



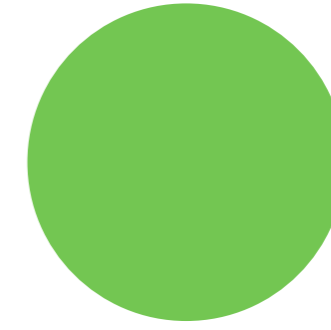
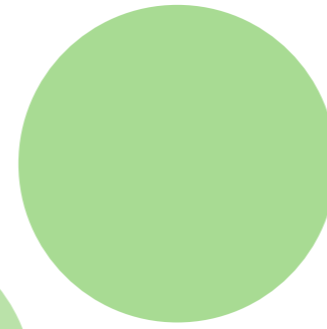
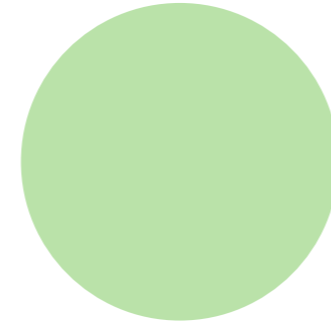
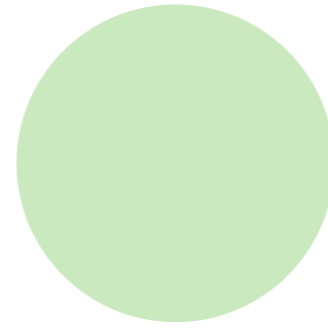
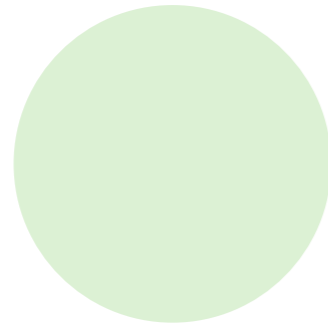
CENTRE OF LEPPÄVAARA

INTERNATIONAL TWO-PHASE IDEAS COMPETITION 2022-2023

EVALUATION REPORT 24.4.2024



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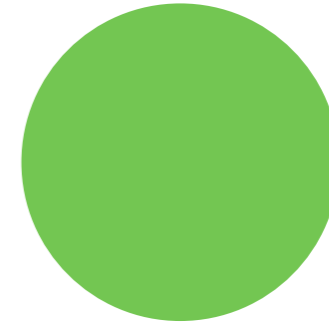
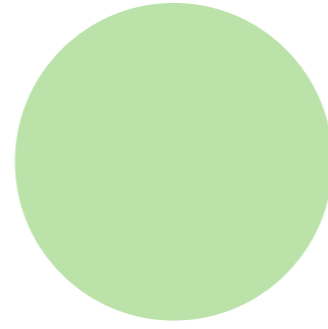
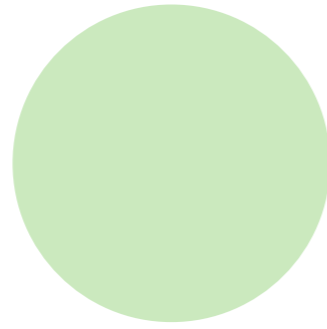
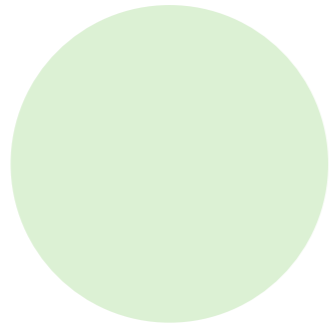


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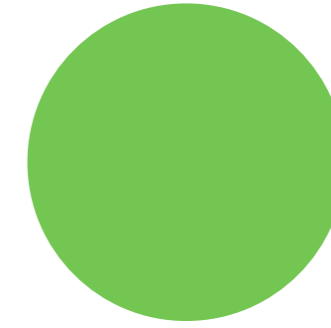
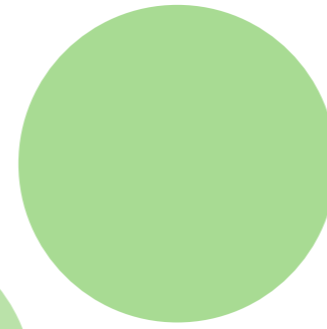
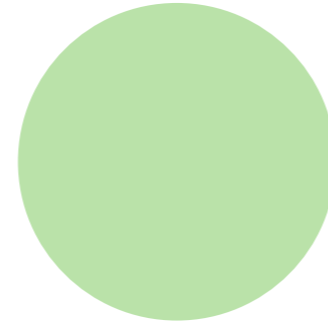
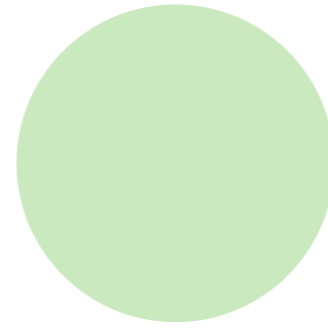
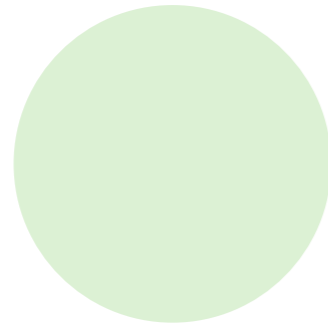
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1. Competition details

Organiser, nature and purpose of the competitions

In cooperation with the Finnish Association of Architects (SAFA), the City of Espoo has organised an open, international, two-phase ideas competition for planning the centre of Leppävaara.

The first phase of the competition involved an open architectural competition, in which the goal was to find a comprehensive concept for the entire target area. For the second phase of the competition, the jury selected 5 entries that they deemed to have the most potential, and these were then processed into feasible plans for the urban centre.

Alongside the ideas competition, the city sought implementers to the competition area through a planning reservation application process, which was merged into the ideas competition in the second phase of the competition. The results of the ideas competition are utilised as the selection criteria when deciding on the planning reservations.

For the second phase of the competition, the jury selected 5 entries that they deemed to have the most potential and that complied with the competition programme and the rules of the competition. The selected entries were published on 19 April 2023.

Phase 2

The second phase of the competition was held between 19 June 2023 and 24 November 2023. The competitive secrecy was maintained until the phase 2 results were published.

Prizes:

1st prize EUR 80,000.

2nd prize EUR 60,000.

3rd prize EUR 45,000.

4th prize EUR 30,000.

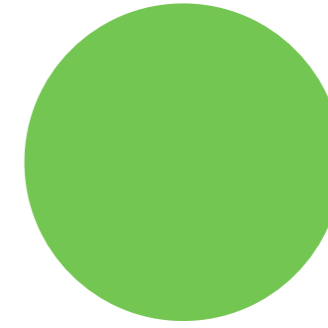
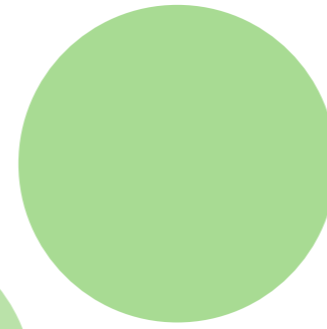
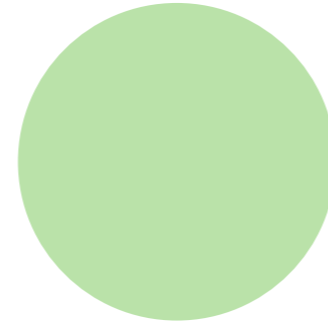
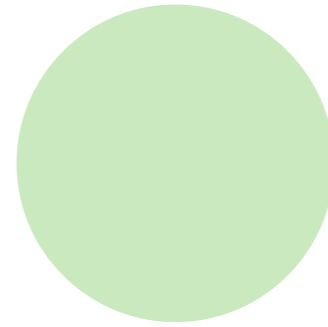
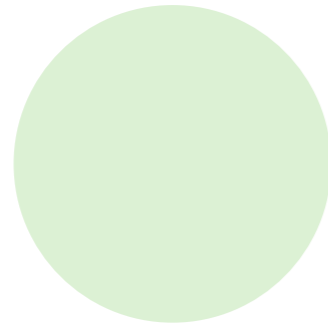
5th prize EUR 25,000.

At most two purchases of EUR 5,000 each.

Phases of the competition

Phase 1

The first phase of the competition, which was an open architectural competition, was held between 30 October 2022 and 17 February 2023. The competition seminar was held on 10 November 2022 and was also later available as a recording on the competition's website.



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Jury

Appointed by the organiser of the competition, the City of Espoo:

- Olli Isotalo, Urban Environment Director, City of Espoo, Chair of the jury,
- Mervi Heinaro, Deputy Mayor for Economic Development, Sports and Culture, City of Espoo,
- Ossi Keränen, Town Planning Manager (professional member), City of Espoo,
- Mika Rantala Project Director of the Leppävaara area (professional member), City of Espoo,
- Saija Äikäs, Director, Helsinki Region Chamber of Commerce.

Appointed by the Finnish Association of Architects:

- Pentti Kareoja, Professor, Architect, SAFA (professional member),
- Tommy Lindgren, Architect, SAFA (professional member).

Architect Mervi Savolainen, WSP Finland Oy, served as the secretary of the jury.

Rules of the competition

The competition was organised in accordance with the competition rules of the Finnish Association of Architects, taking into account the new competition format.

Questions by competitors

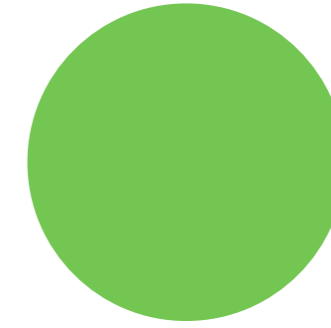
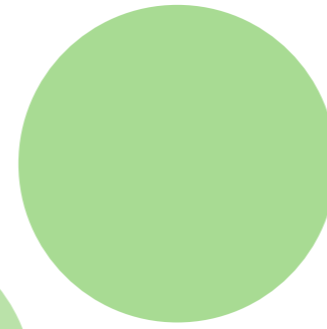
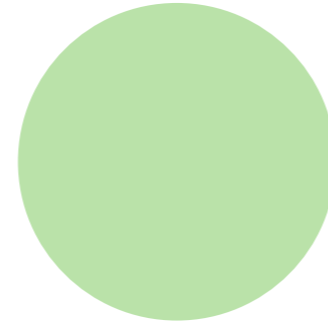
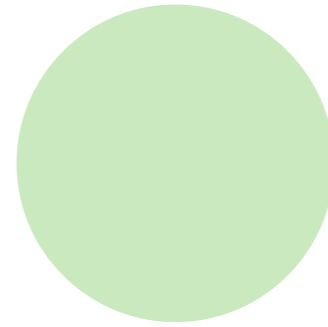
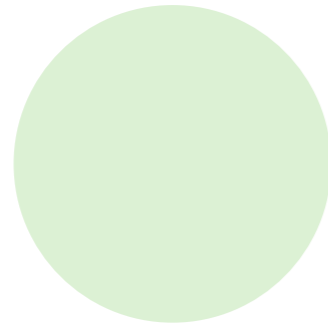
In the first phase, questions concerning the competition could be submitted until 18 November 2022 and 5 January 2023. A total of 58 questions were posed.

In the second phase of the competition, a total of 10 questions were submitted by 16 August 2023 and 4 October 2023.

Reception and approval of competition entries

56 entries were submitted by the deadline of the first phase of the competition, all of which were accepted for evaluation.

The deadline for submitting entries for the phase stage of the competition was 24 November 2023, by which five proposals that complied with the competition programme were submitted, all of which were accepted for evaluation.



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Public comments

All competition entries were made available to the public for commenting after both phases of the competition.

In the first phase, the proposals were available for public review in a special cloud service between 15 March and 5 April 2023. The phase 1 entries received a total of 2012 likes and 1136 comments. A hybrid event was also organised at the Leppävaara office of the Laurea University of Applied Sciences on 29 March 2023, in which professional judges appointed by the Finnish Association of Architects SAFA presented the phase 1 entries.

Phase 2 of the competition was similar to phase 1: The final proposals were submitted to public review and could be commented in the cloud service between 14 December 2023 and 15 February 2024. The five proposals selected for the next phase accumulated 243 likes and 73 comments. An event presenting the entries was organised by SAFA judges at Laurea University of Applied Sciences' Leppävaara campus on 18 January 2024.

The competitors were required to submit a separate 3D mass model in connection with their phase 2 submission. The mass models allowed the public to familiarise themselves with the scale of the entries and the urban changes they proposed. The mass models were available in the Tehtävä Leppävaarassa city model from 18 January 2024 onward.

In both phases, the feedback received in both the cloud service and the separate presentation event was submitted to the jury to support the decision-making process.

Jury evaluation meetings

The jury met a total of fifteen times. When evaluating the phase 2 entries, the jury consulted Chair of Leppävaara Society Arja Salmi, Landscape Architect Ria Ruokonen in terms of landscape planning, and experts from the City Planning Department, Landscape Planning, the Public Works Department and the Tilapalvelut planning unit.

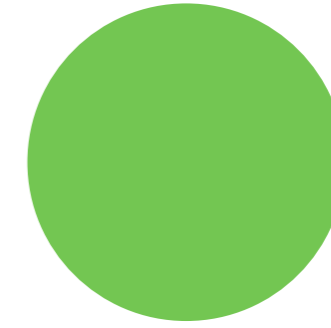
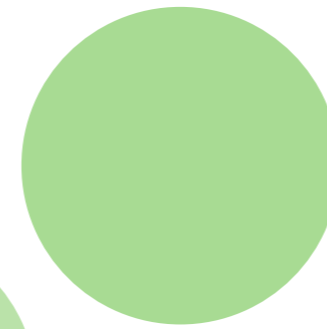
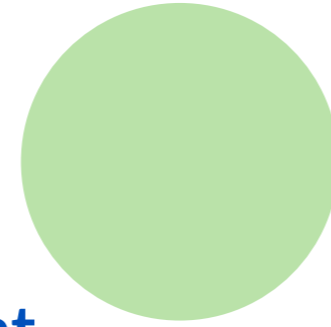
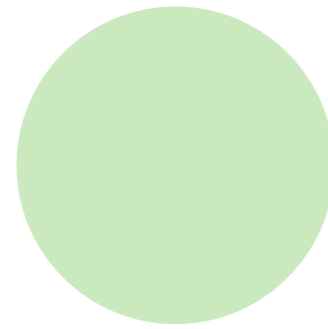
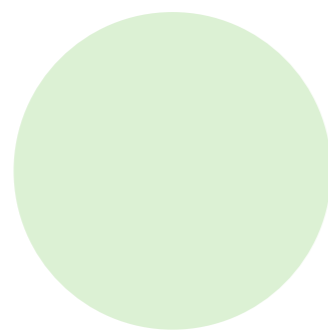
Follow-up after the competition

Based on the results of the competition, the jury will give a recommendation for the Lepuski 2.0 overall plan. The overall plan will be based on the best entries and solutions of the ideas competition.

The objective of the competition organiser is that the winning team(s), headed by the responsible designer who drew up the entry, will continue developing the winning entry into a reference plan for the detailed plan under the guidance of the headquarters of the Urban Environment Division and the City Planning Department of the City of Espoo. Several separate changes to the local detailed plan probably be drawn up for the area.

The City of Espoo will negotiate the transfer of the design reservations with construction and real estate operators who have been approved for the application process and who served as expert members of teams that performed well in the second phase of the competition. Price-winning or purchased entries do not directly entitle the competitor to receive a design reservation. Instead, decisions on the reservations are made separately by the Business and Competitiveness Subcommittee of the Espoo City Board in accordance with the ideas competition and the application process for design reservations.

The plan is to launch the next work stage immediately after the winner of the competition has been selected.



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2. Competition area and environment

Background

Leppävaara is located at the junction of Ring Road I, Turuntie and the Coastal Railway, and it is very easily accessible both by public transport connections and private car. The great accessibility of the centre of Leppävaara makes it a dynamic and attractive area – in terms of housing, jobs as well as services. When measured by population statistics and number of jobs, Leppävaara is the largest sub-centre in Espoo and one of the largest sub-centres in the Helsinki Metropolitan Area.

Competition area and examination area

The actual competition area comprised the southwestern part of the centre of Pohjois-Leppävaara, a part of the Gransinmäki area, and the immediate surroundings of the Leppävaara railway station.

The competition area extended from Laurea University of Applied Sciences, Leppävaara Sports Park and Konstaapelinkatu street in the north to the planned expansion of Sello Shopping Centre in the south, and from Ring Road I in the east to the Gransinmäki street zone in the west.

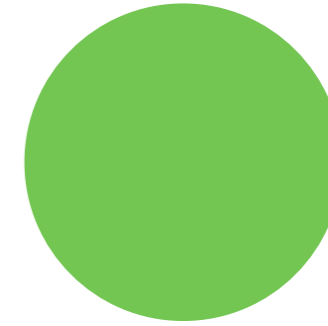
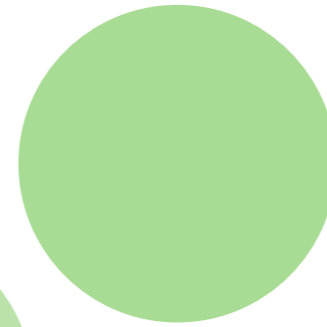
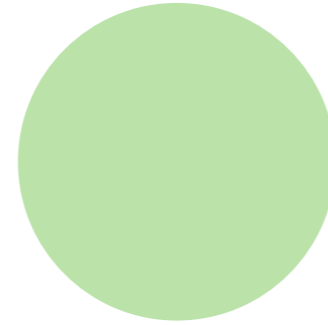
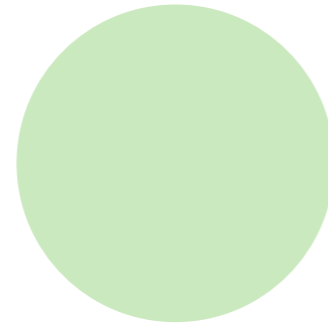
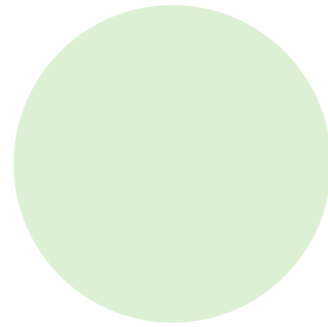
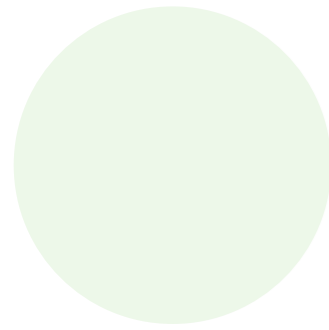
At present, the competition area includes an ST1 service station and the temporary parking area of Lökkisepänaukio. A two-storey commercial building owned by Sponda Oy is located between the Leppävaaranraitti street and Lökkisepänaukio square. Leppävaaranraitti, extending to Konstaapelinkatu, and Leppävaara Health Centre located east of Leppävaaranraitti were also part of the competition area.

The western part of the competition area is mainly unbuilt. The area used to host Metropolia University of Applied Sciences, which was demolished in 2020 due to severe structural damages. In addition to the Metropolia plot, the western competition area includes the unbuilt Y plot as well as the Leppävaara fire station and the Leppävaara contract fire brigade. The north-western part of the competition area includes Nupukivenkallio park, which contains fortifications from World War I. The protected area is part of the competition area, but the entries could not include any above-the-ground land use plans for the park area.

The competition area also included three examination areas, two in the centre of Pohjois-Leppävaara and one in the west, west of the Gransinmäki area.

The western examination area in the centre of Leppävaara included the Galleria shopping centre and the associated parking facility, as well as of the Leppävaara bank and commercial property on the southern side of Galleria. The eastern examination area in the centre comprised an old office building, an apartment building, and a commercial building located along the Harakantie street. The examination area of the Gransinrinne hill is a semi-open meadow area crossed by the Monikonpuro brook. In the master plan, the Gransinrinne hill is a green area and a valuable village or landscape area. In the southern part of the area, there is an old defence station dating back to World War I, which is deemed as a stationary ancient relic under the Antiquities Act.

In total, the planning area covers approximately 24 hectares, including 16 hectares of the actual competition area, 4 hectares of examination areas, and 4 hectares of protected park area.



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3. Competition task

General

The aim of the competition was to find a strong concept, which is of high quality in the sense of architecture, urban structure and functionality, and will increase the recognisability and attractiveness of the area. The concept will guide further planning, implementation and building in phases in the next 10–20 years.

Functions in the competition area

The competitors could propose urban functions, such as residential, office, business, and hotel facilities, in the competition area for a total of approximately 100,000–150,000 floor square metres. The total amount of construction area included in the entry was not binding on the competitors. No gross floor area target was set for the examination areas.

The competitors had to prioritise functions other than residential facilities in the central blocks of the central and eastern parts of the competition area. Conversely, the focus of construction had to be on housing in the blocks at the western end of the competition area. The city's day-care centre was to be located in this area.

