumbering potential and turn dreams into reality.

Examples of Tools:

1. From public space to public-private spaces for communities
3. The mixing hub, a space for business-, social entrepreneurs, children and leisure
4. Social entrepreneurs, providing innovation and meeting social needs
5. Scattered and shared luxury: making most of the best
6. Wikidemocracy, direct participation into policy making budgeting and planning
7. Open day, a day when all public and commercial space opens for HMR inhabitants
8. Distributed home, extending the private realm into public spaces
9. Innovation laboratories functioning as intermediary bodies providing a mix of development and financial support.

Rules

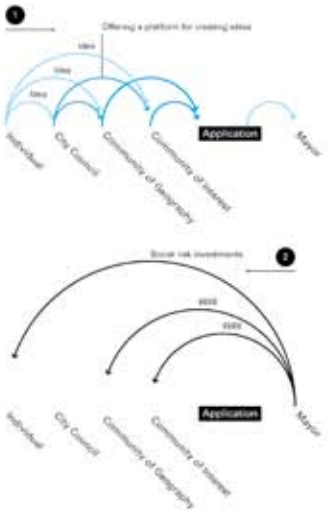
Democracy should not be so much a form of government as a set of principles for structuring the interaction between diverse participants, given the combination of autonomy, diversity and interdependence that people and organisations exhibit. Rules are simple principles that define people the platform of mass innovation. They tell us what are the boundaries of meaningful action and what to strive for.

Examples of Rules:

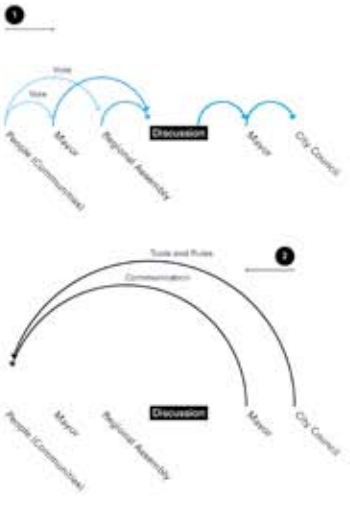
1. Guerilla citizenship -networks, come up with a plan and execute it
2. Tax free Citizen-to-Citizen -services, to kick-start support economy
3. Tradeable personal quotas of scarce resources, such as annual CO2 emissions/ individual
4. Demolish to Develop, kickstarting urban metabolism
5. Contained Density, highrise building for limited areas

"Organisations and cities that want to innovate, have to take risks and learn from failure. People have to try, fail a bit, learn, adapt, and try again."

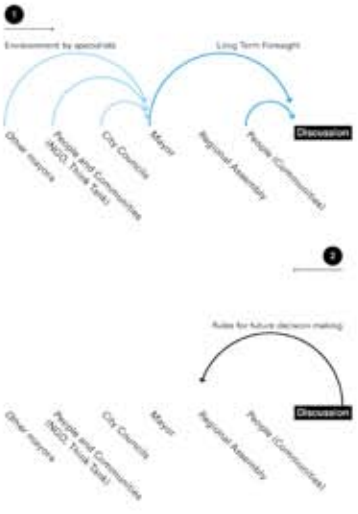
Social Risk Capital
Process Flow



Commons Based Production
Process Flow



Long Term Foresight
Process Flow



Social Risk Capital

To make politics work, political leaders must be able to focus on problems that they do not know how to solve, and mobilise people to generate long term solutions. This is done through offering citizens platforms for creating ideas and then investing in the most potential ones.

Efficient use of social risk capital requires an attitude that celebrates failure. Public and foundation funding for high risk 'blue skies' R&D in priority areas, deliberately aiming to generate a wide range of options that can be tested, observed adapted and improved, with an assumption that a significant proportion will not work.

One form of social risk capital are the hubs for innovations. Public agencies, foundations, corporations and individual philantrophists providing core funding for intermediary bodies like innovation laboratories, that can then provide a mix of development and financial support.

This approach needs to be based on the values that matter in developing the solution, rather than simply the excercise of command or the certainty of conviction.

Commons-Based Production

The fundamental question for 21st century politics is how to combine market economies with other kinds of value - social, cultural, environmental, public and moral - in ways that sustain our societies and our natural environment, and align economic production with human needs. This is all about safe-guarding the survival of Commons.

Many of these problems stem from the fact that we do not see how our personal choices are linked with the Commons on which those choices depend on. Using plastic bags at supermarket or driving children to school are everyday examples of personla choices where the wider consequences - social, environmental or economic - are not properly acknowledged. We need institutions to help us see personal choices in relation to the common good, and to ensure that public decisions carried out through representative structures protect the Commons.

The ability of political leaders to project and communicate a sense of purpose, renewal and progression is pivotal to their perceived political success. Commons-based production offers something much more fundamental and potentially radical: mental tools that allow for mass participation.

Long Term Foresight

The real authority of leaders is rooted in this ethical imperative for addressing the major challenges that face society. Together with deep and widely shared understanding of the Commons, this kind of long-term foresight forms the vision of the desired future. In HMR foresight is conducted on a distributed manner. There are many highly sensitive probes - citizen-led NGOs and think tanks, networks between differing authorities and real life R&D test groups - that communicate rich view on alternative futures. A key duty of the Mayor is to activate public discussion of longterm challenges and secure that all the communities are aware of them.

Bottom Up, Top Down, Side by Side

Strategy into the local level.

Examples of visions and strategies taking place in the city, and in local neighbourhoods.

Bottom Up Case Study

Dream of a new daycare center

Mr. Gengulva had a problem. A father of two had been disappointed to commercial and public day care offerings. There children's play was only about fun, there was a lack of meaningful and equal contact with others "why should children spend their time with only professional teachers and carers? Why are learning and play not integrated?" He had an idea: Kids town.

A manifesto is posted on the citizen-wiki

Having talked with several other single parents they formed an new manifesto for learning the city council's citizen-wiki: "The school system is meant to create opportunity and advancement. Yet any system of ranking is bound to produce failures as much as successes. Indeed, far from encouraging people to learn, formal school trains many people to turn off. School creates the impression that learning is something we do only in special places, at special times in our lives, with the help of special people: accredited teachers. Education is seen as unworldly: to learn is to be cut off from the day-to-day world. By extension, that world cannot be about learning. Education is not seen as a personal project of self-development, but rather a process of certification: to show that you have learned what the system expects. We don't want this. We want be part of our children's life. Join us!" The manifesto caused a lot of interest.

Pilot is born

The required forty interested people communicated interest on the project, that is when the Mayor's Office's Automatic Seed Funding (tools #16) kicked in. The final product of the social innovation process was a pilot "Kids Town in Mellunkylä". To facilitate parental participation into children's education the HMR offered space, pays compensation for the parents employers for the hours used in teaching children and pointed a city official, a principle for Kids Town, that facilitates the community's relationship with HMR, the surrounding urban environment and its actors.

A social capital turns into an export

Mr. Gengulva did not stop there, being an avid and admired social innovator he is now working on attaching elderly people's housing to Kids Town to unlock even more social potential meet the needs of the HMR citizens. Bringing together two groups of time-rich people for intergenerational nurture and learning.

The housing community has big enough yards for children's activities, a co-parenting system that require three hours per week of inhabitants time-budget, or two hours if they share scarce skills, such as teaching mandarine, empathy skills and appreciation of beauty. Gengulva is now millionaire, he established the concept and sold it to China, where there are now over three hundred Kids Towns. "But that's not the point. Me and my children have learned so much from other families that it would be a miracle if this social capital wouldn't not show on the bank accounts as well."

A view from the 6th floor of the mega-courtyard suitable for children and their families.

Bottom Up Case Study

Metro station here please!

Location specific technologies are also used to amplify transportation needs. Inhabitants of HMR are asked to tag places where they would like to see public transportation stops. When these are cross-referenced with the location data of mobile phones as people move by we get an accurate picture of the city's moves and most importantly on how it would like to move. "Tags also give softer data that helps us to target certain types of bussers to certain routes at certain times.

Drunken teenagers have very different needs from families with kids', says Johan Salo, the city council chief of public transportation expansion. "The real victory of the people initiated public transportation planning was the opening of Metro in the island of Helsinki. "We had no idea people wanted to access them via rail, before we were told by fanatic taggers!"

Mandy has scattered her homes to London, Zurich and Helsinki, and she is one of the happy people who got a metro station near her Helsinki home. She can now access the airport and the international railway terminal with ease and comfort.

Bottom Up Case Study

Smells like innovation!

Töölönkatu establishes itself as a cheese street. Behind the smelly facelift is the interplay of two technologies: social bookmarking (or "tagging") and location specific technologies. The new consumer emancipation tool What-I-Really-Like is simple. It means that we can amplify our consumer choices. "This was a good shop." "This is the best coffee in town", etc. tags are shared with friends and passers by.

Together with city's effort to maximise shopping area diversity and giving specialised street with three or more shops of certain genre a tax break hundreds of specialized shopping streets have been found (the latest being the smelliest of them all, the cheese street). Shoppers on the Töölönkatu's first cheese shops tagged the shop to the extent that it started to appear on the city's consumer needs -map. "What-I-Really-Like is an amazing tool. We get a picture of what people really want and think of our business." Thomas Johansson, the cheese shop owner explains. Consequently the street level shops are filling with businesses. "Otherwise we could have never had the guts to specialise", says another cheese entrepreneur Antti Kivikiven.

Lisa works in one of the many newly opened fromageries on Töölö.

Top Down Case Study

Zero Emission Town

Some one had to break the news. 80% emission cuts are not possible with incremental change. This came up in study made by Sonrad, an independent think tank co-operating with global concrete manufacturer, Belonor. Mayor's office invited Sonrad to run a foresight workshop with experts, citizens, NGO's and city officials. They came up with several new tools, most famously the Zero Emission Town (ZET).

Mayor initiated a one million Euro think and do -tank project with an outspoken objective to gather two thousand people to live Zero Carbon Matinkylä. The pilot project became a great success. One thousand and five hundred people remained in the area over a period of year. Mayor then ordered a three million Euro commemorations and toolbox project to convey the risen quality of life and give all the inhabitant communities concrete measures to hit emissions targets.

Zero emission areas are given total tax freedom; the inhabitants of Zero Carbon Matinkylä are rolling in money. It has attracted a global community of aesthetic hedonists and experience consumers. It hosts the best restaurants in Europe as well as a budding experience and support economy clusters, including film makers, music studios, lifestyle coaches, clubs and bars, biography-service providers and plastic surgeons. Belonor is also happy. It can finally sell concrete to the new buildings that have been postponed for years due the lack of carbon credits.

José moved to Matinkylä with his sisters and parents (left) from Vaasa and Björn (right) from Denmark because of good social and cultural services in the region.

Contained Density in Paulia during sunrise.

"Social enterprises, like any enterprises, require risk taking in order to achieve great levels of innovations."

"Zero emission areas are given total tax freedom; the inhabitants of Zero Carbon Matinkylä are rolling in money."

Diverse groups are creating their city by constructing, by thinking, by working together, and coming together in spaces they can fulfill and build their dreams and ideas. The city benefits from its people, the people benefit from living in the city.

Commons Based Production Case Study

Mixing Hubs

Picture this: Three superstars enter the room. Hajji the leader of the Somali community, Ishaja the person behind Local Food Suppliers Network and Somerset the "Zero Emission warrior". They are greeted by the Mayor's representative with a strong message. The mayor and city council have come up with a new common co operation between people, from all backgrounds. Right now HMR's social balance sheets look sincere, financial capital is cumulating a lot faster than social. This means that the networks of trust that hold the society together will deteriate very soon, unless things change. "People are lonely and their feeling of ontological safety is at stake with the ongoing deterioration of work society". Mayor speaks out to ask for help of the people and the social entrepreneur community. "We need collaboration on a new level. We need people who can work together. For this purpose, we have money, we have spaces and we have tools. Now what we need is for you to come and use those, to connect and to create." The mayor's classic speech marked the birth of a totally new type of public space: a private-public space the Mixing hub, a space for business-, social entrepreneurs, children and leisure.

The hubs offer plug and play facilities where individuals and communities can work, share and link to other communities. They are opened on the **Contained Density** (Rule 5) areas and remain open for users 24/7. Now there are over 124 of them. To build hubs, city council started an international corporate responsibility and Pro-Am -innovation programme. Corporations and hubs work in a basic mutual benefit principle: the bees and trees -innovation acceleration mechanism: To remain resourceful larger organisations must attract activities and innovation outside their core business. The hubs are sensitive to social change, they indicate change in consumer needs and lead innovative uses of technologies back to companies that support them. The corporate workers who work in the Hubs experience incredible rise on working motivation. The hubs have everything: tables, comfortable meeting and reading rooms, sound systems, screening rooms, edcs, kitchens, dining areas, gyms, saunas, printers as well as peer-guided social production tools: citizen-wiki's, funding advice, personal development and community building -workshops.

Mapping needs with heroes

How do we know where to innovate? Easy! The city has a Social Needs Mapping System. It is a two-way tool between the social entrepreneurs and the city council. It is formed by using a range of different methods: statistical analyses combining both hard and subjective data, reviews of front line research reports, from governmental, academia, foundations and the third sector, interviews/focus groups with members of the public and frontline agencies around the country, an opinion poll which explores issues of perception of need, loneliness, disempowerment, mutual support and the way people meet their needs and a mapping workshops which help to understand the connection between needs and the conditions of multiple need that may affect certain groups within society. This is not revolutionary in itself. Revolution is linking the map to Tools, Rules and Social Risk Capital funds.

The outcome is map of needs, solutions and resources available. A map that makes becoming social entrepreneur relatively easy. "Not too easy however. The successful social entrepreneurs are few, failure is common and celebrated, but not as celebrated as victory", Hajji laughs. Successful social entrepreneurs command a following of thousands and possess a Gandhi-like esteem in their communities. "When you evaluate success by how many people's lives you touch and how much change you deliver, there really are a few who master the art." Ishaja is one of them and she knows it. "I have invested only time and been paid in only esteem and having the greatest people I could image around me. Which manager could say that they change things, lives and neighbourhoods?" Can you?

Social Entrepreneurs Case Study

Work Happens

There has been a real breakthrough in social innovation and public service delivery. HMR decided to put its money where its mouth is and start a unprecedented social entrepreneur programme. A social entrepreneur is someone who recognises a social problem and uses entrepreneurial principles to organise, create, and manage a venture to make social change. "Whereas business entrepreneurs typically measure performance in profit and return, social entrepreneurs assess their success in terms of the impact they have on society", Roberto Strelko, the head leather of the school for social entrepreneurs.

Since the pilot programme in 2008, social entrepreneurs have been able to receive three types of support: education, funding and working spaces, the hubs. Schools for social entrepreneurs are key. Many of the most pressing social problems that the social entrepreneurs can tackle touch the most dismantled communities: the unemployed, ethnic minorities, immigrants, and so forth. It is key to the success of the social innovation system to find entrepreneurs from these communities that know the social needs of their peers.

Social enterprises, like any enterprises, require risk taking in order to achieve great levels of innovations. This risk needs to covered by social innovation funds, public, private and foundations. Hubs are new type of working spaces. Social innovation happens where new ideas and new resources are brought together to solve a social problem or to answer to social needs. Spaces where social entrepreneurs can work must therefore cater for adequate resources, mix of skills and ideas. One model of building successful hubs is together with corporation that see a stake in social innovations.

The Future

Roadmap for a better tomorrow.

Mayor's Speech

Our problems are man-made, therefore they can be solved by man. And man can be as big as he or she wants. No problem of human destiny is beyond human beings. Man's reason and spirit have often solved the seemingly unsolvable, and we believe man can do it again.

We are entering - I believe - a new era of politics, and potentially hopeful politics. I'm going to call it open leadership. If Wikipedia and Linux can be built in an open source manner, politics can be done in that manner as well. We are going to need new ways to address and to solve global problems, but our connectivity will bring us tools unimaginable even just a few years ago. I'm going to try to explain how this can be done, how without a global government we can still get global co-operation, how initiatives like the Millennium Development Goals can be an organising principle for the world — though there is no single implementing authority — and how it is possible to coalesce around shared goals.

I want to talk about the challenge of our generation. Ours is not the generation that faced the challenge of Fascism, ours is not the generation to have first grappled with the nuclear demon, though we still grapple with it today. Ours is not the generation that faced the Cold War. Ours is not the generation incidentally in which the greatest problem is the war on terror, or Iran, or other ideas that are current. Our challenge, our generation's unique challenge, is learning to live peacefully and sustainably in an extraordinarily crowded world.

I believe the business and government that succeeds in the future will be those that give people greater power to shape the future of their individual lives and greater capacity to collaborate. A sense of I can and we can.

Mayor of
Greater Helsinki

Climate Change
The UN Convention of Climate Change adopts a target of reducing CO2 emissions globally 15% by 2020 and 45% by 2050. The burden allocated to the EU is 30% by 2020 and 60% by 2050.

HMR Government
The newly formed cabinet decides to assign a high-level task group for forming new HMR regional government.

Mayor's Elections
Ms. Rantanen is the first elected mayor of HMR and delivers a speech that electrifies the people. See Speech above.

Sino-Russian Railway
A group of Chinese investors buy Russian railways and announce plans to build a direct maglev connection from Beijing to Europe. When ready, in 2020 it will take people from St. Petersburg to Beijing in 15 hours.

St Petersburg
The construction of maglev train connection from Helsinki to St Petersburg commences.

China goes Clean
China's CO2 emission start to decline.

Public Transport
The share of public transport of total passenger journeys exceeds 50%.

Social Risk Investment
The mayor starts to offer risk investment capital for citizens and citizen groups of HMR. The number of applications is 35000 of which 15000 get a grant. The grants range from € 1000 to € 3 million, the total budget being € 200 million.

Immigration
Global active immigration policy implemented by UPC.

Bilateral Deal
HMR signs a treaty with the Republic of Namibia. According to the treaty, all HMR citizens over 65 years are entitled for equal level social services and benefits in Namibia. Reciprocally, Namibians immigrating to HMR get immediately full citizen rights.

FAR
The Hyper Market Act: All building around hyper markets is totally deregulated and the property owners get tax breaks for buildings with densities over 5 FAR.

Old People
The Share of inhabitants over 85 years exceed 25%. The same national figure is 28%.

Universities
HMR becomes the owner of all formerly state owned universities located in region.

Tunnel to Tallinn
Tunnel to Tallinn opens.

Retirement
Turkey becomes the last EU country to abolish legal age of retirement.

Public Innovation
Patent system replaced by a new system of public innovation exchanges (PIE).

The Future is Ours
New, ambitious CO2 emission reduction targets. By 2070, the emissions from HMR should be under 90% from the level of year 1990. However, some neighbourhoods have previously set even more ambitious zero emission and waste targets.

2010 2015 2020 2025 2030 2035 2040 2045 2050

Urban Planning
The Municipalities of the HMR region adopt a shared, multi-sectoral action plan which aims at curbing CO2 emissions and renewing the service structures to overcome the burden created by aging population. The plan gives broad outlines for urban planning and mark the first concrete step towards the HMR regional government.

Kids Town
All the housing companies in Mellunmäki are bought by a group of individuals. The merger they form "The Kids Town", a company developing the area towards satisfying the needs of families with children under 16. By 2016 Mellunmäki is transformed into first model of City 2.0 concentrating in up-bringing.

Assembly
2014 The HMR regional government is formed. It is divided into 50 local "cells" with their own civic administration. The HMR regional assembly is elected.

City-State
United People and Cities (UPC) is founded together with UN Habitat.

Metro metro metro
The inhabitants of Maunula, frustrated by several delays of planned metro line, collect required 2000 names of HMR citizens to set up a temporary citizen assembly with a right to make a binding decision concerning the HMR budgeting for the new metro line. The decision is that a new line will be built.

Double or Nothing
The Malmi neighbourhood sets a new rule that allows the doubling of building density.

The New Ruins Act
The HMR council names 5 neighbourhoods in which larger renovation works are not allowed. The intension is to gradually degenerate those low quality suburbs and find new uses for the space.

Social Entrepreneurship
Social entrepreneurship receives a status of a priority subject in HMR secondary schools' curricula.

Riding Together
Tallinn and Helsinki join public transportation systems.

Stronger Yuan
China's share of global economic activity raises hits 50%.

City Security
An Indian research group announces that it is close to building the first molecular assembler, the nanofactory. The UPC security council hires a special group for drafting a global treaty on the use and control of nanofactories.

AEU
European Union and African Union merge into AEU to manage flows of people and resources.

Zero Emission
2046 neighbourhood to reach the zero CO2 emission level.

Monument
The erection of The Open Source monument Grande Linus celebrating Finland's 125th anniversary. In the spirit of Open Source it starts a wave of symbol building in all dense neighbourhoods.

Social Silicon
HMR is globally known as "The Social Silicon Valley" and "The Living Lab of 4th generation Welfare State".

"We are entering - I believe - a new era of politics, and potentially hopeful politics. I'm going to call it open leadership."

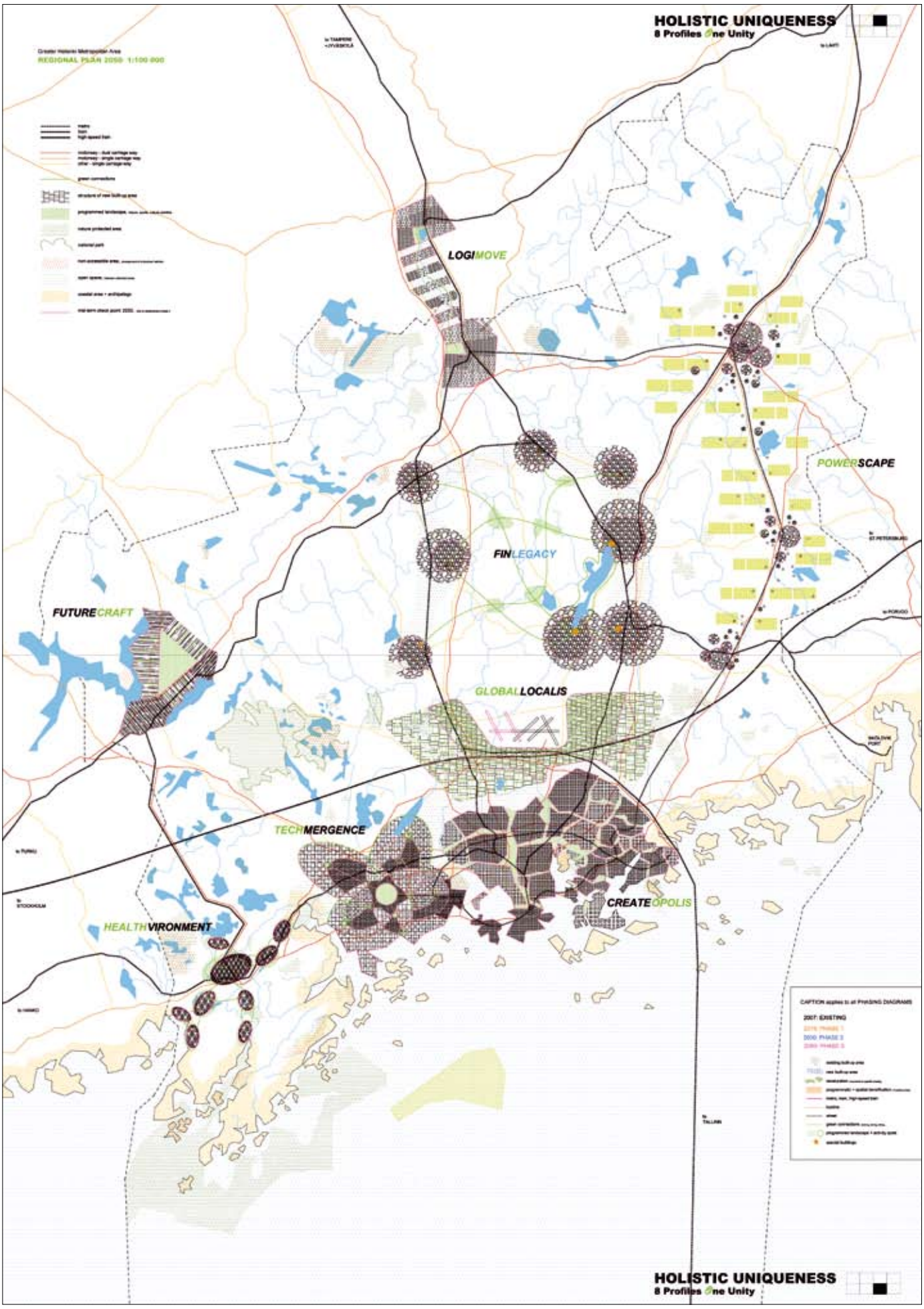
"Our problems are man-made, therefore they can be solved by man. And man can be as big as he wants."

