

“KEEP THE CITY LINKS”

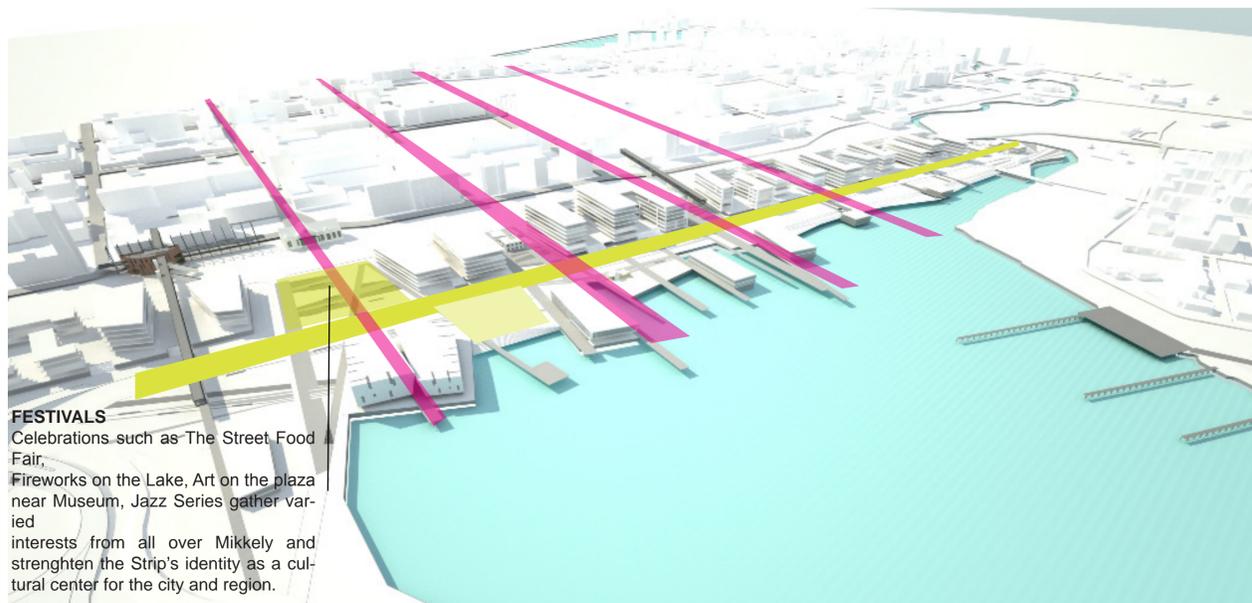
Visibility and landmarks

The city has grown in the direction of the main roads and inland but in the future, Mikkeli’s strategy emphasizes making the most of the proximity of the Saimaa shoreline to the city centre. The industry located on the shoreline has largely moved elsewhere, freeing up areas for new uses as residential areas, office space, services and business premises. The aim of the Satamalahti competition is to strengthen Mikkeli’s identity as a city on the shores of Lake Saimaa and at the same time kick-start ecological development of the Saimaa shoreline. So we trying to keep the visible View City –Water, Water- City. Focusing on the main roads, stable axis could create and old relationship could be activated. Also links to the city are provided to get the relationships stronger and keep a clear circulation between new and old to develop a strong social impact of people.

Axis 1 “Science Center : CURCH-RAILWAY STATION- SCIENCE CENTER (linked by Bridge Travel Center)

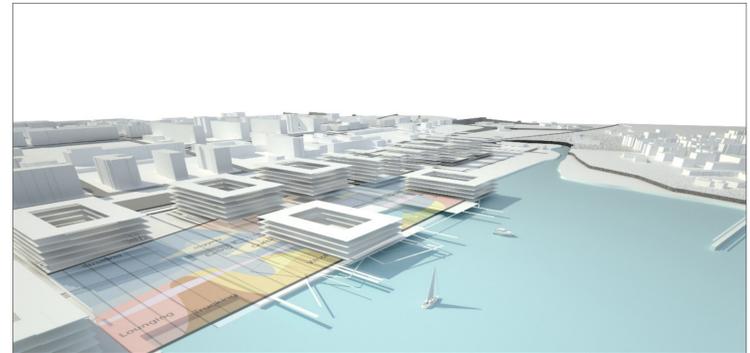
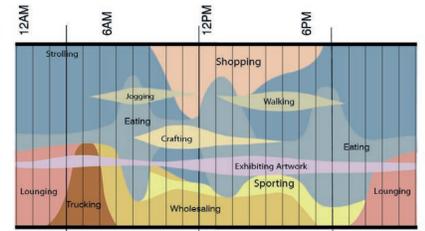
Axis 2 “Guest Harbour: Guest harbor-old City Center (visible water view)

Axis 3 “Communication link Center: residence- water-service link (visible view and link Hospital and City space)



FESTIVALS
 Celebrations such as The Street Food Fair, Fireworks on the Lake, Art on the plaza near Museum, Jazz Series gather varied interests from all over Mikkely and strengthen the Strip’s identity as a cultural center for the city and region.