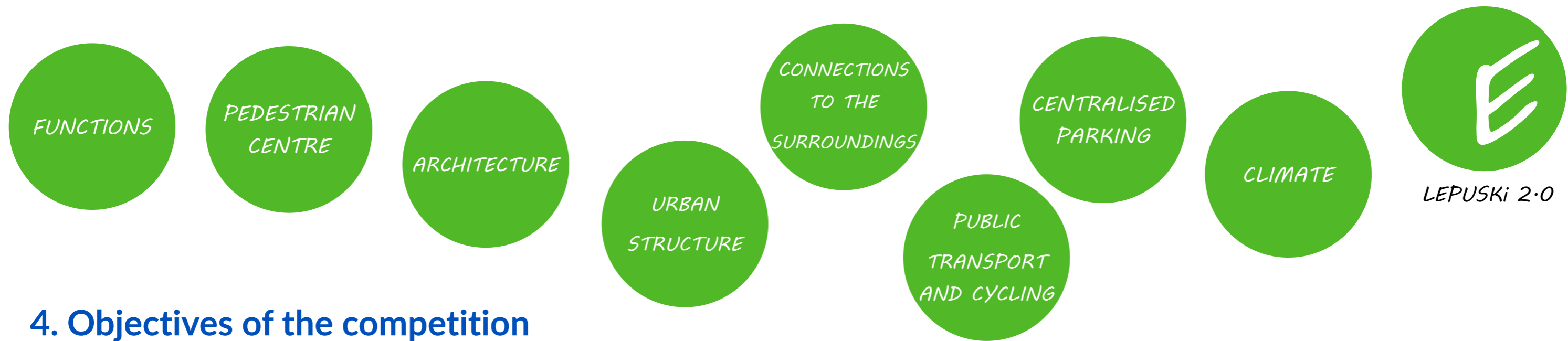
The permitted building volume proposed for the competition area did not include any building rights for constructions above the railway

tracks. The minimum requirement was that a new connection must be built over the tracks, connecting the northern centre to the future expansion of Sello Shopping Centre.

Competition phases and right to participate

Phase 1 of the competition was open to all citizens of the European Union and countries covered by its procurement legislation. In phase 1 of the competition, each competition entry had to have a designated responsible designer. In this phase, the competitors prepared a draft plan for the entire planning area, which included both the competition area and the proposed examination areas.

In **phase 2** of the competition, the responsible designer had to compile a working group consisting of at least an architect and landscape architect with a higher education degree, a traffic planner and a construction and real estate operator that had registered for the planning reservation application process for the centre of Leppävaara initiated by the City of Espoo and that fulfilled the minimum requirements for the application process. In the second phase, the competitors prepared a detailed plan proposal only for the actual competition area. The solutions included in the entries selected for phase 2 were specified to meet the requirements set out in the competition documents and the award committee's additional instructions, so that the jury could be convinced of the functional and cityscape-related quality and of the technical and financial feasibility of the solutions.



4. Objectives of the competition

Overall vision

The aim of the competition was to find the area north of the track an overall vision, which is of high quality in the sense of functionality, urban structure and architecture, financially feasible, and will serve as a platform for the further development of the area.

Urban life

The area will become a positive example of a functionally diverse urban centre where services, housing, jobs, events and recreational opportunities come together to form new and diverse urban structures.

Competition entries shall contribute toward a recreational and pedestrian-oriented city centre with emphasis on human needs and life cycle. The accessible pedestrian environment will have an increasing range of vibrant restaurants and cafés, green areas and recreational zones, communality, city events, and various recreational and hobby opportunities.

The urban park solution will create a sense of space and add greenery in the middle of the city. Together, the garden spaces and public areas will form a versatile green network.

Cityscape and architecture

The cityscape of Espoo will be architecturally unique, memorable in a positive sense, and easily approachable.

The urban structure of the city centre will become more integrated and compact. An area dominated by streets, railway tracks and cars will be transformed into an urban and unified city centre. The new centre area will be linked to the existing urban structures in a smooth and natural way, and future development will also be taken into account.

The area will include suitable spaces for public art either as separate pieces or as part of the architecture.

Traffic

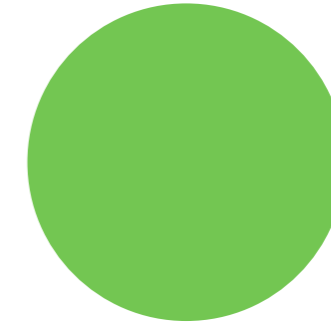
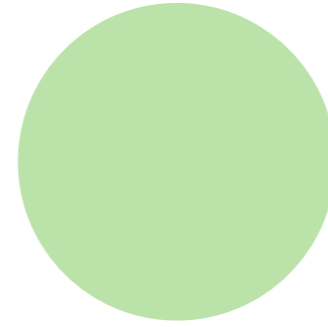
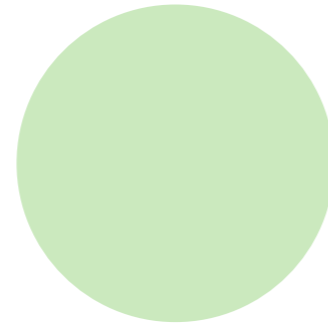
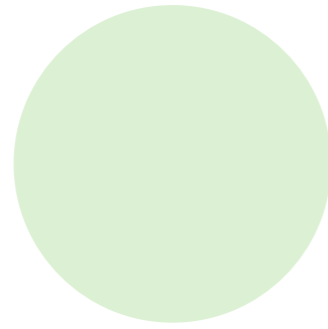
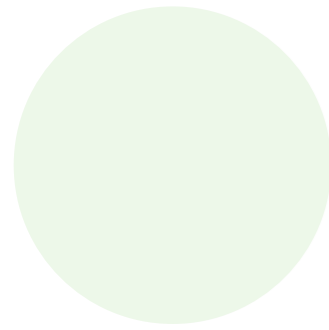
The plan will increase the attractiveness of cycling in the area and implement a cross-cutting east–west cycling route as a continuous, safe and high-quality “Baana” connection.

The plan will create prerequisites for good accessibility and high-quality service in terms of public transport, as well as mitigate the barrier effect of traffic routes passing through the centre of Leppävaara. The plans will also include measures to prepare for future railway projects and for the expansion of the rail network.

All in all, the result will be a parking solution that flexibly serves different functions and that is easily approachable from different directions, sufficient in terms of the city’s needs, and economically feasible.

Sustainability

The entry will support the climate goals of the City of Espoo and the Espoo Story.



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5. Evaluation criteria for competition entries

Overall vision

The urban integrity and balance of the city centre entity as well as its staying power in face of changes and time, the realistic nature and technical and financial feasibility of the design solution, including the possibility to implement the solution in stages.

Urban life

The attractiveness of the centre area as a platform for new urban services and functions, the verdancy, vitality, and safety of the pedestrian centre, smooth pedestrian connections towards the campus area and sports park, and the smooth flow of cycling connections within and through the area.

Cityscape and architecture

Urban and architectural solutions that renew Leppävaara's identity and recognisability, and the innovativeness of the solutions.

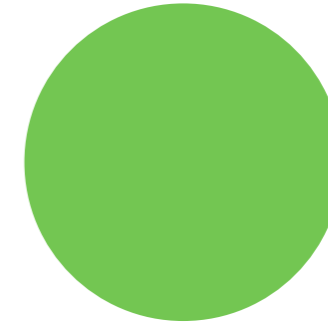
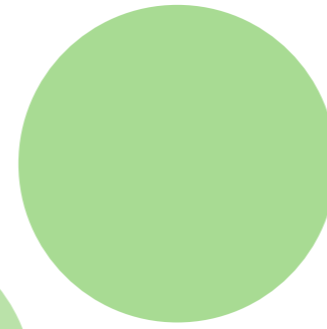
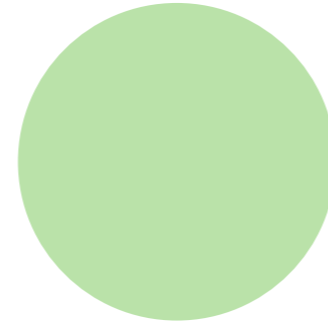
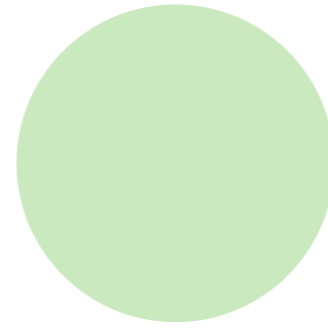
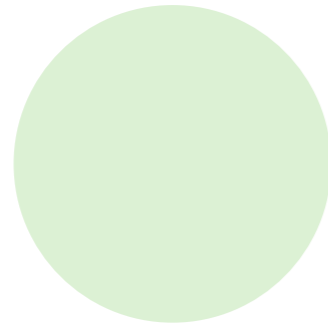
Traffic

Reducing the barrier effect of transport routes passing through the city centre and ensuring transport capacity, the attractiveness and availability of public transport, including a functionally high-quality public transport terminal, the functionality of the parking arrangements, including the accessibility and technical and financial feasibility of park-and-ride facilities and potential centralised parking.

Sustainability

Considering the city's climate objectives and the most significant climate risks.

When evaluating the competition entries, the jury placed more emphasis on a strong and consistent core idea than on the flawlessness of details incorporated into the solutions. The jury considered the potential for development of each entry and the way the entries like them to be taken be refined without any significant damage to the core solution. The entries could not significantly contradict the proposed technical and financial objectives.



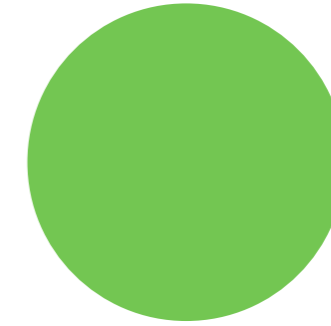
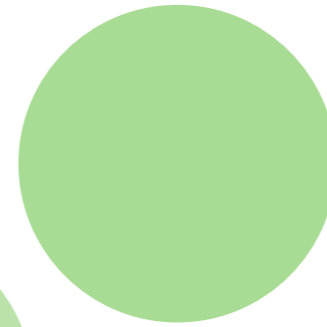
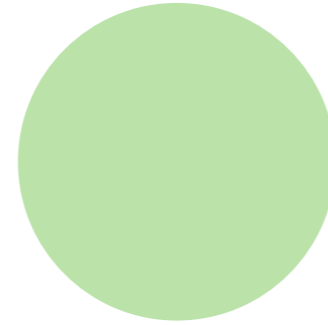
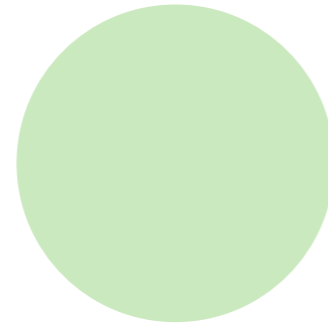
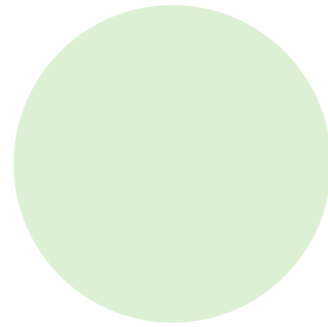
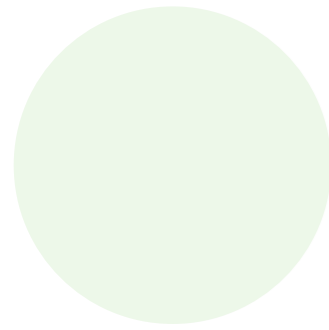
LEPUSKI 2.0

6. Pseudonyms of the entries

- 1 5-HT1B
- 2 ALDERNATIVE
- 3 Aalbergga
- 4 Alberga / Avoin Kaupunki
- 5 Alberga Nova
- 6 An Idea of City
- 7 Big Lepuski
- 8 CHAMPS
- 9 Desire Lines
- 10 EAEA
- 11 Ensemble
- 12 Hub city
- 13 Huracan
- 14 Juurtunut
- 15 KÄÄNNE
- 16 KAKSOISVIRTAINMAA
- 17 Keskeinen Plaza Proposal
- 18 Kiila
- 19 four towers

- 20 KONTRAPUNKTI
- 21 Kroketti
- 22 LANTERNAT
- 23 LCF010423
- 24 LEPUSKIPOLIS
- 25 Lean
- 26 Leppävaara horisontissa
- 27 Lepuski 20 Bread of Potato - Butterfly
- 28 ORBIS
- 29 Occurro
- 30 PUNAINEN LANKA
- 31 Peptidi
- 32 Pro Lepuski
- 33 PuitaPuita
- 34 Puuttuva rengas
- 35 RUUSUTARHA
- 36 SHIFTING CURRENTS
- 37 Sky-Bridge
- 38 sinfonia

- 39 Sunset Boulevard
- 40 Super-Plus
- 41 Taikavarpu
- 42 Tervaleppä
- 43 The Urban Zipper
- 44 TheGreenTracks
- 45 Together
- 46 Tule lähemmäs beibi
- 47 sYLI JA hALI
- 48 URBAANI PUISTO
- 49 UUTTA JA VANHAA
- 50 Urban Oasis
- 51 Urban Ribbons
- 52 VIISARIT
- 53 Veute
- 54 Volttilähtö
- 55 W A L K A R O U N D
- 56 Walk This Way



LEPUSKI 2.0

7. Overall evaluation

The competition met its goal of seeking and finding alternative solutions for future construction guidelines of the centre of Leppävaara. Providing competitors with sufficiently broad framework conditions defined in the competition programme proved to be a fruitful starting point. The entries shed light on the area's alternative future prospects in a versatile manner, both in terms of quality and quantity of construction, and presented a number of interesting proposals for alternative traffic planning principles and indoor and outdoor spaces that support active urban life. The themes related to sustainability were also praiseworthy.

The best entries succeeded in finding a balance between the number and placement of buildings that support urban life and a sufficient amount of urban greenery. The top entries were characterised by their diversity and tolerance as well as the ability to maintain their quality characteristics even in the face of future changes. Too unilateral or strict visions are vulnerable to change.

In terms of urban structure, the key challenges were to initiate a dialogue between Etelä-Leppävaara and Pohjois-Leppävaara and to take a stance on the current traffic arrangements, which play a very dominant role in the urban structure and functionality of Pohjois-Leppävaara. There was no singular answer to the question, and the entries reflect the potential of very different solutions – the entries in the award class represent very different perspectives on these questions,

rather than being just variations on one theme. In many entries, even more detailed planning and presentation of solutions related to traffic issues and parking solutions would have been necessary.

In terms of the cityscape, the nature of the entry in the greater landscape and from pedestrians' perspective were assessed. Both levels were present and high standard in the best entries. The jury did not comment on the superiority of high-rise or low-rise construction; the entries include excellent proposals for both interpretations, a village-like low urban structure and an urban metropolitan vision. Many entries skilfully combined the vibrant undergrowth of the environment with the tall pine trees standing in the remote landscape.

According to the jury, an important feature was the ability of the proposals to generate and support the emergence of an active urban life. This was usually best achieved in entries where the bridging of Etelä-Leppävaara and Pohjois-Leppävaara was intensive, by enabling encounters between intrinsic traffic flows and commercial services, and by creating an identifiable focus in the area. The creation of urban spaces of varying degrees of hierarchy and the concentration of construction along the main routes were considered good. The appeal and variability of the space series created by the urban structure were under examination. Even in the future, the number of inhabitants in the area will not be sufficient to maintain several parallel channels of equal value; the best proposals usually include centralised, experiential main walking routes.



LEPUSKI 2.0

8. Entry-specific evaluation, phase 1

Award class

8. CHAMPS

The entry redefines the entire urban structure of Pohjois-Leppävaara around the renovated Ratsukatu street – an environment that was previously designed on the terms of traffic is forced into a new urban coordinate system in an interesting way. The selected block and building typologies are insightful, and the locations of taller buildings have been successfully selected – the elements of the plan are all clear variations on a common theme. The block solutions are particularly successful in the western (Gransinmäki) side and central areas.

For the eastern blocks, demolition solutions (e.g., the Galleria building) should be described and justified more clearly. The blocks in the north-west corner of the area are poorly located in terms of natural environments. Currently, the southern and northern sides of the centre are tied together in one point that slightly shadows the Läkkitori square and its surroundings even though the internal connections seem functional.



The relatively generic architecture is well suited to the objectives of the proposal, emphasising urban structure ideas. Still, the very uniform appearance of buildings both on the street level and in the greater landscape make the whole monotonous. With regard to architectural ideas, it would have been interesting to see what role ground floors play in the urban environment, for example.

Bold and large-scale traffic restructuring sometimes leads to challenges with interest rates – especially passing under the Turuntie street would require more detailed research.



AWARD
CLASS



LEPUSKI 2.0

16. KAKSOISVIRTAINMAA

A visually amazing and playful entry with impressive visualisations of urban environment ideas.

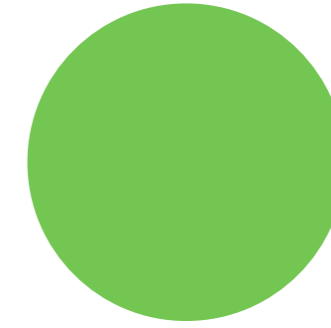
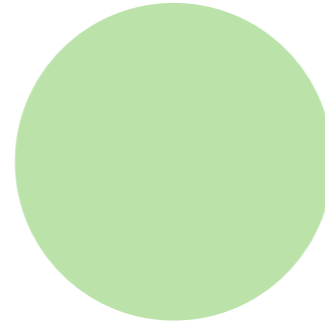
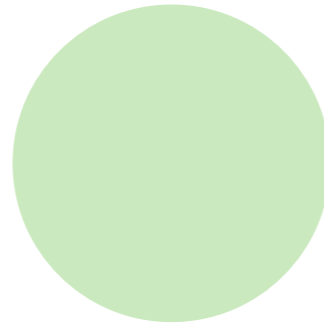
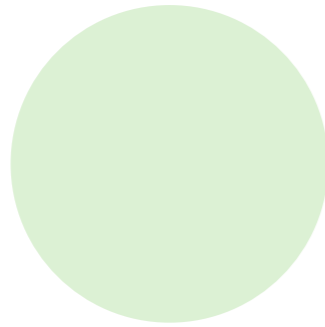
In this plan based on an extensive uniform urban park, new buildings and blocks border the park that connects the Gransinmäki hill and the Läkkitori square. The large-scale connecting bridge and the public transport terminal with the associated buildings bind the centre's sides together, and high-rise construction creates an identity for the area, identifying the most intensive areas in the new urban structure. The entry is a cornucopia for the use and nature of outdoor spaces – there is also a variety of architectural ideas regarding the appearance and building types of the area, both in the more technical drawings and imaginative scenes.



The urban structure itself leaves room for improvement, as public spaces are indeterminate and loosely designed, different construction concepts rely on solutions that are difficult to mass and highly terraced. The dimensioning of buildings is also unrealistic in many places, and the entry is at its best as an inspiration, not a feasible plan.



AWARD
CLASS



LEPUSKI 2.0

20. KONTRAPUNKTI

Rich and versatile proposal in terms of urban structure and architecture. The northern area is brought close to the Sello shopping centre with the help of a new station building, which, with its associated buildings and urban facilities, covers both the train track and the Turuntie street. The new station square creates a central node for the proposal, the bridges and ramps of which reach toward the Läkkitori square, surrounded by massive, closed blocks, and toward the west, the Gransinmäki residential area, which is drawn as a sympathetic neo-urban village.



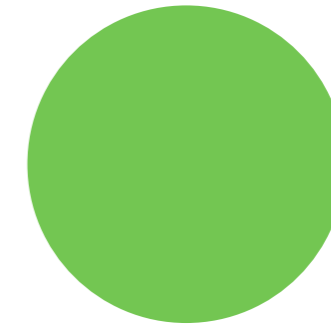
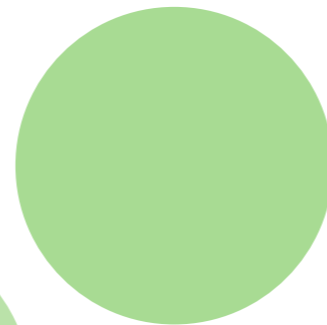
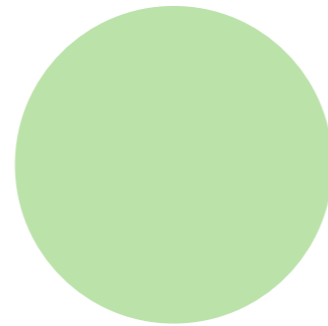
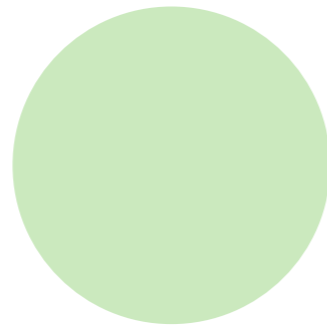
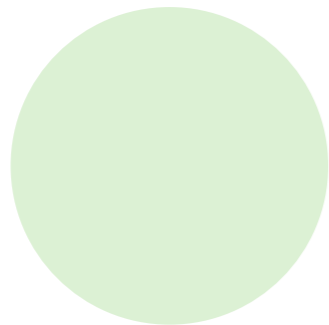
Traffic solutions remain mainly similar to the current ones, and the urban structure is integrated with bridges and ramps – the relationships between the different levels and floors of the plan should, however, be examined in

detail – in some places, the urban spaces still leave room for improvement, such as in the slightly vague area between the Turuntie street and the Lökkisepänkuja street.

The plan combines different types of house typologies in a pleasant way, from sealed blocks to detached houses, but the whole remains uniform.



AWARD
CLASS



LEPUSKI 2.0

21. Kroketti

The proposal offers a holistic and magnificent artistic vision for urban building, linking Etelä-Leppävaara and Pohjois-Leppävaara. The plan has been implemented based on a single coordinate system, as a composition of parallel zones. The use of a single element highlights the sculpture-like and holistic nature of the entry. The new towers adjusted to the height of the existing Leppävaaran Tornitower are scattered in between of the traffic areas and on top of them, forming a new “Downtown” building set. It is complemented by monumental croquet gates that form the whole’s boundary in the north.

