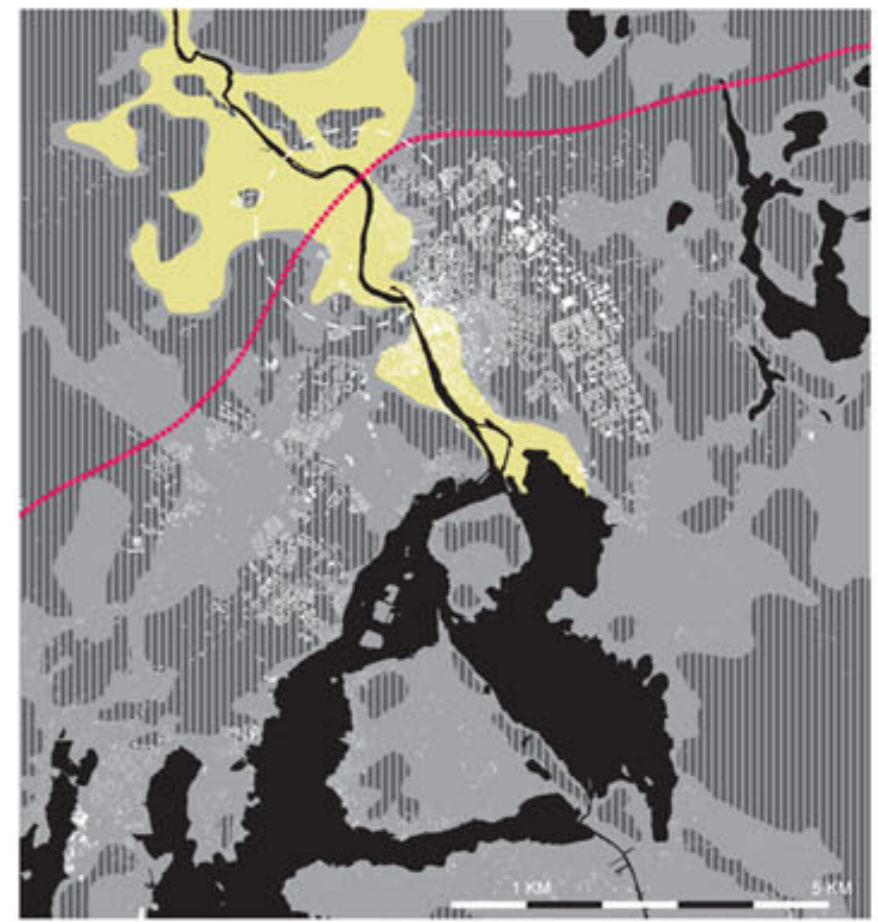




100 500



RIDGES
 VALLEYS, LOW GROUND
 PORVOONJOKI RIVER VALLEY
 WATER
 LANDSCAPE-DIVIDING MOTORWAY
 BUILT AREAS, MOSTLY SITUATED ON RIDGES AND HILLS
 THE SITE IN THE RIVER VALLEY



ACTIVE PARK
 LANDSCAPE FIELD
 MEADOW PARK
 ARABLE LAND
 POTENTIAL GREEN CONNECTIONS
 MAIN OPEN PARK SPACES
 OPEN PEDESTRIAN ENVIRONMENT AND THE SERIES OF SQUARES
 GREEN CONNECTIONS