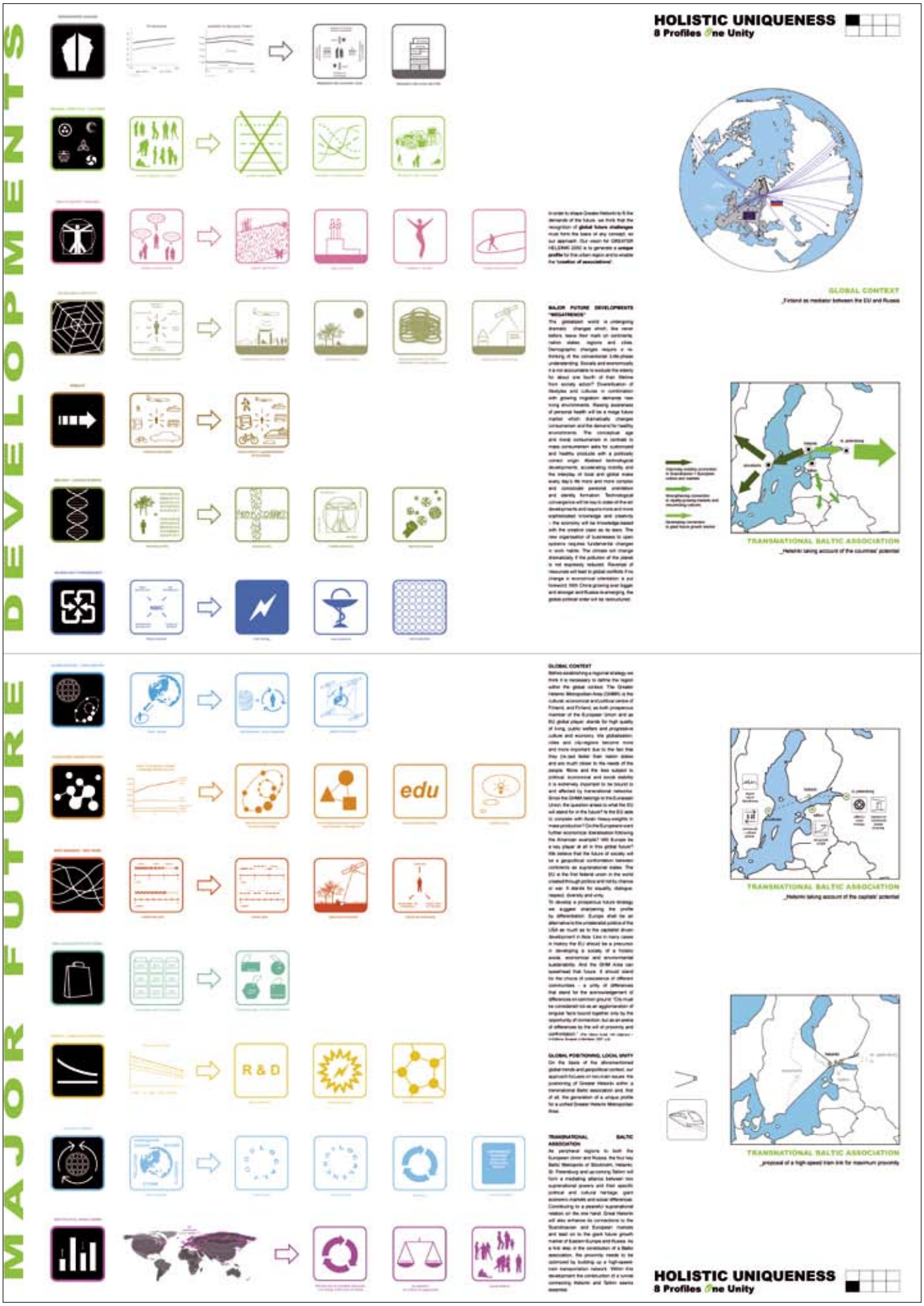
Joint 2nd prize, entry no 94, "Holistic Uniqueness"

The entry's strongest offering is in its analytical part, convincingly outlining the status of Finland and the capital region on the European and global scale. The recent history of the region's development is also analyzed. Central factors to be considered in planning the region are defined as ageing, rise of health awareness, diversification of lifestyles, ethical consumership, the complex connection of the local and the global, change in the nature of paid labor, the increased prominence of China and Russia, and climatic change. In particular the rise of a healthy living environment as a megatrend can be considered a relevant premise. The broader geographic positioning of the metropolitan area (e.g. the increased prominence of the Russian sphere) is rationally argued. The goal of regional development is seen as the necessity for the sharpening up and balanced development of its profile. This is sought through distinguishing the different parts of the region and strengthening their identities. The concept is convincing, but the general plan remains regrettably diagramatic, formalistic, and unintegrated. Furthermore, it does not take into account the current community structure. Connecting the centres of border municipalities to each other by a rail transport network is an interesting proposal.

The main focus of building is on supplementary building. It seeks to strengthen the distinct characters of different areas ("place making - form & relation matters"). Dynamic slogans have been chosen to profile the areas, including powerscape, Finlegacy, healthenvironment, globallacalis, createpolis, logimove, futurecraft, and techmergence. Despite aptly chosen premises the content of the profiles remains somewhat cursory. Concrete articulated goals include, for example, directing growth within zones within a bicycle ride of max. 6 km away from stations, and permitting extensive building permits to such developers who commit to building in accordance with sustainable development principles. With regard to traffic, the entry is based on a substantial development of rail transport networks. New high-velocity rail lines to Turku, St. Petersburg, and Tallinn are routed via the Helsinki-Vantaa airport. Consequently the airport's prominence in the regional structure is underlined. Extending the Klaukkala track to Hyvinkää is an interesting idea. The eastern part of the outer ring track appears in turn unfounded, because the track is routed through sparsely populated districts and green areas and no new area reservations are proposed there. Two new runways are proposed for the Helsinki-Vantaa airport. However, building them would result in the flight noise area extending to current residential areas, a totally unfeasible strategy.

Although the entry contains some clumsy and banal interventions at the detail level, it proposes an interesting agenda and possible profile programming for individual areas within the metropolitan region, many suggestions possibly providing the basis for a more enhanced and unique identity.

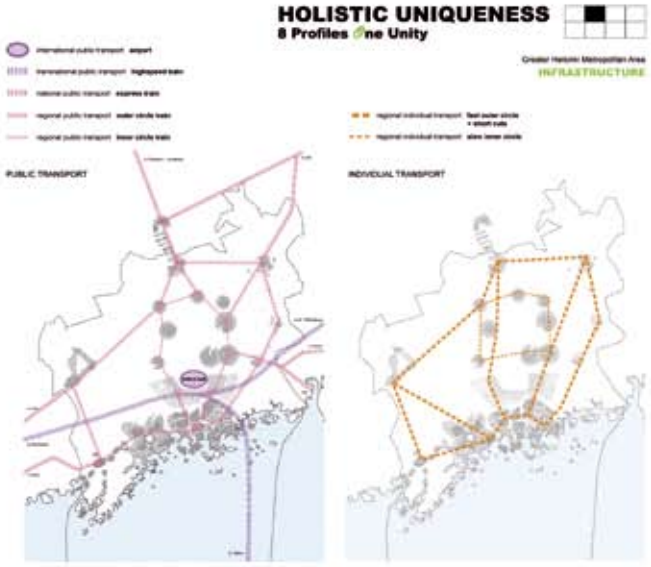

HOLISTIC UNIQUENESS
8 Profiles One Unity
Greater Helsinki Metropolitan Area
REGIONAL PLAN 2050 1:100 000
LOGIMOVE
POWERSCAPE
FINLEGACY
FUTURECRAFT
GLOBALLOCALIS
TECHMERGENCE
CREATEOPOLIS
HEALTHVIRONMENT
HOLISTIC UNIQUENESS
8 Profiles One Unity

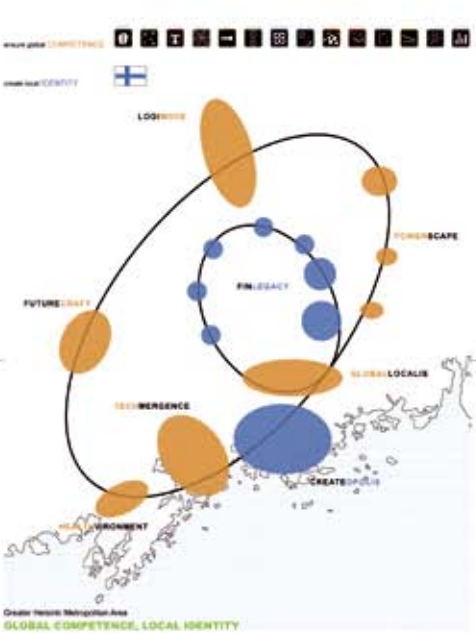

DEVELOPMENTS
MAJOR FUTURE
HOLISTIC UNIQUENESS
8 Profiles One Unity
GLOBAL CONTEXT
_Finland as mediator between the EU and Russia
MAJOR FUTURE DEVELOPMENTS "MEGATRENDS"
TRANSNATIONAL BALTIC ASSOCIATION
_Helsinki taking account of the countries' potential
GLOBAL CONTEXT
edu
R&D
GLOBAL POSITIONING, LOCAL UNITY
TRANSNATIONAL BALTIC ASSOCIATION
_proposal of a high-speed train link for maximum proximity
HOLISTIC UNIQUENESS
8 Profiles One Unity

DONCEPT

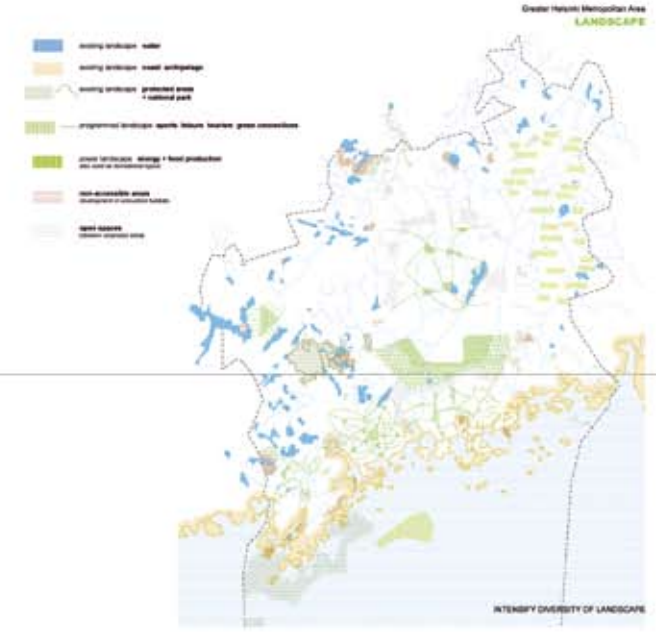
Currently the GHMA is spatially and programmatically dominated by Helsinki. Espoo and Vantaa. Balancing this situation we do not believe in a homogeneous equation, but in an enhancement of diversity. In this sense Greater Helsinki must be developed as a composition of different parts rather than an assimilating agglomeration.

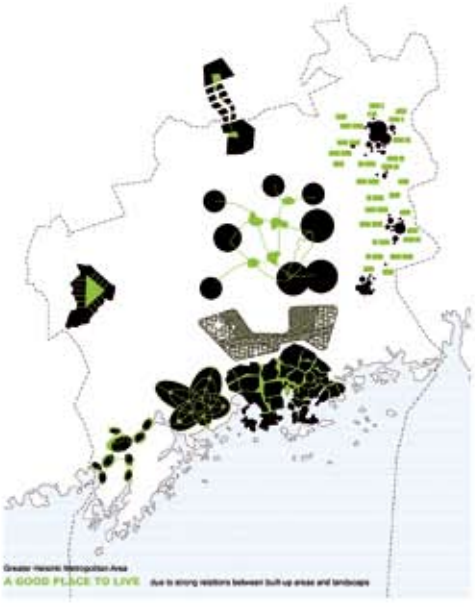
Holistic uniqueness. "Eight profiles, one unity!" We propose a configuration of eight urban areas, each developing a characteristic profile based on programmatic and spatial specialities. These profiles should be understood as overall concepts, mission statements that set the frame for any development, urban situation, economic model etc. The creation of a specific profile for each area not only generates a qualitative potential, but also a local identity and relationship between people and place. Within the configuration each area will offer something unique, so that they are linked not only by a sophisticated transport system, but more importantly by complementing one another.



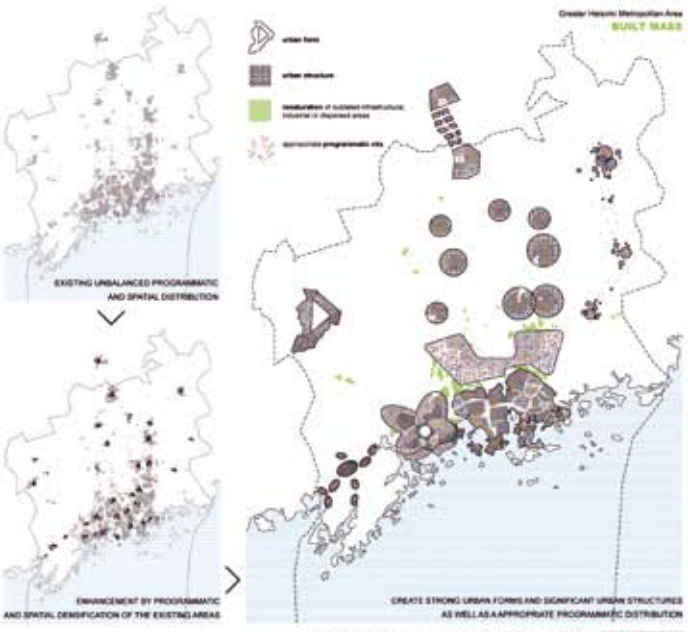


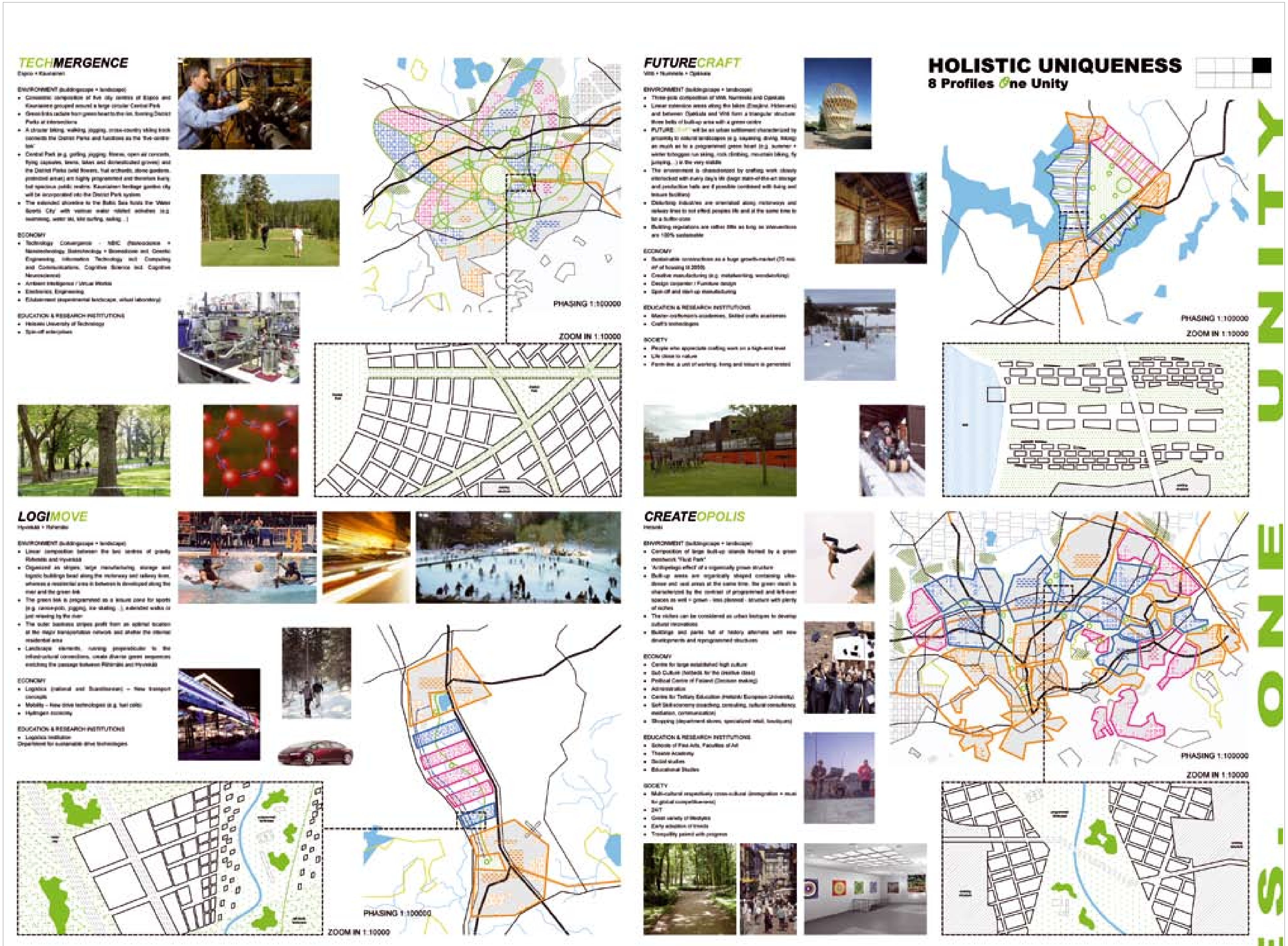
Global competence, Finnish identity. The profiles are to be understood as a reaction to the (trans-)national/global trends, creating environments that can fulfil social needs, enhance the exchange of knowledge and information, incorporate economic future markets or foster cultural progress and hence ensure global competence. On the other hand the profiles reorganize the "Finnish" by providing space and program to preserve, develop and promote Finnish culture and hence strengthen Finnish identity.





Place making. "Form and relation matter!" Standardised programmatic profiling we believe that the urban form and types of landscape need to be characterist and strongly differentiated. This means the areas should be spatially distinguishable, sprawl and mergence should be avoided and existing areas must be intensified by spatial and programmatic densification. The relationship between green and urban areas is designed specifically for each profile. Thus, urban forms and landscape patterns are seen as catalysts to any programmatic proposal or even as anticipators for unforeseen processes.




HOLISTIC UNIQUENESS
8 Profiles One Unity
UNITY
ONE
TECHMERGENCE
Espoo + Kauniainen
ENVIRONMENT (buildingscape + landscape)
ECONOMY
EDUCATION & RESEARCH INSTITUTIONS
PHASING 1:100000
ZOOM IN 1:10000
FUTURECRAFT
ENVIRONMENT (buildingscape + landscape)
ECONOMY
EDUCATION & RESEARCH INSTITUTIONS
SOCIETY
PHASING 1:100000
ZOOM IN 1:10000
LOGIMOVE
ENVIRONMENT (buildingscape + landscape)
ECONOMY
EDUCATION & RESEARCH INSTITUTIONS
PHASING 1:100000
ZOOM IN 1:10000
CREATEOPOLIS
Helsinki
ENVIRONMENT (buildingscape + landscape)
ECONOMY
EDUCATION & RESEARCH INSTITUTIONS
SOCIETY
24/7
PHASING 1:100000
ZOOM IN 1:10000

EIGHT PROFILE

POWERSCAPE

Mänttä + Pomarkku + Sipoo

ENVIRONMENT (buildingscape + landscape)

- Geometric compositions of large rectangular fields and three urban agglomerations (artefacts in landscape), forest lines define large land-parcels used for intense harvesting of food and biomass (short-turnaround plantations etc.)
- The appearance is dominated by landscape in contrast to relatively small, but compact urban cores
- The landscape in all forms (agricultural, energetic, pastures, naturally) is used for both, leisure activities and profitable business

ECONOMY

- Waste Management (circular economy)
- Research, development and production of ecological food (using less dependent on imports)
- Research, development and productive of sustainable energy (waste, biomass, geothermal energy, wind power)
- Development of cleaner and resource efficient technologies which can decrease material inputs, reduce energy consumption and emissions, recover valuable by-products

EDUCATION & RESEARCH INSTITUTIONS

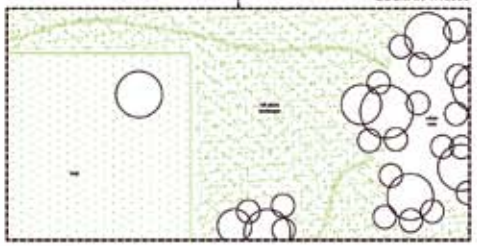
- Academy for environmental law and management of environmental protection
- Environmental technology institutions
- Information Centre (sustainable energy, agriculture and farming, waste management)
- Environmentally orientated education (forest-kinder-gardes, omni-sensual education, holistic thinking)







PHASING 1:100000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FINLEGACY

Jämsänjoki + Tuusula + Heinävesi + Kitaukaira + Nurmijärvi + Jokela + Kolikkakoski + Rajamäki

ENVIRONMENT (buildingscape + landscape)

- Circular, multi-centred composition
- Green gaps and urban cores alternate in a rhythmic circle around a green prairie
- The prairie with various lakes incorporates Finnish outdoor activities of many kinds (fishing + ice fishing, sauna + winter bathing, hiking tracks, open air theatres, playgrounds in the trees, tree climbing, a glider port to book panoramic flights, Finnish tango venues, pick nick spots with possibilities to picking berries, traditional markets for food, clothes and handcrafts, ...)
- The eight urban cores are densified and enlarged to a maximum size of a diameter of 6 km (human-mobility-size, fostering biking and pedestrian movement)
- A circular public transportation system enhances the synergetic association, especially in relation to tourism and leisure activities
- Foot + bicycle paths are beautifully integrated into nature, creating a network of diagonal short-cuts between all urban cores, fostering contemplative and studying trips
- FinForums are positioned at Public transport stations
- Natural highlights (lakes, rivers, protected areas) are incorporated into city structures as identity generators

ECONOMY

- FinForum: Combination of natural spirits and cultural institutions for the promotion of the Finnish culture (Sibelius Academy, Järvenpää-Hall, AINOLA, Museums, ...)
- Archives, restoration and conservation facilities, galleries
- Medium sized theatres and concert halls
- Cultural + educational tourism

EDUCATION & RESEARCH INSTITUTIONS

- Blues Academy (festival)
- Sibelius Academy
- Finnish Tango Academy
- Finnish Cultural Research Centre (language, history, nature)

SOCIETY

- People from all over Finland come to study, enjoy and live Finnish culture
- Tourists from abroad experience Finnish culture

Researchers, artist and students profit from proximity and intensity of the institutions


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ZOOM IN 1:10000

GLOBALLOCALIS Vienna

ENVIRONMENT (buildingscape + landscape)

- Complex morphology of horizontally and vertically interlacing green + built-up areas
- Extremely dense built-up areas are combined with obviously programmed 'green' public realm (pocket parks, roof-terraces, green routes, vertical gardens, ...)
- Sustainable high-tech buildings and landscape fuse and interlock, creating a continuous zazzled space
- Private, public and semi-public spaces melt together as much as outdoor and indoor spaces (or natural and artificial elements = diverse activities are executed in one space

ECONOMY

- International Transportation Hub (High speed train (rail + International Airport)
- Headquarters of internationally orientated Finnish-Companies + foreign companies making business in Finland
- International logistics
- Financial
- Mass-entertainment (big multifunctional indoor and outdoor spaces)
- Services (low - high)

EDUCATION & RESEARCH INSTITUTIONS

- Business and management faculties
- Logistics academies

SOCIETY

- GDP per Head is one of the highest in Scandinavia
- Jobs highly dependent on education and jobs less dependent on education are strongly cross-linked (business jobs – service jobs)
- Many inhabitants who are born outside of Finland (Migration is a potential)
- Fast-paced living with a high fluctuation





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ZOOM IN 1:10000

HEALTHVIRONMENT

Kirkkonummi

ENVIRONMENT (buildingscape + landscape)

- Rhythmic composition of campus-like building agglomerations (estates) which are concentrated and dense and at the same time surrounded by a wide and spacious landscape
- The existing estates like Kirkkonummi City (begins' of all) or Jorvas, Masala etc. need to be enlarged by densification within the existing boundaries
- New estates are gently placed within the landscape along one of the many lakes (Storträsk, Djupträsk, Humaltjärvi) and the bay to the south
- Pedestrian and bike routes and a micro-monorail link the estates and offer easy and short ways, especially for elderly and children, to enjoy nature
- The rich natural landscape invites for various outdoor activities (e.g. horse back riding, hiking, bird watching) and is rarely programmed

ECONOMY

- Health Care Applications (sanatorium, rehabilitation centre, alternative medicine, homeopathy, addiction prevention, psychological care, fitness, treatments, wellness)
- Life Science Economy (Proteomics, Molecular Biology, Epigenetic, Brain Research)
- Work-life-balance-programs

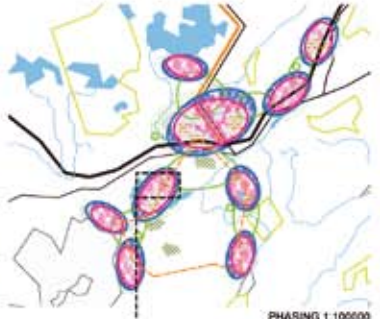
EDUCATION & RESEARCH INSTITUTIONS

- Human Medicine, Pharmaceutical institutions
- Schools for physical therapy and massage
- Academy for health and wellness

SOCIETY

- Well-being-culture and sports are integrated in every day's life
- Precursor in health and sustainability lifestyle
- State-of-the-art Technologies joined with nature

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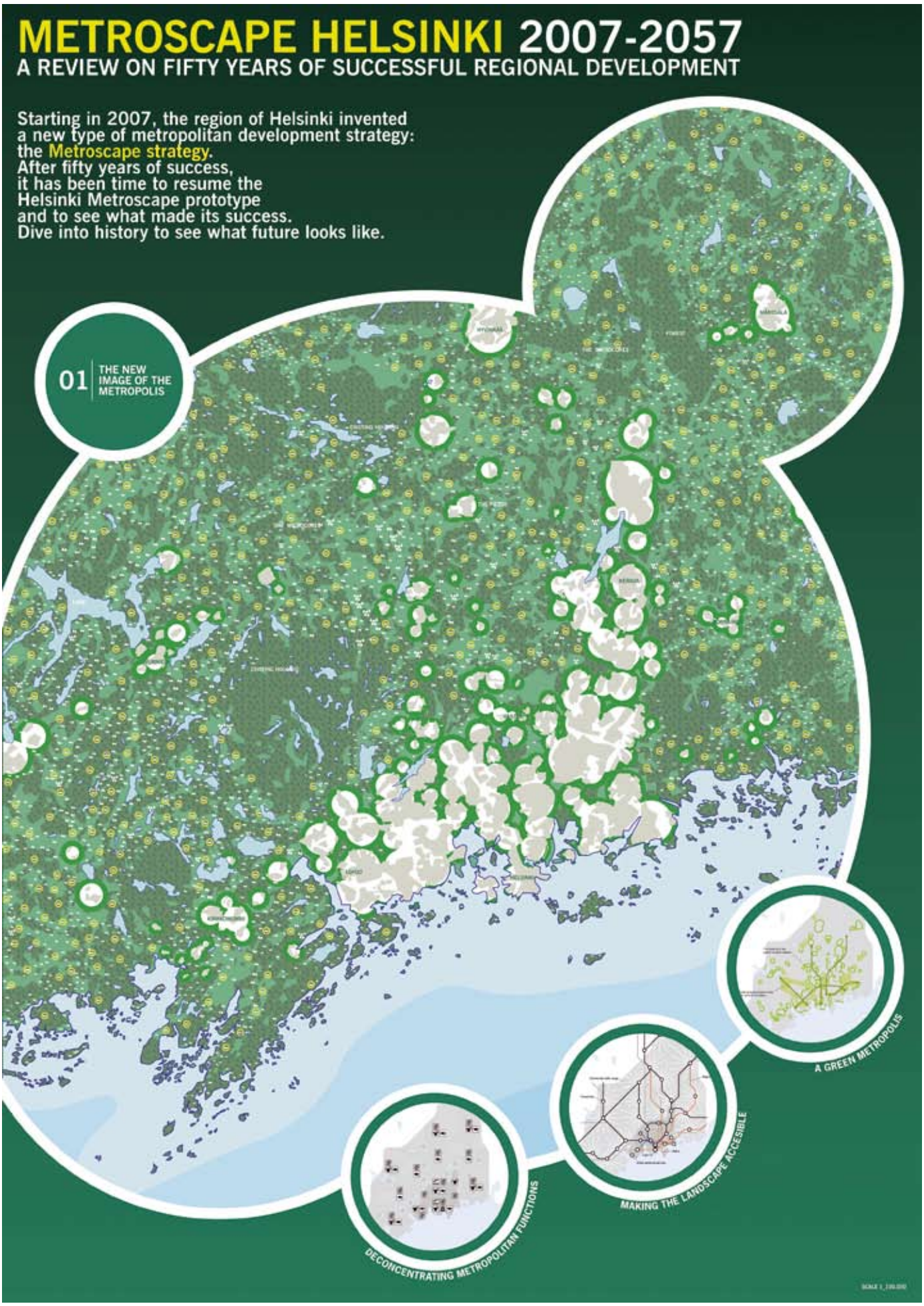
HOLISTIC UNIQUENESS

8 Profiles Øne Unity

Purchase, entry no 8, “Metroscape Helsinki”

A convincing entry which logically follows through the selected premises it is based on. There is a determined effort to direct growth to coincide with current community structure and strengthen it. This effort is economically well founded and also improves public transport conditions. In addition, the entry strives to respond to the demand directed toward sparsely populated areas by providing village-like residential units there. The profile sought for the metropolitan area is a ”landscape-metropolis” based on the development of the region’s current character.