In the greater landscape, the plan appears as a composition of tall buildings – the “buoy towers” dominate the external image of the area from a distance, matching the existing Leppävaaran Tornitower and integrating it with the new entity. At the ground level, the unique croquet gates create the identity of the area.

Designed as a residential area, the western part (Gransinmäki) adheres to the same coordinate system of a large block but consists of semi-open blocks and multi-horned point-blocks and open outdoor spaces between them – buildings in the park.

The train track, the Turuntie street and the new bike lane go below the proposed large block and area. For pedestrians, Downtown offers a series of “high squares” and routes made up of decks and bridges that can be accessed via the croquet gates. The environment is intended as the actual versatile centre of urban life in the area. The Läkkitori square is a traditional marketplace on the eastern side, a Gransintori square has been demarcated in the western residential area. The urban park to the north of

the new Downtown blocks is well dimensioned in terms of scale and welcomes the evening sun, but its pleasantness is not optimal as the traffic is busy nearby.

The challenge of the entry’s overall approach is that urban life is divided into many competing channels. Even the future number of inhabitants in the area may not be enough to generate enough energy to maintain the liveliness of so many equal routes.



AWARD
CLASS



LEPUSKI 2.0

22. LANTERNAT

The plan is a clear and well-structured entry in terms of urban structure, urban space and urban image development.

For urban structure, the trail branching from the south to the north divides the blocks of the area into functional entities, and a long winding ramp to the Läckitori square feels like a natural solution for combining elevation differences and central locations. The change in the alignment of the Turuntie street enables a sufficiently wide space for new central blocks, and interesting and functional connections and urban spaces are formed in between. The block structure forms a network-like urban structure at the street level. The boulder-like massing is functional and interesting, even if some views and urban dimensions should be reviewed.

The lanternesque towers make high-rise construction a natural part of the new Leppävaara – together with the Leppävaaran Torni tower, they form a distinct series of high buildings. The towers are not right next to the Turuntie street, and the construction front of the plan is around six floors tall in its direction. The towers are slightly retracted into the urban structure, and they rise from the centre of the structure as “lighthouses”. The lower block structure creates the actual southern façade for the district, which is not wall-like, even though the buildings protect yards and urban spaces north of them. The western Gransinmäki area is more sketch-like, a small residential area consisting of blocks that combine different building types.

The parking of the central blocks is located in an underground two-tier hall, leading to challenges in terms of structures, and parking in the

Gransinmäki residential area has been allocated in a car park in Nupukivenkallio. In terms of presentation, the proposal is partly unpolished, but mainly clear and fresh.



AWARD
CLASS



LEPUSKI 2.0

40. Super-Plus

An entry that relies heavily on a clear urban structure concept and defends its position especially at the level of ideas.

In this entry, the north and south are joined together by a “super-plus” building, which serves as a link between public transport stops and platforms and as an element bringing together the area. The block structure in the northern centre area is based on masses with high depths, which enable parking in the central areas and functional zones on the outer edges. The narrower residential and office towers are slightly retracted from the façade line.

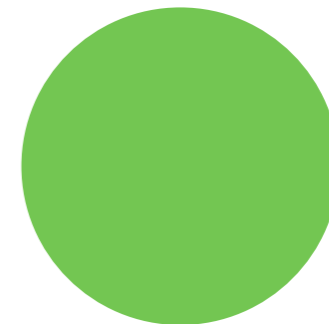
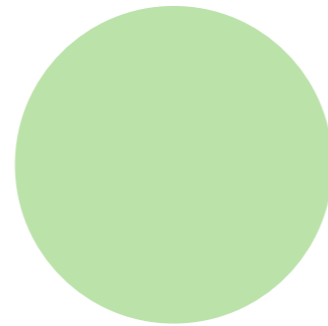
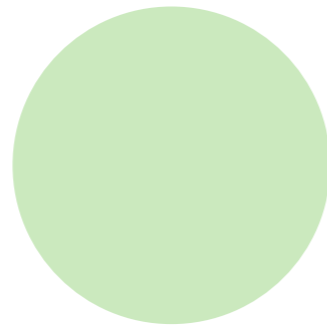
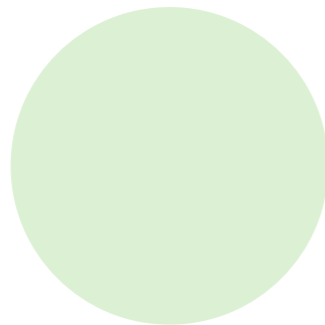
In the cityscape, the massive but relatively low blocks create an impression of a shallow urban environment on the street level, while towers retracted slightly from the façade form an identity of the area visible from further away. The zones of commercial spaces and services that run around key blocks serve as the city’s face at the ground level, and the Läkkitori square is still a central urban space in the area.

The placement of parking in the central parts of deep blocks makes it possible to build more efficiently, without resorting to underground rock parking or separate facilities. In the entry, the western Gransinmäki residential area remains a light sketch – the area consists of point-blocks and block of flats with straight flights of stairs in a park. The actual north-south “super-plus” building is challenging to implement – when building between the Turuntie street and the railway track, it is difficult to arrive to a functionally successful solution, and the connection is too light in terms of dimensioning.

In terms of presentation, the proposal is excellently clear, and in many respects, the slightly sketch-like images can communicate the objectives of the plan better than more detailed and refined images.



AWARD
CLASS



LEPUSKI 2.0

41. Taikavarpu

The proposal is visionary, based on a single block model and its variations, in which the urban structure and crossing solution are adapted to the current situation.

The plan consists of island-like large blocks that settle in between of the existing traffic connections. Following the existing traffic network leads to a rather independent, island-like nature of separate blocks. The east-west spatial and functional link in the area remains a challenge.

The key blocks are based on yards built on deck structures, which enables parking solutions as part of the blocks. The residential blocks closer to Gransinmäki are lighter, featuring ground-supported yards. The area between the Turuntie street and the train track are supplemented with an office-hotel building and park-and-ride facilities.

In the greater landscape, the cityscape is dominated by high building masses, whose composition forms a tower cluster close to the central blocks and the Leppävaaran Tornitower. The articulating of the towers is successful: fair and light, the first layers of blocks on the ground level are presented as masonry masses with some arcs and openings. In the centre block, the massing of buildings' foundations also introduces a pleasant, lower-rise scale to the cityscape, especially in connection with the important Puistoaukio and Läkkitori squares. The architecture of the entry is even unnecessarily actively designed in places.

The author proposes an interesting solution for resolving the Läkkitori situation. The square space has been extended to the south in an elongated fashion, and a sculpture-like tower has been placed at its end. The wide staircase from Läkkitori to the centre block is magnificent. Linking the

centre block square in the block courtyard also brings people to the public area in the evenings.

This entry's residential blocks at the western end of the area have been implemented to a fairly high standard. The funnel-like central park between the two series of blocks is quite pleasant in terms of size and lighting conditions.



AWARD
CLASS



LEPUSKi 2.0

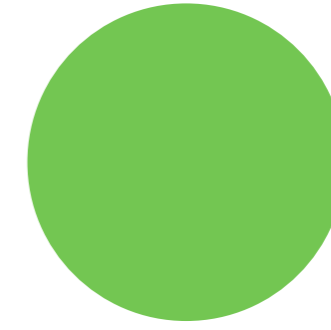
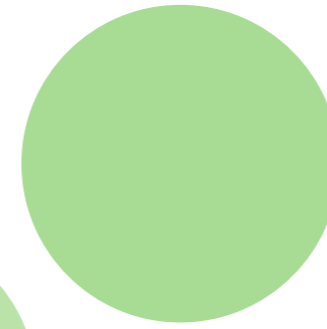
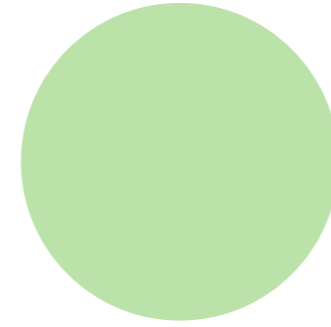
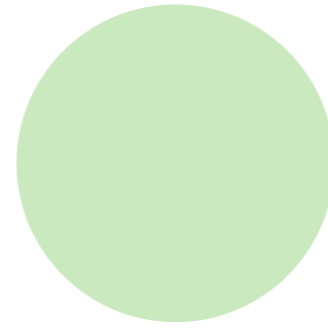
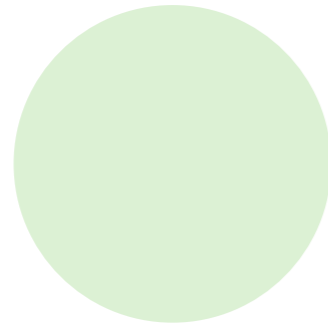
55. WALK AROUND

The plan is very ambitious in terms of urban structure – in the proposal, the new block structure on the northern side is partly placed over the Turuntie street, with the aim of connecting the different sides. The “Pysäköintitalo/Energiakeskus” (Parking House/Energy Centre) and “Keskuskortteli” (Central Block) are opposite the Sello shopping centre north of the train tracks, and a three-block composition consisting of varying masses complements the centre area and encloses the series of urban spaces. The efficient and dense central area forms the urban heart of the plan, the block structure becomes lighter and diversified toward the Gransinmäki area. The new urban structure has been implemented without relying on underground rock parking, and thus the plan does not require a significant investment in the Nupukivenkallio parking facility. The proposal takes into account networks larger than the planning area with their operational opportunities and presents an impressive set of researched development ideas.

On a large scale, the plan avoids accents in the cityscape – high-rise towers or special landmarks. Ambition in terms of urban structure is combined with architectural certainty, and individual buildings and blocks seem realistic and feasible. The very dense and urban central area is defined by the deliberate boundaries of urban spaces and the proposed urban environment provides a credible picture of a functionally vibrant environment: the largest and most intensive concentration of business spaces has been allocated to the central block between the Sello shopping centre and the Läkkitori square and its surroundings. As a whole, the plan provides a framework for year-round urban life for both residents and visitors – commercial activities, urban culture and local sports.

Mobility and traffic solutions are functional and thought-out in many places, pedestrians have been provided with interesting and stimulating routes, as well as functional connections in and around the area. The solutions in the plan mainly have the right idea and can be processed further.





LEPUSKI 2.0

Upper class

24. LEPUSKIPOLIS

An ambitious urban structure plan that combines the Sello shopping centre, the terminal building and two new key blocks with multi-level deck solutions.

The area is divided into logical clusters – the Gransinmäki residential-heavy block, the efficient block structure in the north and key station blocks that serve as connecting points to the south and as functional centres in the area. The plan requires some dismantling of buildings around the Läkkitori square in order to achieve the desired urban environment.

A well-connected system of spaces has been achieved through deck and bridge structures, even though the solution for vehicle traffic is largely in line with the current situation.



The multilevel nature of urban spaces is a clear choice, but at the same time, it poses obstacles to their accessibility and functionality.

25. Lean

This entry presented in a beautiful and well-studied manner has many positive features. The proposed new traffic solution and street alignment through the Gransinmäki residential area is an exceptional and fresh idea. As a result of the increased construction area, the new alignment of the Turuntie street also provides new possibilities for the placement of buildings.

The terminal bridge has been presented as a space reserved purely for traffic, which is not likely to reinforce the connection between the different halves of Leppävaara, and some of the potential for construction is not utilised. A wedge-like

business tower between the Turuntie street and the train track is a bold idea, and the long view ends in a sight of amazing proportions. However, its accessibility raises doubts. The connections from the terminal bridge to the Läkkitori square are cramped and partly in shadows. The new urban façade on the railway side of Pohjois-Leppävaara, which is uniform but made lively by massing, has been purposefully implemented, and seems promising even as a sketch.



The Gransinmäki residential area already features too many different themes and building typologies. The inner courtyards of the closed blocks are narrowly dimensioned and allow little sunlight.

The future vision of the Galleria blocks has been well received by the jury.

UPPER
CLASS



LEPUSKI 2.0

42. Tervaleppä

A clear and convincing entry with both typical solutions and more experimental buildings and urban spaces – hybrid blocks and diversely landscaped squares.

The principles of the urban structure are simple, but clear and justified, the central urban core of the entry consists of two towers that match the existing Läkkitori area, delimiting new urban spaces with their base parts. The station bridge, which serves as the main link between the north and south, now opens directly toward the Lintuvaarantie street – a more central location in relation to urban spaces could have been more suitable for the whole. The health centre and Hybrid Block located at the core are part of the centre's urban structure. The western parts, on the other hand, are slightly separate from the pedestrian and cycle network due to the existing wide streets.



The proposal has a certain modesty in terms of architecture, which makes it convincing and credible. Key urban spaces have a natural look and functions. Relying on the Nupukivenkallio parking facility for parking makes the proposal relatively expensive.

46. Tule lähemmäs beibi

An impressive and confident entry in its systematic nature. It proposes renovating the network of connections in the planning area and a great amount of new construction within the framework of the new strict coordinate system.

The large Bridge Terminal bridges the distance between the Sello shopping centre and the northern side, and the urban structure is also complemented by construction on top of the Turuntie street. The



urban structure based on a clear coordinate system remains uniform westward from the robust central blocks, just in a smaller scale. Each sub-area of the plan has the same overall concept.

Comprehensive traffic changes, especially for vehicle traffic, would require

more detailed research, and the scale of the urban structure in key areas is very large – the western urban structure could be well suited to a more central location.

UPPER
CLASS



LEPUSKI 2.0

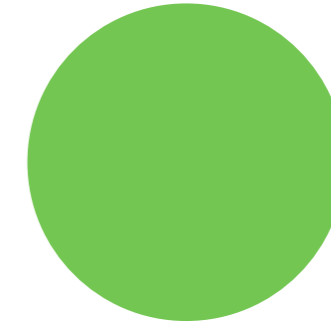
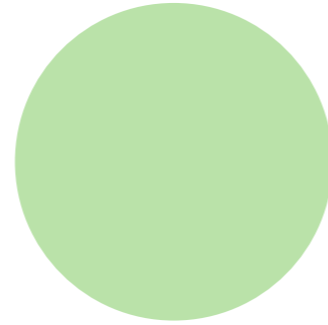
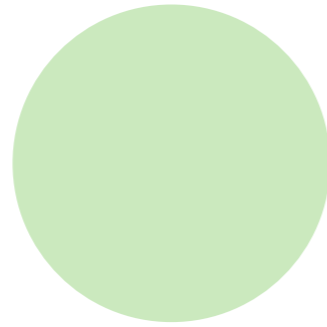
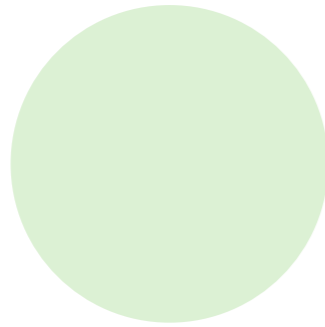
50. Urban Oasis

A comprehensively researched entry in which special efforts have been made to design and present public outdoor spaces – urban spaces and green spaces. The key new blocks, “Keskuskortteli” (Central Block) and “Portinvartija” (Gatekeeper), are connected to the Sello shopping centre with a public transport terminal and bridge. The blocks themselves form an entity in which the southern edge functions as a built wall of the Turuntie street, and the central sections form a series of urban spaces, linking the Läkkitori square to new urban spaces, such as the Läkkipään aukio square.

The presentation is refreshingly clear and sensitive – well-selected diagrams and vignettes are used to convey design solutions. The western residential area consists of pleasantly diverse building types, and its relationship with the centre area is purposeful and functional.



The urban spaces in the central blocks remain straight-forward – the structure lacks opportunities for alternative routes and choices.



LEPUSKI 2.0

Upper mid class

4. Alberga / Avoin Kaupunki

A versatile, carefully thought-out and worked-out entry. The new blocks and neighbourhoods have been successfully designed to suit the different contexts of the area – the west side successfully combines a fairly dense urban structure with above-ground parking, while the east side has high-performance blocks with deck solutions.

The central travel centre and its associated buildings are at the centre of the area, but the proposed connections between the north and the south are

currently weak – for example, the way across the Turuntie street on several pedestrian crossings is not a workable solution – this sub-area should have been improved and developed further.

It would have been possible to develop the series of public outdoor spaces more ambitiously. As is, the Läkkitori square remains the most important urban space in the area.



10. EAEA

A clearly portrayed and justified entry. The urban environment relies on a few key ideas, and the focus is on a high-quality public transport hub and on emphasising the limited but well-defined urban spaces of the plan. Especially connecting to Sello with a very impressive bridge structure that moves the connecting point to the Läkkitori square is an insightful idea.

The development of existing buildings into “stands” for new construction may be unrealistic, and the sketch-like “Kaupunkimetsä” (City Forest) area

would need to be considerably clearer in terms of urban structure and functionality. The dimensioning of buildings seems too tight in places. The architectural design with chamfers gives the plan its own look, but at the expense of functionality and feasibility.



UPPER
MID CLASS



LEPUSKI 2.0

12. Hub City

This original and fresh entry brings a new urban structure directly on top of the Turuntie street and connects the central blocks on the north and south side with a bridge structure.

The connection continues the Lintuvaarantie street visually, and the urban spaces created by the solution together with the Läkkitori square form an interesting and intensive composition of urban spaces and functions. The presentation relies mainly on the successful presentation of ideas, rather than details.

However, in many respects the whole has remained draft-like. Structurally and functionally demanding solutions are not sufficiently justified, and some of the planning area remains at a very preliminary level, such as the western residential blocks; they are presented as block-like entities detached from the rest of the urban structure, which does not work well.



31. Peptidi

A carefully researched entry with one of the most magnificent public transport terminals in the competition. Its dominant and unusual role in the whole has dictated the entry's other solutions, which are more uneven and partly fragmentary. In this entry, the spread of active urban life from the public transport terminal to the east is a challenge.

The connection between the Sello extension and the Läkkitori square has an overemphasised role in the urban structure. The terminal creates great urban spaces in its surroundings, and the series of spaces formed by the Läkkitori and Läkkisepänaukio squares has been designed particularly beautifully.

The proposal offers an interesting transport solution: The western part of the Ratsukatu street is connected to the Portinvartijantie street. The negative aspects are that the created level crossing is likely get congested and the east-west block structure would break. This way, the Gransinmäki residential area will have poor traffic connections compared to the central blocks. The apartment blocks are dictated by a strict coordinate system and have received less attention in the material presented, but still contain something that could be developed.



UPPER
MID CLASS



LEPUSKI 2.0

39. Sunset Boulevard

A determined entry, mainly based on a single coordinate system, that has been skilfully prepared. The boulevard that opens toward the evening sun does not exactly correspond to its demanding name. The seemingly intensive urban space is primarily a traffic area realised on the terms of service traffic and cars. Traffic spaces are also unrealistically narrowly dimensioned. For example, the required visual angles are not realised in the intersections.

The crossing of the train track is compact but sufficiently dimensioned to create credible and active urban life. The east-west walkway connecting deck level +18.4 seems to break and become private in the elevator lobbies of office buildings. The connections from the centre block to the Läkkitori square remain cramped, even though the centre block itself is open.

The identity of the architecture has largely been created with building masses that are bevelled at the top. The implementation is so total that the solutions start to look slightly one-dimensional.

The author has named the Gransinmäki residential area “Metsäkortteli” (Forest Block). Despite its mild mechanical nature, it has a pleasantly village-like atmosphere.



43. The Urban Zipper

A determined and rhythmical entry that has been resolved using only one coordinate system. The basic solution of the entry is healthily natural from the outset, but it has not been developed in some places. The plan is pleasantly moderate in scale, even too cautious. Increasing the focus on construction in the central block area and adding to the general hierarchy could have defined the entry further and introduce the desired potential for thriving urban life.



The connections from the overpass to the Läkkitori square are natural, as are the continuation of the deck level within the blocks from the central square to the west. The green axis that splits the residential area and its stormwater collections are promisingly and pleasantly outlined. The poise of the plan is also recognisable in the rhythm of the green axis at the ends of the building masses.

The entry's architectural identity has been presented as consciously neutral, which supports the entry's universality and adaptability during the long implementation phase of construction.

UPPER
MID CLASS



LEPUSKI 2.0

44. The Green Tracks

An elegant entry based on an interesting branching set of routes, combining a logical and comprehensive urban structure, the construction of the identity and the image of the area with well-considered high-rise buildings, and a series of small but well-founded urban spaces.

On the other hand, the link between the different halves of the centre of Leppävaara has been overlooked. The proposed narrow branching bridge is totally inadequate for this purpose – the changes in the street network are also challenging, and the traffic arrangements in the new western region would require further review. The western residential areas are now quite full; a little wider spacing would have been good for the plan as a whole.



In terms of presentation, the plan combines sketch-like diagrams and scenes in a pleasant and legible way, along with more accurate images and perspectives.

47. sYLI ja hALI

A high-quality entry that succeeds in integrating the urban structures of Etelä-Leppävaara and Pohjois-Leppävaara into a very uniform entity. The author has succeeded in placing the focus areas of construction so that the plan supports the creation of lively urban life and routes.

The traffic solution in the area is largely in line with the existing traffic network, which, especially for the Lintuvaarantie street, is likely to interrupt the east-west continuity of the area. Currently, the street can only be crossed via a narrow bridge connection.