BUS STOP / 300m RADIUS
 WATERBUS
 TRAIN

1: 8000

RIVER VIEW BLOCK
 NET FL. AREA 5 400 m²
 FLOORS II/2 - IV
 BLOCK EF. 0.8
 INHABITANTS 120

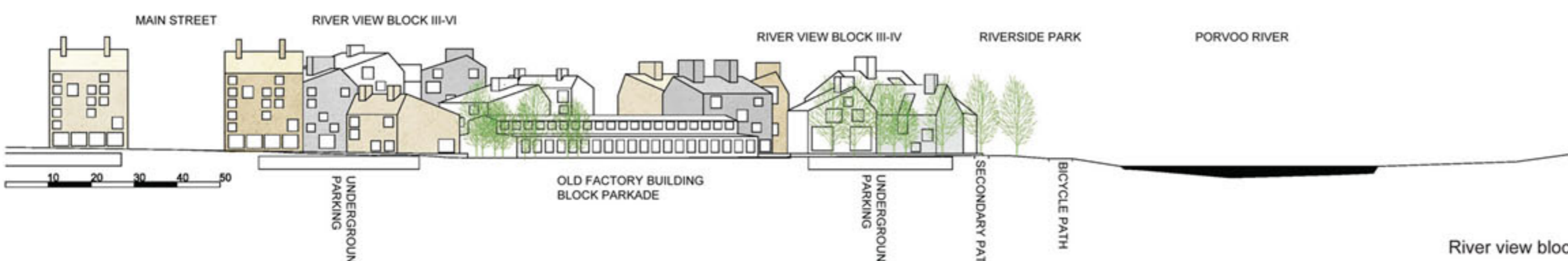
SECRET GARDEN BLOCK
 NET FL. AREA 9 550 m²
 FLOORS II/2 - IV
 BLOCK EF. 1.9
 INHABITANTS 210



River view block plan 1:1000



Secret garden block plan 1:1000



River view block section 1:1000



Secret garden block section 1:1000



BOAT STORAGE
 HOTEL
 SPORTS HALL
 RIVER ACTIVITIES
 TEMPORARY USE
 APARTMENT AND OFFICE HYBRIDS
 PUBLIC SERVICES
 RAILWAY STATION
 SMALL SCALE INDUSTRY
 HISTORICAL RAILWAY PARK



1. PHASE
 2. PHASE
 3. PHASE



Planning area from Porvoonjoki river

PH777

PORVOO-HATTULA

Porvoo is an interesting mixture of old buildings and beautiful nature. The growth of the city can be seen as different kind of layers on city structure. The planning area, Porvoo Hattula area, is close to the old Porvoo city centre and has a great role connecting the surrounding areas together. The proposal creates a new part of the city that binds the northern part of central Porvoo as one, connects it to the city center and gives lively and varying image to the river valley. Central Porvoo scale is human: on average three to four stories high, dense, walkable environment. The hills next to the river valley are true Porvoo. The proposal gets on with this canvas. A new hill is built with flats of a maximum of seven stories high in the middle on the area. The variety of Porvoo river view is a basis of the plan, and pedestrian and bicycle routes have a leading role.

Landscape structure

The clay plains of Porvoonjoki river are dominated by surrounding ridges of moraine and rock. The hills are tree-clad, while the plains are mostly cultivated and form the cultural landscape of the river valley. Most of the older habitation in Porvoo is situated on hilltops or slopes of the ridges. This is the language of the Porvoonjoki river valley landscape.

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

Landscape solution

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

A dense group of new buildings forms not only the heart and the focal point of the new development, but also a recognisable shape in the wider landscape - an artificial hill as the basis of the new area to build upon. Glimpses of the new housing can be seen from the river and from the old Porvoo, but it will treat the historically significant areas modestly and politely.

Town structure

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

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

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

Street as a core

Along with the riverside park the central street is the main public space of the area. The role of the main street is active: cafes and small businesses bring life to the street. Town structure has a street as its core following typical city tradition. The main street is surrounded by buildings and has a clear character with boarders. The street has bike and pedestrian lanes and street side parking but no trees. The street meets the park connections where it folds. The street crosses the park axes amidst trees, bringing green views to the streets. The solution based on one central street offers also good grounds for public transportation via busses.