The entry sets as a goal rail-based public transport evenly accessible from different areas, supporting demand-based growth that is directed to it. Another goal is the combination of growth with sustainable development. The entry is based on four clearly presented growth strategies: balanced, green, diverse, and flexible growth. Balanced growth is sought through the balanced development of the region’s existing community structure. Diversity is advanced through the supplementary building of the existing cores’ inner and border areas, at the same time strengthening their own character. The natural environment is developed as ”fields”, open parklands toward regions in the vicinity of population concentrations, enabling active recreational use. The insight is simple but commendable: if we live more densely in the future, there is an increased demand and use for quality parks and green environments. The aim for supplementary building in turn guarantees that planning can include flexible consideration of possible changes in the region’s population growth horizon. Village-like housing (”microcores”) is only allowed based on contracts, with residents committing themselves to zero energy consumption. Basic building rights are also limited. However, it is questionable whether the microcore principle solves the problems that sparsely populated areas have with the supply of services and public transport, even if the provision of buildings in themselves could follow strict provisions. As one of the entry’s premises is an emphasis on municipal power, the entry may in reality also hinder the coordination of public transport and land use to some extent. The presentation of the coupling of land use and transport is very schematic, and the residential perspective is not particularly stressed in the entry.


METROSCAPE HELSINKI 2007-2057
A REVIEW ON FIFTY YEARS OF SUCCESSFUL REGIONAL DEVELOPMENT
Starting in 2007, the region of Helsinki invented a new type of metropolitan development strategy: the Metroscape strategy.
After fifty years of success, it has been time to resume the Helsinki Metroscape prototype and to see what made its success.
Dive into history to see what future looks like.
01 THE NEW IMAGE OF THE METROPOLIS
A GREEN METROPOLIS
MAKING THE LANDSCAPE ACCESIBLE
DECONCENTRATING METROPOLITAN FUNCTIONS

02 INTRODUCING HELSINKIS NEW VISION

THE METROSCAPE STORY FROM IDEA TO SUCCESS

THE CONTEXT: CITIES UNDER PRESSURE

Fifty years ago the competition among cities all over the world had reached a new stage. Helsinki, as many of Europe's long established urban centres, had to compete with the new emerging far-east agglomerations and the upcoming new centres in eastern Europe. Growth and speed in urban development seemed to be essential to keep pace in this sometimes unequal race.

THE CHALLENGE: HOW TO MANAGE SUSTAINABLE GROWTH?

At the same time the so called „quality of life-factors" – environmental and social qualities – started to become more and more important. Concepts like „Creative City" or „Smart Growth" showed the raising importance of these factors.

But how to boost sustainability, livability and creativity in times of unresisted competition?
What would be a vision for the European Metropolis that might reconcile the ideas of growth and sustainability?

Helsinki gave answer to these questions.
Faced with a potential increase of population over 700.000 people until today, Helsinki found a new answer to the old question of how to manage growth without giving up its regional identity and quality.

THE SOLUTION: A NEW CONCEPT OF METROPOLITANITY

Starting in 2007, the region of Helsinki invented a new type of metropolitan development strategy: the Metroscape strategy.

The Metroscape strategy was built on a simple insight:
Not every urban region should follow the traditional concept of metropolitanity.
A sustainable metropolitanity has to redefine the metropolis idea.

While putting „Metroscape" against the term „Metropolis", Helsinki committed to a more complex and subtle form of metropolitanity. The Metroscape includes the whole regional landscape – functionally and morphologically.

THE METROSCAPE VISION: BASED ON FOUR OBJECTIVES

1. Grow balanced – Metropolitan growth and Metropolitan functions must not only focus on the urban core, but involve the whole metropolitan region

2. Grow green – Metropolitan growth needs to offer both enough space for the supposed development and also clearly enhance environmental quality

3. Grow diverse – Metropolitan growth needs to create a diversity of milieus and places

4. Grow flexible – Metropolitan growth needs to be adaptable to actual spatial needs and growth rates. A region needs as well to be able to grow as to manage possible shrinking.

THE PRACTICE: A TOOLKIT FOR THE REGION

To implement the Metroscape Vision, Helsinki invented a unique spatial toolkit – the Metroscape toolkit. Large scale urban expansion was freezed from a defined state, urban cores were intensified and the urban sprawl was contracted to so called „Microcores" – still allowing the region to grow dynamically.

The Metroscape toolkit allowed a sustainable, flexible, balanced and diverse but still powerful growth – as it had been determined by the Metroscape strategy.

FROM HELSINKI TO THE WORLD: THE METROSCAPE NETWORK

By introducing the Metroscape idea, Helsinki triggered a new class of „smart Metropolises" – metropolitan regions not longer focussing only on pure size and the traditional aspects of metropolitanity like centrality or density, but building on the uniqueness of their regional landscapes, on their environmental and social qualities and on a flexible growth strategy.

Today more than 100 Metropolitan regions all over the world are part of Metroscape network, most of them with a regional population between 1 million and 3 million people, many of them operating with Helsinkis Metroscape toolkit and all of them being successful in the global competition among cities and regions.

After fifty years of success, it has been time to resume the Metroscape prototype and to see what made its success.
Dive into history to see what future looks like.

METROSCAPE HELSINKI 2007-2057
A REVIEW ON FIFTY YEARS OF SUCCESSFUL REGIONAL DEVELOPMENT

03 WHAT THE VISION WAS BASED ON

THE METROSCAPE AGENDA MATCHING THE REGIONAL NEEDS

See how todays image of Metroscape Helsinki matches the needs defined at the beginning of the Metroscape process.

→ NEEDED: BALANCED GROWTH

THE AGENDA: THE METROPOLITAN IDENTITY OF HELSINKI HAS TO BE BASED ON ITS CENTRES AS WELL AS ON ITS UNIQUE LANDSCAPES – IT MUST GIVE A COMPLETE IMAGE OF THE REGION

The challenge for Helsinki was to build a new vision for the whole region – not only focusing on the urban centre, but also connecting the different spatial identities to a common Helsinki identity.
What could give Helsinki a unique identity as a growing Metropolis?

Helsinkis new identity had to be multi-layered: The urban centres standing for history and traditional urbanity, the suburbs standing for everyday life, and the landscape – green and blue – standing for Helsinkis unique quality of life.

All parts of the metropolis together were intended to build a base for Helsinkis new metropolitan image: the Landscape-Metropolis – Metroscape Helsinki.

→ NEEDED: GREEN GROWTH

THE AGENDA: THE GROWING HELSINKI METROPOLIS MUST PRESERVE ITS NATURE QUALITIES AND MANAGE URBANISATION IN A SUSTAINABLE WAY

The growth scenario for Helsinki – 700.000 new inhabitants until 2050 – brought up the question how to reconcile the objectives of sustainable development with the estimated regional development.

Helsinki had to find as well new urban structures as new governance strategies: Urban structures being able to adapt flexibly to regional growth rates, new urban units providing a self-sufficient energy supply and a governance strategy based on self-organisation – introducing a flexible system of rules and tools for regional development.

→ NEEDED: DIVERSE GROWTH

THE AGENDA: TO BE SUCCESSFUL IN THE INTERNATIONAL COMPETITION OF REGIONS AND CITIES, HELSINKI HAS TO INTRODUCE URBAN STRUCTURES THAT MATCH A WIDE RANGE OF LIFESTYLES

Helsinki offers a unique quality of life: A high-tech metropolis close to nature, highly connected to the global flows but as well providing uncountable hideaways from the metropolitan fuss.

To be successful in the global competition among cities, Helsinki had as well to build upon its unique quality of life so to offer a wide variety of innovative milieus and places for working and living: High-tech-hideaways, community hamlets, creative campuses.

Urban structures were needed that help to detach the knowledge-based society from the urban centres and to mix metropolitan lifestyles with the regional lifestyles – building a specific form of „Helsinki diversity".

→ NEEDED: FLEXIBLE GROWTH

THE AGENDA: AN URBANISATION STRATEGY THAT MAY REACT ON DIFFERENT GROWTH RATES.

So many plans fail because they are not adaptable to actual needs.
In 2007 the region was estimated to grow by 700.000 new inhabitants.
But what if this growth rate would not be reached? It was obvious: A flexible urbanisation strategy had to be found.

With the Metroscape toolkit Helsinki introduced a flexible settlement structure based on two definite urban typologies: Cores – defined by so called Fields – and Microcores – small settlements in the open landscape.
More than 50 cores and more than 2.000 microcores could absorbe regional growth.
This meant: urbanisation on demand - attached to existing structures.
What else could bring enough flexibility?

SCENARIO 1
POPULATION GROWTH: 200.000
800 MICROCORES – 60.000 PEOPLE
25 CORES – 140.000 PEOPLE

SCENARIO 2
POPULATION GROWTH: 500.000
2.000 MICROCORES – 180.000 PEOPLE
50 CORES – 320.000 PEOPLE

→ GROW POWERFUL!

THE CHALLENGE: MAKING PLACES FOR UP TO 700.000 PEOPLE.
Balanced, green, diverse and flexible.

04 | HOW METROSCAPE AGENDA WAS IMPLEMENTED

THE METROSCAPE TOOLKIT
MANAGING GROWTH IN A METROSCAPE WAY

To implement the Metroscape Agenda, Helsinki invented a unique regional growth management toolkit.

The Metroscape toolkit consists of:
→ Three spatial actions:
» Freeze large-area urban expansion
» Intensify the urban cores
» Contract the sprawl
→ A flexible set of implementation rules

→ METROSCAPE ACTIONS

Every city in the Helsinki Region was obligated to follow three actions defined by the Metorscape toolkit.

ACTION 1
THE FIELDS – FREEZING LARGE-AREA EXPANSION

Every Community in the Helsinki region had to identify one or more urban cores (settlements with over 30 inh./ha).

Around every urban core an individual landscape ring was created – called the Field.

Every Field was designed as a community landscape park for the enclosed urban core, providing sport and leisure attractions.

The Fields defined the maximum future extention for every urban core.

EFFECTS

The Fields...
...freezed large-area urban expansion in the region
...created a new system of designed public landscape
...made the city outlines legible
...thus improved identities of urban cores in the Helsinki region

ACTION 2
INTENSIFYING THE URBAN CORES

Within the Field ring, every urban core had to define areas for a) completing and b) densifying its urban structures.

Densification and completion of urban structures was to follow a catalogue of urban typologies that were pointed out as typical prototypes in the Helsinki metropolitan region.

Every urban core had to name metropolitan functions which strengthen its centrality.

EFFECTS

The urban cores...
...were upgraded to urban centres with a specific identity
...thus even the more hidden parts of the region were profiled

ACTION 3
CONTRACTING THE SPRAWL – THE MICROCORES

Outside the field ring, in the urbanised landscape, every city had to develop „Microcores" from the rural sprawl – small urban landscape-oriented neighbourhoods with 20 to 100 inhabitants.

Microcores were placed
» at places with special scenic qualities,
» close to existing infrastructure
» among existing housing aggregations.

EFFECTS

Effects: Microcores...
...introduced a new form of landscape orientated housing
...helped to sharpen the image of the urbanised landscape
...gave new identity to wide parts of the regional landscape
...established a sustainable way of urbanisation that can react to demographic trends in a flexible way
...introduced the idea of „zero-energy-neighbouhood" to Helsinki
...offered a broad variety of places for different lifestyles

→ METROSCAPE IMPLEMENTATION RULES

The implementation rules were defined to regulate how the population development is managed among the communities of Helsinki region.

01 The allocation of population growth is not masterplanned, it follows the logic of supply and demand.

02 Every community is intended to make a steady demographic monitoring to percieve trends and to define its future demand for new urbanisation.

03 Every community is intended to define its Cores, Fields and potential Microcore places within its territory.

04 Every community is intended to supply the demand for new urbanisation both within the cores and outside the cores via microcores.

05 Every community may decide flexibly whether to provide more new Core housing or more new Microcore housing. This allows the communities to develop a specific housing profile.

06 All Microcores have to be self-supplying in terms of energy in order to match the sustainibility objectives.

Together with these general rules, detailed strategies for the implementation of Cores, Fields and Microcores were introduced.
See more on boards 5 to 7.

05 METROSCAPE TOOLKIT IN ACTION

THE FIELDS IN ACTION
HOW URBAN EXPANSION WAS FREEZED

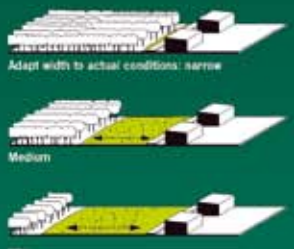
Additionally the Fields offer programmatic elements such as sports fields, hiking, skiing, and riding trails, cross-country trails or nature reserves.

The Fields are parklands surrounding the urbanised cores of the region.
They are vast open areas that form a ring around the urban areas, defining their edges and providing public space.
As city parks outside the city, the Fields are based on the idea of the common land as space for the citizens of the region.

Cut out of the cultural landscape, they contain typical spatial landscape elements: stands of trees, patches of farmland, avenues of trees, moors.

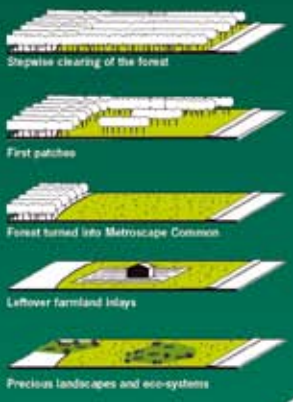
ACTION 1 DEFINE THE FIELDS

In co-operation with the local community, the municipalities of the region define the width of the ring around the urban areas. The size and form of the Fields depend on the actual conditions of the landscape, the ecology, and the economy.



ACTION 2 TRANSFORM THE LAND

With the Fields a continuous transformation process was started to develop the cultural landscape into a landscape park. The process of development incorporated the local stakeholders: land-owners, farmers, and municipalities.



ACTION 3 ADD PROGRAM

The programs to be inscribed into the new Field-Parks range from extensive recreational use to intensive sports and activities overlays. A diverse variety of uses can be inserted into the public landscape of the Metroscape Fields, giving every ring a special theme.

06 METROSCAPE TOOLKIT IN ACTION

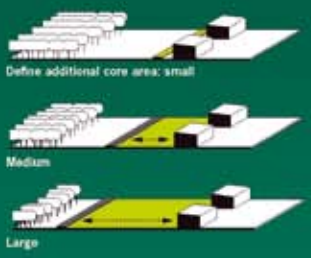
THE CORES IN ACTION
HOW THE URBAN CENTRES WERE INTENSIFIED

The Cores are the urban centres of the region.
The existing urban structure was completed.
This created a higher density and a greater spatial and functional significance within Metroscape Helsinki.

The cores carry metropolitan functions such as business, political and administrative institutions, education, culture. In addition to that, they have a symbolic importance for the region.

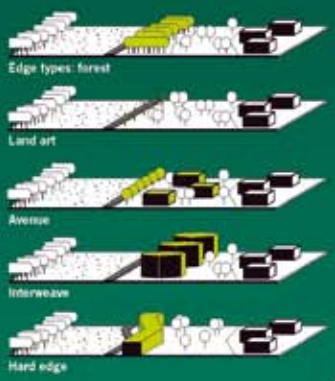
ACTION 1 DEFINE THE CORES

Together with the local community stakeholders, the municipalities defined the outline of the cores. The particularities of the landscape were respected. As a crucial element, the so called Urban Path, a walkway along the perimeter outline of the cores marks the line between the city and the landscape.



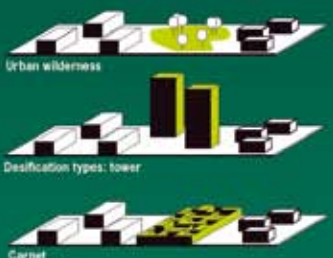
ACTION 2 GROW OUTSIDE

The cores grew mainly in outer developing areas where the built edge now works as a keystone for urban growth. The new neighbourhoods seek the conversation with the cultural landscape on the one hand, on the other hand they interact with the existing city. The dimensions of the outer growth can be individually decided on by the local municipalities.

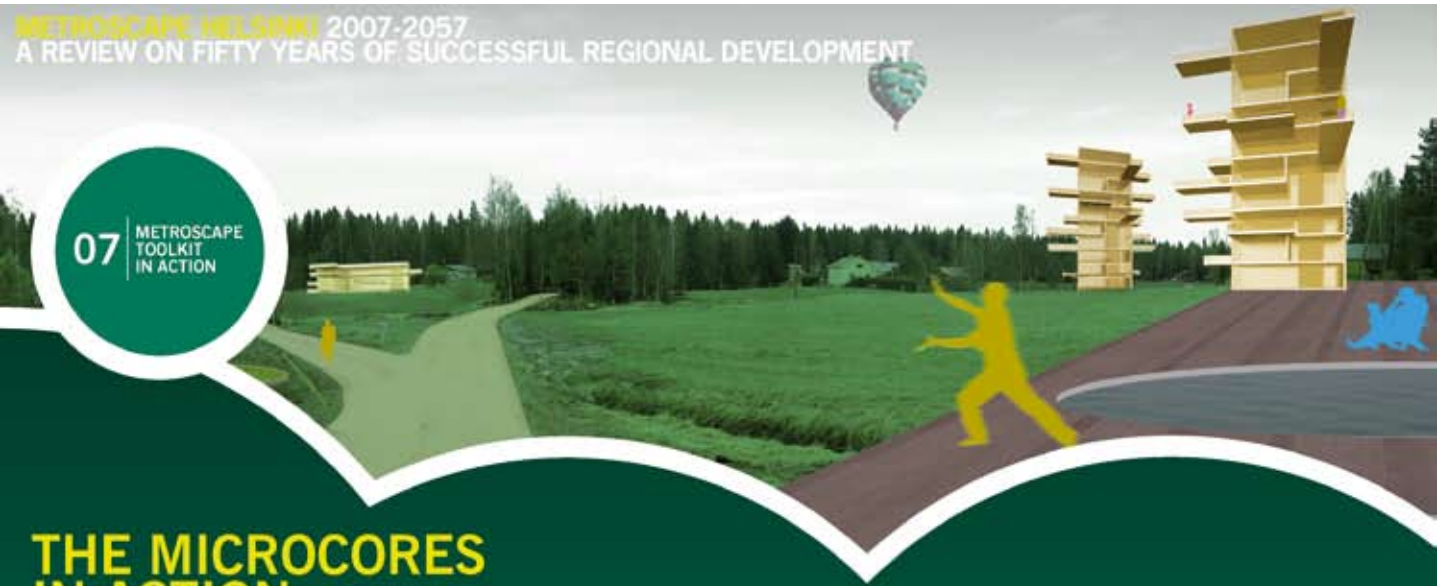


ACTION 3 GROW INSIDE

The Cores have developed from a moderate density typical to the Helsinki region to a higher building and functional density. The main criteria for the inner additions were mixture and diversity. The Aurinkolahti housing development has become a benchmark in terms of density and built quality for this growth type.



07 METROSCAPE TOOLKIT IN ACTION



THE MICROCORES IN ACTION
HOW THE SPRAWL WAS CONTRACTED

The Microcore concept deals with the urban landscape in a sustainable way.
Applying the Microcore idea, the Helsinki region managed to stop the increase of urban sprawl by transforming and concentrating existing suburban and rural settlements.

The concept provides the opportunity to embed various programs into the urban landscape.
The small scale of the Microcores allows a decentralised self-sufficient energy management.

ACTION 1
DEFINE THE MICROCORES

Microcores are found at particularly beneficial locations in the region: near existing traffic infrastructure or nearby special landscape features. The implementation of the Microcores is a step-by-step development.
Existing boundaries can mark the scale of the Microcores.


Good infrastructure


Variety of landscapes: waterfront


Variety of landscapes: hillside

ACTION 2
TRANSFORM STRUCTURES

The decentrally located Microcores were able overcome the traditional boundaries of the separation of urban functions: dwelling as well as handicraft businesses, think tanks or creative campuses use the Metroscape advantage. Many Microcore developments were built referencing typical rural building types like barns, farm houses or grain silos.


Microcore typologies: waterfront microcore


Microcore typologies: vertical microcore


Microcore typologies: industrial microcore


Microcore typologies: forest microcore


Microcore typologies: farmland microcore

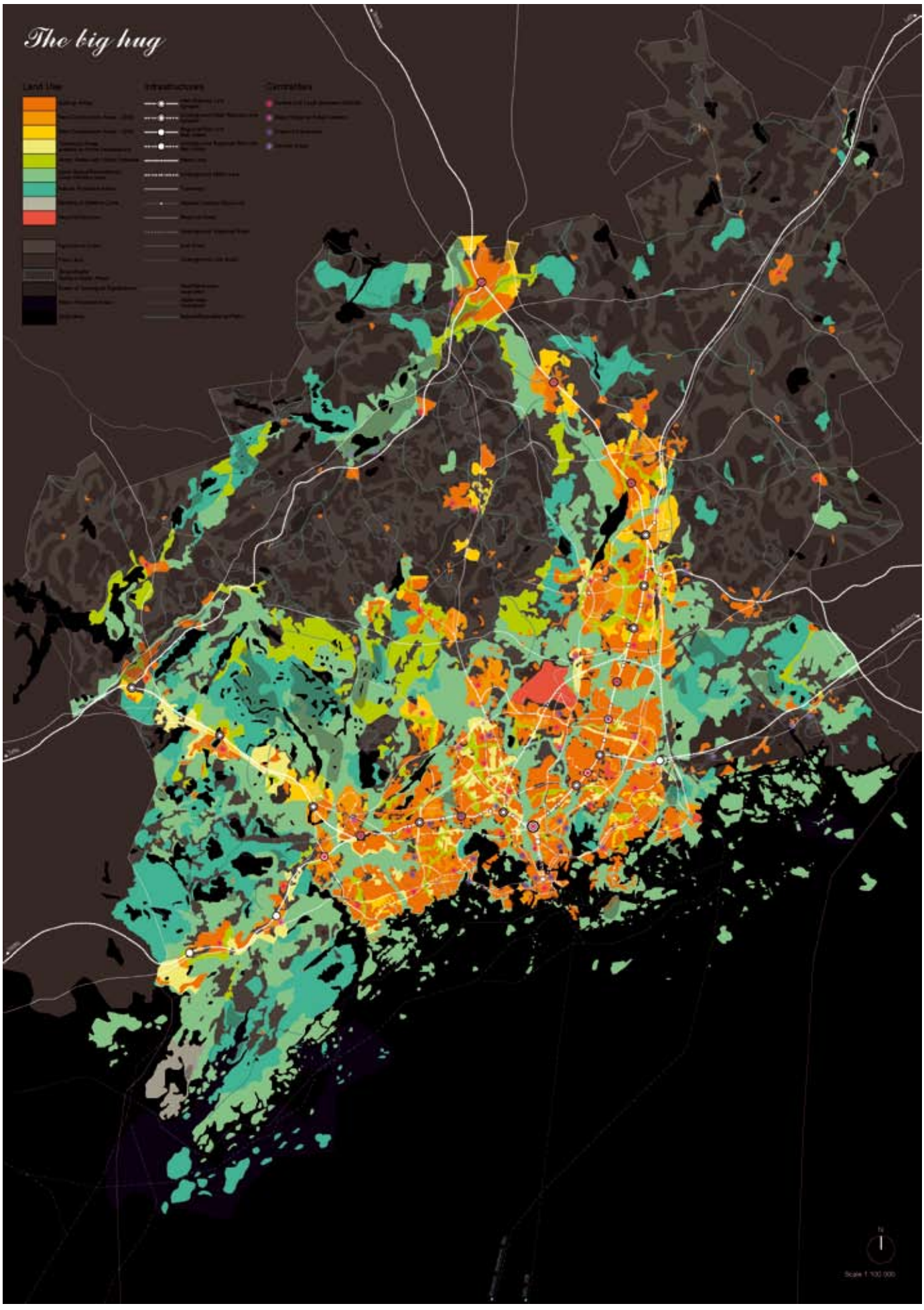
Purchase, entry no 55, "Orlando"

A professional and convincing entry based upon the location of the metropolitan area between a forested lake zone and the sea. Landscape factors are treated with respect, current natural reserves are taken into account, and the uniqueness of the natural environment is seen as the region's central asset. Green corridors are strengthened and enhanced, and their cohesion is raised also as a qualitative factor affecting the residential environment.