Crossing the train track has been resolved well and sufficiently extensively so that the desired services can be placed near the traffic facilities. The gallery corridor forms a deliberate visual end of the Lintuvaarantie street in the north. The new hotel tower between the Turuntie street and the train track is a natural pair of the existing tower, and it has been handled in an architecturally magni-

ficent manner.

The residential area remains slightly too even-grained, and its construction front on the Turuntie side is too far away from the Turuntie street, even though the author presents a beautifully developed stormwater wetland in between.

UPPER
MID CLASS



LEPUSKI 2.0

49. UUTTA JA VANHAA

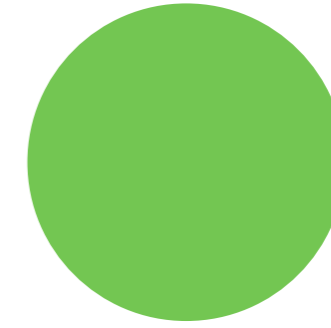
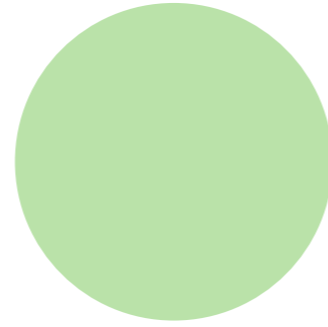
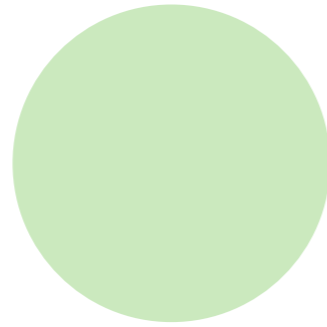
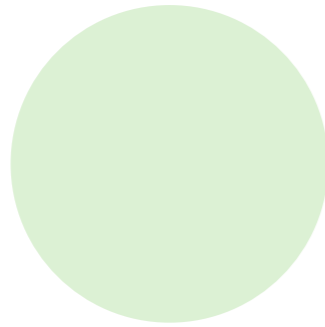
The author has a strong vision of the impact of gradual construction on the image of the new Pohjois-Leppävaara. In its final stages, the plan covers practically the entire railway area with yard decks (“Katekorttelit”, Covered Blocks), which are considered unrealistic in terms of technical economics. The actual crossing takes place via a narrow, pipe-like corridor. The vertical connection to the ground level apparently takes place within the cramped terminal building, and the connections to the Lakkitori square are difficult.

The proposed cave parking as well as underground parking facilities and maintenance are expensive solution principles. Driving connections to the parking facilities are also narrow. The benefit achieved on the ground has not been exploited with sufficient justification and to the maximum.



The plan is pleasantly clear and has many positive features. The residential area includes intimate yards and a beautiful stormwater park that opens like a fan. The construction front toward the train track is uniform in the first stage of construction.

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LEPUSKI 2.0

Mid class

1. 5-HT1B

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3. Aalbergga

An honest and sympathetic entry that steps in the shoes of future users and residents. The entry is one of the few that utilises a residents’ survey. A strong connection to nature is also a guiding principle in this entry. Despite its sympathetic nature, the volume and image of the new building stock remain unnecessarily modest, and its hierarchy is even-grained. Bolder amounts of buildings and functions could improve the plan’s enriching impact on urban life.



The principles of the traffic network have been preserved, e.g., the diverging effect of the Lintuvaarantie intersection on the block structure is evident. The planned island-like blocks are linked with well-dimensioned structural bridges but remain detached from each other. The Gransinlaakso residential area is a new, experiential, green central park with

water themes, but its dimensioning is already too loose.

Sensitive perspectives demonstrate the author’s respectable attitude and competence.

MID
CLASS



LEPUSKI 2.0

5. Alberga Nova

The author's vision of the new centre of Leppävaara has many positive features, but its issues lie in the dominant role of the traffic network in the whole. The current traffic network has been the starting point almost as is, failing to connect the new blocks. The crossing of the railway area also remains too cautious and tubular, without adding anything to the area's urban life. The envisioned Lökkisepäntori square is well-dimensioned, but in practice it would be a dark traffic space.

The planned image of the buildings seems interesting in terms of the cityscape. The tall, wooden towers are ambitious and well planned, especially their bases, but their implementation would be very difficult. Conversely, repeating the same theme in the residential area is a realistic plan that would create a pleasant living environment. The entry's sustainability themes have been researched and developed well.



7. Big Lepuski

The author's vision of the future includes magnificent, generous lines and sculptural aspirations. Many details have been ignored to serve the grand vision. The entry's basic solution, towers placed on top of a large base structure, works surprisingly well in the greater landscape. The residential area features the same thematic aspects as the centre blocks, but its image remains slightly confusing and loose.

One of the challenges of the plan is the unconditionality and inflexibility of the solution, and the implementation could span several decades. Despite its sketch-like presentation, the author's views on the cityscape and the potential of the entry are very apparent. Many of them could have prospered even better if the plan had been developed even a little further.



The author deserves a special mention for the most fun nickname in the competition.

MID
CLASS



LEPUSKI 2.0

9. Desire Lines

An original entry with a dystopic feel, featuring dense and compact urban structure. The entry is weighed down by its slight rigidity and narrowness. The rotation of the coordinate system around the highest towers in the central blocks is explained by the ground level connections in the Läkkitori square but looks alien in the greater landscape.

The dimensioning of blocks is unnecessarily cramped considering the lighting conditions at the ground level – this creates many shaded yards and pedestrian and bicycle routes. The new terminal structure is oversized and detached from the whole and extends unnecessarily far eastwards.

The entry is magnificent and original; for instance, the architectural vision conveyed in the cross-sectional perspectives is very promising.



15. KÄÄNNE

The author has presented the unusual idea of cutting off vehicle traffic between the Ratsukatu and Lintuvaarantie streets. The idea of redirecting car traffic between Etelä-Leppävaara and Pohjois-Leppävaara via Ring Road 1 is bold yet unrealistic, even though it has created land use benefits and an exceptional playing field for the competition area. The scale of the entry is pleasant, but the proposed gable roofs create clumsy building masses with these framework depths and floor numbers.

In this entry, the train track crossing is too much of a tubular traffic space, and the functional and urban potential is not utilised.

The author has given fun names to the different sub-areas of the planning area. The entry is sympathetic and sensitive but remains uneven.



MID
CLASS



LEPUSKI 2.0

19. four towers

The author has successfully analysed Leppävaara's current principle of the placement of high-rise construction. They then supplement it with a composition of four high-rise towers in the greater landscape. The visual delimitation of the central area with towers marking its corners is a magnificent idea.

The solution in the central block divides it diagonally into offices and residential buildings in a slightly formalistic manner. The bridge structure over the train track follows the same diagonal alignment and leads straight to the Läkkitori square. The residential buildings are taller than the office buildings, which enables adequate lighting conditions in the central courtyard.

The placement of residential blocks along the winding central route is a promising solution. The parallel point-blocks along the Turuntie street form a rhythmically magnificent series of gables. In its present form, the fire station block interrupts the east-west connection and separates the residential blocks from the central block too severely.



26. Leppävaara horisontissa

This entry boldly combines the northern and southern side of the area with a connecting gallery and a new terminal building, as well as a series of buildings located between the Turuntie street and the train tracks. In terms of urban structure, the different sides are also brought together by increasing the number of connections: in addition to the connecting gallery, the eastern end of the terminal is connected to the new central area with a bridge.



The actual central area consists of interconnected blocks, the raised centre of which serves as a raised urban space. It is connected to the ground level via steps in the north-west corner. This solution does not reinforce the connection to existing urban spaces, such as the Läkkitori square. The design and dimensioning of

buildings in central blocks is too small-scale in many places. The western residential blocks are expertly placed, even though they are detached from the actual centre due to traffic solutions.

MID
CLASS



LEPUSKI 2.0

29. Occurro

This entry provokes conflicting thoughts. The current traffic network has mainly been left as is, which basically divides the sub-areas of the block structure into separate parts in terms of cityscape and functionality. Unlike in most of the entries, the focus of the construction and functions is on the eastern edge of the area. The idea is interesting, but at the same time, the area west of the Lintuvaarantie street is poorly utilised in terms of functionality and cityscape.

The entry's architecture is laconic and straight-forward, and the two new towers complement the status of the existing Leppävaaran torni tower. The location of the eastern tower next to the Ring Road I ramp is challenging in terms of accessibility.



The residential area features folded block of flats with straight flights of stairs reminiscent of Pihlajamäki, and it is designed with generous lines.

30. PUNAINEN LANKA

This entry is architecturally impressive and offers a strong counterbalance to the large mass of the Sello shopping centre. However, the link between the north and the south is unfortunately rather minimal; the two sides of Leppävaara remain clearly separate.

The urban structure of the plan is clearly divided into two different worlds: the Läkkitori square and the adjacent buildings have been redesigned into a large block, and the new construction further west

consists of different building and block typologies, all of which rely on a common public route, the red thread of the plan.



The loose and undefined urban structure hampers the architectural characteristics and merits of the entry.

MID
CLASS



LEPUSKI 2.0

35. RUUSUTARHA

This entry's cityscape is monumental and magnificent, but it also features unrealistic unconditionality and too large of a scale.

The central, symmetrically located towers between the train track and the Turuntie street create a new identity for the area and visual gateway to Pohjois-Leppävaara. The composition is absolute and not adaptable, and thus susceptible to changes brought about by gradual construction. The construction of all towers cannot be guaranteed, but the composition would require the realisation of the whole as is.

The train track crossing is implemented well to support urban life. The plan features large deck structures at different levels. The connections from the overpass to the Läkkitori square have been resolved well and flexibly.

The east-west pedestrian and bicycle traffic connection has been largely implemented in a noisy area, in a route on a deck.

The residential area features easy-going masses, and the result is a rather urban, yet sufficiently spacious residential environment with inner courtyards.



45. Together

An original entry in which blocks are designed as sharply delineated islands in the urban structure. The entry is magnificent, but the problem with the basic solution is that the blocks are not functionally and spatially linked to each other. Instead, they float in their surroundings like islands.

The train track is crossed via an unnecessarily tubular overpass, and the subsequent vertical connections to the ground level, such as the Läkkitori square, are difficult to find and use. The effect of the two-storey base

parts containing mostly car parking on the cityscape remains unclear, especially toward the train track, and raises concerns. Is the result a mute wall?

This entry's identity in terms of the cityscape is largely created by the rhythm of gradually taller towers on top of bases. The unconditional cityscape concept is not



particularly flexible and is susceptible to possible changes and elongation brought about by the gradual construction.

MID
CLASS



LEPUSKI 2.0

48. URBAANI PUISTO

This entry is based on deck and bridge solutions, and the different sub-areas have their own suitable solutions and uniform architectural identities.

The proposal to place the station and the main connection at the Leppävaaranraitti street on a green bridge is interesting. A second green deck connection from the Sello shopping centre starts forming a network that connects the northern parts and the south. The series of urban spaces

leaning on the existing Läkkitori square makes the eastern side of the area more vibrant, but the blocks on the western side remain detached from the fabric of the urban structure. Massing principles and architectural choices give new construction a recognisable image, but the visual appearance achieved with these solutions does not seem justified or particularly interesting.



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51. Urban Ribbons

This plan consists of independent bouldersque blocks linked with an east-west pedestrian and bicycle route that runs through. The traffic solution maintains the main features of the current traffic network. The clear concept has been presented in a sketch-like but sufficiently informative manner.

Construction has been placed in the strip between the Turuntie street and the railway area. In this context, the parking facility in particular seems justified, but the accessibility of the health centre and its pick-up and drop-off traffic raise questions.



The terminal building has been presented as a sculpture-like building mass over the train track. It is placed too far east considering the future area's focus. Connections to the western edge of the area are long. The series of square spaces starting from the Läkkitori square has been shaped geometrically in an interesting and sensitive manner.

The entry's high-rise construction is moderate, and the cluster of towers in the north-west corner of the residential blocks is puzzling.

MID
CLASS



LEPUSKI 2.0

54. Volttilähtö

This bold plan brings the north side of the centre and the Sello shopping centre closer together with generous construction on the strip between the Turuntie street and the train track, further connecting the halves with several decks and bridge structures. The whole is largely in line with the current traffic situation, but the dividing effect of the streets has been mitigated by connecting the raised deck yards of blocks with bridges and ramps. The deck level of the central “Volttilähtö” block is linked to the Lakkitori square and the existing urban structure with landscaped steps.

Gransinmäki has been renamed Ratsulaakso – the western area is one large block of interconnected blocks of flats. Construction between the train track and the Turuntie street is extensive, although the location is challenging in terms of functionality. The plan creates urban spaces and series of them, but the plans fail to convey a convincing urban environment.



56. Walk This Way

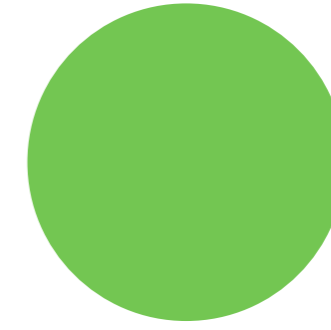
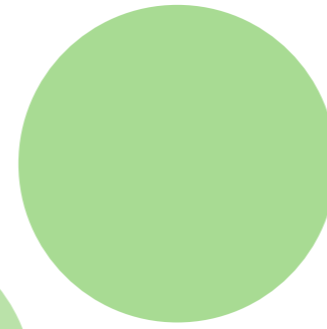
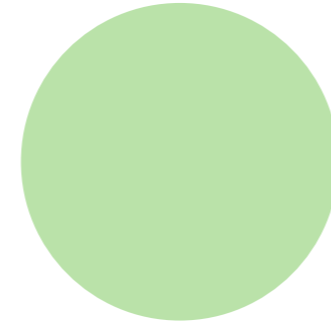
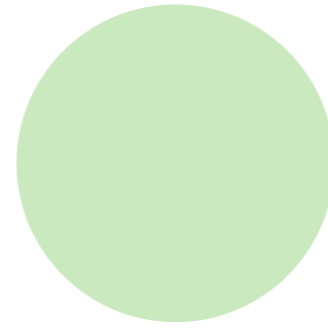
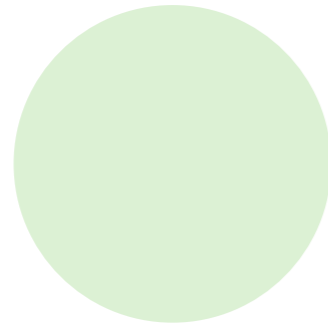
An interesting and very detailed entry in which wall-like building masses toward the Turuntie street enclose a very small-scale urban structure.

The plot plan conveys the envisioned imaginativeness and design on the street-level experience's terms well, even though the illustrative images do not fully fulfil these promises. The small scale and the articulation of every corner are also problematic in an ideas competition of this scale. The material gives an impression of a environment built in a painstaking

process, and the number of details obfuscates the general principles and grand lines that would have been desirable here.

As to the plan itself, the public transport terminal and its bridges should be clearer, and in terms of dimensioning, many of the proposed buildings would be too narrow or difficult to implement.





LEPUSKI 2.0

Lower mid class

2. ALDERNATIVE

A generously drawn and bold entry in which a long, continuous wall of buildings blocks the view over the Turuntie street from the new urban environment. The bridge structure as a deliberately “congested” central hub over the Turuntie street is an interesting idea.

The urban structure is based on large elements: extensive blocks and open urban spaces and parks. Still, the whole remains somewhat loose, and the urban environment system is not presented convincingly. It is sometimes difficult to interpret the entry, and some crucial information (what happens in the adjacent buildings at the Turuntie level?) is hard to find.

Connection to the Sello shopping centre is in a difficult location, and the area’s identity is built through landmarks and structures in a too detailed manner.



11. Ensemble

This entry features some promising elements but remains unfinished. The sub-solutions are also uneven. Some of the features of the otherwise fundamentally healthy entry do not work: the station building is placed too far east in terms of traffic flows. Connections from Etelä-Leppävaara to the north via the Sello shopping centre are not ideal, and the traffic flows ignore the office/business block along the Turuntie street. The east-west silhouette of the buildings is vivid, although the visualisations do not do it justice.

The residential blocks and their water themes are somewhat promising: the scale, the formation of yard spaces and the playful massing of buildings could create a pleasant living environment. It is hard to tell at the moment, since evidence is largely absent.



LOWER
MID CLASS



LEPUSKI 2.0

13. Huracan

This entry's boulderesque blocks form a relatively even-grained and low-rise set of buildings. It is somewhat affected by the lack of a spatial hierarchy and cohesion. The entry has its positives, such as the desire for a human scale, but the proposed block structure does not support the creation of a vivid urban life in the best possible way. The idea of a gradual increase in the height of buildings toward the east is great, but it is very cautiously done.

The terminal bridge over the train tracks features promising architectural aspects, and its dimensions and location are correct. The parking facility on the strip between the train track and the Turuntie street is a good idea.



14. Juurtunut

An entry with very charming illustrative images and skilled presentation. The public transport terminal and its parking solutions bring the north side and the south side closer together, but in terms of urban structure, the entry is an "archipelago" of somewhat detached block solutions.

As the area's current traffic solutions are preserved, the Sello shopping centre is currently connected to only one central block surrounded by streets. In terms of urban structure, the most important Lakkitori block is left on the other side of the Lintuvaarantie street. The proposed construction is clear, and the solutions are justified, even though they are heavy-handed in many places.



The massing of buildings and especially the nature of outdoor spaces would require more articulation. The material remains too sketch-like, especially when it comes to defining outdoor spaces.

LOWER
MID CLASS



LEPUSKI 2.0

17. Keskeinen Plaza Proposal

This entry has a dose of respectable, daring originality. However, the ambitious plan is unrealistic and answers the wrong questions. The connecting element between Etelä-Leppävaara and Pohjois-Leppävaara is a gigantic plaza, which is unrealistic in terms of size. It also has a dividing effect instead of a uniting one. Especially winter conditions on and under the monumental decks may be rough. Interesting wooden roofs have been placed in the under-deck world around the train track, but a major part of the nature of the under-deck world remains a mystery. Large deck structures create huge, light-less spaces, the functionality and conditions of which concern the jury.

The residential area has been beautifully developed, although the massive underground parking facility in the eastern part of the area does not allow for ground-supported, organic vegetation. The main idea of this ambitious entry is also its weak point in a sense.



27. Lepuski 20 Bread of Potato - Butterfly

The entry is determined and has good intentions but remains rather uneven and incomplete. The author has maintained the existing transport network almost as it currently is, which does not support the creation of a uniform and seamless urban structure in the best possible way.

The crossing of the train track has been implemented as a tubular traffic space, which does not promote the creation of potential urban life. Access from overpass to the Läkkitori square is difficult and it is interrupted by traffic spaces.

The residential area is too even-grained, although its vertical differences introduce some positive variation.

The building front on the trackside is robust, but the cityscape would have tolerated even taller construction.



LOWER
MID CLASS



LEPUSKI 2.0

32. Pro Lepuski

This entry's material is very uneven, and the different sub-areas of the plan do not form a coherent whole, even though they are interesting as separate entities.

The transport terminal and the junction between the northern and southern sides are drawn in clear strokes – the terminal is connected to a large block, where interconnected building masses form a wall toward the Turuntie street and a series of differently sized and shaped urban spaces to the north. The series of urban spaces is also connected to the Läkkitori square and the Leppävaaranraitti street. A lone group of three residential towers of different heights and a block consisting of a low-rise structure of terraced and linked houses have been placed on the west side of the area. These represent two different forms of housing, thus offering varying housing and living models, but neither of them has anything to do with the overall plan.



In terms of presentation, the plan is very clear and even praiseworthy in places.

53. Veute

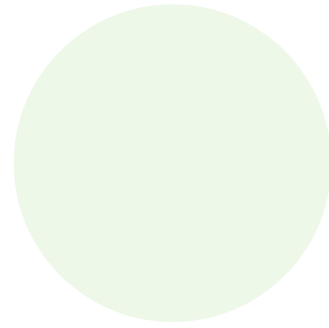
This entry does not address the most essential challenge of the competition, i.e., linking Etelä-Leppävaara and Pohjois-Leppävaara. The connection is a very modest access bridge – the solution does not support the creation of an active urban life in its connecting area, and a much of the potential for construction remains untapped.

The entry still has some positive, general solutions and objectives that, if refined, could provide viable alternatives for future construction in the area.



These include, for example, the unusual idea of combining the Ratsukatu and Portinvartijantie streets (although the dimensioning is incorrect, and the intersections are currently reminiscent of diagrams). The created large block is exceptional among the entries.

Despite its good intentions, the proposal remains fragmentary.

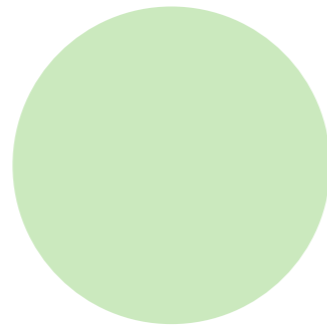
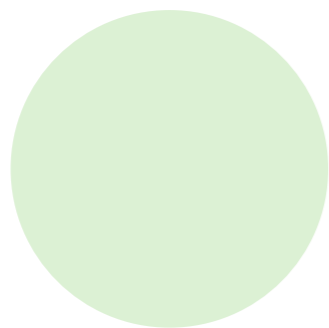


Lower class

6. An Idea of City

This entry is based on an urban composition where a large central square is the heart of the new neighbourhood. The symmetrical blocks bordering the open area and the eastern side of the area have been built very efficiently and even tightly. Conversely, the construction in the western side, in the Gransinmäki area, is rather loose. The placement of the charming building clusters in the north-west corner of the area is problematic in terms of the natural environment.