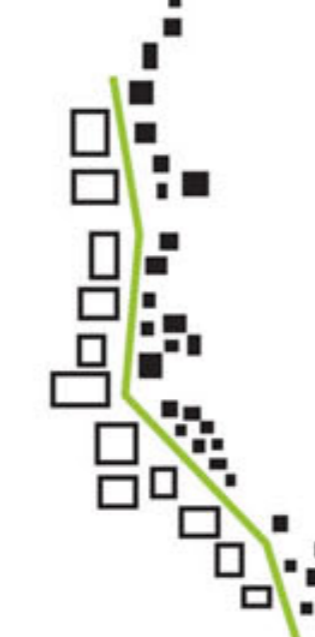
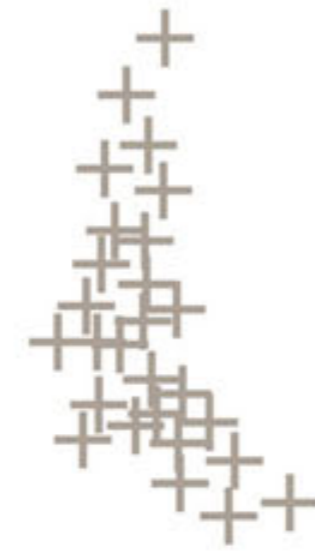
Street and pedestrian and bike route net is based on a grid connecting neighborhood residential areas to the planning area. The proposal relies on a walkable environment. Main pedestrian and bike paths follow the shoreline park and eventually continue into the northern side of the motorway. Two new pedestrian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

Block structure

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

The proposal rests on a big variety of block types with different kinds of building type possibilities. Mixed blocks enable diversity of use, size, social structure, age groups, implementations and building phases. Texture is flexible but urban. Within lively but generic town structure public buildings are located in important places considering townscape. Buildings like school and kindergarten that have architecturally special character operate as landmarks.

Mixed activities generate an active street. Public space spreads to the streets like in an urban village. Building materials have the same mixed character: wood, brick, natural colors. Also



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

Area efficiency is 0,28 and block efficiency varies between 0,80 – 2,5. Total net floor area is 232 000 m² and residential 195 000 m².

Living within three areas

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

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

In all the areas, on the river side of the street, blocks are open and have open views to the river, creating a little touch of luxury. Parking is under the inner yards or in one block in common parkade, the old factory building. River view blocks have point- and townhouse types together with land mark buildings in their contents.

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

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

All residential areas have barrier-free accessibility: for old and young, for people with prams or people in wheelchair. All staircases can be planned with barrier-free accessibility from the inner yards. Blocks have plenty of accesses to inner yards.

Historic railway area

The southernmost area is characterized with the old railway related buildings and new buildings are subordinated to the old environment. The old railway area has a lot of tourist attraction. This brings life and workplaces to the area. The area near the old station building is supplemented with container-like buildings. Old railway station and buildings around it create a new park-like entity with new container shaped huts. The area has services and attractions for tourists and workplaces for local inhabitants. The hut-hotel area is in the western side of the historical railway station area. Hotel-huts have normal hotel rooms but also rentable cottages. Handicraft workers and artist live and work in same kind of huts in the middle of the area.

Green system

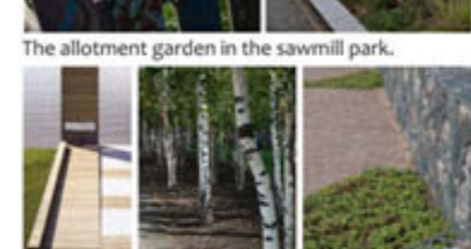
The planning area extends the Porvoo city centre and also adds significantly to the Porvoonjoki riverside parks.

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

The riverside park is a new park with a strong character and of wider significance. There are two thematic areas with a defined landscape architectural quality: the sawmill park in the north and the railroad park in the south. A number of remnants of the old use of the areas are integrated in the park design. The form language of the railroad park follows the old rail tracks. It is characterized by low ruderate and ground-cover vegetation and gravel fields as a reminder of railroad use. In the riverside park, the old wooden lumber quays are to be renovated and taken into use as recreational space and an open-air dance platform on the river. The stripes forming the allotment garden in the sawmill park are based on the forklift truck routes. Also old concrete structures will be preserved as a reminder of the industrial history. The shoreline has a plethora of river activities: jetties, canoe landings, restaurant ships, boat landing places, water bus stops, docks, viewpoints and sitting places.