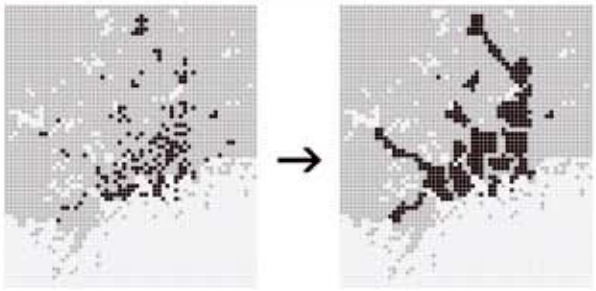
The entry's basic land use solutions are commendably linked to the development of both existing areas and public transport. The growth directions are the routes of the main railway line and the Lohja/Coastal railway line direction; there is less building in the east. The goal, in accordance with sustainable development, is the advancement of the use of public transport by focusing building on areas well served by public transport. The proposed hook-like area structure is based on supplementary population concentrations relying on rail transport, as well as some new population concentrations. The entry includes a commendable consideration of the effect the distance to a public transport station has on the efficiency of building. The entry would centre the densest building within 200 meters of the stations. The transport system presented in the entry is logical and well founded. The rail transport network would form its backbone, comprising both national, regional, and local connections. A new high-speed railway would combine the Helsinki region with St. Petersburg. Local rail transport is supplemented by metro lines and tram lines. The region's community structure remains dense in the entry, which for its part also reduces the need for mobility. The general plan is one of the most thoroughly crafted in the competition. Even the locations of large commercial units and regional outdoor recreation routes are marked on the general plan.

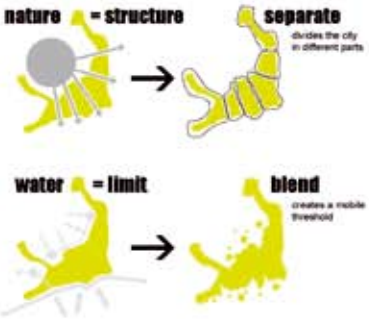
Different areas are proposed to have distinct profiles with differing lifestyles ("one city - different lifestyles"). Plans regarding the areas are comprehensively presented and aptly named (e.g. city lab, eco city, outdoor city). The location of the building volume to different areas as entailed in the competition programme is presented with remarkable precision. The aim is a mixed structure. For example, there is an innovative placement of a considerable amount of new building with a light rail system in the Kerava and Ristikytö area; in the west, the role of the Leppävaara station as a regional centre is understood. In the entry, the Pasila area becomes the new centre for the urban region. It would be placed partly over the rail transport area. The development of the region between the current centre and Pasila according to Saarinen's city plan, is advantageous especially in regard to transport. Pasila would also form a connecting junction for the high-speed railway. Connections to the Helsinki city centre and peninsula are proposed to be supplemented by a ring metro line. The solution would improve connections especially to the Helsinki peninsula border areas and southern part also reducing traffic pressure for the Helsinki Central railway station, which is already suffering from periodical overload. The entry also proposes condensing the areas within key transport routes (eg over-wide verges, leftover ground within multi-level road junctions), as well as partially tunneling them and utilizing the deck structure created in the process as workplace areas.

In its overall simplicity a strong and realistic initiative, however leaving open the underlying image of the prospective future.


The big hug
Land Use
Infrastructures
Connections

Nature structure against sprawl



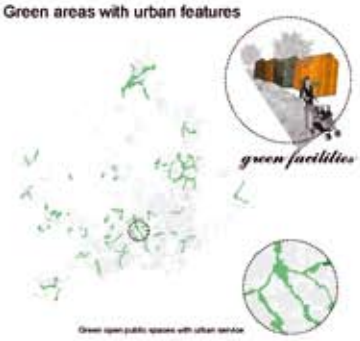


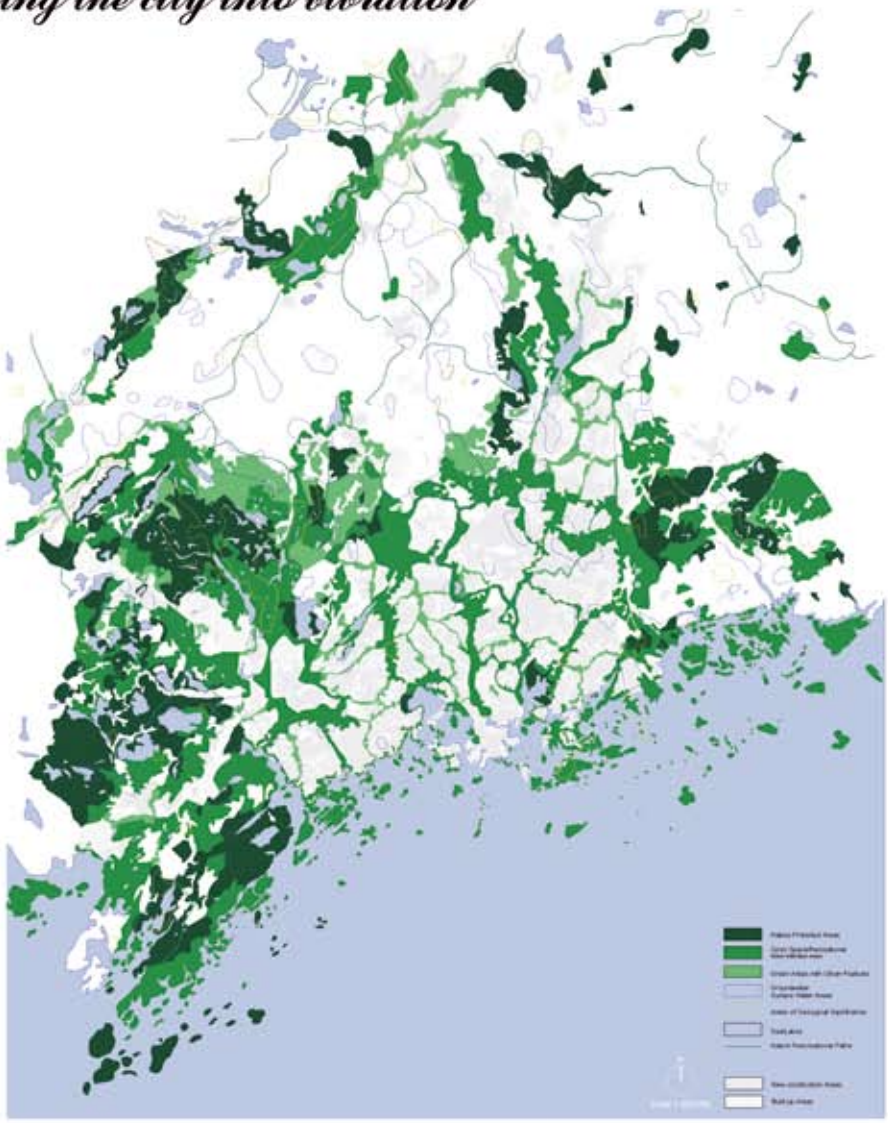
Setting the city into vibration

Natural protected areas

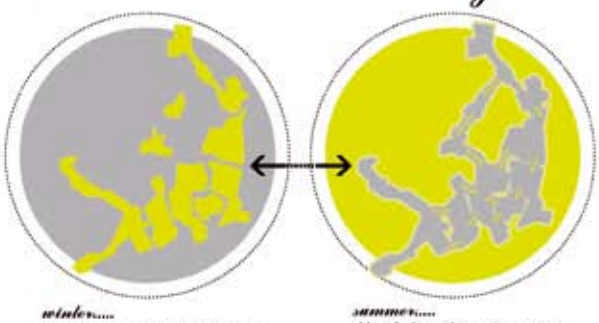
Open space recreational

Green areas with urban features





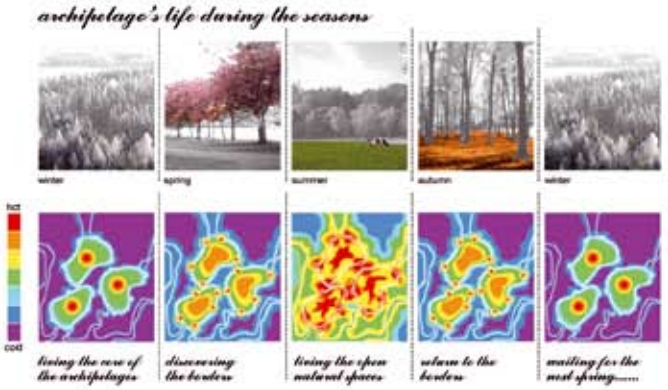
Breath between nature and city

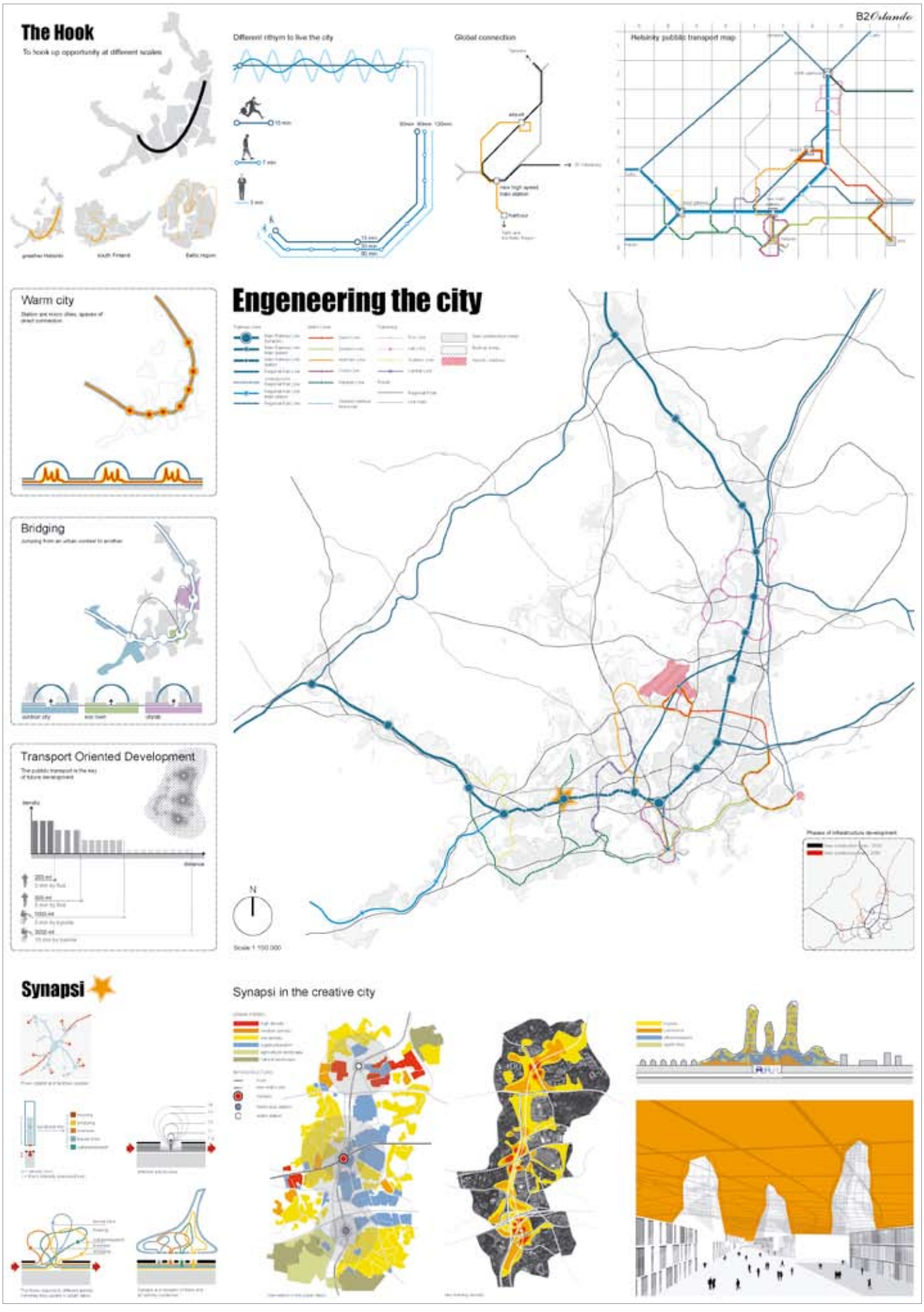


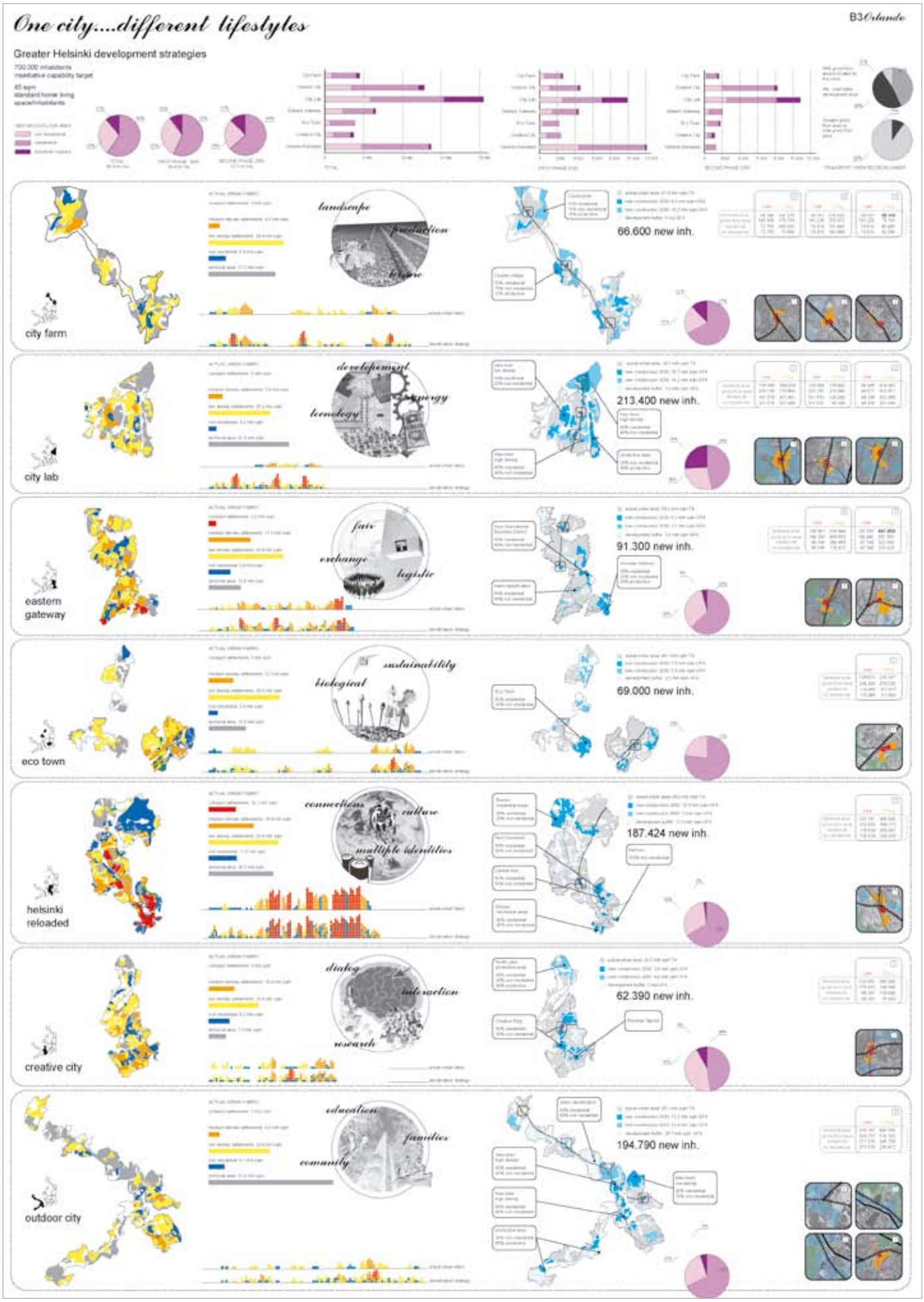
winter.....
the city lives close to the core

summer.....
blends to nature open space

archipelago's life during the seasons




The Hook
To hook up opportunity at different scales
Different rithym to live the city
Global connection
Helsinki public transport map
B2Orlando
Warm city
Engeneering the city
Bridging
Transport Oriented Development
Phases of infrastructure development
Synapsi
Synapsi in the creative city


One city....different lifestyles
B3Orlando
Greater Helsinki development strategies
700.000 inhabitants
66.600 new inh.
city farm
213.400 new inh.
city lab
91.300 new inh.
eastern gateway
69.000 new inh.
eco town
187.424 new inh.
helsinki reloaded
62.390 new inh.
creative city
194.790 new inh.
outdoor city

Helsinki reloaded...building the new dimension

the green structure

axis between historical and new

existing urban texture

transformation areas

transport oriented development

transformation density

Living the border

borders as spaces of contrast between nature and city core

City lab...building up a new town

the green structure

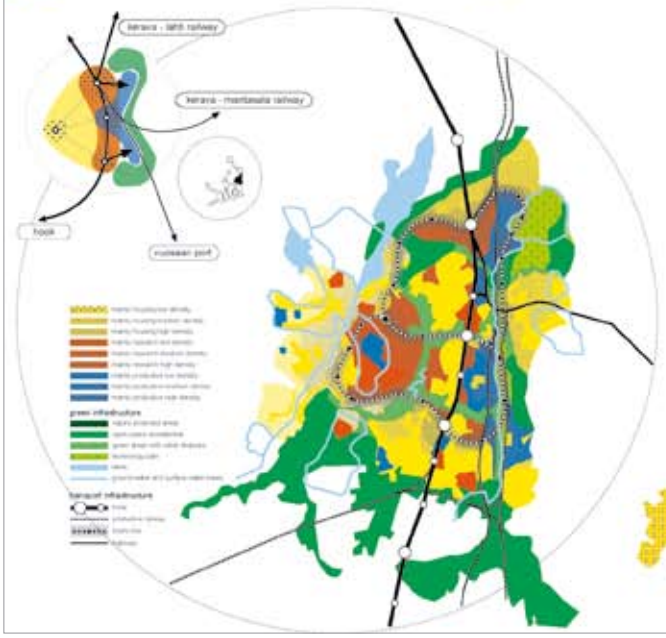
infrastructure

existing urban texture

transformation areas

transport oriented development

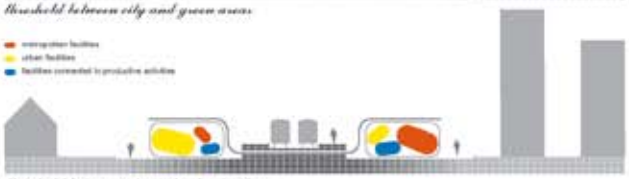
density of transformation



Living the border

borders as spaces of gradual transition and urban services suppliers

threshold between city and green areas



threshold between city and infrastructure

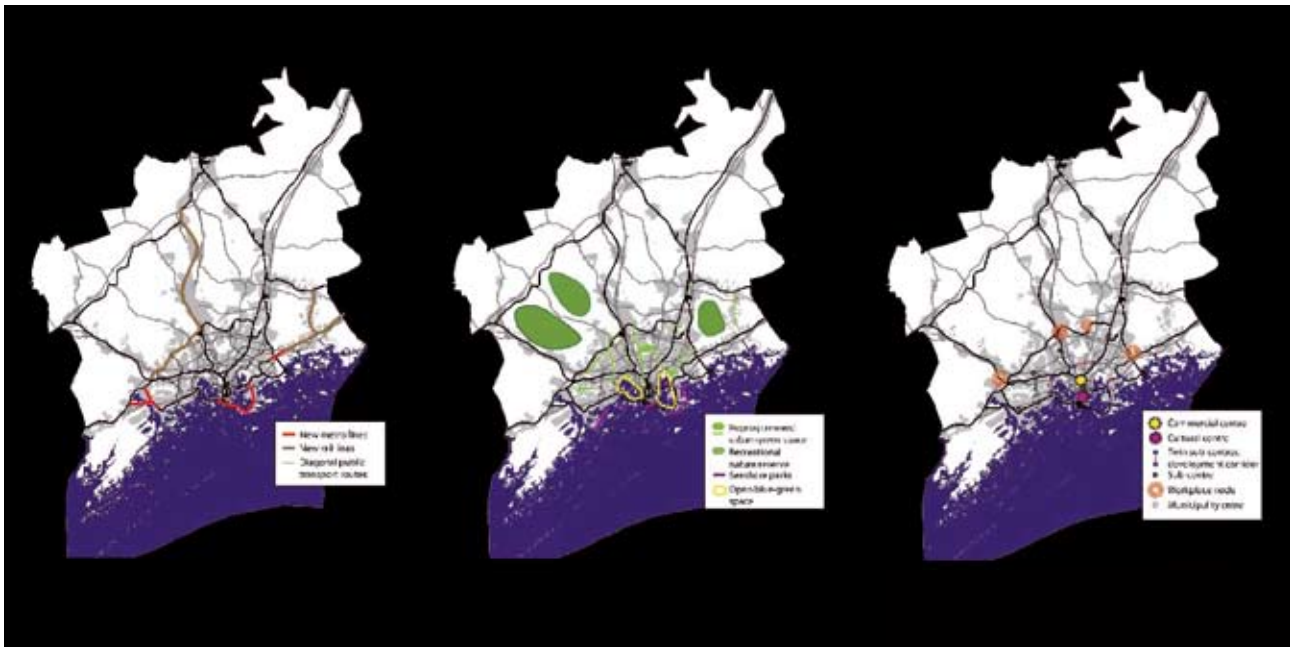
Functional mixiture

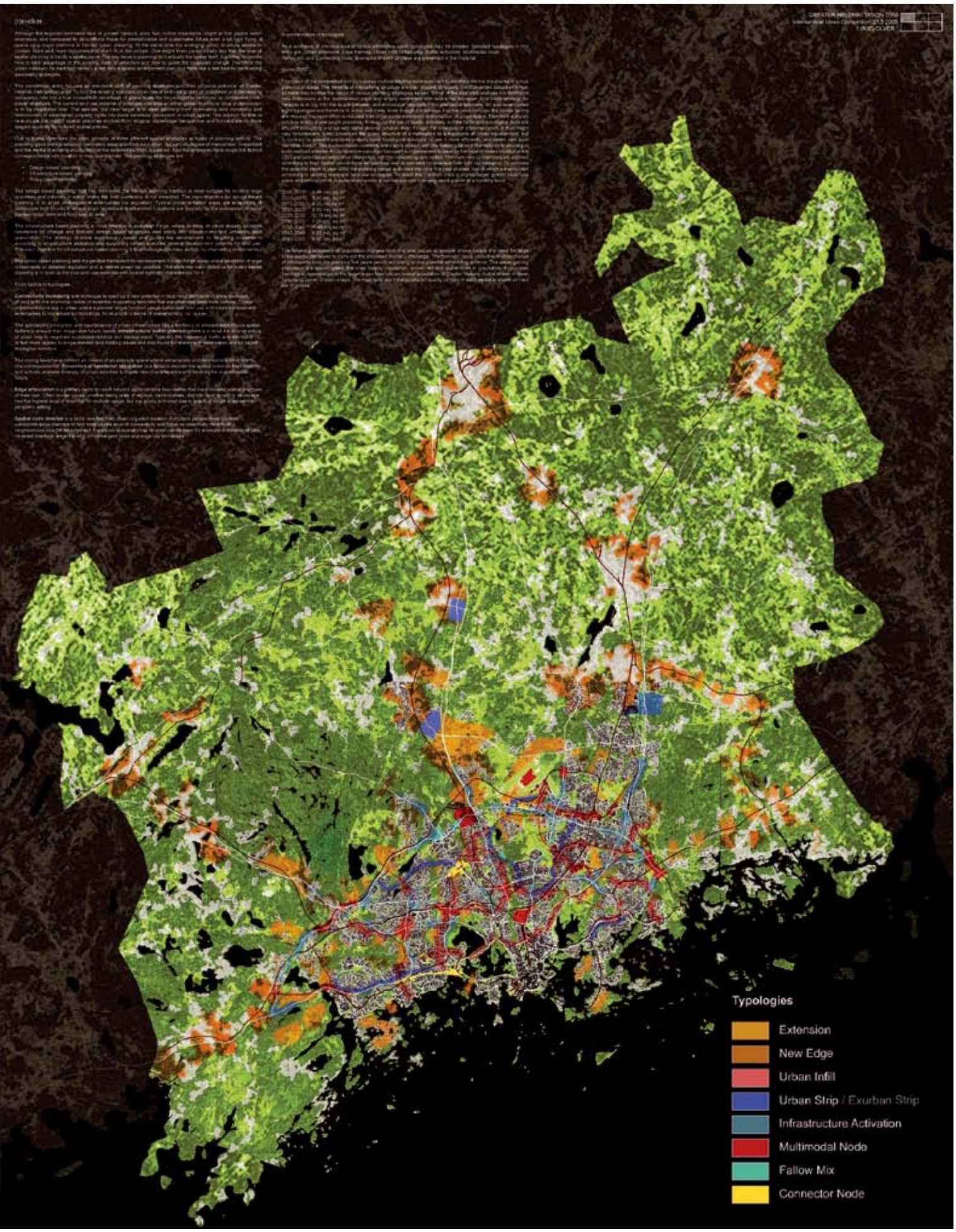
to mix functions in order to create urban complexity

Purchase, entry no 70, "(R)evolver

The entry's premise is based on the idea that, rather than concentrating on the "what", city planning in Finland and especially the metropolitan area needs a vision of the "how". The proposed solution is a multi-agential zoning strategy with three approaches: "design based planning", "infrastructure based planning" and "policy based planning". Of these, the first is applied especially to supplementary building, the second to highway and/or roadside interventions, and the third to existing or future edge areas.