The entry's material is very lacking and key solutions (traffic, parking, amount of construction, location of functions) are not presented.



18. Kiila

In this entry, the surroundings of the new centre of Leppävaara consist of a very extensive park deck and a series of sixteen-storey towers.

The deck structure covers the train track and the Turuntie street, but the park environment on top of it is not very well defined. The entry has hardly any demarcated urban spaces north of the Turuntie street, but the solutions for the Paloasema plot and the Gransinmäki area involve very robust closed blocks.

The entry's solutions are clearly presented in some places, but the readability of the material is poor in places. The material is also partly insufficient.

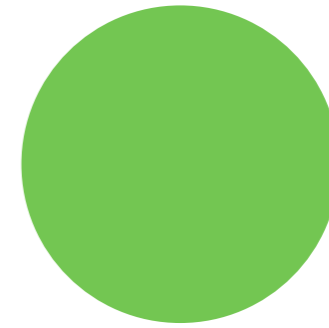


28. ORBIS

An entry based on a large central block, in which a uniform row of buildings protects the new centre's urban spaces from the sounds of the Turuntie street. The proposed outdoor spaces are very park- and yard-like in nature, but clearly presented public and commercial environments are mainly missing. The whole seems more like an expanded park plan.

The plans for the western blocks are based on the existing traffic system, and the area remains detached from the rest of the structure.

The material is mostly clear in terms of presentation, but it is slightly vague and difficult to read in places. Creating the area's identity with a very unique station and hotel building is a questionable solution.



LEPUSKI 2.0

LOWER
CLASS



LEPUSKI 2.0

33. Puita Puita

This entry is an enriching addition to the competition. It is a polemic citizen's opinion that criticises even the starting points of the competition. It is not possible to evaluate this fresh and poetic entry in comparison with other entries or the given evaluation criteria. The autonomous statement presents exactly one vision for the future of the competition area, as its name (TreesTrees) suggests.

The jury thanks the author for their open-mindedness and civil courage. The entry sparked interesting discussions among the jury.



34. Puuttuva rengas

This partly very carefully researched, original entry proposes building the new centre of Leppävaara on blocks with mixed functions and building types. A living environment consisting of small towers would be created in Gransinmäki.

The different sub-areas of the plan are very independent and the whole does not form a uniform urban fabric. For example, the transport terminal is placed close to the Sello shopping centre, and the Turuntie street remains the main divider of the area, although converted into a boulevard-like street.

The proposed buildings give the entire plan a personal overall look, but their dimensions are almost entirely unrealistic.



36. SHIFTING CURRENTS

In this plan, two construction systems form the new centre of Leppävaara: the ground level is dominated by low-rise building masses that determine the scale and functions of the street environment. They support large, diverse buildings that serve as bridges in places, crossing streets and traffic areas. The whole adheres to the same design language based on gentle angles, creating a visually uniform identity for the area. However, design solutions are not credibly justified, and the proposed concept relying on natural flows does not seem like an adequate foundation for such a comprehensive, almost sculpture-like proposal. In terms of presentation, the saturation and the flair override readability in many places.



LOWER
CLASS



LEPUSKI 2.0

37. Sky-Bridge

This entry is a collage-like, difficult-to-read vision of the future of Pohjois-Leppävaara. The idea behind the plan is a huge deck structure over the train track and the Turuntie street, complete with sculptural towers. As is, the proposal is unrealistic from a technical and economic standpoint, and the lighting conditions and atmosphere of the under-deck world also raise concerns and remain a mystery. The atmosphere of the images is dystopic and dreamy, and the uncompromising originality of the entry is one of its positive aspects.



38. Sinfonia

A confident entry with a uniform visual identity.

The graceful series of new construction follow the Turuntie street that has been converted into the Leppävaaran Bulevardi boulevard. To the north of the area, they follow the Vanha Maantie road. The location of the public transport terminal and the connection over the train tracks and the street line is interesting; in connection with the Leppävaaranraitti street. Eliminating existing traffic systems and making them lighter makes the proposal unrealistic. In terms of presentation, the material is narrative and clear, even though in some places it toes the fine line between a fresh sketch-like quality and too much vagueness. Due to natural values, it is not advisable to propose construction in the north-western part of the area.



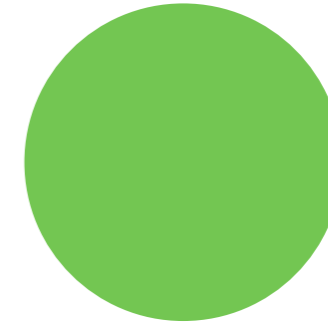
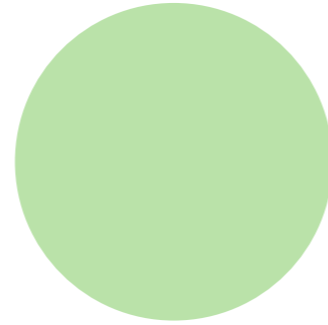
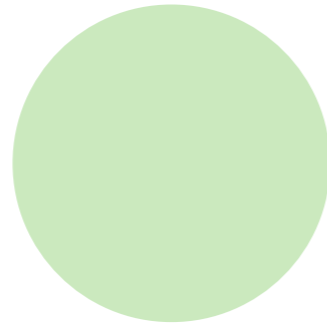
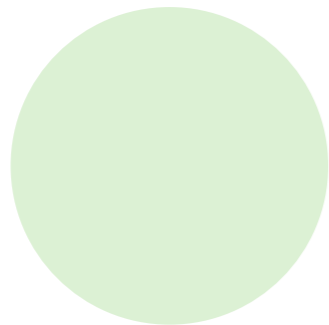
52. VIISARIT

This entry's principles are interesting, even though it remains sketch-like in places.

The large public transport terminal creates a strong connection between the Sello shopping centre and the area north of the Turuntie street, the Läkkitori square is expanded to join the new Keskusaukio (Central Square), thus placing a clear focal point on the northern side. The other blocks are located within the framework of the traffic system and form clear, slightly detached series of buildings.

However, the entry hardly creates any urban environments or places for urban life – the very large-scale urban spaces and the new blocks divided by transport routes would require a greater focus on outdoor design and research into the potential of a smaller-scale built environment.





LEPUSKI 2.0

9. Entry-specific evaluation, phase 2

Kroketti

This entry has retained its high-standard characteristics in phase 2, but it has not actually developed any further. Further planning has even undermined the clarity of the first iteration of the plan to an extent. The concept of the proposal is still interesting – the large block crosses the train track and the Turuntie street – but the initial problem remains: the urban structure is divided into too many equal spaces without a visual and functional focus. The gate themes are magnificent, but their number and extent in relation to the number of flows of people and essential continuing routes raise concerns about their permanence in the face of the economic challenges arising during the implementation phase.

The entry's outdoor areas are diverse in nature, ranging from urban deck squares to forested natural areas and from the new urban park to green



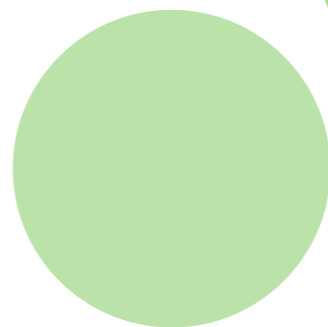
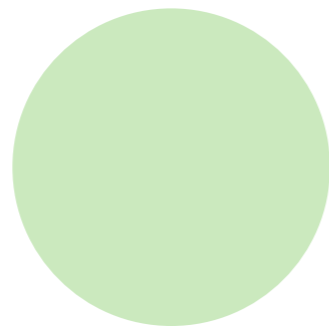
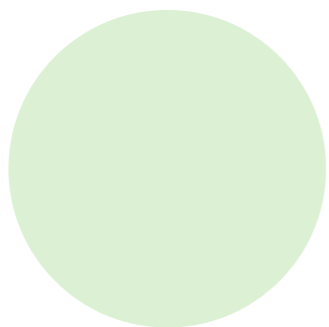
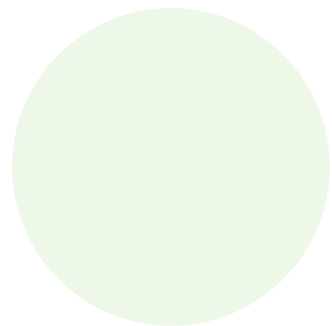
roofs. The planning area is divided into two different types of milieus: urban central blocks and a small-scale residential area.

To counterbalance efficient construction, roofs and courtyard decks have been used to create a green environment. The landscape of the proposal focuses on the new urban park between the old and new buildings. The street on the edge of the park makes the park narrower, and it is often shaded to the north of the high-rise buildings.

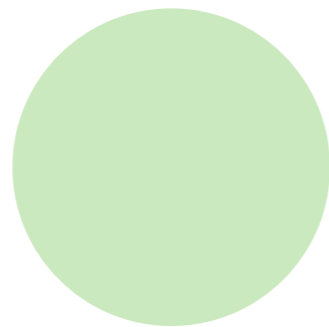
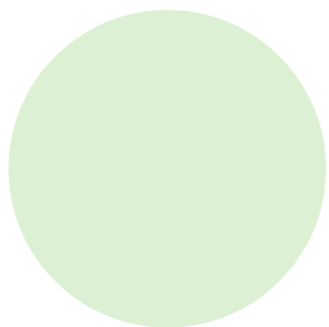
The squares located on different deck levels are connected via long and wide stairways passing through the gates. The small terrace spaces are detached and functionally difficult. The upper squares are climatically extreme and occasionally sun-drenched, while the level differences provide shade in the lower croquet yards. Due to the sketch-like presentation, plant elements and especially the stormwater solutions in large deck areas and block yards largely rely on verbal descriptions.

The scale of the western residential blocks is pleasant. The ground-supported yards are lush and are loosely connected to the surrounding natural areas. Ground-level apartments' recreational outdoor spaces are a sympathetic addition to the yard space.

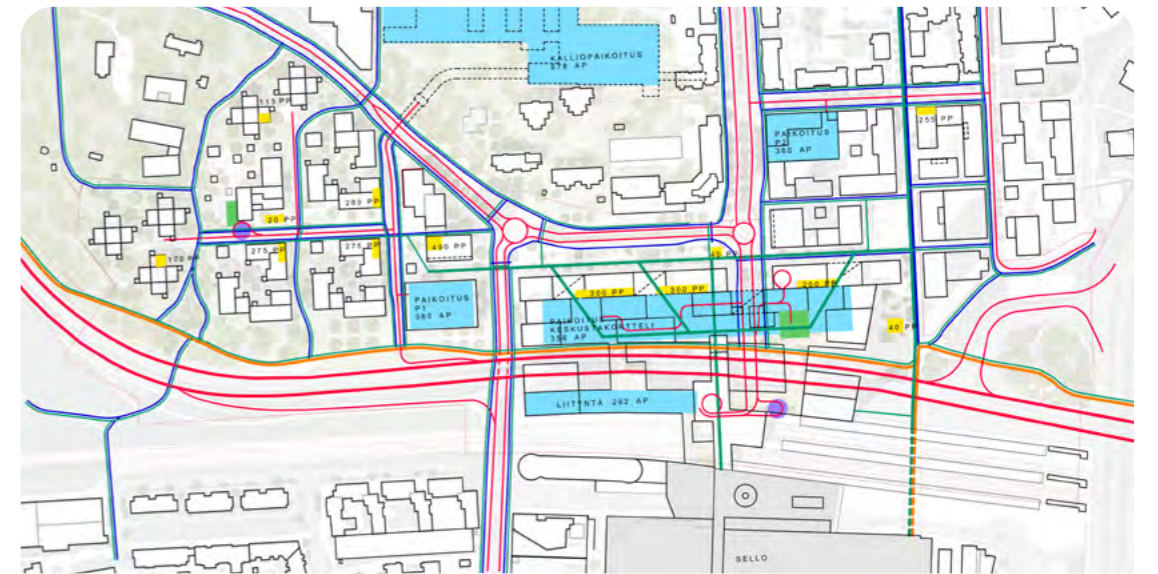




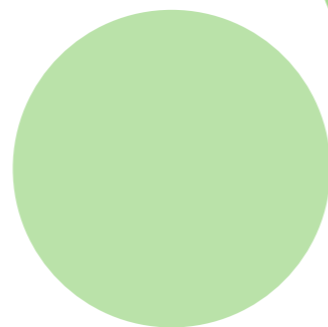
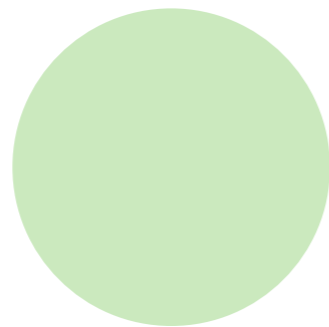
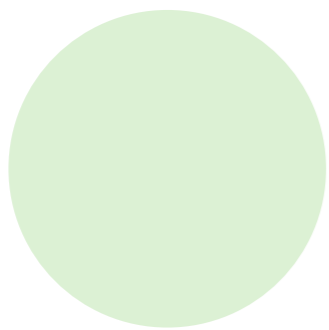
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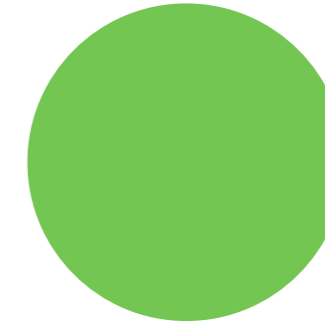
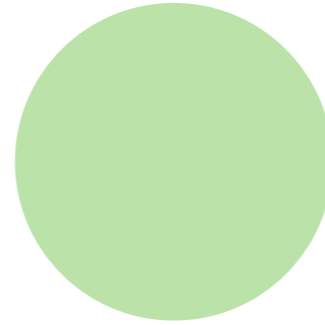
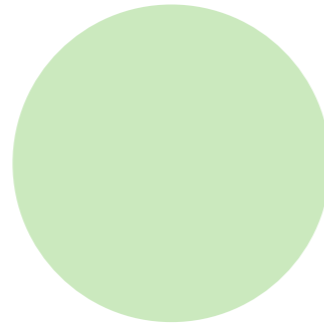
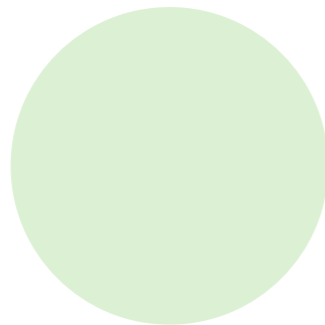
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- JALANKULKULIKENNE
- PYÖRÄLIKENNE
- AUTOLIKENNE
- BAANA
- PAIKOITUS
- HUOLTO
- SAATTO
- POLKUPYÖRÄPAIKOITUS



LEPUSKI 2.0



LEPUSKI 2.0

LANTERNAT

The plan has been developed extensively in the second phase. Challenges present in the first phase in terms of dimensioning and the connections and views enabled by the urban network have been well resolved. Especially the sketch-like nature of the central blocks has been refined into a complete plan, even though there are still problematic features in the western residential area, especially in the traffic arrangements. All solutions integral to the urban structure have been extensively developed – the redesigned public transport terminal crosses

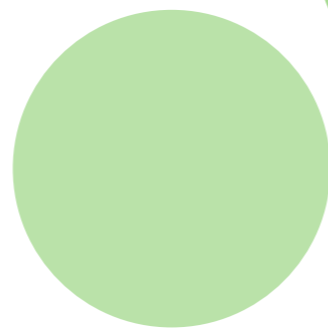
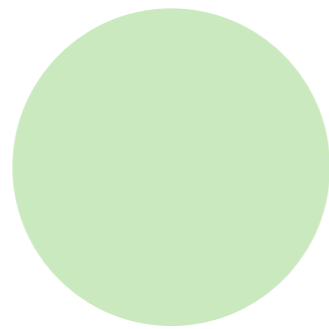
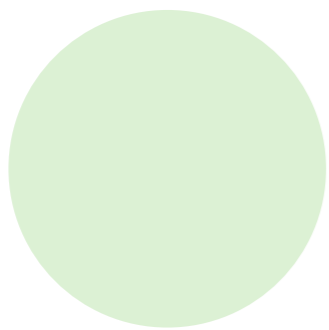
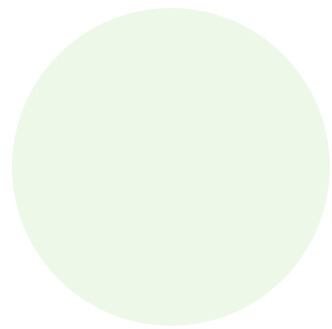
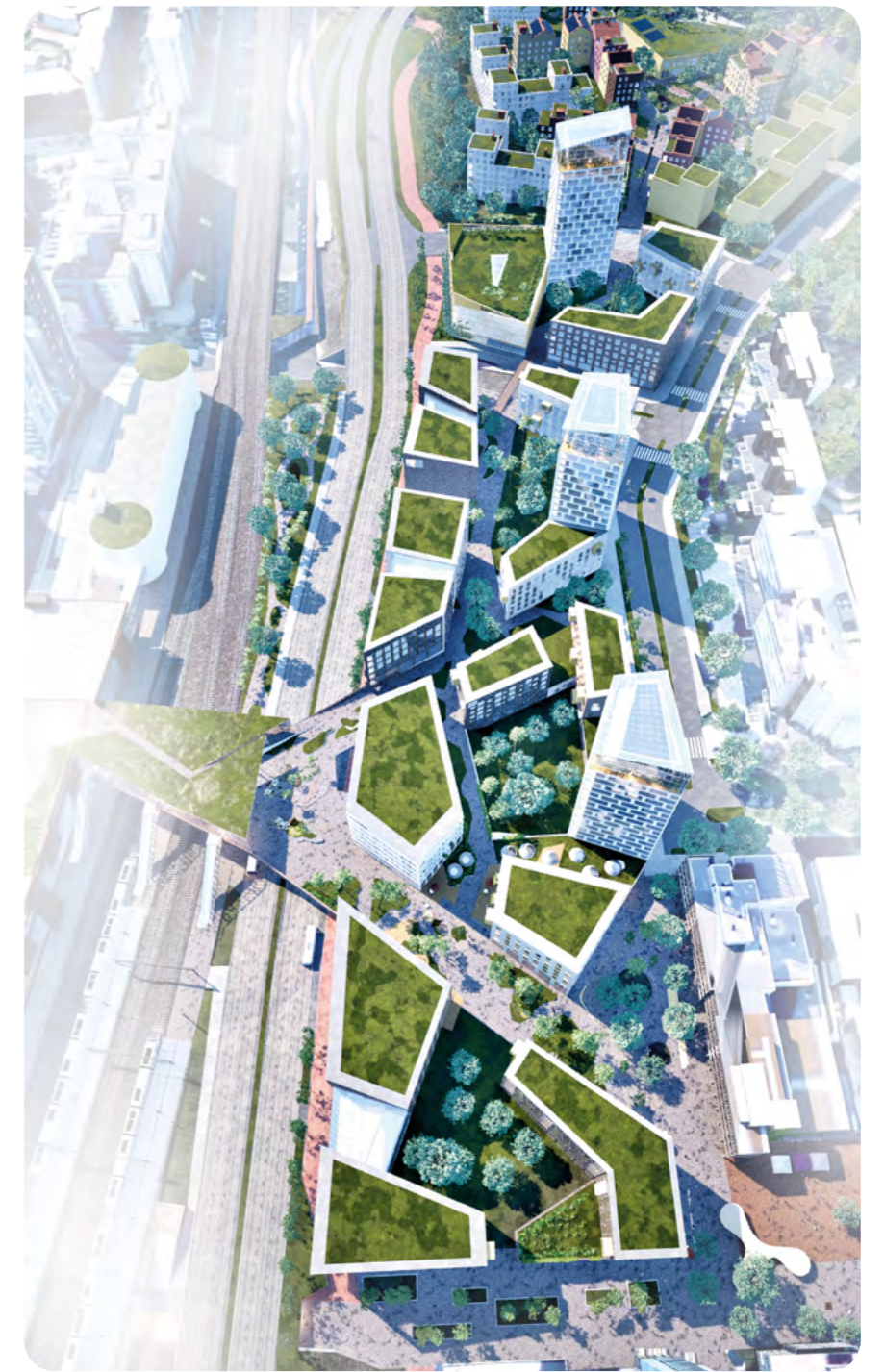
the train track and connects to the station square, which in turn crosses the Turuntie street. The terminal has been made into an identifiable building mass, which also contributes to creating an identity for the area in a location that is visible and central in terms of use. The high-rise construction of the initial idea has been slightly modified by reducing the number of towers. The change makes the plan more realistic, without reducing the role of the “lighthouses” in the whole.



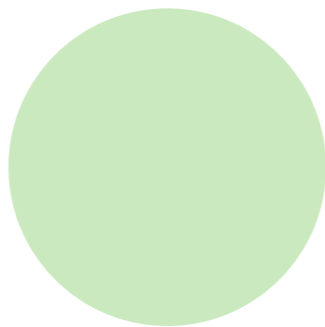
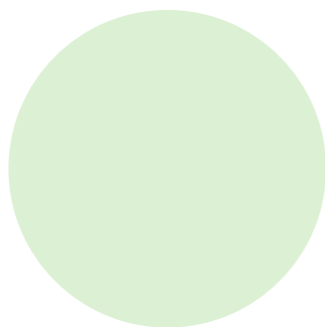
The plan has also been developed in terms of urban space, and especially the long central connection from the Asema-aukio square to the Läkkitori square emerges as a green urban environment. The second route starting from the Asema-aukio square is a connection to the Ratsukatu street from north-west to south-east. In addition to the Läkkitori square, various other squares and small parks are scattered over the mobility network, and the block west of the central blocks is also connected to this pedestrian environment via a bridge. The stormwater solution has been made part of the built environment in a successful and enriching way. The location of the health station in terms of the cityscape and the whole requires further consideration.