COMMUNITY SPACE
 Provide community space for every age. The Strip is exciting, comfortable, and safe for all ages. There are places for kids to play, teens to learn, young adults to meet, and empty nesters to browse. Indoor and outdoor spaces bring all ages together as families, and as a community.



URBAN STRATEGY MOVING FORWARD

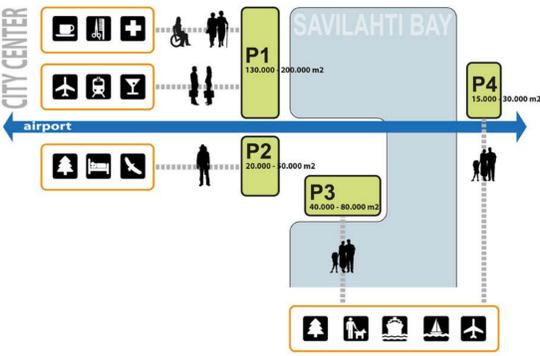
"Overtaking of structures in relation of the environment to creating new urban space"
 Mostly urban planning isn't a solid area or site or plot ...which you can develop as an urban space with lot of possibilities. You must see urban space as a part of something bigger. Perhaps a part of the whole thing, perhaps a part of a culture of a country. So it's necessary to consider the whole city, the whole district....."
 "Urban living, so living in an urban context, is not primarily determined by the informal elements of the settlement architecture with recreational aspects, but from the integration into a wider urban and social context. This is also in Mikkeli a greater individual flexibility and hence the relations and the shape of an urban culture."