The entry presents a very good and interesting analysis of planning tactics applicable in different situations, including the development of attainability/togetherness, combining functions, and articulation of edge areas. These are in turn illustrated with professionally made detail studies and related inspiring scenic visuals. The general plan is based on an open and flexible plan (cf. the premise of the work) and is thus not very deterministic. In addition, the symbolic colors used do not entirely match the commentary. There are graphs for forms of income and transport but a more thorough contemplation is lacking. The author could have provided more insights into the regional prospective future the entry is based on.

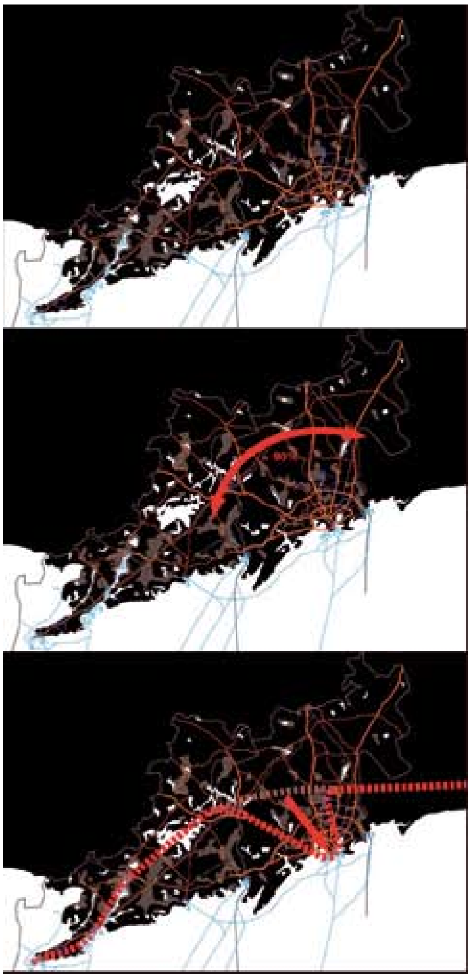



Typologies
Extension
New Edge
Urban Infill
Urban Strip / Exurban Strip
Infrastructure Activation
Multimodal Node
Fallow Mix
Connector Node

Purchase, entry no 74, “Line TM”

An exciting and novel entry which emphasizes a cross-border perspective based on a linear urban development corridor, linking key cities and conurbations, which in its turn is based on a new super-high velocity international train connection. The city concept is innovative and enables the creation of a new form of intercommunity structure. The extremely high service availability of public transport enables the reduced dependence on private cars. The resulting new structure in essence is flexible and easily adjustable. Walking distances to public transport stations are minimized and taken into account effectively. The efficiency, content, and architectonic outlook of the linear city is adjustable according to demand. However, the sullen and partially scary tower block city image presented in the illustrations is not a successful or sympathetic solution. The new linear structure presented in the vision is easily connected to current community structure even though this aspect has not been particularly studied in the entry. The overall solution enables at its best the alliance of private and public agents (PP -partnership). It is left unclear, however, whether the proposed building scale and overall efficiency is sufficient for such a sizeable rail transport investment. The line’s proposed width is currently a maximum of 400 meters. It could be easily developed to vary between 200 and 800 meters to achieve greater flexibility.

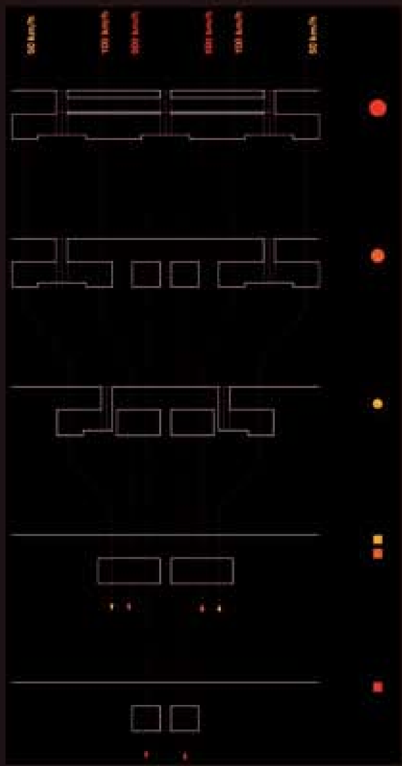
Whilst assumimg that in the future there might be a stronger and more cooperative union of nations than exists at the present moment, this is a radical model that could be further developed and studied within the context of achieving a stronger physical city region network within northern European areas, in a similar manner to that already existing in central Europe.



INFRASTRUCTURE TODAY
Ringroads
Harbours
Airports

2025
90% increase of individual traffic concerning the hinterland

4TH RING
The High Speed connection covers the entire conurbation including the center of Helsinki



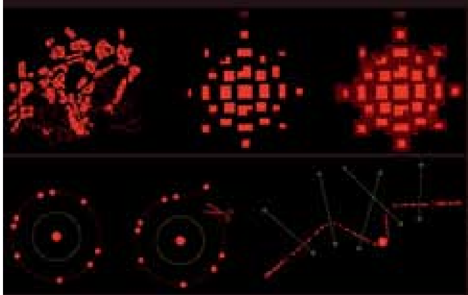
INTERNATIONAL HUB
train stations / airports / harbours
commerce
information desks
covering the entire conurbation

PERIURBAN STOP
covering all train centers

LOCAL STOP
covering every neighbourhood

PERIURBAN RAILWAY TRACK
from Hanko to Porvainen

INTERNATIONAL HIGH SPEED RAILWAY TRACK
connecting Hanko with St Peterburg



SAARINEN
The exploded plan of Helsinki grew out of its spatial pattern by consuming the remaining open space

LINE_TM
The high speed connection of the center with all satellites includes new Nature and Park Development Areas

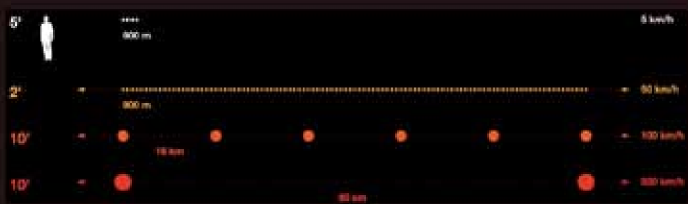
2010
The first infrastructural intervention

2015
Two mixed high density districts are added next to the center

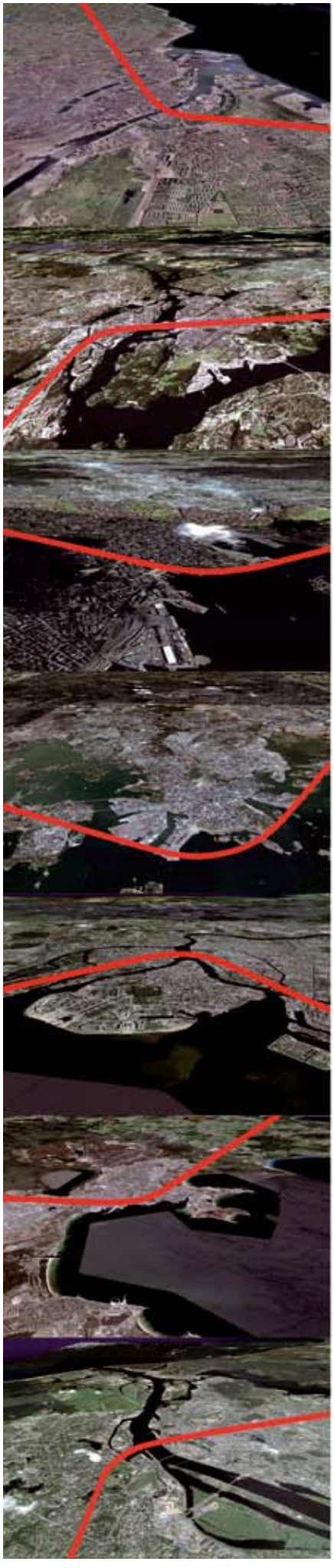
2020
Two mixed high density districts are added next to the center

2030
Two mixed high density districts are added next to the center

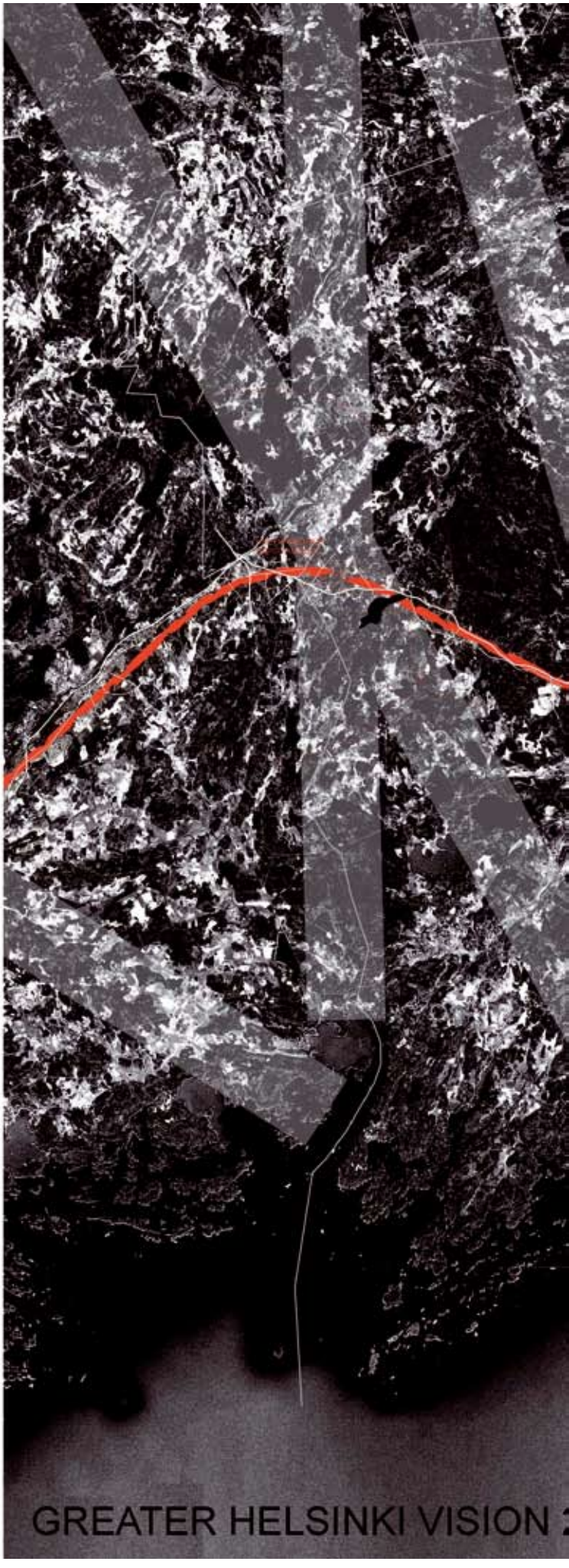
2050
Two mixed high density districts are added next to the center

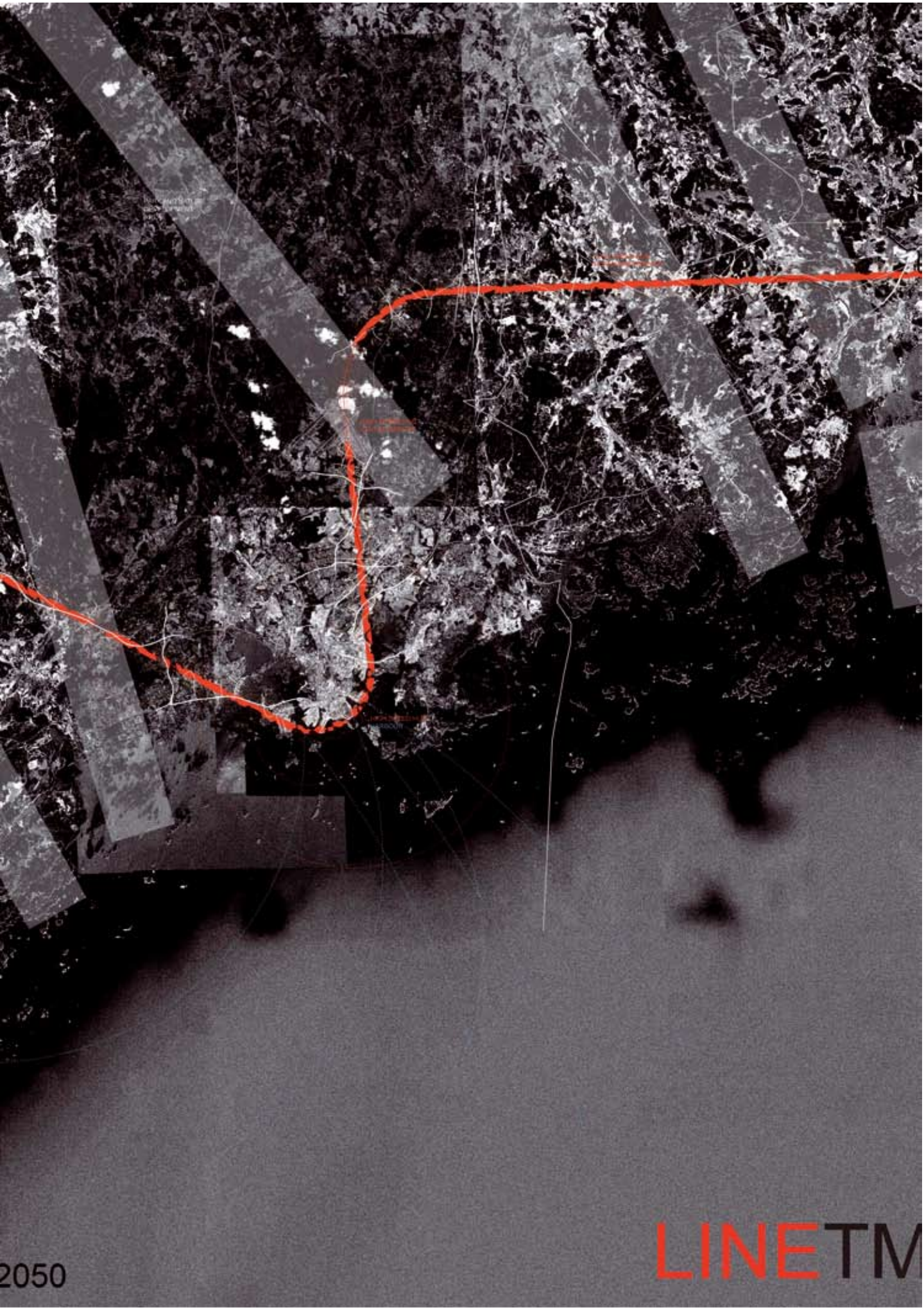


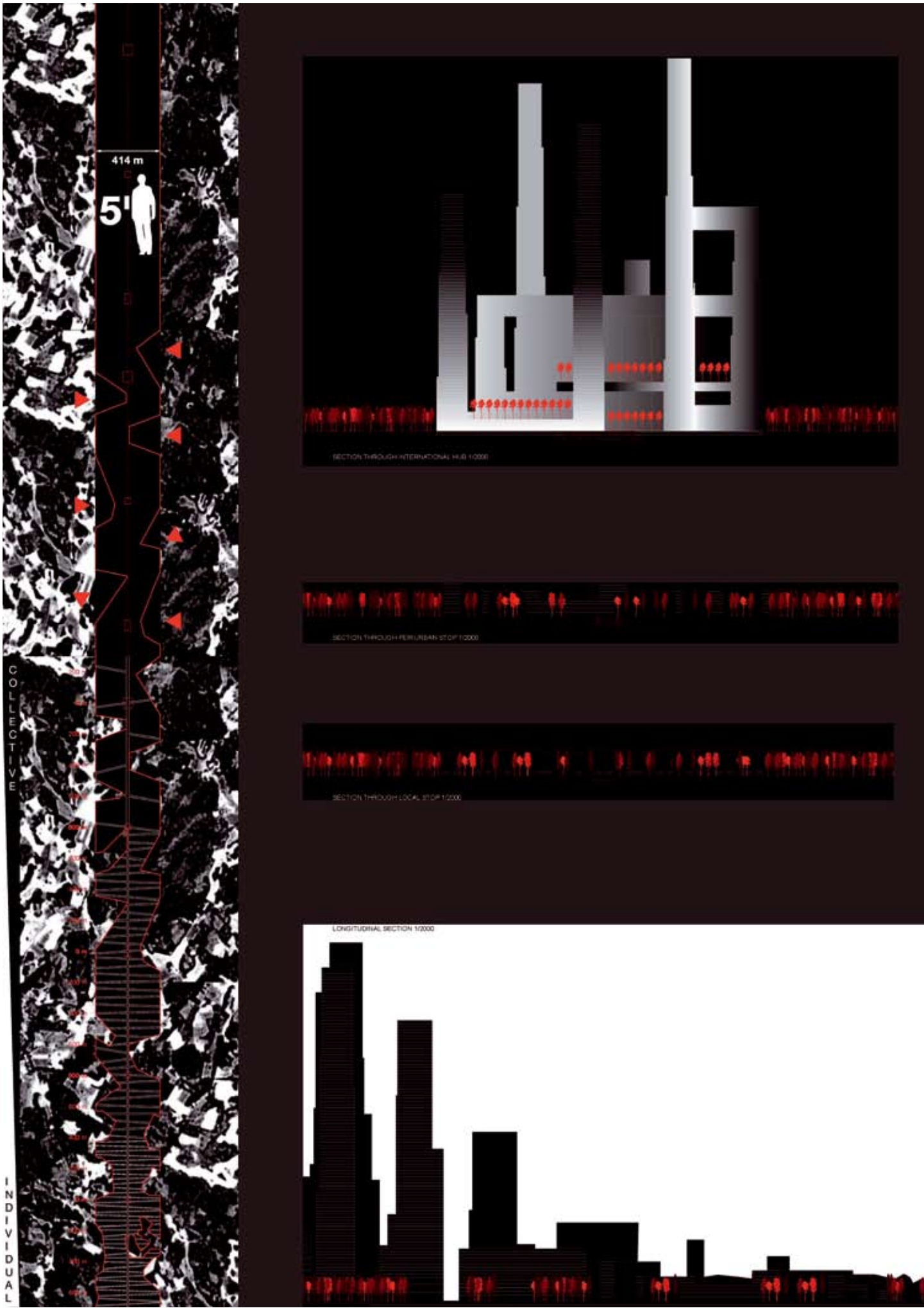
DISTANCES OF DIFFERENT VECTORS OF MOVEMENT AND STOPS



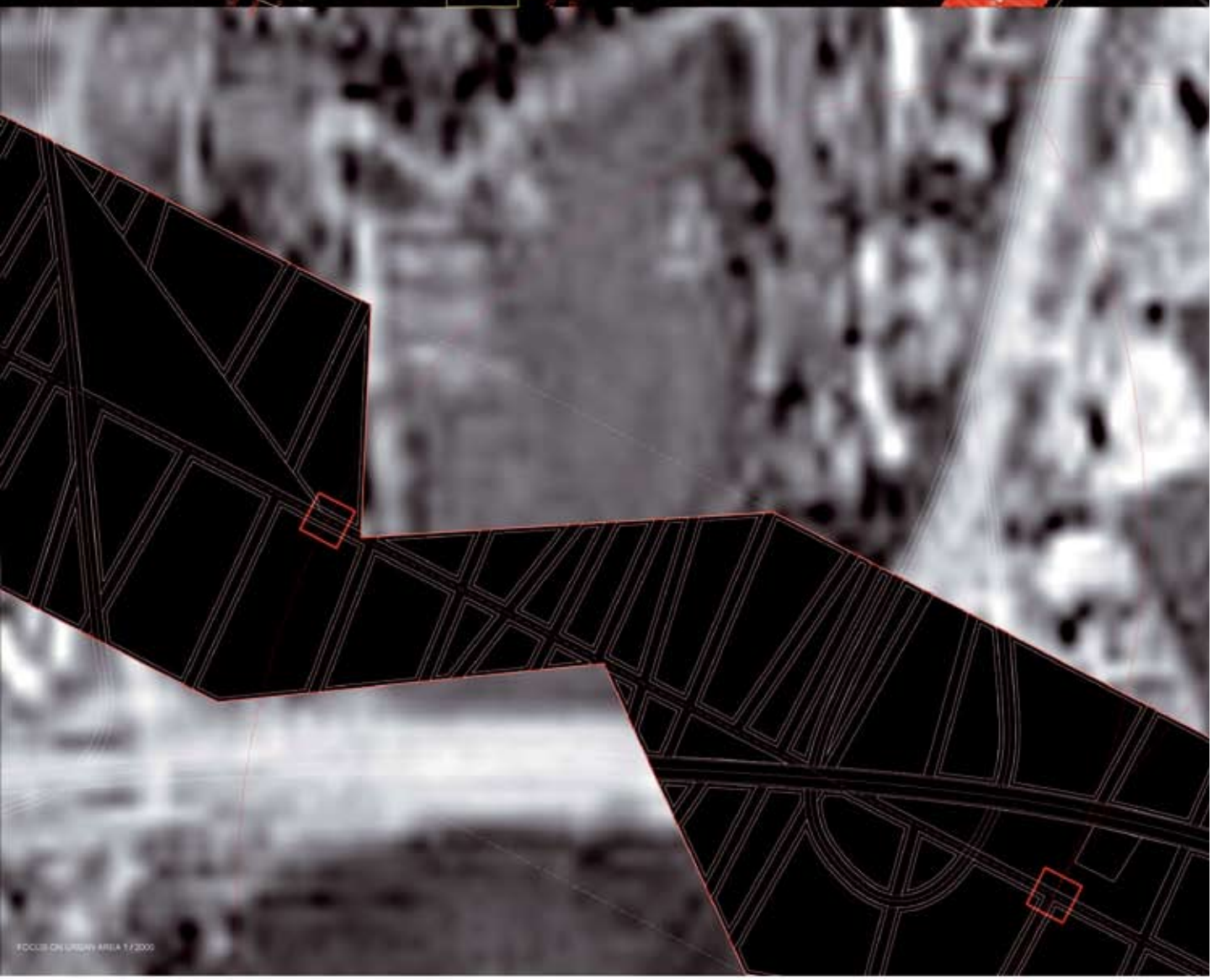

KØBENHAVN
STOCKHOLM
OSLO
HELSINKI
ST-PETERBURG
TALLINN
RIGA

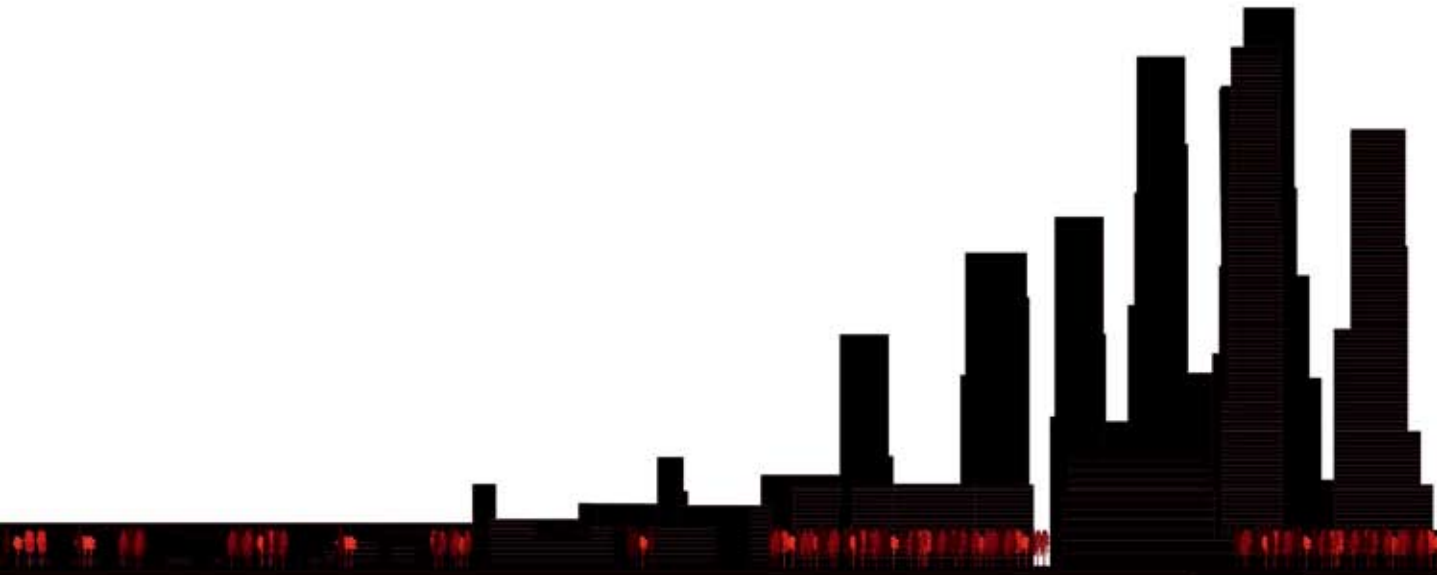

GREATER HELSINKI VISION


LINETM
2050


414 m
5'
COLLECTIVE
INDIVIDUAL
SECTION THROUGH INTERNATIONAL HUB 1/2000
SECTION THROUGH PERI URBAN STOP 1/2000
SECTION THROUGH LOCAL STOP 1/2000
LONGITUDINAL SECTION 1/2000