Park-and-ride facilities are located at the Ring Road I ramp, and the facility joins the central block through an underground connection. The solution is slightly difficult to use, and the distances between the parking area and the actual centre are long. The plan still relies on the Nupukivi underground rock parking for the residential area.

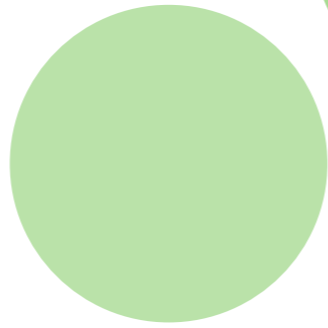
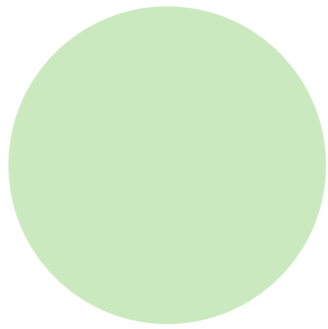
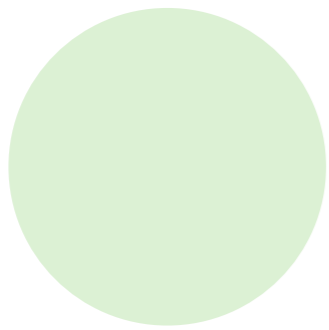
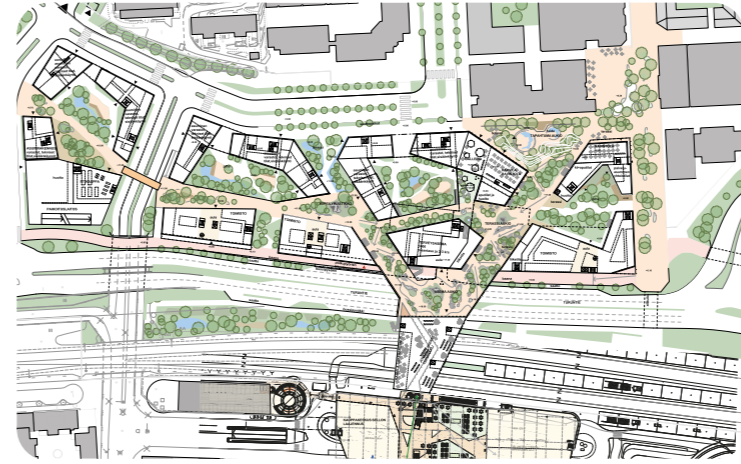




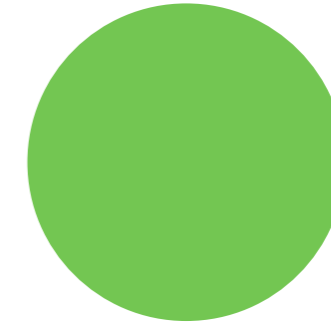
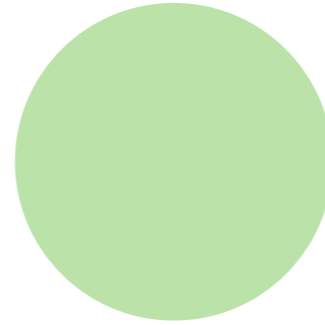
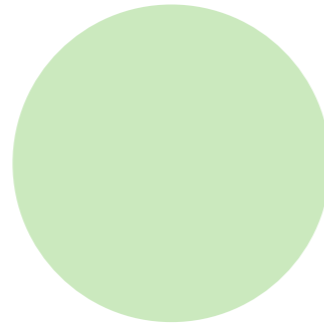
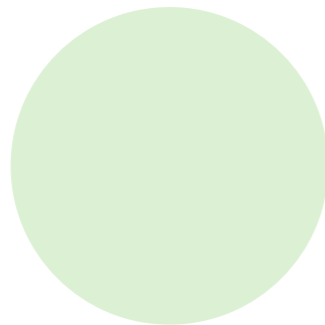
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Superplus

All sub-areas of this entry have become more detailed in the second phase; some of the changes have made the plan more convincing, while others have weakened the initial concepts or proved their challenges.

The planning of the built environment is now more convincing and complete than before. In terms of urban structure, the most promising steps have been taken in the planning of key public spaces. The urban spaces formed in connection with the Läkkitori square, and the new market hall could make the environment more vividly functional and provide a very pleasant scale. The market hall would contribute to the service offering in the area and to year-round market functions. Unfortunately, any wider network of connections and places cannot be established, and mobility in two levels would hamper the liveliness on both the upper level and the ground level. Pedestrian routes run from the eastern



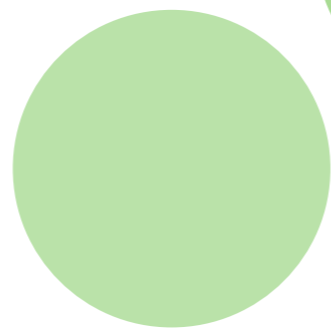
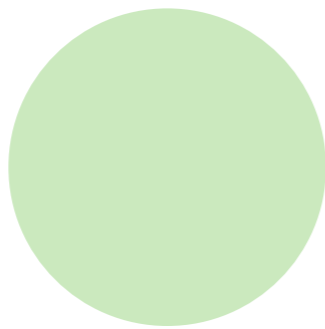
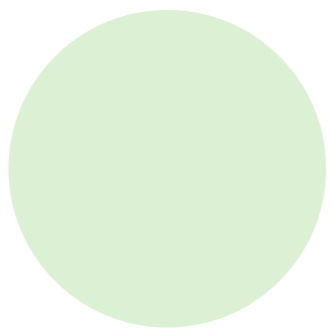
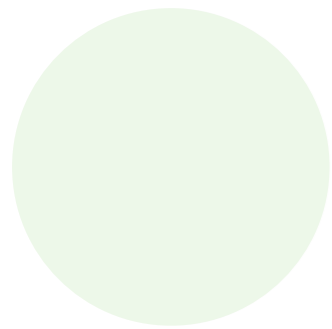
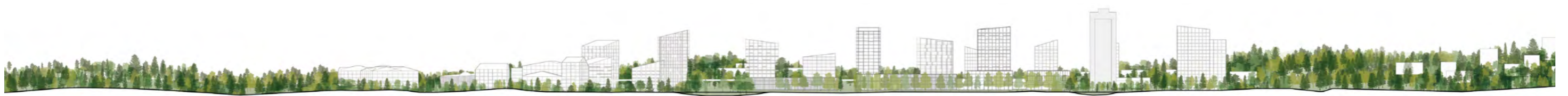
blocks reminiscent of a city centre toward the lighter western blocks via a set of bridges, crossing the Ratsukatu and Portinvartijantie streets. The western blocks have been developed and defined. Their design is now final, but they are still detached from the whole. The key element of the plan, the Superplus building, is positioned in an ineffective direction

– the part that connects the neighbourhoods is too narrow and insufficient.

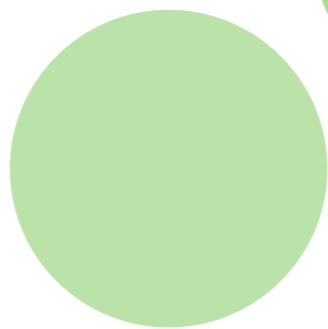
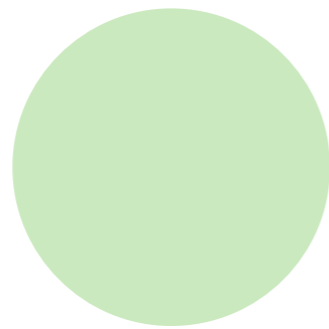
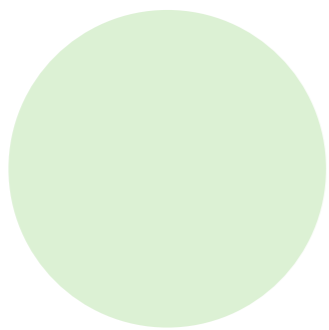
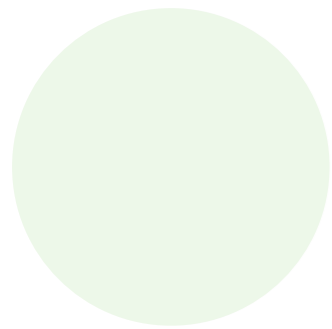
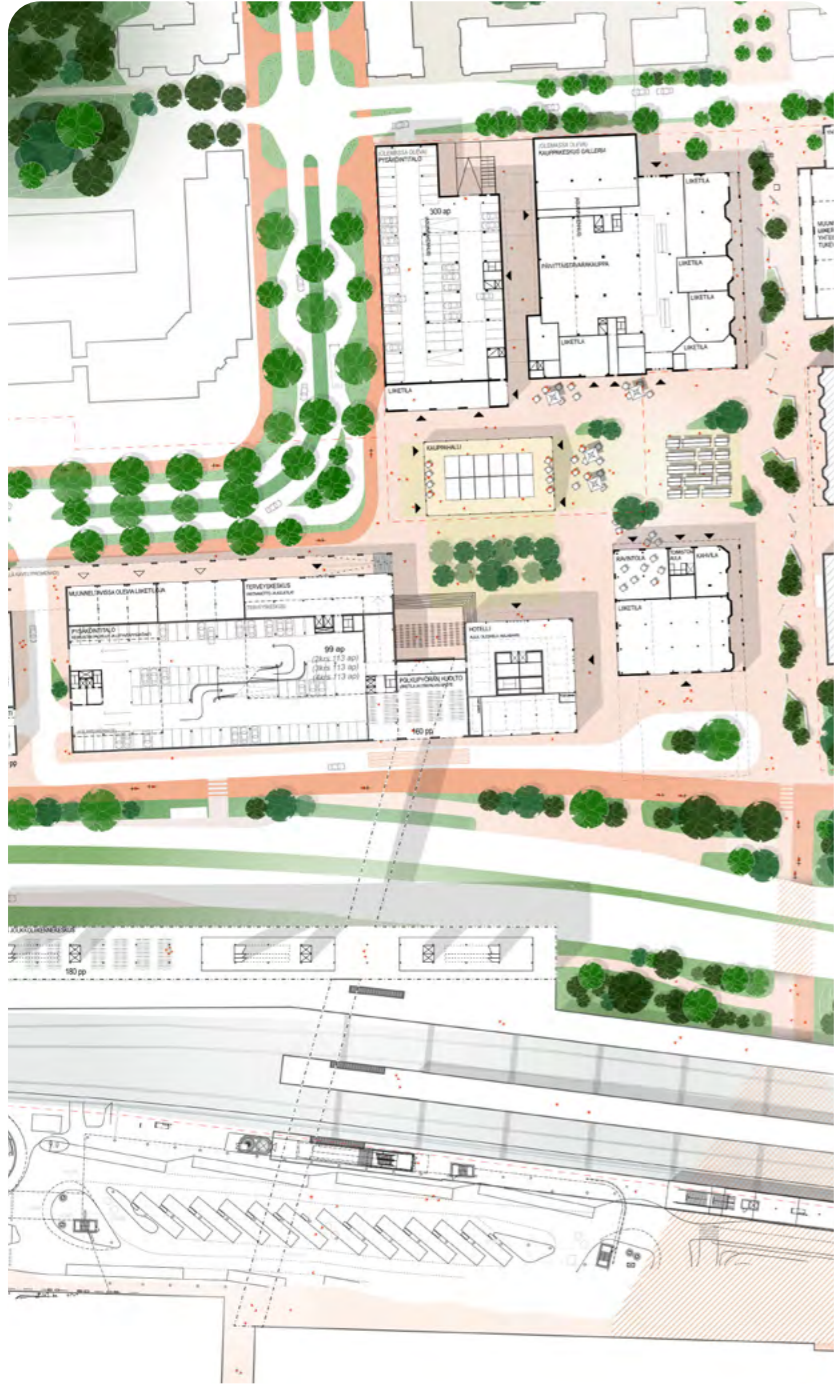
As regards green environments, the proposal is indicative in many places, even though new plantings and the lushness of the urban environment emerge from many illustrative images.

In terms of cityscape, the plan now presents the architectural solutions of buildings at a much more precise level, and especially the balcony zones of high-rise buildings contribute heavily to the entry's unique image. The purpose of these zones is both heat regulation and letting the winter light in the dwellings. If the area were realised, however, its image would probably be different and balcony glazing would dominate the scenery. The plan's visuals are praiseworthy in places, for example, the appearance of the Superplus building is controlled and beautiful.

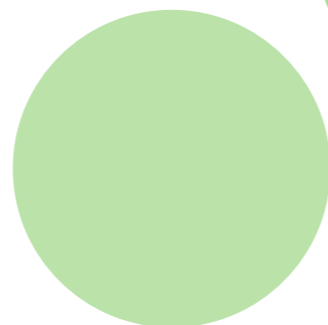
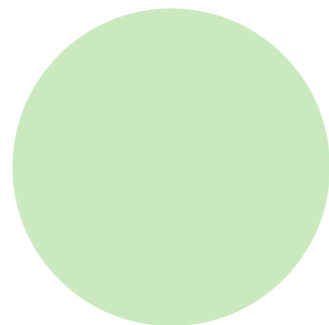
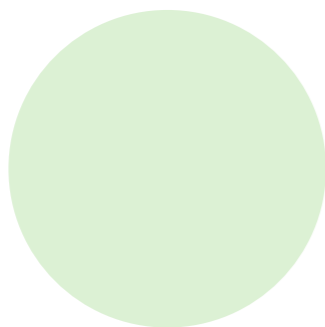
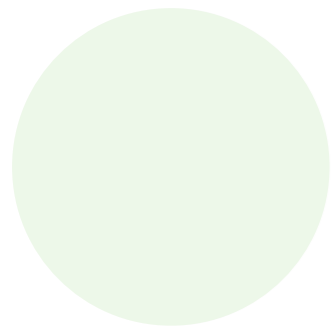




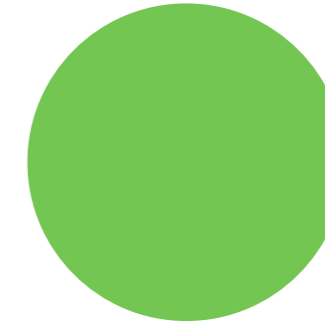
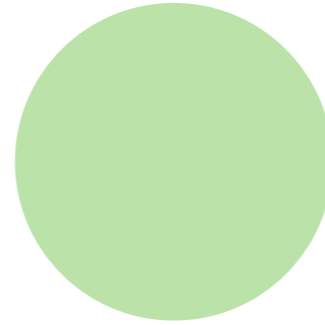
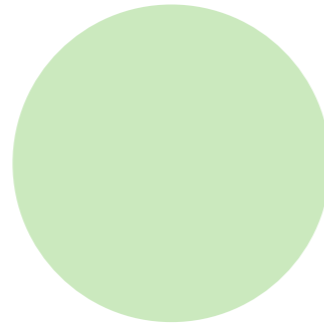
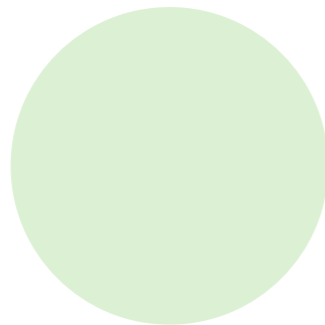
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Taikavarpu

The confident entry based on one block style and its variations has retained its basic nature in phase 2, and its details have been well developed. The traffic solution still follows the old street lines, and the overall concept is clear. The proposal has been magnificently crafted.

The architectural design language has been generally toned down without compromising the quality. The principles of cityscape have been preserved, but on the other hand, the problematic nature of the basic solution is also present: the traffic network divides the whole into block islands, whose east-west connection is difficult to solve by structural means. The entry is professional and realistic; for example, the location of the parking spaces in above-ground parking facilities is a justified solution.

The connection between the south and the north now seems more functional, and the location of the most efficient office construction is natural. The architectural aspects are slightly one-dimensional – the north and the south are not brought together.

The hierarchy of the outdoor areas is consistent. The east-west route ends in a park-like entity, which in turn ends in the day-care centre's yard.



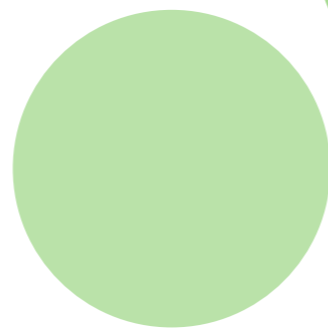
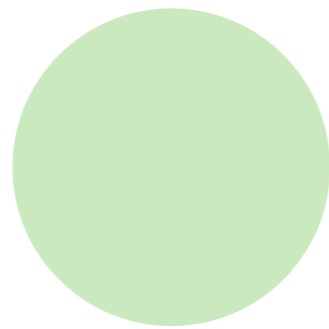
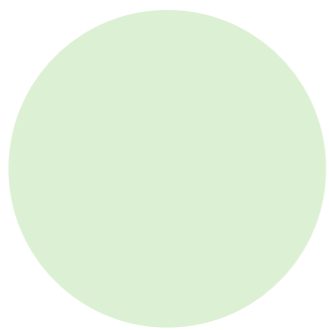
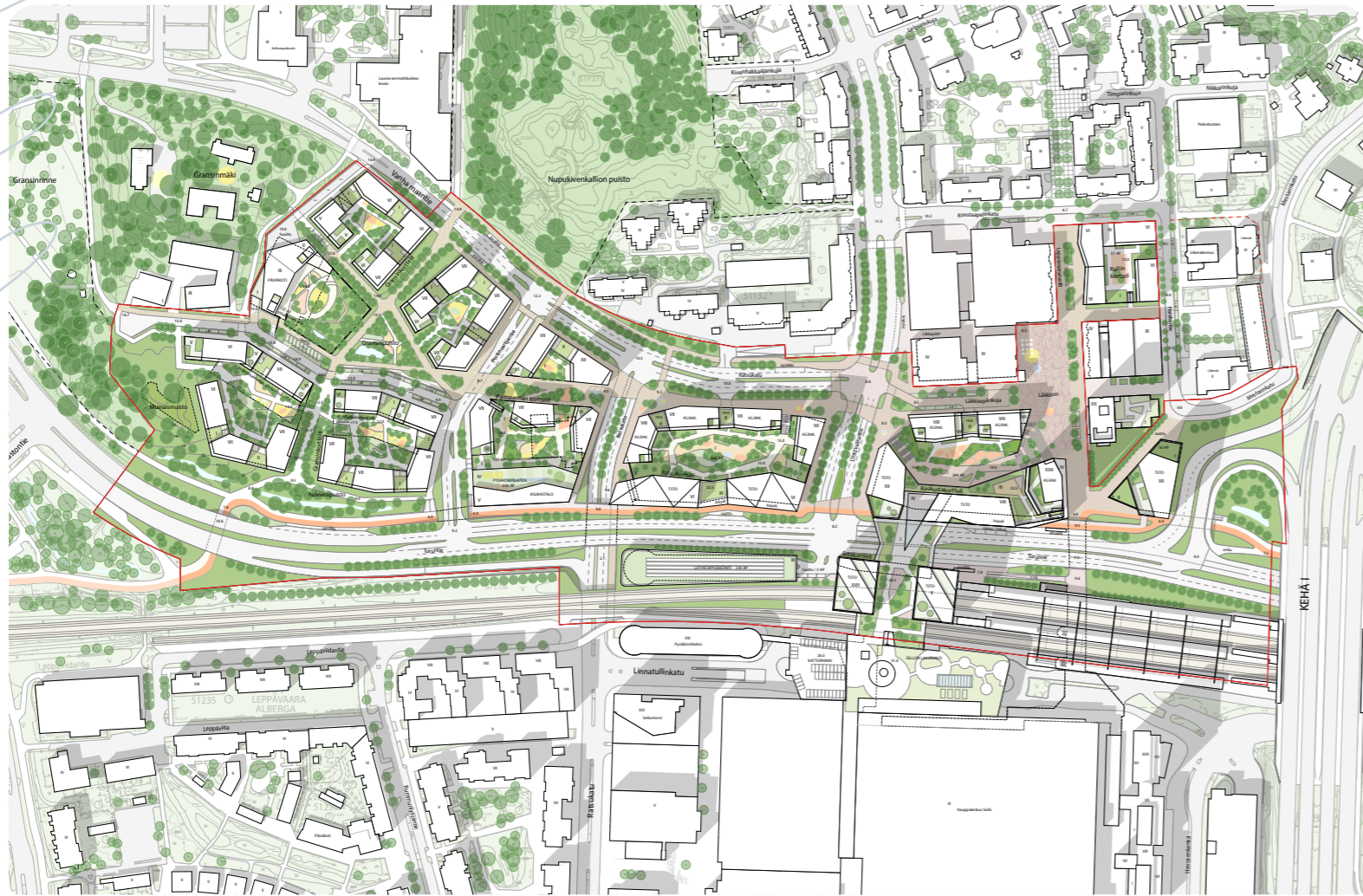
The location of the yard at the end of the park axis expands the series of green areas. The dimensions of the day-care centre's yard are adequate, and the natural part of the plot also functions as a playground.