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

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



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

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

Business, services and workplaces

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

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

Small scale industry and retail areas

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

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

Ecology

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

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

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

Phasing

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

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



Inner yard of secret garden block





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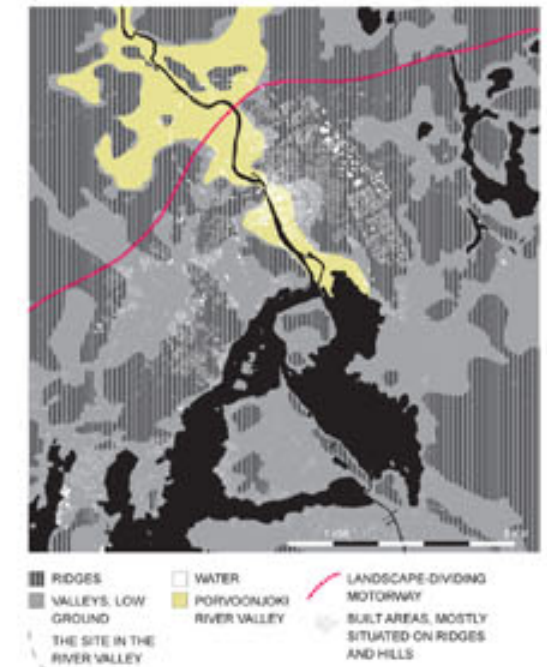
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Block structure

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





the inner yards.

The proposal rests on a big variety of block types with different kinds of building type possibilities. Mixed blocks enable diversity of use, size, social structure, age groups, implementations and building phases. Texture is flexible but urban. Within lively but generic town structure public buildings are located in important places considering townscape. Buildings like school and kindergarten that have architecturally special character operate as landmarks.

Mixed activities generate an active street. Public space spreads to the streets like in an urban village. Building materials have the same mixed character: wood, brick, natural colors. Also roofs have variety: roof terraces, asymmetrical pitched roofs, flat roofs. Variety of forms and materials continue the vivid landscape of old Porvoo.

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Living within three areas

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Green system

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The river and the riverside park form a blue-and-green spine

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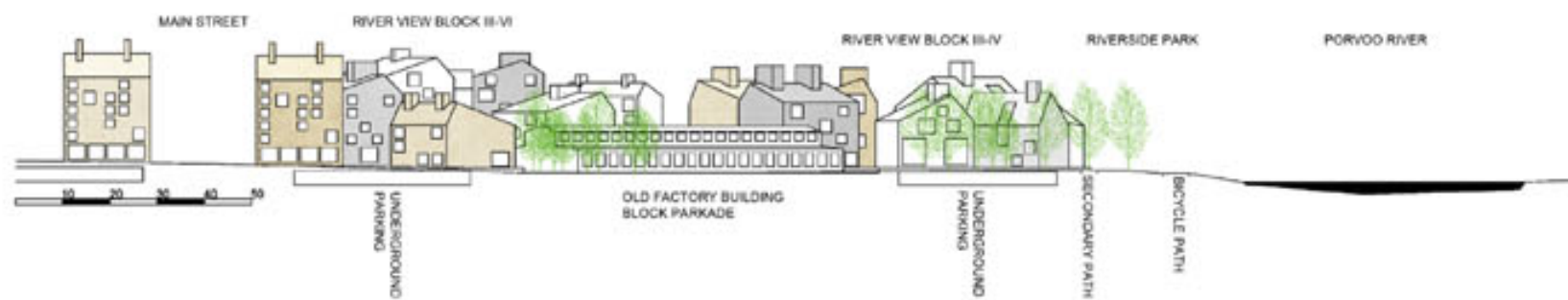


the river.

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Business, services and workplaces

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Active central park area.

The Riverside Park.

Scenewater management in the inner yards, along the roads and in the riverside park.

Phasing

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