EXISTING VILLAGE 1/10000
HARBOUR 1/10000

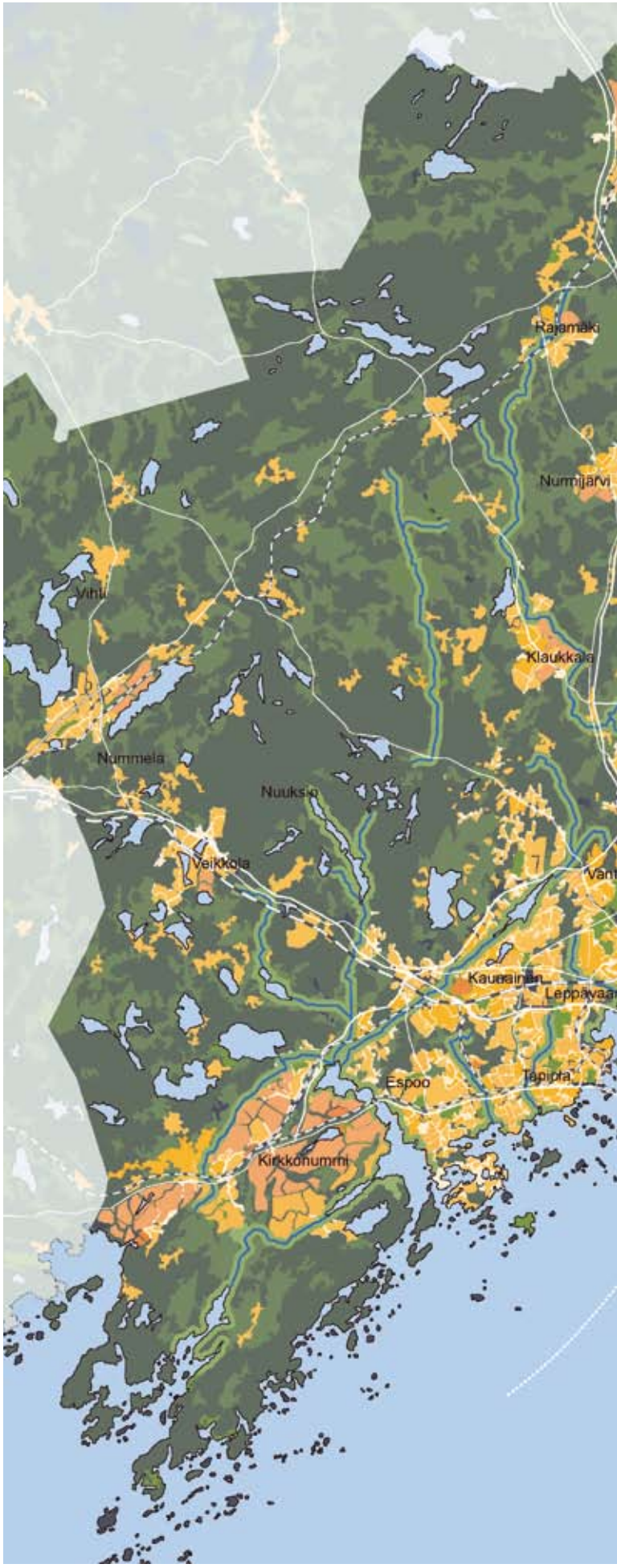


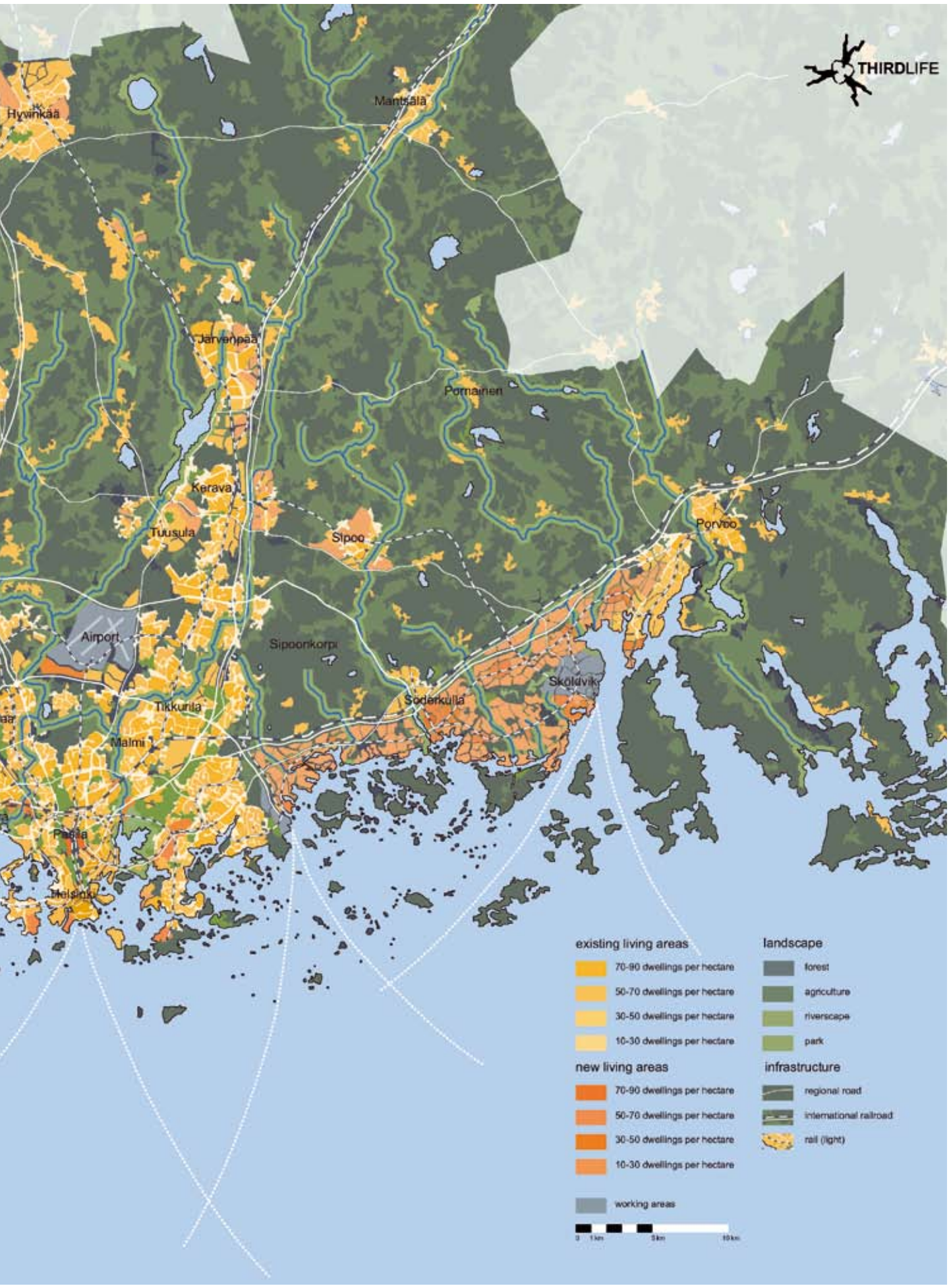


Purchase, entry no 90, “Thirdlife”

A multi-layered, researched and professionally prepared entry. Its premise is the assumption that in the future residential choices will be increasingly guided by qualitative factors. The entry defines the coastline and the sea as the metropolitan area’s most important assets and attractions, forming the basis for shaping the area structure on an east-west axis. The centre of growth is in the east, and it is also directed to border municipalities, although to a much lesser extent. This contradicts the aim for achieving a balanced regional development. The result is an ”anchor-like” shaped regional structure heavily dependent on coastal building, which in turn will lead to excessively long distances on the east-west axis and overload on the coastal zone routes. However, extending the metro line to Sipoo and connecting Kirkkonummi by metro directly to the southern parts of Espoo and Helsinki are justified solutions.

Essential factors concerning landscape ecology have been highlighted in the landscape structure (e.g. waterways and valleys) and they are seen as an asset to be preserved, although they can nevertheless be utilized for example for the production of biomass. The entry also calls for regional metropolitan politics. The significance of so-called third places as a factor in increasing the enjoyable qualities of the living environment has been commendably recognized, but that is the limit of insights concerning prospective quality of life in the entry. Economic foundations are also considered (e.g. a ”green economy” developing business from the environment). The entry includes a carefully crafted typological toolkit for differing supplementary building situations, and particularly commendable the examples have also been placed and designed to real sites. For the finger-like radiating rail transport structure, the importance of transversal connections or ”ladders” is presented. Extending rail transport to Santahamina and connecting science centres to each other via a line straighter than the existing Jokeri line are interesting details in the entry.




THIRDLIFE
Hyvinkää
Mäntsälä
Järvenpää
Pornainen
Kerava
Tuusula
Sipoo
Porvoo
Airport
Sipoonkorpi
Tikkurila
Malmi
Söderkulla
Skolvik
Helsinki
existing living areas
70-90 dwellings per hectare
50-70 dwellings per hectare
30-50 dwellings per hectare
10-30 dwellings per hectare
new living areas
70-90 dwellings per hectare
50-70 dwellings per hectare
30-50 dwellings per hectare
10-30 dwellings per hectare
working areas
landscape
forest
agriculture
riverscape
park
infrastructure
regional road
international railroad
rail (light)

2 introduction

THIRDLIFE: creating an attractive sustainable competitive region

THIRDLIFE

landscape metropolis

the rivers are appointed as framework for sustainable development of the region

network metropolis

Infrastructure and nodes are adjusted to facilitate the regional urban engine

sea metropolis

the seaside forms the basis for the metropolitan development of the region

balanced metropolis

strengthen the social, cultural and economic variety of the region

vision

THIRDLIFE sets a leap towards a metropolitan development, which is the next step in the process to cultural consciousness and urban adulthood of the Helsinki region. By entering this stage in its development, Greater Helsinki will establish its position as the economic motor of Finland and as the most attractive metropole in the Baltic region.

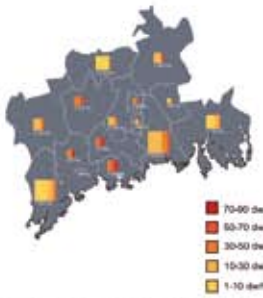
THIRDLIFE sets milestones to create an attractive, competitive and sustainable metropolitan region by generating urban and rural diversity, urbanity and connectivity, and strengthening the physical, natural and cultural values of the region.

The sea is the most powerful characteristic of the Greater Helsinki region. THIRDLIFE concentrates the urban development along the coast offering the most desirable and typically Finnish living conditions and excellent accessibility.

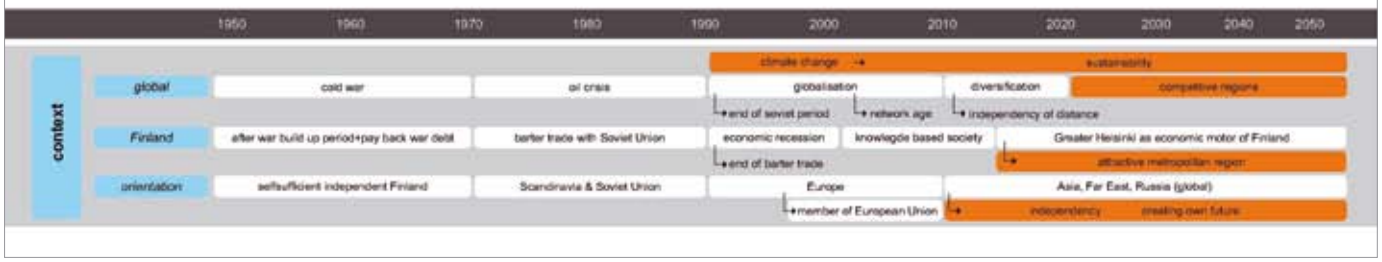
The approach of THIRDLIFE is to create a set of frame works on the regional scale concerning the major features in the spatial system: landscape, infrastructural network and urbanization. The implementation of the vision is guided by regional agreements between the stakeholders. The frameworks are elaborated on a local level which is illustrated by so called toolboxes.

housing division key

new dwellings per municipality



development area and densities



3 landscape metropolis

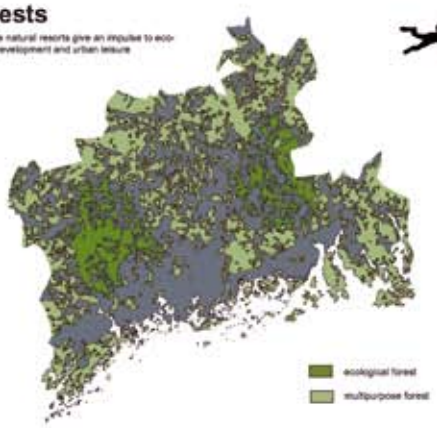
THIRDLIFE

river system

rivers and valleys are developed as a spatial and ecological network for recreational use, agriculture, water management, park facilities and living

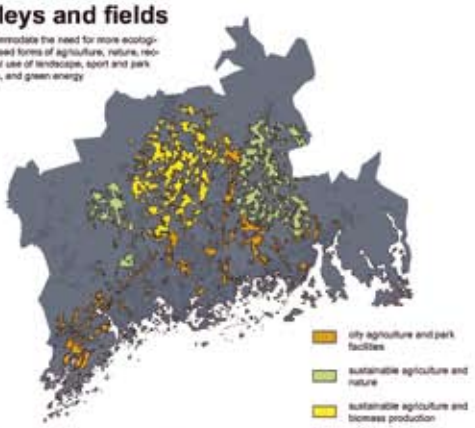
forests

two large natural resorts give an impulse to ecological development and urban leisure



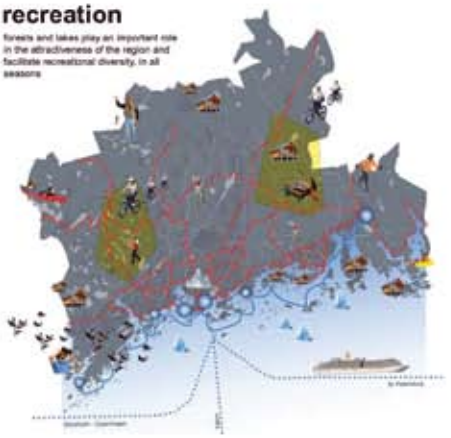
valleys and fields

to accommodate the need for more ecologically based forms of agriculture, nature, recreational use of landscape, sport and park facilities, and green energy

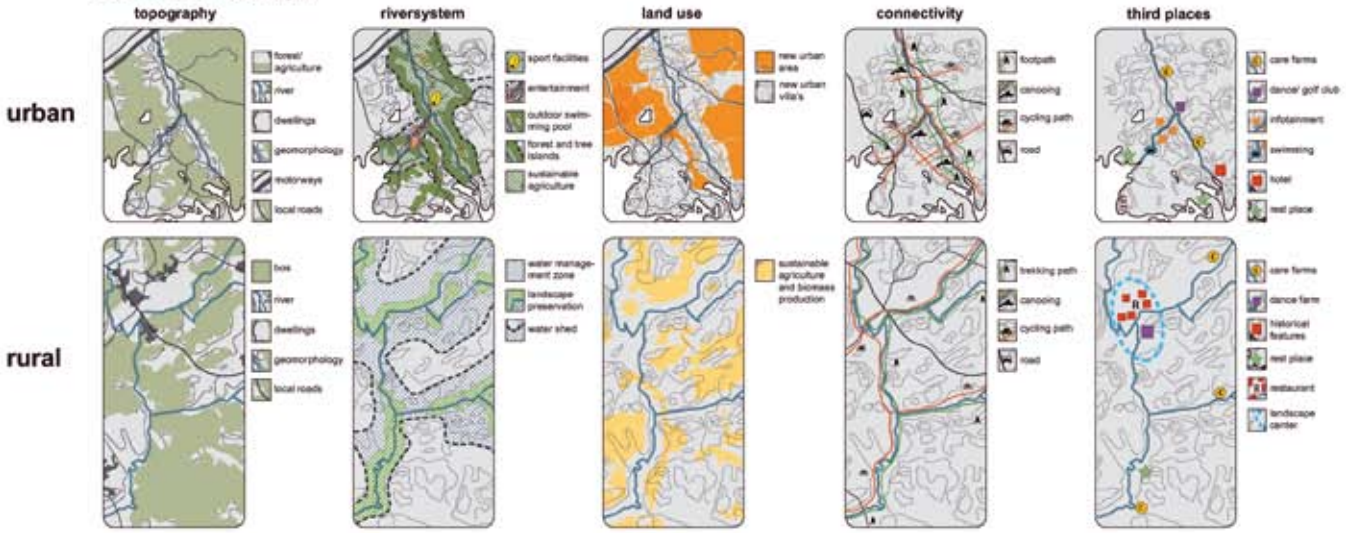


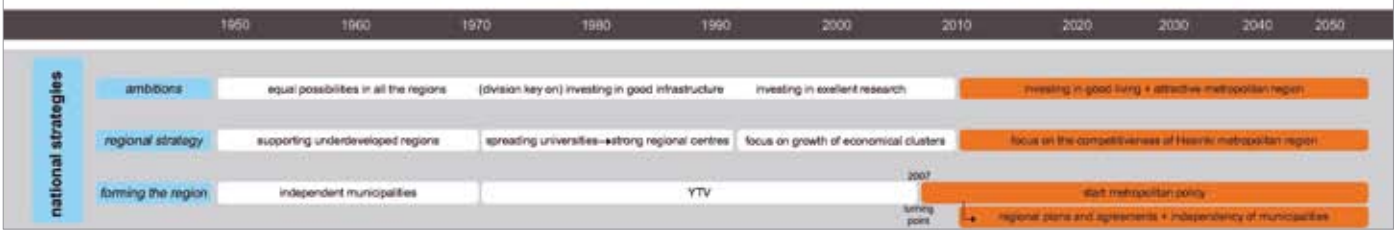
recreation

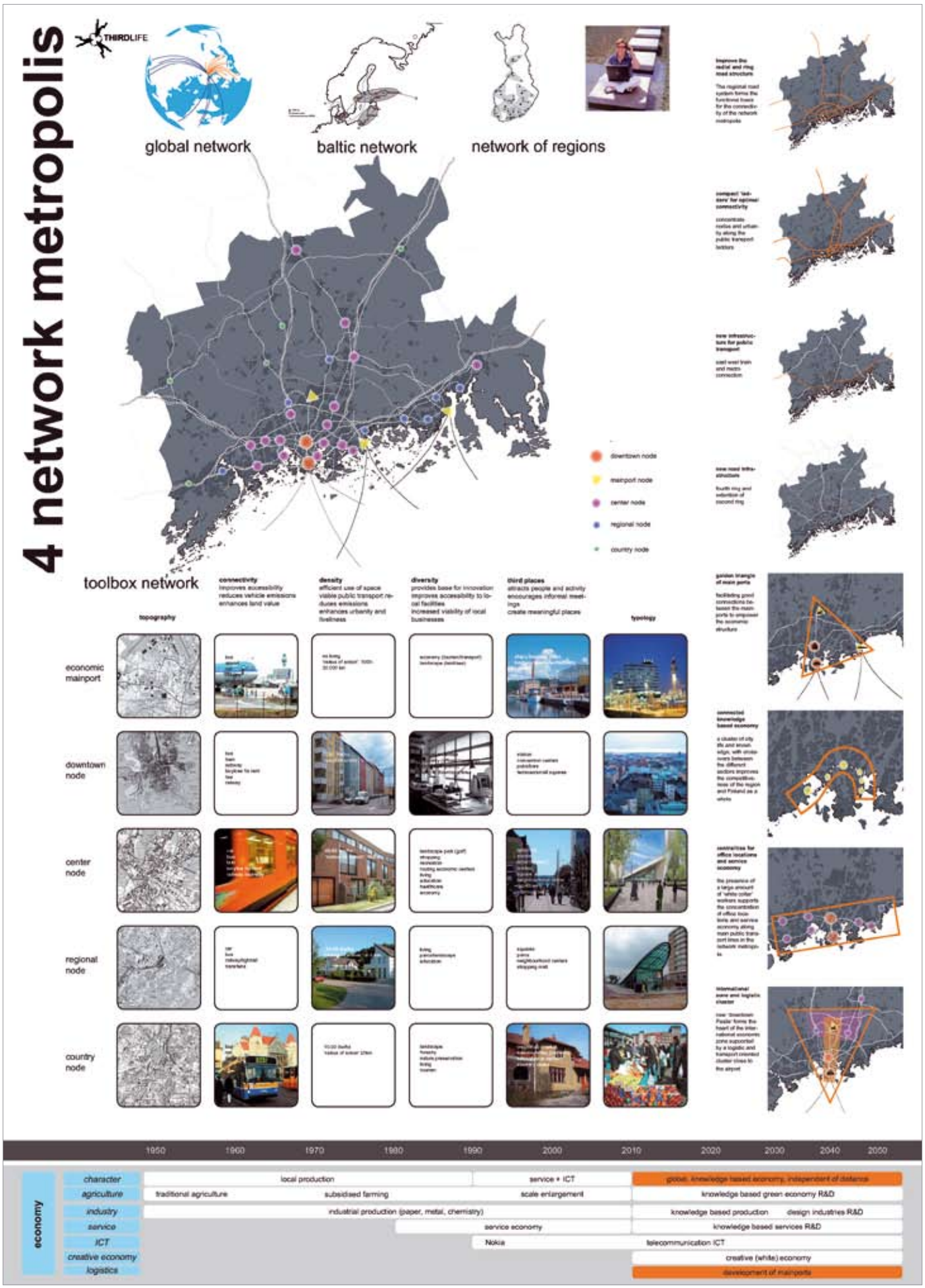
forests and lakes play an important role in the attractiveness of the region and facilitate recreational diversity, in all seasons



toolbox landscape






4 network metropolis
THIRDLIFE
global network
baltic network
network of regions
toolbox network
connectivity
density
diversity
third places
topography
typology
economic mainport
downtown node
center node
regional node
country node
downtown node
mainport node
center node
regional node
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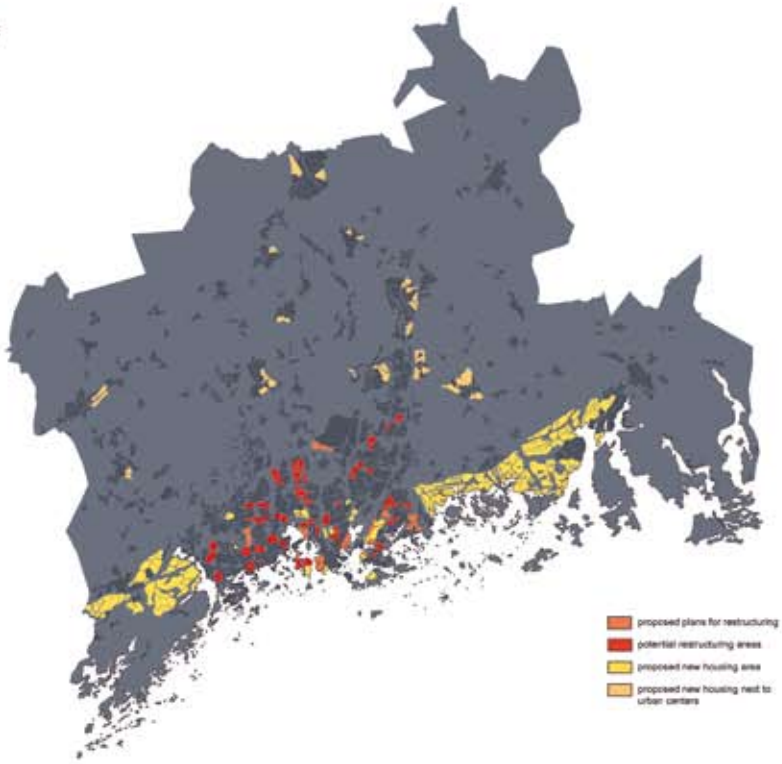
1950
1960
1970
1980
1990
2000
2010
2020
2030
2040
2050
economy
character
agriculture
industry
service
ICT
creative economy
logistics
local production
service + ICT
global, knowledge based economy, independent of distance
traditional agriculture
subsidised farming
scale enlargement
knowledge based green economy R&D
industrial production (paper, metal, chemistry)
knowledge based production
design industries R&D
service economy
knowledge based services R&D
Nokia
telecommunication ICT
creative (white) economy
development of mainports

5 living metropolis

THIRDLIFE



restructuring and renewal
Transforming existing built up areas by revitalizing and intensification

existing centers
Improve the spatial quality of existing centers by multi-purpose use of space and intensification

new sea city
new housing in various densities and typologies along the coast

toolbox living

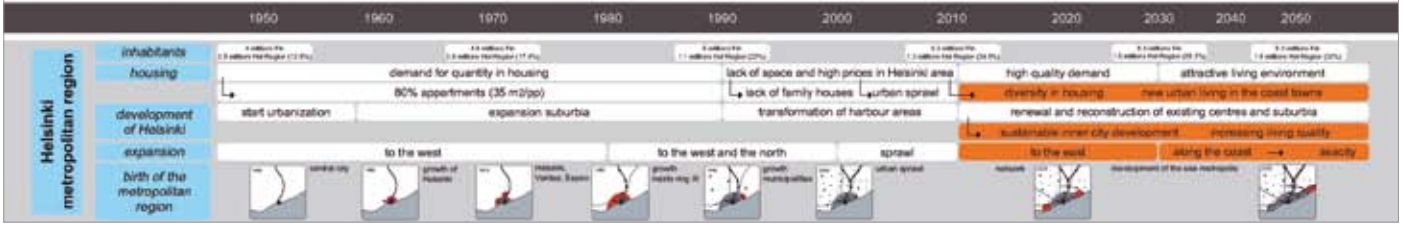
connectivity & landscape
improves accessibility
enhances land values
recreation close to home

density
reduces land required
reduces energy consumption
enhances urbanity and liveliness

diversity
creates choice and variety
increased viability of local businesses
provides facilities close to home

third places
attracts people and activity
improves social contact
promotes local identity

	plan area					
Pasila new downtown restructuring railway area 100 dw/ha						
Siltavuori restructuring existing suburb 60 dw/ha						
Oulunkylä restructuring industrial area in living 60 dw/ha						
Tuusula renewal center expansion close to center 40 dw/ha						
Soderkulla newtown seacity 40 dw/ha						