The stormwater solutions are versatile. In case of a flood, the Gransinpuisto park collects water in a larger area, and the wetland park in the middle of the block enriches the environment.

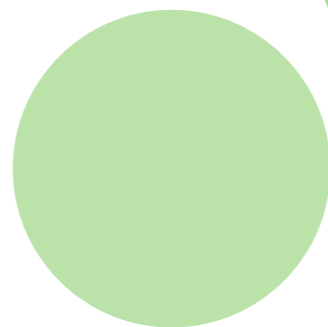
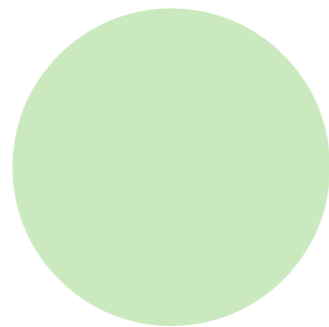
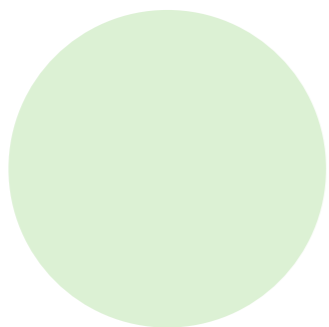
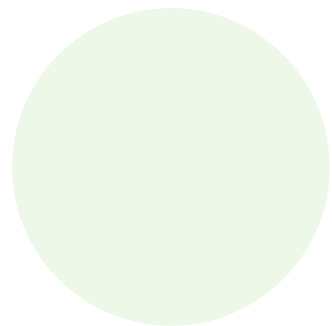
At the western end of the residential blocks, the variability of the ground-supported yard area and the yard on the deck has been successfully exploited by placing the functions on the deck and plenty of trees on the ground-supported area. The low-rise building elements between the high-rise ones lets sunlight into the otherwise nearly closed blocks. Roof gardens provide additional spaces to spend time in. A residential building's yard on the roof of the parking facility is a good example of using roof surfaces.

The wide staircase from Läkkitori to the centre block is magnificent. Its ramps also allow barrier-free access, and it adds a touch of green on the slope. Linking the centre block square in the block courtyard also brings people to the public area in the evenings.

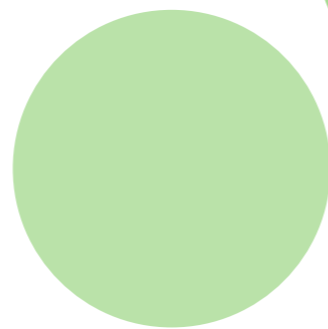
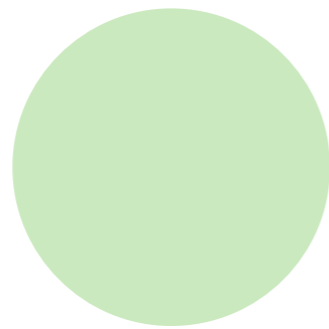
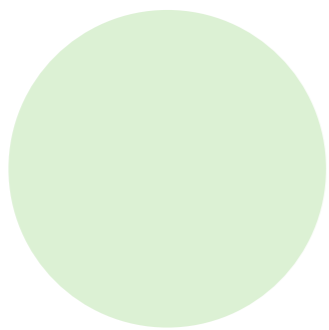
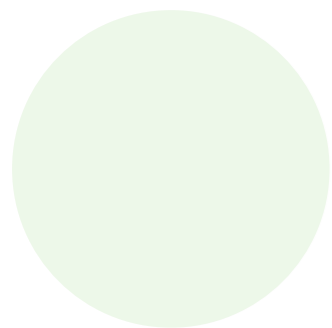
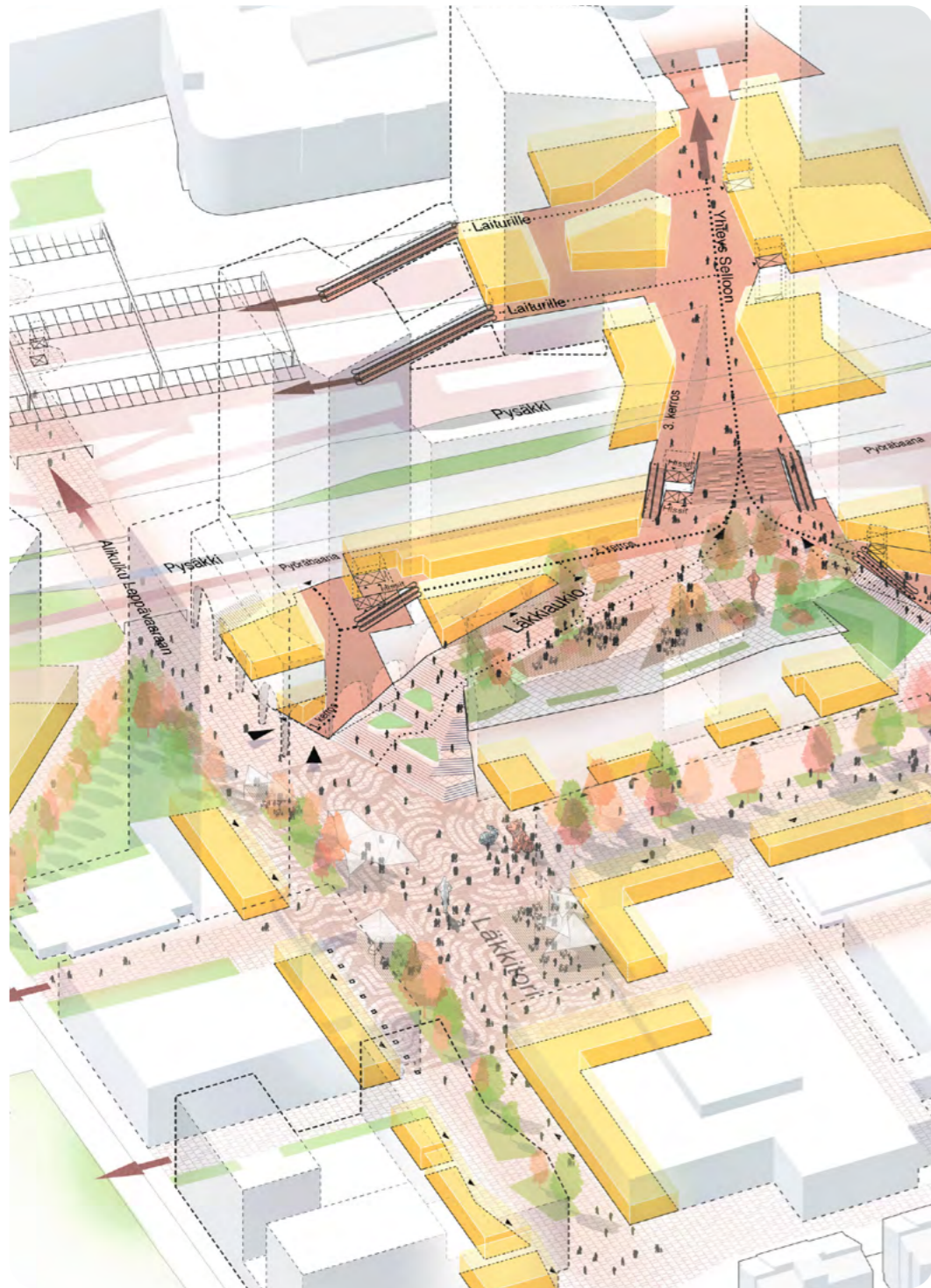




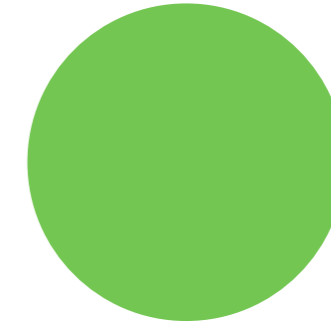
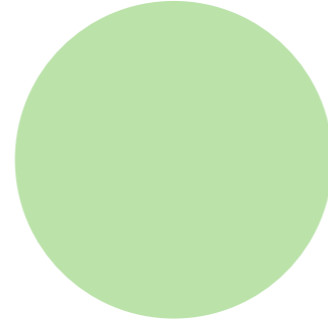
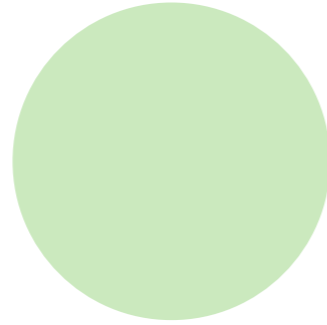
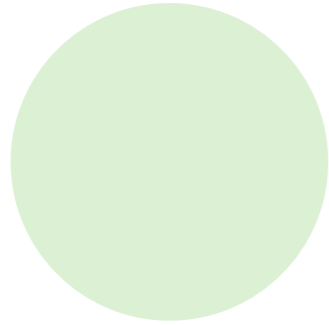
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WALK AROUND

This entry has clearly developed into a good direction in phase 2. The visionary proposal still creates a strong connection between the north side and the south side, creating an entirely new city on the other side of the train track. The massing of buildings has succeeded in adjusting the scale of the environment from large to human-sized, and the urban space is natural and versatile in terms of dimensioning. The heavy but credible crossing over the train track and streets relies on buildings and decks instead of bridges.

The characteristics of the initial solution have remained the same, but the sub-solutions especially in the central and deck areas have been refined significantly. The amount of deck construction has been toned down. The author has been able to proportion the number of flows of people and the potential that promotes urban life in an exemplary manner. The entry has real potential to become a pulsating urban environment that brings the two halves of the future Leppävaara together.

Mobility and traffic solutions are functional and thought-out in many places, pedestrians have been provided with interesting and stimulating routes, as well as functional connections in and around the area. Some of the complex traffic solutions still require a comprehensive examination, especially with regard to underground parking and some junctions. Still, the solutions in the plan mainly have the right idea and can be processed further.

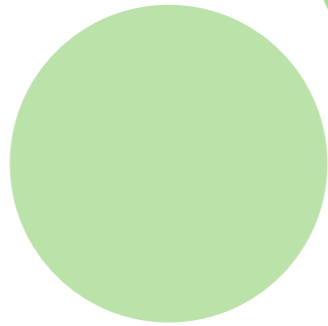
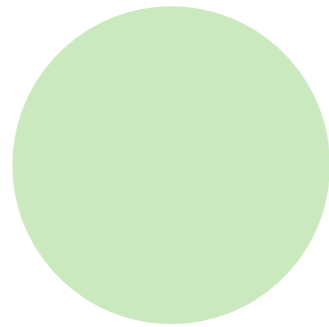
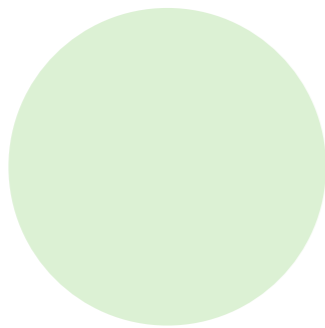
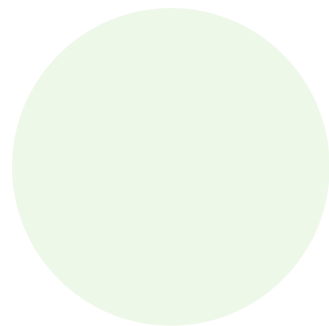
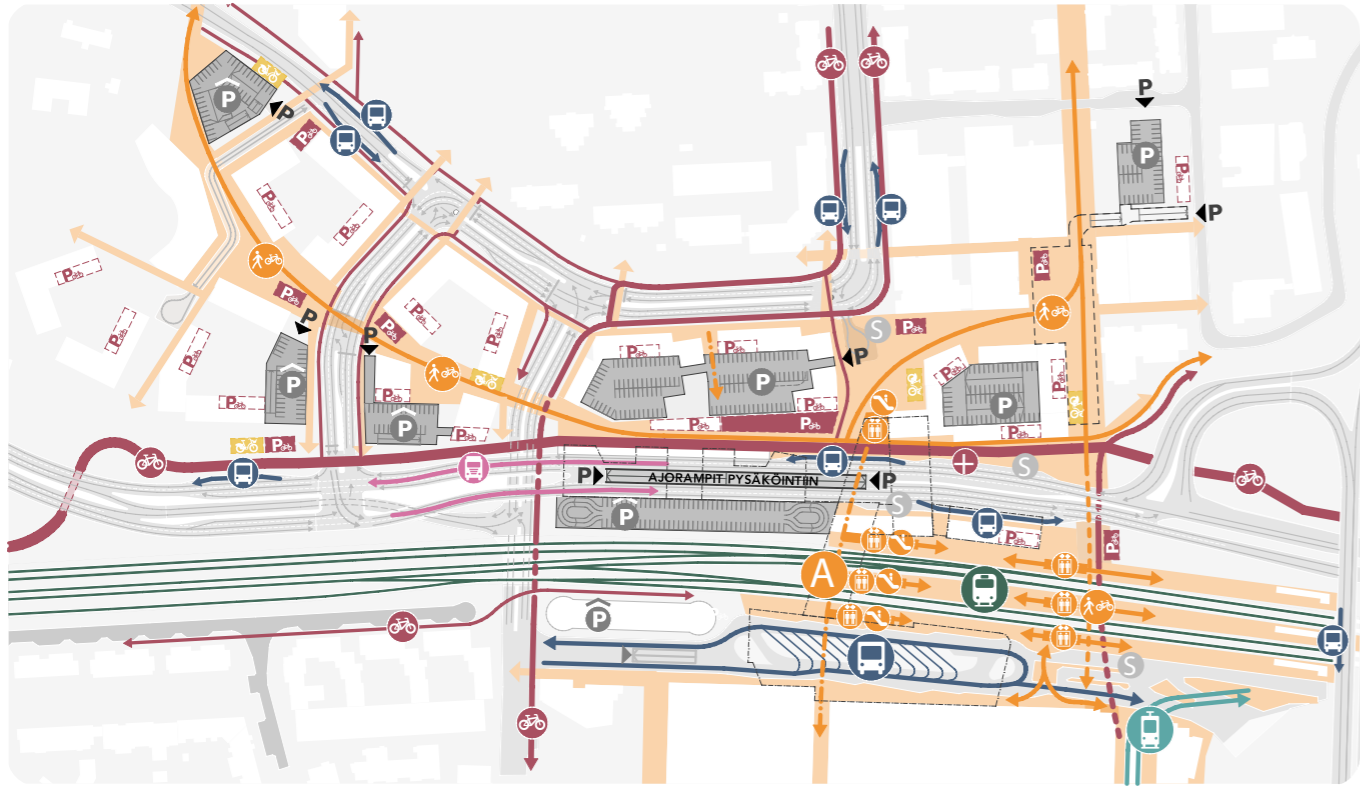
The ecological sustainability of the urban structure is approached with careful consideration and in a versatile manner – green environments are an essential part of the plan, both as a guarantee of the quality of the living environment and as key enablers of biodiversity and stormwater management. Solutions related to construction and the use of buildings and outdoor spaces have been researched and presented credibly – carefully detailed examples reveal a plan where the principles of sustainability have been skilfully integrated into the urban environment.



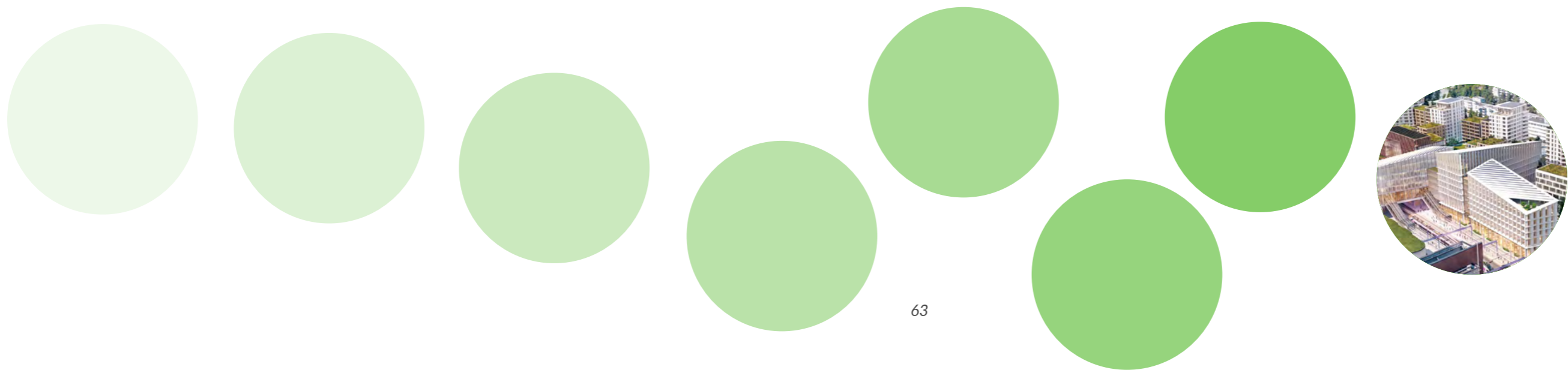
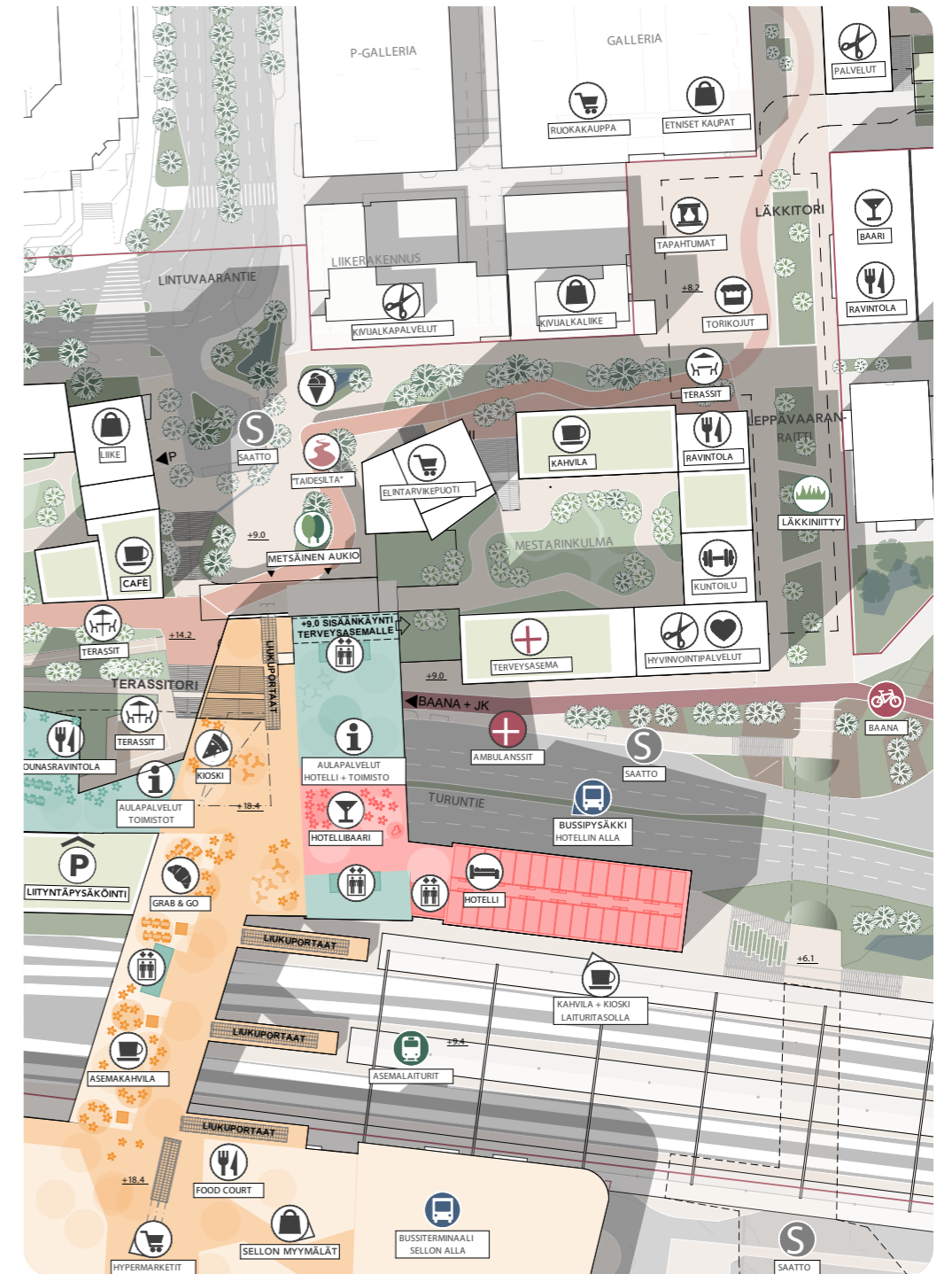
This entry has developed new types of urban nature for Leppävaara that would create a new, diverse environment. Concrete measures have been taken to address vegetation and stormwater management. The proposed solutions would multiply the amount of urban green. Stormwater is managed with both urban elements and natural themes in all outdoor areas.

The series of squares passing through the blocks expands into residential courtyards, creating a variable, green and interesting route through the area. The functional and social links between residential blocks' and streets' indoor and outdoor areas are versatile.

The proposal's above-ground parts should be further developed, and the Läkkitori square's accessibility, visibility and connections with access routes should be developed during further planning.



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10. Results of the competition

The jury's decision

The jury's decision on the results of the competition was unanimous.

The first prize was given to the pseudonym "Walk Around", which best reflected the objectives set out in the competition programme. The second prize was given to the pseudonym "Lanternat", and the third prize to the pseudonym "Taikavarpu".

Despite the competition programme, the jury decided that the entries "Kroketti" and "Superplus" were tied for the 4th place and ignored the 5th place. The jury also decided to not split the purchases.

The award committee decided to distribute the prizes in accordance with the competition programme, but instead of the 4th and 5th prizes, both entries on the 4th place received EUR 27,500:

1st prize, EUR 80,000, for the entry called "Walk Around"

2nd prize, EUR 60,000, for the entry called "Lanternat"

3rd prize, EUR 45,000, for the entry called "Taikavarpu"

shared 4th prize, EUR 27,500, for the entry called "Kroketti"

shared 4th prize, EUR 27,500, for the entry called "Superplus"

The award committee also decided to grant 3 honourable mentions to the entries "Champs", "Kaksoisvirtainmaa" and "Kontrapunkti".

Jury recommendations

The jury recommends that the planning of the centre of Leppävaara be continued based on the winning entry.

The evaluation report's signatures

The jury approved the evaluation report and confirmed it by electronic signature.

Espoo, 14 March 2024

Olli Isotalo, Chair

Mika Rantala

Saija Äikäs

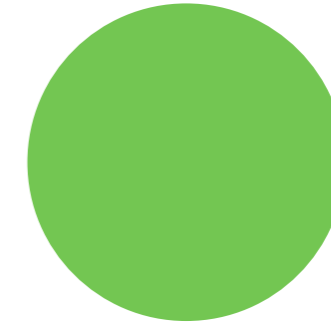
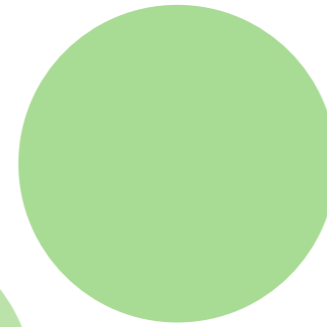
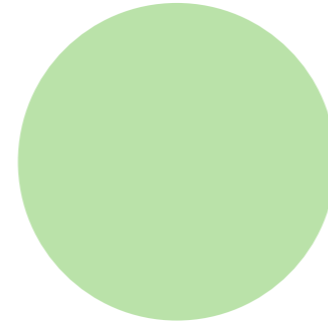
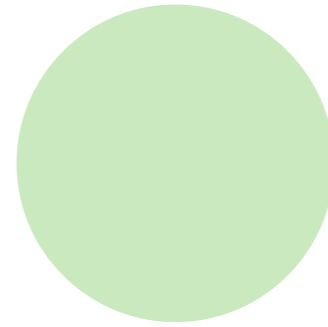
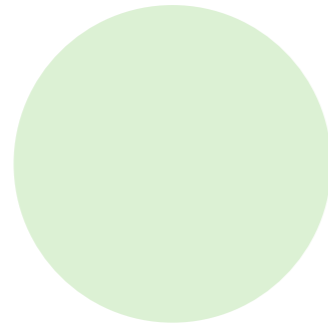
Tommy Lindgren

Ossi Keränen

Mervi Heinara

Pentti Kareoja

Mervi Savolainen, Secretary



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Opening of the name data

The jury opened the entries' name files, and the following working groups were the authors of the entries:

Pseudonym: Walk Around

Arco Architectural Company Oy

- Vesa Jäntti
- Arno Stenbäck
- Tomas Nordström
- Maija Gulin, landscape
- Dmitri Kvitko, visualisation
- Jesse Weckström
- Ville Saastamoinen

Arctos Advisors Oy

- Antti Seppälä, property development

Ramboll Finland

- Tommi Eskelinen, planning coordination

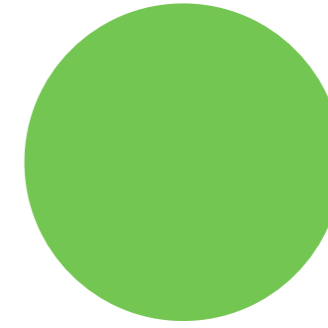
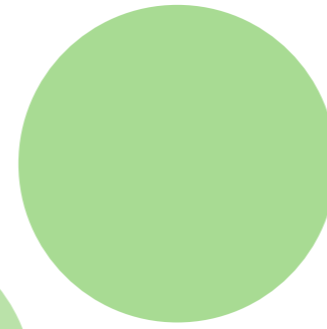
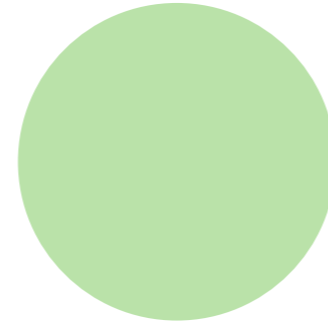
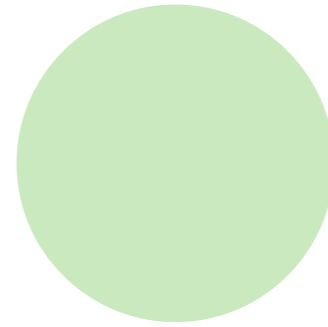
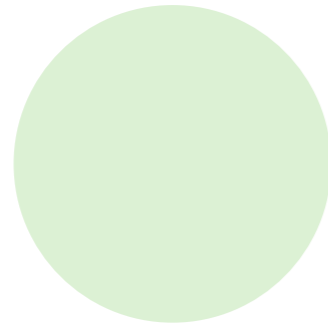
- Topi Jormalainen, traffic planning
- Katariina Peltola, Landscape Specialist
- Mika Kovanen, Energy Specialist

ARKK Sarapää

- Karoliina Hartiala, Galleria vision

YIT Suomi Oy

- Juha Kostiainen, urban development (responsible person for the competition entry)
- Laura Virtanen, project development, housing



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Pseudonym: LANTERNAT

Architect working group and copyright holders

- Mikko Siltanen, Architect, SAFA
- Elina Ahdeoja, Architect, SAFA
- Mika Saarikangas, Construction Architect, UAS

Landscape planning

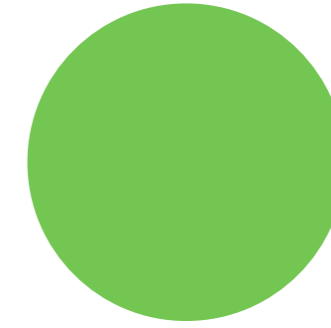
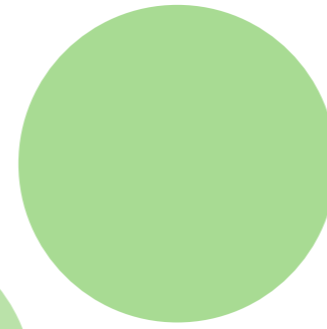
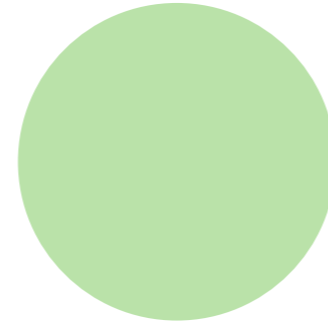
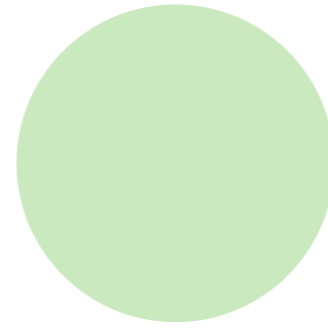
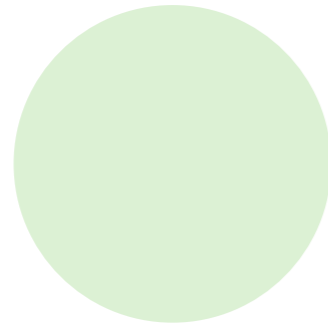
- Anni Järvitalo, Landscape Architect, MARK
- Hertta Ahvenainen, Landscape Architect, MARK
- Maria Ilina, Architect, SAFA
- Annika Pousi, Landscape Architect, MARK

Traffic planning

- Seppo Karppinen, Msc

Skanska CDF Oy and Skanska Talonrakennus Oy

- Antti Tuomainen, Skanska Oy
- Ulla Kuitunen, Skanska Kodit
- Sami Sivula, Skanska CDF Oy
- Petri Sormunen, Skanska Talonrakennus Oy / construction of business premises
- Tuomas Vaarasalo, Skanska Talonrakennus Oy / housing construction
- Tarmo Tarkkio, Skanska Infra Oy



LEPUSKI 2.0

Pseudonym: Taikavarpu

Working group

B & M Architects Ltd

- Tuomas Seppänen
- Matti Jääskö
- Joni Kopra
- Daniel Burneo
- Niko Talvitie
- Kristaps Kleinbergs
- Blake Naumann
- Jussi Murole
- Hannes Honkanen

LOCI Maisema-arkkitehdit Oy

- Milla Hakari
- Anni Virolainen

- Siiri Mikola

- Felix Bourgeau

Finnmap Infra Oy

- Mikko Yli-Kauhaluoma

Sitowise Oyj

- Aino Sihvola

Promethor Oy

- Olli Laivoranta

- Matias Virta

- Peab Oy

- Heidi Kanner

Peab Kiinteistökehitys Oy

- Peter Lindeberg

- Kari Kuittinen

- Winnie Liu

Sato Oyj

- Antti Laine

- Kirsi Ojala

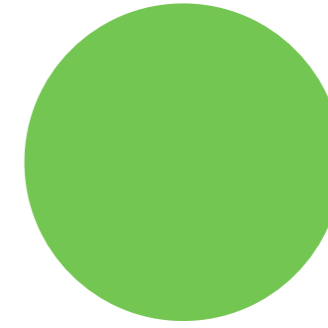
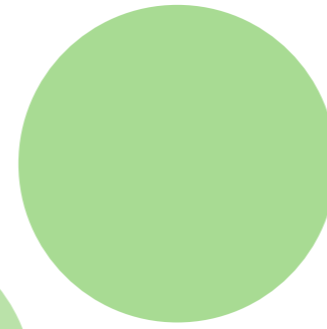
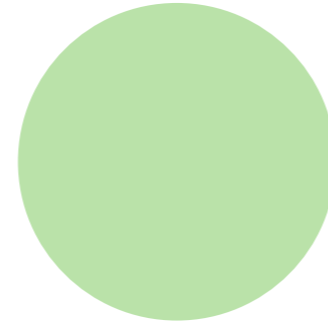
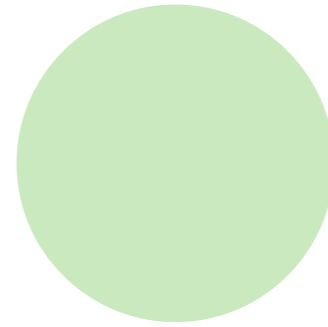
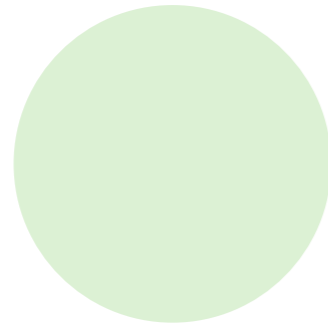
- Raisa Kankare

TA-Rakennuttaja Oy

- Ilkka Joenperä

Copyright

- Tuomas Seppänen, B & M Architects Ltd



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Pseudonym: Kroketti

Author

Lahdelma & Mahlamäki Architects

- Ilmari Lahdelma, Professor, Architect, SAFA

Working group

Arkkitehtitoimisto Lahdelma & Mahlamäki Oy

- Antti Canth
- Amir Teymourtash, Architect
- Jukka Savolainen, Architect

Sitowise Group Oyj

- Tiina Tuomola, Responsible Traffic Planner
- Alekski Hakanpää, Senior Traffic Planner
- Miia Luoma, Junior Traffic Planner
- Suvi Saastamoinen, Landscape Architect
- Teo Rinne, Landscape Architect

NCC Property Development Oy

- Matti Partanen, Project Development Manager

- Jukka Manninen, Investment Manager

Bonava Suomi Oy

- Eila Lumme, Property Development Manager
- Pekka Vehniäinen, Urban Development Manager

A-Kruunu Oy

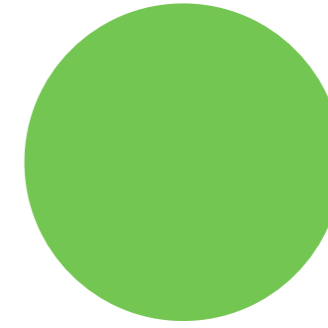
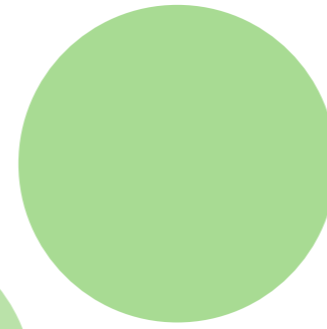
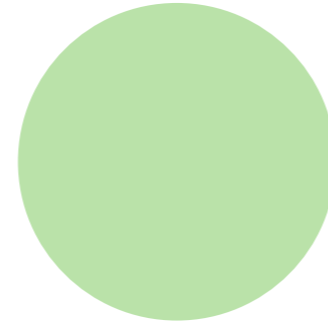
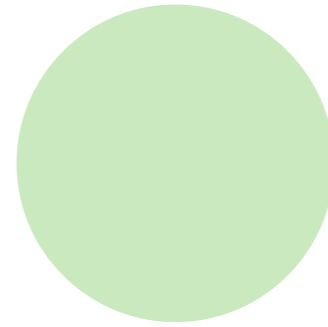
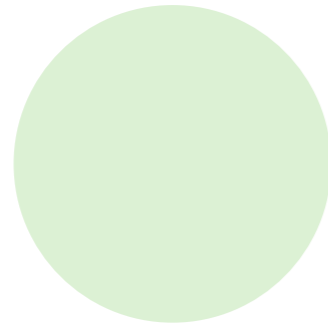
- Jari Mäkimattila, Managing Director
- Leena Oiva, Development Manager

Aerial embedments:

- Brick Visual

Copyright

- Arkkitehtitoimisto Lahdelma & Mahlamäki Oy



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Pseudonym: Superplus

Author

ECHO Urban Design

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- Nora Kooijmans – Landscape architect (Msc)
- Rick Schoonderbeek – Urbanist (Msc)
- Lieke Marijnissen – Urbanist (Msc)
- Menno de Roode – Urban designer and landscape designer (Msc)

Planetary Architecture

- Pekka Pakkanen – Architect (Msc)
- Meri Wiikinkoski – Architect (Msc)
- Sofia Juntunen – Student of Architecture

RaivioBumann:

- Päivi Raivio – Designer (MA), Placemaking consultant

SRV

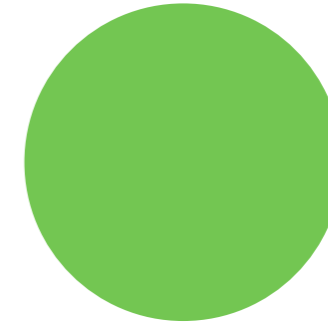
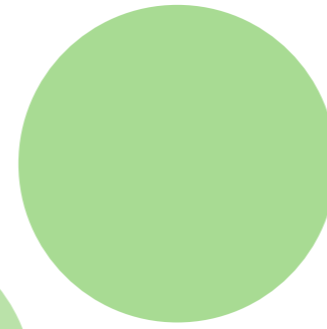
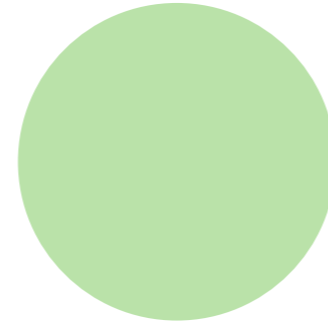
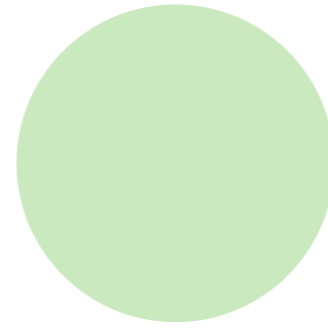
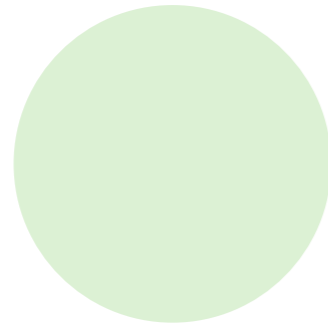
- Paula Riipi – Project Development Manager (Msc)
- Henri Olander – Project Development Trainee (Bsc)
- Erno Kuivalainen – Project Development Manager (Msc)
- Tuukka Laitila – Project Development Director (Msc)
- Hannu Lokka – SVP, Strategic Project Development, Corporate Executive Team member

Ramboll

- Petri Saarelainen – Transportation planning manager (Master of Engineering)

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- ECHO Urban Design



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Pseudonym: Champs

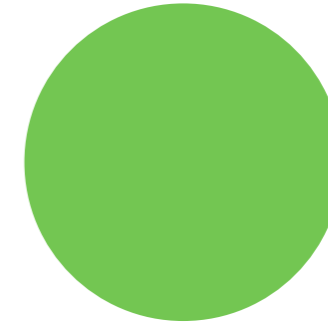
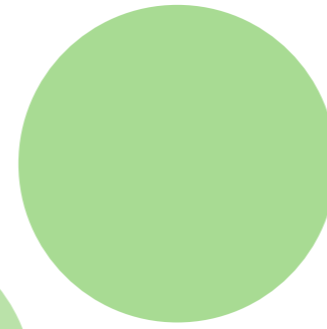
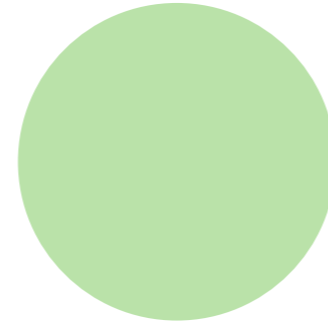
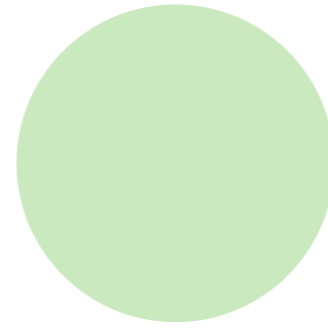
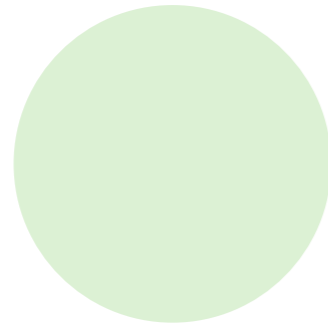
Working group

JKMM Arkkitehdit Oy

- Asmo Jaaksi
- Teemu Kurkela
- Samuli Miettinen
- Juha Mäki-Jyllilä
- Kristian Forsberg
- Arvi Mäkitalo
- Marko Pulli
- Helka Saarinen
- Tuomo Toivola
- Jarno Vesa

Copyright holder

- Juha Mäki-Jyllilä



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Pseudonym: KAKSOISVIRTAINMAA

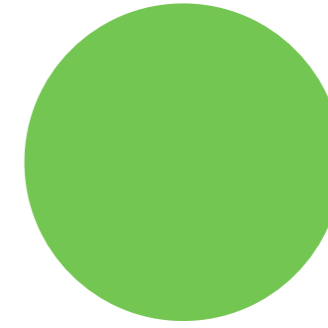
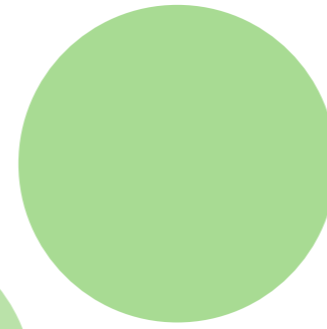
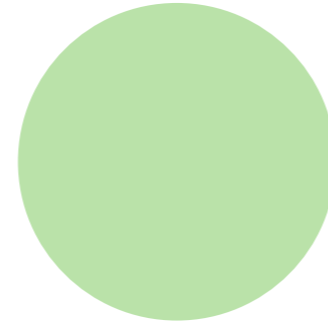
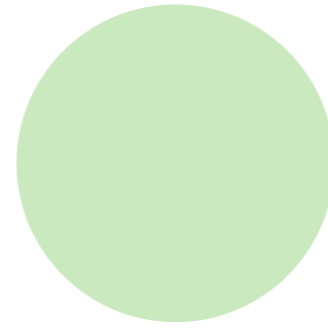
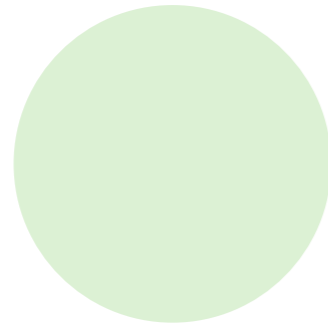
Author

Arkkitehtitoimisto AJAK Oy

- Adalbert Aapola, Architect
- Jarkko Kettunen, Architect

Specialists:

- Mikko Vuorinen, Sitowise, traffic planning
- Petri Eurasto, Maisema-arkkitehtuuri PE Oy, landscape planning
- Olli Kovanen, Realidea, commercial consulting



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Pseudonym: Kontrapunkti

Author

- Aaro Artto, Architect, SAFA, Arkkitehtityöhuone APRT Oy

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- Aaro Artto, Architect, SAFA, Arkkitehtityöhuone APRT Oy