6 balanced metropolis

social and cultural diversity

municipalities bring forth and strengthen their social and cultural identity
in the region three development zones are distinguished:
"close to nature", "cultural field" and "sea city"

THIRDLIFE

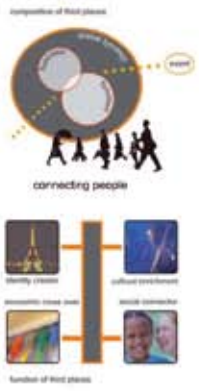
local qualities generate economic variety

the characteristics of the municipalities are combined in three distinctive, complementary economic profiles: green, blue or white

variety of third places

enhance the need for social contact and economic crossovers by creating numerous third (meeting) places. The combination of indoor and outdoor places, programmes and events contributes to the identity of municipalities

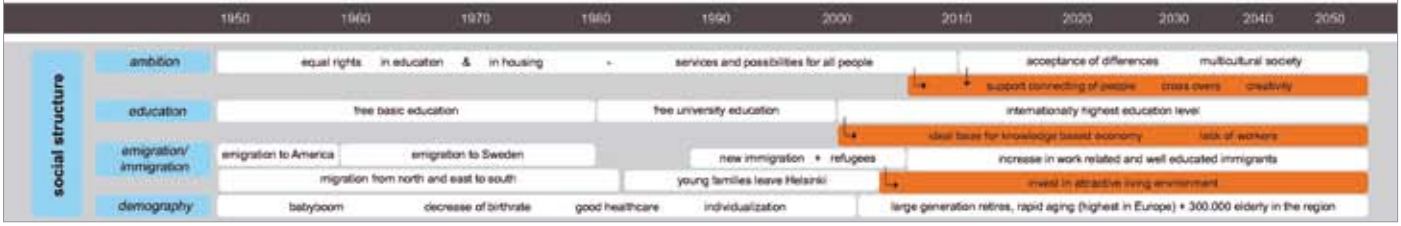
toolbox third places

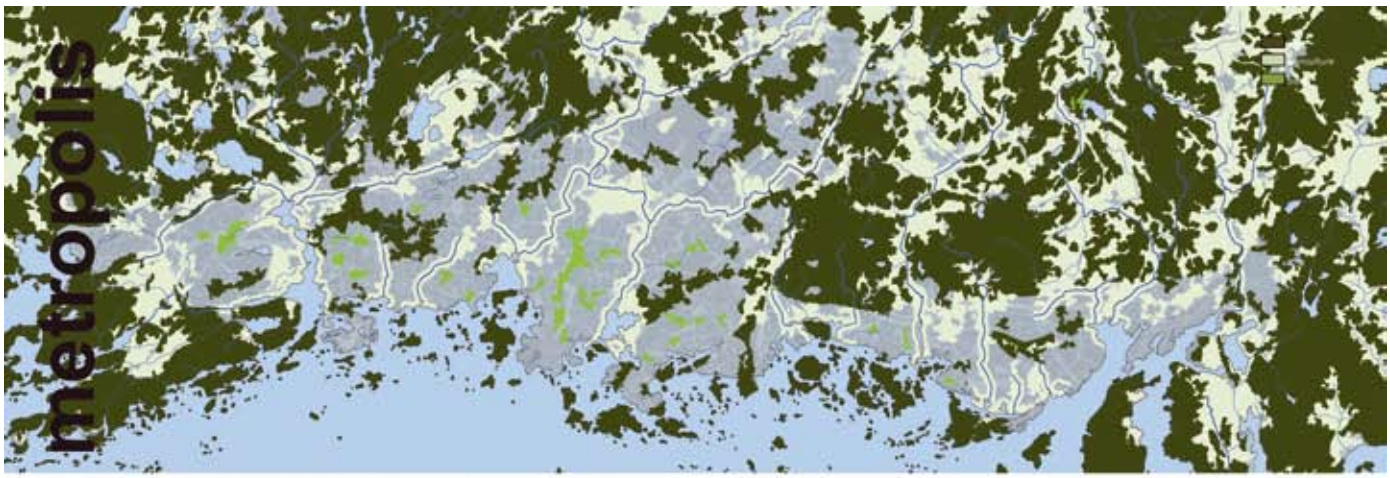


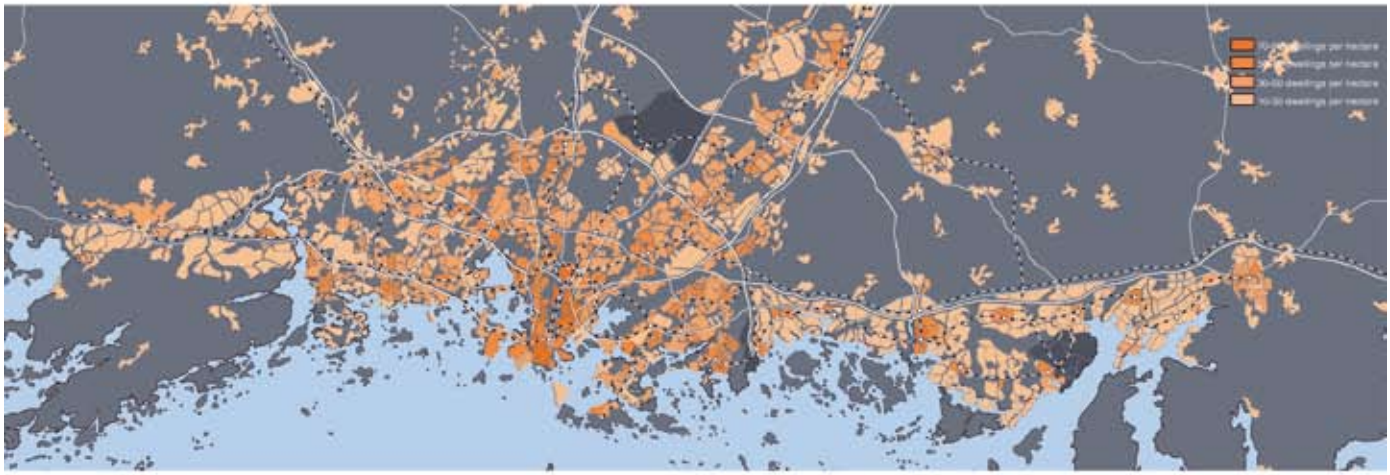
spatial typologies

functions

events




7 sea metropolis



6.2 Upper category

Entry no 4, "Open"

The entry is premised upon four lifestyles committed to the Finnish identity, which are assumed to continue into the future. The characterizations are fitting and entertaining, and their connections to the built environment's planning needs are also located with insight - although the idea of "fast and furious"-natured residents living on a hectare-size lot in their own house does not necessarily advance the competition's goal of achieving a sustainable community structure. However, the entry sets as its premise the direction of growth mainly within Ring Road III and its immediate vicinity (eg. The airport) while also proposing partial tunneling of routes, as well as decking over solutions. Thus there is only partial consideration of the regional whole. Proposed solutions for more central areas are the upgrading of Pasila into a second main centre in addition to the current traditional one, a light version of the Marja-rata ring track, and the extension of the Central Park. The public transport solution is based on a lasso-type loop system. New growth areas could have been based even more on the proposed rail routing. The re-use of former centrally located industrial areas is commendably considered as a strategic development opportunity, but will there be any of them left in the heart of the city after the current crop of already accepted and processed plans have been realized? Economic clusters are well conceived. Climate change is taken into account by proposing an embankment consisting of inhabited artificial offshore islands close to Helsinki city centre with extensions of Ring Road I located there. Another positive feature is the contemplation of new outdoor recreation routes, but - like the entire entry - it has been ilargely and excessively confined to merely developing the metropolitan area's core.

Entry no 22, "Helsingin täkänä"

Based on two opposing strategies for advancing the region's competitiveness, the entry clearly and logically follows through its basic premises. The proposed actions are connected to self-sufficient small towns ("back to work societies") on the one hand, and the concentration of the core area and creation of urban life on the other. It is left somewhat unclear whether the proposed area reservations are adequate for the aimed-for square meterage per floor. The geographic positioning of the metropolitan area in relation to nearby neighbouring regions is strengthened by means of a super-high velocity ring rail connection between Helsinki-St. Petersburg-Tallinn. Development activities are proposed to be focused especially on four sub-centres, which are Otaniemi, Malmi, the airport, and the current Helsinki city centre. Their goal is the advancement of 24-hour urbanism. In the border municipalities growth is directed on a public transport basis. The means include for example largescale infill on deck structures above traffic routes, and a vigorous deterrence of the disintegration of infrastructure. There is also an endeavor to strengthen eco-corridors and develop green spaces to a more park-like form. An attempt has been made to form Malmi and Tikkurila into "green vertical cities", that is to say dense areas featuring tower-like buildings, terraced balconies, and solar panels. The entry also proposes a populated, built-up "bridge island" by the coast relying on a railway bridge to Tallinn. The visualizations illustrating the nature of supplementary building are instructive.

Entry no 29, "Arkipelago"

A balanced entry based upon the archipelago-like infill supplementation of existing community structure, as well as the allocation of completely new areas for building. Discerning the new areas from existing ones is difficult, because the chosen symbol colors are not clearly distinguishable. There are relatively numerous new areas and their location and extent occasionally appears even oversized or lacking consideration. However, they are mainly reliant on existing community structure and transport networks. The archipelago motif used as an analogy with its exotic names borrowed from other overseas places is imaginative (e.g. Indonesia of Tikkurila, Kap Veikkola Verde, Micronesia of Sipoo, Sicily of Matinkylä), but what does it actually achieve regarding the region's structural development? The region's own history could also have offered suitable names for identifying and profiling the new metropolitan area. The proposed ideas for supplementary building are accomplished and viable (e.g. partial tunneling of routes, utilization of overground basements). The entry also takes landscape structure into account, and ecological corridors have been strengthened. Detail studies portraying block-level solutions are inspiring and finely tuned. However, the entry lacks a stronger vision of the prospective future underlying it.

Entry no 37, "Helsinki 360°"

An extremely clear, rational, and professionally prepared entry whose three main premises are the improvement of infrastructure through investments in public transport, the preservation and consolidation of natural areas through a regional park network, and the creation of sustainable growth through new dense cores. The proposed solution is an extensive new ring rail line, helping to re-

organise the finger-like structure of the metropolitan area toward an increasingly network-like direction. This enables the forming of three different growth zones on an east-west axis ("coastal, buffer & sub zone"). New building and growth is directed to these growth zones, especially to the junctions of the public transport ring and current linear growth "fingers". The focus of building is thus in border municipalities, but new land use reservations on the Sipoo-Kirkkonummi axis are also proposed. In the presented method the region's community structure is unnecessarily extended (especially the areas relying on the Kirkkonummi - Nummela - Klaukkala - Kerava - Sipoo - Söderkulla rail line). However, the entry's central idea is adaptable, and through adjusting the size and location of the proposed ring it could be better incorporated into the existing urban fabric. The development corridor along Ring Road III could also be extended more forcefully due west toward Espoo. The phasing of building is commendable and clearly presented. A fine insight is the incorporation of green spaces as part of the areas served by public transport. The detail solutions, illustrating the building opportunities of three differing zones, show apt and well justified tools. The details, like the broader work, are presented somewhat dryly, and the residential perspective does not come through convincingly. The possible effects of climate change are taken into account by providing instructions for flood protection.

Entry no 42, "aVia"

An original and daring vision based on one main single idea, the relocation of the airport due north. This enables the building of the longest street in Europe (60 km), called European Union Street, itself a radical extension of Helsinki centre's existing Union Street. The goal is to offer all the region's businesses and services a "good address". The street extends between the new northern airport and Unioninkatu (at the same time raising the Kallio church as a landmark on a completely new level). The north-south development corridor so created incorporates a series of different places with differing characters. The central park is also extended northward. Future climate change will possibly facilitate the reintroduction of water into former lowlands and dried brooks, offering quality factors for living and recreation. The argued justification for the new airport is the increase in flight traffic to and from Asia. The airport is also connected to a new super-high velocity train network. In other respects the proposed transport network is not logical with respect to the proposed linear and highly centered structure but is rather situated oddly away from it. The entry is not very balanced with regard to the development of the entire region.

Entry no 48, "Ubi Urbs"

An entry which stresses the continuity and openness of public outdoor spaces such as shores and parks. To improve continuity it is proposed to partially cover motorways and other large traffic routes ("a friendly Ring Road III") and make their roadside areas more compact. This is justified on the grounds that the obstructive effect is removed and that the area in question benefits logistically. Other methods include situating new elevated building on the coastal zone and at the same time creating a series of public outdoor spaces on the seaside (e.g. Sipoo). The proposed building efficiency ratio makes it possible that not too many new natural areas are used for building. Other new growth areas proposed are Hyvinkää and Järvenpää, as well as the strengthening of the E12 traffic corridor. The development of the transport infrastructure relies on well justified growth directions, and the resulting structural whole is logical. However, the detail-level solutions are not as successful or of a similar calibre to the macroscale proposals. The entry lacks a clear vision of the underlying scenario for the future.

Entry no 50, "Ribbon"

An impressively presented entry based on the utilization and highlighting of the region's scenic values. The entry is goal-oriented in attempting to integrate the current residential sprawl and define the limits of area growth. The focus of the resulting urban structure is on an east-west axis, whereas consideration in regard to north-south connections is more limited. Ideas concerning the development of the transport system are interesting (e.g. a comprehensive spiral monorail network), but the whole remains theoretical and would lead to oversizing.

Entry no 51, "Whiteskape"

An entry based on the author's own strong solution and vision for urban structure. The basis is an ambitious and interesting endeavor to create new worm-like growth units connecting the region's existing community structures and attempting to transform the region's finger-like radial structure to more of a network. The entry questions the growth goal given in the competition programme and presents four scenarios committed to different growth rates, outlining their effects on, for example, population, buildable square meterage per floor, and other regional variables. The goal is a flexible solution capable of reacting flexibly to possible unexpected and even unwanted changes. At the micro scale the proposed supplementary building unit, which is linear, tram line-based, and enables nature-oriented building, works well, but its location as part of the current community structure is not the best

possible. The building addition is also focused on core areas, leaving the treatment of the planning challenges of border municipalities superficial. A more determined approach to the edges of the metropolitan area, as well, would have been beneficial. The transport solutions take into account the development of boat transport as one opportunity. An amusing detail is the wind park located at sea, with its elevated rotors whose gravity-defying presence is memorable.

Entry no 62, "The five"

An entry aiming for positioning the Helsinki metropolitan area among the "Top 50 Global Cities". The region's future is seen as based on the favorable development of the Russian and Baltic region and the developmental drive extending to the Helsinki metropolitan area. Residential quality and the quality of living, mainly equated in the entry with coastal living, are raised as the region's key factor. Thus growth is focused on areas extending along an east-west axis. The vision proposes building four new, independent urban sub-centres near the sea, an idea which does not necessarily promote the conception of a unified metropolitan area. The fifth metropolitan core is proposed to be 'Stadi', i.e. the current centre. The new centres, named after birds - Pääsky, Leivo, Haukka and Tikka (Swallow, Skylark, Hawk, and Woodpecker) - have designs that are rich with ideas. For example, Leivo is proposed to act as the Olympic Village for the Helsinki Centennial Olympics in 2052, and as the location for a world expo. Tikka, to be located in Sipoo, is profiled as a world-class centre for medical science as well as a location for ethnic restaurants. Public transport is focused on a rail line combining the old city and the four new centres.

Entry no 64, "Helsinki Horizon"

A many-sided, well-researched, logical and balanced entry where the finger model-based radiating Helsinki metropolitan area is defined as a city between the forest and the sea. The goal is established as balanced, rail transport-based regional development. The primary solutions proposed are the densification of community structure especially on the central city area, but new area reservations are also proposed. Some new islands are proposed by the coastline of the current Helsinki city centre. The significance and creative possibilities of cultural spaces are well perceived. Investing in low-energy building is proposed. However, the entry lacks a stronger personal vision of the underlying prospective future and the way the entry responds to future challenges.

Entry no 66, "Serendicity"

A general plan based on the star model, taking as its premise the transformation of the airport region to the metropolitan core and the concept of the 24-hour city. Alongside inland development corridors outlined by the points of the star, a group of separate "pearls" is proposed for the region, especially along the coastal areas. The detail studies propose a skillfully planned (if not particularly innovative) closed block-based city structure with people both living and working there. The illustrations show pleasant environmetal qualities. Unfortunately the entry mulls over its own theoretical and conceptual premises in its analysis, lacking a clear vision of the underlying scenario for the future. The study of transport solutions is also quite limited. Local city governance and its processes have in turn been outlined promisingly.

Entry no 68, "Roots"

A pleasant and thought out entry based upon a tree analogy ("the region needs spiritual and ecological roots"). The entry's founding idea is building that is attuned to different landscape zones, where the coast, the central green fingers, and northern forest areas receive their own appropriate solutions. There are also attempts to increase the green environment in core areas. The entry justifies this on the grounds, for example, of the predicted climate change-induced increase in windiness and the additional shelter provided by added tree trunks. Even the demolition of some buildings is proposed in order to increase, strengthen and unify the green network. Energy and food production relies local rather than global resources: growing biomass is, together with biogas, presented as increasingly important, as is the reservation of land area for food production. Specific ideas include building new areas in Espoo in the spirit of the Tapiola GardenCcity, reinforcing the structure of the Western Motorway direction, the partial decking over of traffic routes, the utilization of the resulting deck structure for building, and the use of road tolls as an instrument for funding a new traffic infrastructure. Low-energy building is also proposed to be advanced through new funding iniatives. New building is tightly connected with public transport connections. The individual identities of small towns in the border municipalities are to be strengthened. The development of Canada's Vancouver area is presented as one possible model for developing a city's core. Unlike many other entries the regional transport network is presented both on a rail transport (train, express tram) as well as a bus basis. Especially the creation of transversal transport connections utilizes bus connections.

Entry no 81, "Greener Greater Helsinki"

A versatile and thoroughly researched entry, suffering however from a dry presentation. The entry is based upon the creation of an urban archipelago. The goal is to create diverse built "islands" complementing each other with regard to the character and functions of the built environment. The entry's central goal is to promote the conception of a unified metropolitan area. The key factors are presented as communication and direction (Greater Helsinki Guide), new area planning and administrative policies (Greater Helsinki Forum), and a regional databank. For situating building the main principle presented is the reliance on rail transport and the supplementary building of current towns and population concentrations. This has led to occasional cautiousness in the built area reservations proposed for example, for Central Uusimaa and Espoo. The entry's infrastructure solutions are sensible and reasonable. The reinforcement of green corridors and natural areas has been studied attentively - accordingly, nature is seen as an important asset and attracting factor for the metropolitan area. Sound rules of thumb are presented for intensifying land usage, and ideas concerning environmental technology are included, as well. A sizeable maritime wind power park is proposed but this could hinder the already active recreational use of the area.

Entry no 93, "Anneli"

A carefully prepared entry focusing new building both along Klaukkala and the main railway line (e.g. Jokela). The general plan also takes into account the Lohjanharju development corridor. There are even proposed built area reservations for holiday building (e.g. Sipoo, where little other building is presented). The SWOT-analysis that the entry is based on is commendable. The region is firmly positioned as part of a broader geographic area. The planning is done with an analytical and even rational grasp (e.g. the attainability graphs). The proposed rail transport network is rather extensive and over blown. On the other hand it enables genuinely sustainable mobility within the region, even though the investments would be sizeable. An interesting new Turku-St. Petersburg highway is proposed for Central Uusimaa. The phasing of building is clearly presented, and Top Priority Development Zones are also comprehensively considered as part of the entry. The detail plans are proficient but not very innovative. The same criticism applies to the whole entry. The author's vision for a comprehensive and convincing underlying future scenario is lacking.

Entry no 96, "Helsinkey"

The entry is based on two polar opposites: the "hidden inner processes" and "physical appearance" of the metropolitan area. They form the basis for a theory of the city as a constantly dividing cell where the goal is "total control of urban processes". Considering the goal it is surprising that the proposed solution consists of a mobile, cell phone-operated positioning system, including information on, for example, housing prices, services, etc. However, the entry does not comment on how and as a result of what process the built environment is formed. Who ultimately exerts power and modifies the environment? The proposed details are idealistic (e.g. the Rural City vineyard roofs), but how does their distinctive character and uniqueness connect with the proposed open planning process? The mosaic-structured Helsinki proposed in the general plan as a map of possibilities is nevertheless an interesting idea. It is also interesting that predicted climatic changes are seen as producing primarily positive consequent effects for the metropolitan area.

Entry no 104, "Ilmatar"

An atmospheric, idealistic entry based on Finnish mythology and skillfully chosen slogans, connecting tradition with hypermodern thinking. The entry is formed on four basic principles: equal partner towns within the region, self-sufficiency (in for example, energy), interactive planning, and an environmentally friendly stance for all functions. The founding ideas for the regional structure are a dense and regenerating core area within Ring Road III (emphasis on coastal building), as well as a cluster of separate, self-sufficient satellite towns located within border municipalities. The idea is comparable to the well-known garden city ideology or even the city states of ancient Greece, where the production of the land area they governed was sufficient for their needs. The entry presents a wide variety of different far-reaching individual ideas full of innovation and imagination. For transport, proposed ideas include night-time rail-based distributive transport, sailing boats for maritime cargo, a comprehensive,shared car service network with ease of pre-booking, city bikes, and electric buses. With regard to self-sufficient food production and local food, ideas are farming towers based on geothermal heating, and marine life to be nurtured in sheltered coves especially in eastern Helsinki waters. Algae are proposed to be made into biomass for energy production needs. The future key event for the Helsinki metropolitan area is envisioned to be an international building expo in 2025. An ecosphere experiment is proposed for the Malmi airport area. The

entry is beautifully presented, and the authors' enthusiasm comes through.

Entry no 106, "Equilibrium"

The entry is based upon a view emphasizing locality and locally sustainable development. To monitor and direct this development a libri system and a Helsinki Matrix game are proposed, where different variables have to be balanced in terms of their environmental effects, i.e., the ecological footprint of building must also be light and the involved parties must take responsibility for their actions. The ideas are interesting, albeit hard to follow and comprehend. However, the proposed indicators for monitoring and planning urban development are skillfully accomplished. For the regional structure the emphasis is on organic growth and urban islands which are not to grow together outside the actual metropolitan zone, but are rather to remain separated by green corridors. The primary growth directions are, in addition to southern Sipoo, the main railway line and Klaukkala railway zones, which can be considered justified. However, there are problems with both directions especially regarding the details. Proposed new areas connecting with the Klaukkala railway would be located largely on a flight noise area. In the Sipoo direction, new building would take place on Natura 2000 protected areas. Realizing a metro line routed from island to island following the coastal zone would be highly expensive. The delimitations for population concentrations in the proposed development zones are partly over cautious (e.g. in the Järvenpää area a population concentration is oddly expanded to Paippinen in Sipoo and not to Ristikytö or Purola). The basic model proposed for community building is a "fringed edge" model bringing nature near the settlement. The principles of this flexible model are reminiscent of early ribbon settlements in Finland and elsewhere in European rural communities, especially in the spatial character of the very urban backbone structure. The model is proposed to be used for balanced and natural block structures by the side of the Klaukkala railway. The model has also been studied and applied in the Koivukylä-Korso area. Whilst the main street space has considerable charm and identity, the same is not evident in the cul de sacs emanating from the spine. In many cases being over too long and monotonous, they recall some of the worst aspects of current low rise speculative housing areas. The basis for transport solutions is based on the assumption of lessened need and hence demand for transport (telecommuting, local services), but the entry does not explain how residents will be encouraged to commit to this. The main railway line is re-routed via the airport, which may be justified especially since the line's capacity might otherwise be exceeded in the long run. The entry shows a great deal of thoughtfullness (e.g. the increasing importance of the senior or silver economy) and ideas (e.g. the 2052 centennial Olympics), but the extremely unclear typeface is not at all advantageous to understanding the entry's contents.

6.3 Middle category

Evalation scale:

0 = Not presented
1 = Poor / inadequate
2 = Sufficient
3 = Good
4 = Very good
5 = Excellent

Entry no 3, "I don't believe in visions"

A coherent entry with clearly set goals. An interesting scenario consisting of fresh insights, sharp observations and visionary predictions. Accomplished ideas at the local level, concepts concerning city governance, and a sensible economic analysis. Phasing has also been considered. Transport ideas are based on an extended rail network. An interesting proposal concerning a "road-acre city". A realistic, but also dynamic and inspiring entry.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	4
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	3
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	4

Entry no 9, "GHV Necklace team"

The entry's basic idea is the covering of large routes and utilizing the resulting deck structure for both green and supplementary building. Especially the reinforcing of green connections that this strategy makes possible, can be considered insightful. However, the solution is oversized and expensive in its overall realization. A new Ring Road IV is proposed to be built to the northern edge of the metropolitan area. Minimum impact construction (MIC), which is a central element in the vision, is a developable idea, with, for example, green roofs proposed for its actualization. The entry successfully takes into account the region's 12 top priority development zones.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	1

Entry no 10, "Helsinki United"

In the vision, Helsinki is presented as an idyllic location in the St. Petersburg commuting area, whose assets are a relaxed pace of living (e.g. a proposed marketing slogan is "In Helsinki we have got time") and a clean environment. The general plan appears somewhat incomplete and the entry's main focus is on detail solutions. Some large roads are proposed to be covered over and the resulting deck structure to be utilized for both green and supplementary building. Artificial islands are proposed offshore from Helsinki to function as embankments against a possible rise of the sea level. The entry contains exciting transport solutions such as on-call hybrid-cars. The Helsinki core area is proposed to be developed as a solely non-vehicular and public transport area where private car use is not allowed at all. For border municipalities, there is an emphasis on the development of new areas with diverse identities (e.g. an area for horse enthusiasts), enabling the phasing of demand-based building.

CRITERIA	
Innovative nature of the vision presented	4
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	3
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 14, "Capillary City"

The entry is based on an idea of multi-centered urban structure with several, versatile sub-centres ("district polis"). The general plan proposes the reinforcement of the Klaukkala railway line and extending the metro line to both east and west. The ientry's analytical documents are full of commendable insights and are thei strongest offering of this proposal. It illustrates convincingly that a unified metropolitan area does not necessarily need municipal borders. The location of workplaces is commendably studied, as is the consolidation of green networks. The detail plans are not as successful but their ideas concerning the intersection of different types of streets are sensible.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	4
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	4
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	3
Flexibility and possibility for incremental realisation (mid term)	4

Entry no 16, "Silk Road"

The entry is based on a clear and illustrative analysis of the location of the metropolitan area and the developmental needs concerning its structure. The vision is based on the growth of global logistics and especially of flight traffic to and from Asia ("Asia Hub"), with the main focus on the development of the Helsinki-Vantaa airport area as well as a new airport and 24-hour city located in Kirkkonummi. The plans remain at a rather diagramatic level. The transport network appears oversized. The entry's overall approach is dynamic and enterprising but also contains many uncertainty factors in its basic premises (eg a new airport, extensive rail transport investments). The effects of climate change are not commented on even though an entry based on an air traffic-based vision would have done well to consider them.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	4
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	3
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	3
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 21, "Intelligent garden"

An entry featuring a variety of slogans but whose overall vision of the development of the Helsinki metropolitan area remains somewhat obscure. The scheme is based

on the building of new small, village-like daughter towns. They have been aptly named and the typologies are developable. However, the general plan remains rather skeletal especially in terms of the development of transport and means of income, and does not advance the consolidation of the areal structure.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	4
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 23, "Mentor capital network"

An entry based on finger-like areal structure, attempting to create distinct identities for different parts. The region is developed relatively evenly. The entry proposes developable ideas such as the utilization of vacant office space for residential use, as well as some seemingly incomplete ideas concerning energy. In terms of transport solutions the emphasis is on non-vehicular and rail transport solutions. The proposed transport networks and the overall areal structure are mutually supportive. However, the entry lacks a unifying vision, leaving it scattered and incomprehensible.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 24, "Synchronity"

In the entry, building is restricted to the existing core area with new building and considerable infill and densification proposed especially along the Vantaanjoki river ("Centurb"). Ring Road II is proposed to be made into an urban boulevard, and Sipoo in turn developed as an "Easturb" area. There is little new infrastructure proposed for the region. The quality of the infill development proposed in the detail plans is not convincing. The lack of rhythm reinforces the monotonous appearance with no spatial variety, resulting in a lack of positive identity for local sub areas.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	3
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 25, "Tapiola Harmony"

An original entry based on a megastructure strategy which forms a new artificial landscape architecture. New building is based on the addition of a new artificial and continuous landscape element of 1-4 storey building zones. The new structure encapsulates existing pockets of buildings. The scale of the entry and the extent of building are highly exaggerated and oversized, but might work if broken down into smaller, more manageable clusters. In its suggested form the proposal is uneconomical and difficult to implement in phases.

CRITERIA	
Innovative nature of the vision presented	4
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 26, "Contemporaneity"

An opaque and lofty entry where almost all new building is elevated and dense and located on the coastal zone. Some building is proposed to be located in the woods, into separate units of "parks". Another goal is the development of public outdoor areas. Transport solutions are based on a super-high velocity railway (with international connections) and a new airport railway. However, the focus of new building is not located adjacent to these

sizeable infrastructural investments, which is disadvantageous for advancing the unity of the region's community structure. Nevertheless, the entry shows promise in envisioning the development of the metropolitan area's urban planning and governance.

CRITERIA	
Innovative nature of the vision presented	4
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	1

Entry no 30, "Idencity"

An entry whose verbally presented goals have also been successfully illustrated in the general plan. The premise is an incisive analysis with clear goals, where the success factors are defined to be the strengthening of the ICT economy's requirements, thereby brightening the metropolitan area's identity, the intensification of strategically important core areas, and the development of the metropolitan city's administrative model. Phasing and regional change are commendably clearly presented. Ring Road III functions as a backbone within the entry, with the majority of new building proposed to be situated close to it. There is little growth proposed in the border municipalities. The detail plans are rather cursory.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	4
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	3
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 32, "Archipelago"

An areal structure based on an archipelago analogy, where new areal reservations for building seem oversized in relation to the region's existing built land area. The analysis is soundly justified. The ideas for supplementary building are apt, as is the idea for raising Pasila into a regional transport hub. The new residential concept, "kotelli", is developable. For traffic, exciting ideas are presented, such as the relocation of cargo transport into tunnels. The idea for building the edges of new areas before their centres creates a resolute urban landscape but is not very convincing in terms of the development of services and transport connections.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	3
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	4
Flexibility and possibility for incremental realisation (mid term)	4

Entry no 33, "Green emergence"

A general plan based on the development of both the finger model and the coastal zone. The entry's merits are in its ideas concerning transport and environmental technology. The entry shows a great deal of effort and idealism. The idea of a "sensing city" and the use of new technologies create interesting possibilities for creating interactive urban spaces. A bridge is proposed to be built to Tallinn with wind power-producing windmills along the way providing the structural support for the road and rail decks. There is an interesting idea for centralizing Baltic harbor traffic, as well as on creating an environmental barometer reflecting the condition of the Baltic Sea and other ecological indicators. However, it is difficult to find a clear focus and message in the entry, with its assemblage of many part ideas. The envisaged built environments are somewhat clumsy and banal.

CRITERIA	
Innovative nature of the vision presented	4
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	3
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 36, "GH Landscape park"

An entry based on a central park extending over the entire metropolitan area, where the park is seen as a factor unifying the area both physically and mentally. Somewhat

surprisingly, the park is proposed to host various eco-hotels, offices, and museums, as well as residential tower blocks and other functions. High rise building is even proposed to be the region's signature look ("Greater Helsinki New Towers"). The general plan is a somewhat incoherent cross between network and finger models where especially the extensive building proposed for the central park does not advance the conception of a regionally cohesive community structure. A ring rail specifically for border municipalities is an interesting idea, as are those on the utilization of web-based virtual services in combating climate change.

CRITERIA	
Innovative nature of the vision presented	4
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	4
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	3
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 41, 60° N / 25° E

The entry is based on a proficient analysis of the geographic position of the Helsinki region. However, the proposed solutions are not of the same calibre as the quality and content level of the analysis. Regional areal structure is based on both a network structure and separate satellites, making the whole susceptible to urban sprawl and seemingly oversized. The basic idea for the transport network is a double ring metro which has certainly logistical and functional merits.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 49, "Oscillating spheres"

A versatile and relatively logical entry based on the finger model. The chosen graphic presentation makes the entry difficult to follow. The detail plans needlessly repeat issues already presented in the general plan. Nevertheless, proposals regarding transport networks are clear and developable. Phasing is also presented reasonably in a clear visual form.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 52, "Complete Cities"

The entry's main focus is on the analytical section where a ring-form city structure is seen as more advantageous than the semicircle resulting from Helsinki's geographic position. The proposed solution is based on the development of both the mainland-side land fingers and new offshore fingers extending to sea. The vision is idealistic and graphically clear. However, the chosen premise creates more problems than it solves and cannot be considered a feasible starting point.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 53, "Symbiotic Helsinki"

An "open" developmental vision based on multi-variable matrices, showing diligent analytical work. Whereas some of the analyses remain at a rather general level, some delve successfully into the distinct challenges of the Helsinki metropolitan area (e.g. the observation regarding the need for cross-municipal regional planning). Individual residential typologies are interesting; especially the idea of a hybrid house is developable. Block-scale plans are highly formulaic and based on an open grid model. The resulting environment is even more suburban than the suburbs of the 1970s themselves. The sought

density and ecological stance are not convincing) ; for example, walking distances would become too vast in the proposed method. A street is proposed systematically for each juncture between settlement and nature, resulting in a physical barrier that hinders the realization of a connection with nature. Organization of public transport into the proposed structure is also challenging. The phasing of the general plan is presented clearly, and the entry reflects the authors' enthusiasm for urban planning.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	3
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 54, "Magnitudes"

An original entry premised upon supporting growth in every possible way (incl. transport solutions). The transport network is mainly based on rail transport. In addition to the Marja-rata ring track another rail ring is proposed to the north. The growth areas are proposed to be concentrated around the stations. The chief criterion is availability, which dictates the location and growth directions of built areas. The aim is a flexible but at the same time highly open structural model. On the detail level, a village-like structure is proposed, situated organically and aesthetically in the terrain but on the other hand leading to a rather dispersed community structure. The chosen graphic presentation and especially the coloring (e.g. blue symbolizing both water and public building, green symbolizing built area, etc.) make the entry extremely difficult to interpretate and follow. The development of existing community structure is also insufficiently commented upon.

CRITERIA	
Innovative nature of the vision presented	4
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	4
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 56, "Happy butterflies"

The entry's emphasis is on environmental issues. However, it remains at the level of "poster propoganda" and the solutions are insufficiently connected to the existing community structure. The vicinity of the airport is presented as one focus of development. The general plan proposes the development of both the finger model and the coastal area. The models and proposed transport solutions are not mutually supportive.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 60, "Renaissance"

A clear entry whose central approach is the sustainable control of urban growth, and the discovery of solutions for e.g. reducing energy consumption. The proposed recipe is the direction of growth to carefully chosen, rail transport-based locations. The growth directions are plausible. The efficiency of new building plots is proposed to be an evenly distributed ratio of e=5. The proposed toolkit consists of contemplations which get to the root of the matter: the lot is the basic unit of urban development. However, the proposed solution methods remain at a theoretical level (photographs of chosen reference sites) and the detail solutions are not properly assigned to the metropolitan map. This is regrettable, as it would have been interesting to see what kind of environment the proposed plot efficiency could produce. The proposed rail network is extensive and over exaggerated.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	4
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 61, "@66 HEL DOT 2050"

An entry comprising various different ideas (e.g. covering of routes, eco-houses, adding green mass, etc.), however leaving the vision's fundamental logic a mystery. Ideas for urban governance are also presented.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 67, "Micromacro"

An entry based on a multi-centered structure where growth is directed especially to Nummela, Hyvinkää, and Mäntsälä districts. The basic idea for organizing transport is a loop concept. Phasing is presented clearly but the detail plans are not convincing.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 72, "Helsinki beyond"

An entry premised upon the development of metropolis-centered urban propaganda. The aim is to market the area for both outside parties and existing residents. Another aim is the increased environmental awareness of residents and other parties. Proposed solutions include an interactive wiki-Helsinki where residents can plan the city with the help of the media. The entry does not propose a solution as such but rather emphasizes an open approach (i.e. "how, not what").

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	0
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	5

Entry no 73, "Coast max"

An entry taking a radical stance toward green areas, with the emphasis on coastal building. The entry comments very little on the metropolitan area's role within the region, and phasing solutions are also lacking.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 82, "Landandsea"

The vision is based on an idea of the Helsinki metropolitan area as a beneficiary of climate change. The general plan is based on a finger model where growth is directed to growth corridors relying on Lohja and Vihti rail links. In addition, the building of new islands is proposed. The written section contains many ideas for intensifying landuse; the author has proposed for example test areas with free building rights.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	4
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 92, "Kolmepolis"

The vision is based on an idea of a "green revolution"

with a competitive "blue global brand" proposed as the metropolitan area's flagship. Special emphasis is laid on the development of Helsinki (themes of creativity and administration), Espoo (innovations and research), and Vantaa (transport and the global). These three central municipalities are thought to act as a motor for the future development of the region's other municipalities. This results in a "regiopolis" whose development is based on the ring-like growth of population concentrated islands, as well as on village settlement. The end result is a community structure which multiplies the region's current built area, which cannot be considered particularly cost-effective or sustainable. The entry raises Ring Road III as a strategically important development corridor. For transport, the introduction of, foor example, road tolls and rush-hour charges, is proposed. In other respects the transport networks appear oversized, although the entry shows efforts toward integrating transport networks and growth directions. The detail plans are highly futuristic and rigid.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	3
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 97, "Synergy"

An entry where building is directed along the main railway line. The entry's merits are in the analysis of landscape structure and planning solutions concerning the green environment. In other respects the entry remains rather skeletal; for example the proposed solutions regarding traffic are not convincing.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	1

6.4 Lower category

Evalation scale:

0 = Not presented
1 = Poor/ inadequate
2 = Sufficient
3 = Good
4 = Very good
5 = Excellent

Entry no 5, "Petals"

The finger model-based general plan remains at a superficial level and is difficult to follow.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 6, "All the King's Blues and Greens"

The general plan remains rather cursory e.g. in terms of transport solutions. The detail plans are focused on the Santahamina and Töölönlahti regions. The commentary, in the form of a play, is original.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 7, "Interrail"

A finger model-based general plan where extensive additional building is proposed along the Main Railway line, especially to Tuusula. The detail study is not convincing.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1

CRITERIA	
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 11, "Songlines"

An ironically made (e.g. bioterrorism courses for a prospective Sipoo university and a Christiana-type community in Kauniainen), incomplete entry, nevertheless featuring beautifully presented documents.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 13, "Forty-Sixty"

A finger model-based general plan where phasing is clearly presented. However, the quality of the detail plans is unconvincing.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 17, "Butterfly"

A vision emphasizing rail transport, where the main focus is on building new communities. A ring-like regional structure and Over optimistic solutions for energy issues. However, the whole lacks unity and planning remains scattered.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 19, "Pulse"

Pleasant details, but lacking a comprehensive general plan.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	3
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 20, "Honeycomb"

The entry is based on an original and interesting theoretical premise but is unable to produce a credible solution model for regional challenges. The detail studies based on megastructures are similarly unconvincing.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	3

Entry no 27, "Epicenters"

An artistic entry. The commentary is well argued but the solution based on new centers formed by tower blocks is highly formulaic and the quality of the proposed living environment is questionable.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 31, "Extrapolations"

The entry strives to consider the quality of the soil as a factor guiding construction. The author has focused effort on detail solutions concerning transport and other technical infrastructure. Intensified use of exisiting areas has been achieved by, for example, building on top of existing buildings.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 34, "The Wrastler"

An entry which emphasizes a visually impressive presentation but remains modest in content.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 35, "Metropolis of Northern Ideas"

A finger model-based general plan. The detail study section remains unambitious.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	2
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 39, "Web"

An entry featuring several different developmental ideas involving a web analogy, which however does not form a credible whole. In particular the general plan is deficient.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 40, "Balema"

An art-centric entry where particularly the general plan remains highly cursory and monotonous in content.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	1

Entry no 43, "Metropolis by Nature"

A finger model-based entry including an idea of a fifth, northern ring route. The idea concerning small Hi-Touch units is interesting but may lead to the widespread dispersal of community structure. The detail plans propose elevated and dense building to Tikkurila, for example. The

quality of the proposed environment is unconvincing.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 45, "Pleasant truth"

A finger model-based general plan which is however exaggerated in its scaling and planning approach. Details demonstrating habitation are not convincing in terms of the quality of the resulting environment. The developmental goals for the metropolitan area presented in the entry are appropriate. Transport ideas are developable.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	3
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 46, "Vers une ville moderne"

An entry based on both growth fingers and satellites but which remains, however, deficient.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 47, "Connecting future"

An entry comprising several different, even daring developmental ideas (e.g. coastal building), with a general plan based on the use of highly formalistic superficial designs.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 58, "JG-01"

A colorful entry with some new ideas, but lacking rationality. The supplementary building idea concerning an "energy coat" for buildings is an interesting one but the proposed overall realization is unconvincing.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	1

Entry no 63, "Let it grow"

An entry based on shifting the metropolitan area's focal point (i.e. the Helsinki city centre) towards satellite towns, However, the entry remains unfinished in many respects.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 65, "Metropolis 57"

The entry's basic idea is an analogy on the growth rings of trees. However, the assigning of the proposed idea to the regional plan and related solutions are not linked with the region's existing community structure and thus remain highly disconnected and exaggerated in scale.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 71, "Metapolia"

A general plan aiming for a network structure, where border areas are emphasized as areas to be developed. However, the entry does not form a logical whole with regard to the goals set by the author.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 75, "Distinct places"

The entry emphasizes the planning of transport networks. The proposed solutions have led to even greater sprawl of community structure.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 87, "Global Helsinki, local community"

A relatively versatile entry whose chosen main theme is the polar opposition of the global and the local. Phasing is presented clearly in the general plan. The idea of urban farming is interesting. The detail studies have not in all respects been solved in keeping with the author's set goals, i.e. in a manner unifying the community structure; for example, a workplace area is situated far from the railway station and is loose in its scaling.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	2
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	3
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 95, "Urban fields"

The entry's general plan remains deficient and does not fit naturally to the region's current community structure. The detail plans include an exciting idea for placing greenhouses on residential rooftops.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 98, "Urban geometry"

The author's overall vision of the development of the metropolitan area remains a mystery, and the general plan is also deficient. The entry's details insufficiently take into consideration the area's varied topography.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1

CRITERIA	
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 99, "Eskurbanism"

The entry emphasizes detail-level solutions at the expense of the general plan. The author has mainly focused on ideas concerning the green environment. The general plan thus remains rather one-dimensional (e.g. ideas concerning the development of transport are not presented).

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 100, "Fractal prints"

The author's goals emphasizing supplementary building are not realized in the proposed detail or general plan-level solutions. Particularly the scale of details depicting the surrounding area is highly questionable.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	1
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 101, "Woven city / Room 2001"

A vision emphasizing green planning and landscape architecture, where, for example, ideas concerning the development of transport and economic infrastructure remain highly deficient. The chosen images and illustrations, though pleasant in themselves, have been taken from different publications, which does not relay the idea of the author delving into producing solutions which are particularly appropriate for the Helsinki region.

CRITERIA	
Innovative nature of the vision presented	1
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	1
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 105, "A carbon neutral journey"

A vision based on increased green mass, with developable and appropriate goals. However, the proposed solutions do not convincingly support the realization of the goals.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	0
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	1
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	2
Flexibility and possibility for incremental realisation (mid term)	0

Entry no 108, "Cinque terre"

A logical general plan emphasizing the route of the main railway line as a growth direction ("brontosaurus"), with amusing naming and classification of different areas. The tables and graphs presented are promising, although the quality of the environment they produce remains a mystery.

CRITERIA	
Innovative nature of the vision presented	3
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	3
Effectiveness, clarity and quality of transportation networks	2
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	2

Entry no 109, "Blue flame"

An entry emphasizing habitation near water and the building of new islands, but whose overall approach is unconvincing.

CRITERIA	
Innovative nature of the vision presented	2
Overall convincing positioning of the Greater Helsinki region (global, European and Baltic scales)	1
Structural integrity and quality of the region's built an green environment	2
Effectiveness, clarity and quality of transportation networks	0
Extent and quality of economic infrastructure	0
Quality of living environments (housing, workplaces, services, recreational and leisure possibilities and their location)	1
Flexibility and possibility for incremental realisation (mid term)	2

6.5 List of assessed entries

Prize category (9 entries) 19

1. prize:
No 38 "Emerald"

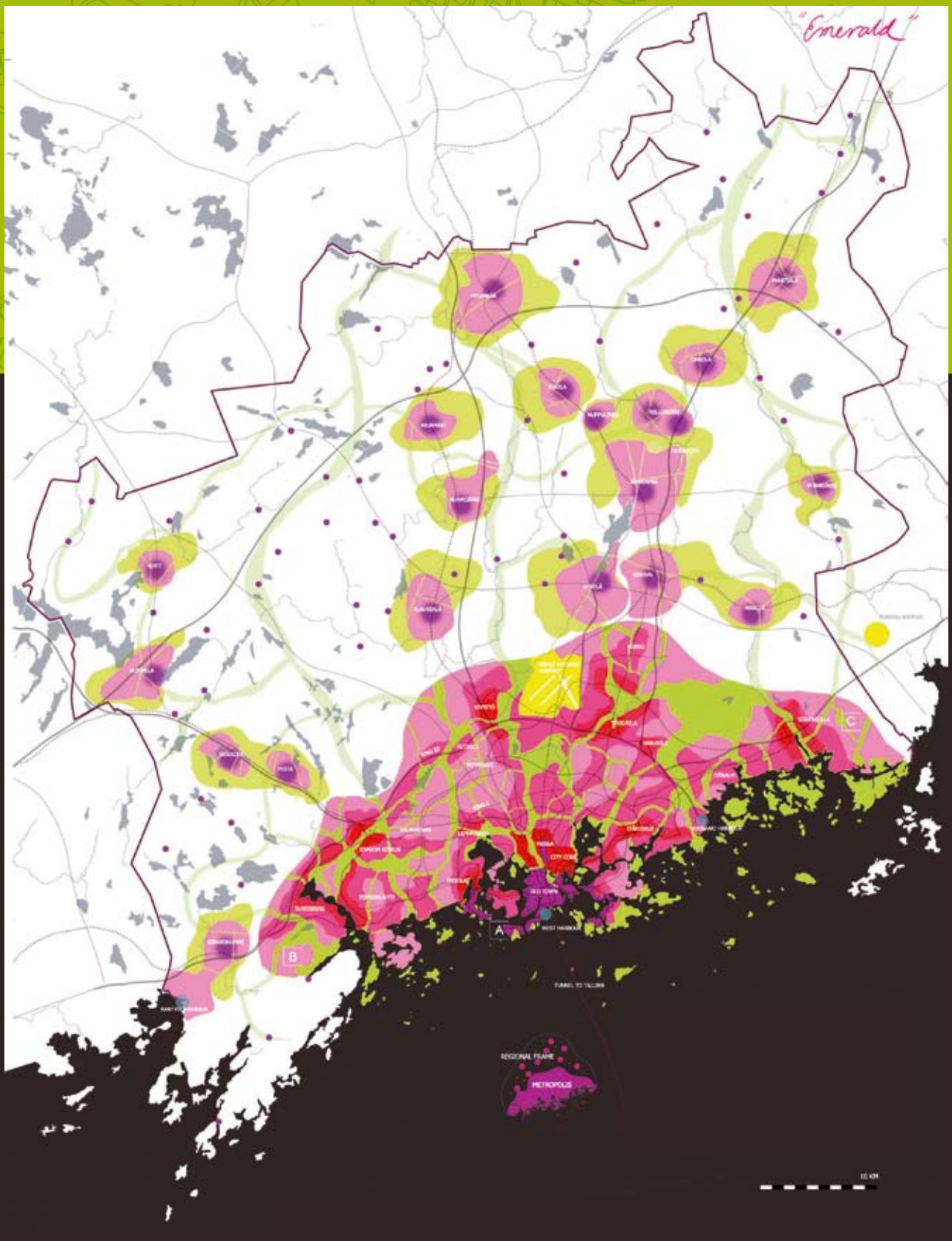
Joint 2nd prizes:
No 15 "Boundary Strips"
No 59 "Towards City 2.0"
No 94 "Holistic Uniqueness"

Purchases:
No 8 "Metroscape Helsinki"
No 55 "The big hug Orlando"
No 70 "(R)evolver"
No 74 "Line TM"
No 90 "Thirdlife"

Upper category (17 entries) 80
No 4 "Open"
No 22 Helsingin täkänä
No 29 Arkipelago
No 37 Helsinki 360°
No 42 Avia
No 48 Ubi Urbs
No 50 Ribbon
No 51 Whiteskape
No 62 The five
No 64 Helsinki Horizon
No 66 Serendicity
No 68 Roots
No 81 Greener Greater Helsinki
No 93 Anneli
No 96 Helsinkey
No 104 Ilmatar
No 106 Equilibrium

Middle category (28 entries) 84
No 3 I don't believe in visions
No 9 GHV Necklace team
No 10 Helsinki United
No 14 Capillary City
No 16 Silk Road
No 21 Intelligent garden
No 23 Mentor capital network
No 24 Synchronity
No 25 Tapiola Harmony
No 26 Contemporaneity
No 30 Idencity
No 32 Archipelago
No 33 Green emergence
No 36 GH Landscape park
No 41 60° N / 25° E
No 49 Oscillating spheres
No 52 Complete Cities
No 53 Symbiotic Helsinki
No 54 Magnitudes
No 56 Happy butterflies
No 60 Renaissance
No 61 @66 HEL DOT 2050
No 67 Micromacro
No 72 Helsinki beyond
No 73 Coast max
No 82 Landandsea
No 92 Kolmepolis
No 97 Synergy

Lower category (32 entries) 91
No 5 Petals
No 6 All the King's Blues and Greens
No 7 Interrail
No 11 Songlines
No 13 Forty-Sixty
No 17 Butterfly
No 19 Pulse
No 20 Honeycomb
No 27 Epicenters
No 31 Extrapolations
No 34 The Wrastler
No 35 Metropolis of Northern Ideas
No 39 Web
No 40 Balema
No 43 Metropolis by Nature
No 45 Pleasant truth
No 46 Vers une ville moderne
No 47 Connecting future
No 58 JG-01
No 63 Let it grow
No 65 Metropolis 57
No 71 Metapolia
No 75 Distinct places
No 87 Global Helsinki, local community
No 95 Urban fields
No 98 Urban geometry
No 99 Eskurbanism
No 100 Fractal prints
No 101 Woven city / Room 2001
No 105 A carbon neutral journey
No 108 Cinque terre
No 109 Blue flame


"Emerald"
A
B
C
METROPOLIS
10 KM