TRANSFORMATION COMPLETION

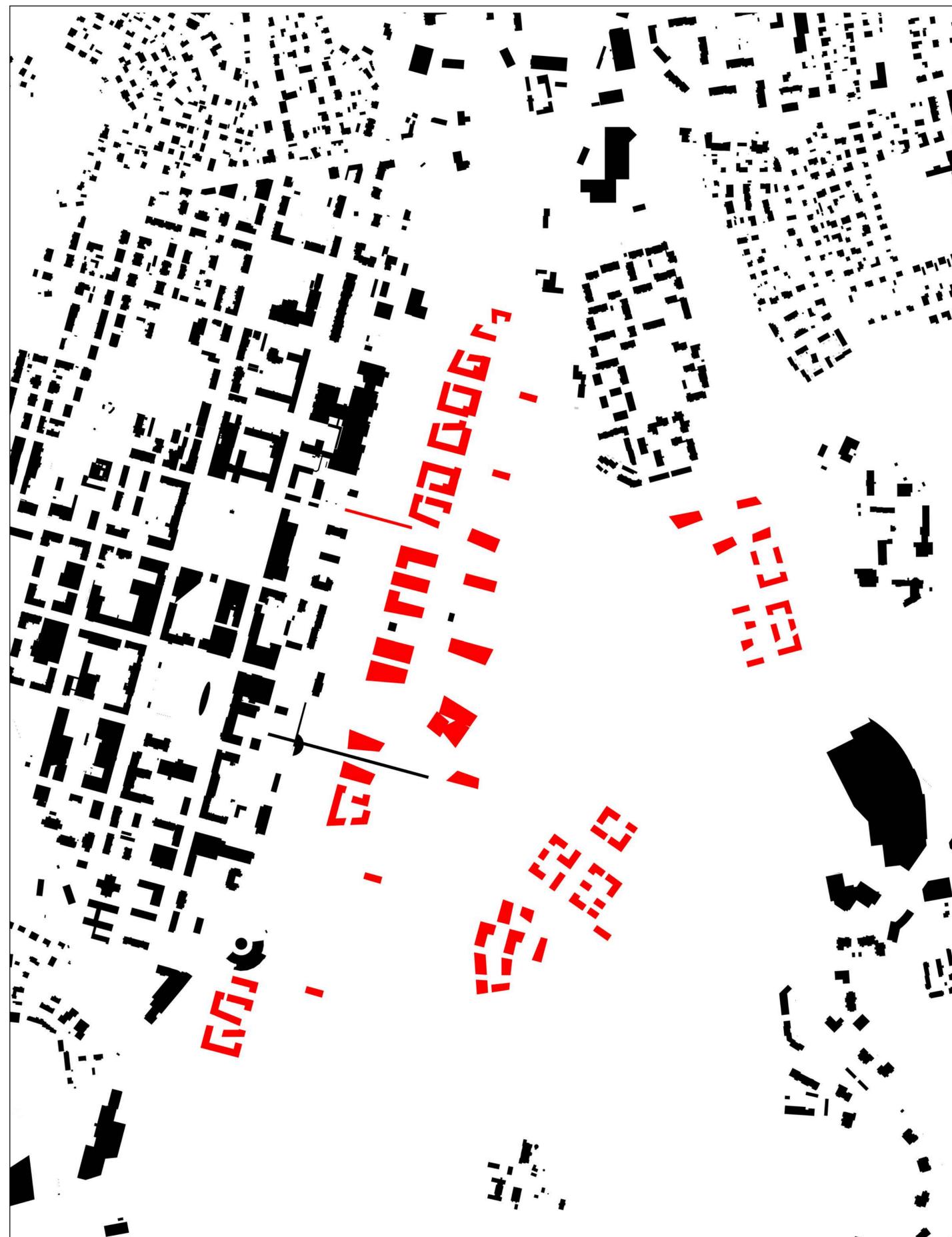
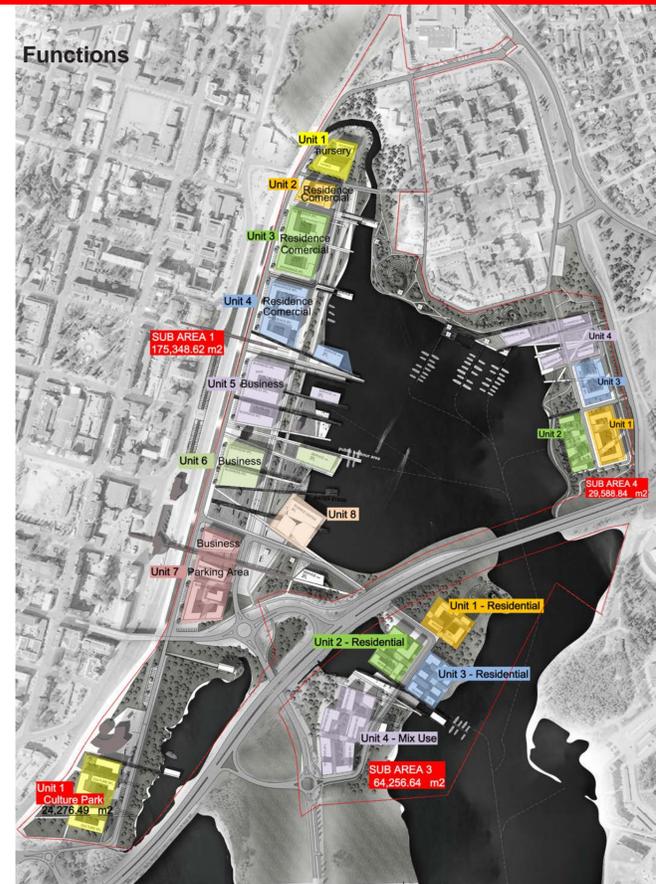
The former industrial area extended from Satamalahti to Rokkala and Graani. Apart from Pursiala and Rokkala, the old industrial areas have been transformed over the years for residential use and Satamalahti is the final part of this former extensive harbour and industrial area that remains undeveloped. The city's geographical location offers great potential for the development of shipping, tourism and recreational boat traffic.

RESUM BUILDING AREA	Total Surface	Park Units	ud
SUB AREA 1	175,348.62 m2	1,340	ud
SUB AREA 2	24,276.49 m2	96	ud
SUB AREA 3	61,945.14 m2	301	ud
SUB AREA 4	29,588.84 m2	113	ud
TOTAL BUILDING AREA	291,159.09 m2	1,850	ud
TOTAL PLOT AREA	602,612.16 m2		
TOTAL FLOOR AREA	72,001.52 m2		
BLOCK DENSITY	48.32%		
AREA DENSITY	11.95%		
PUBLIC SPACES	530,610.64 m2		
GREEN SPACES AND PARKS	424,488.51 m2		
CIRCULATION	106,122.13 m2		
OUT DOOR PARKING DOTATION		271.00	ud

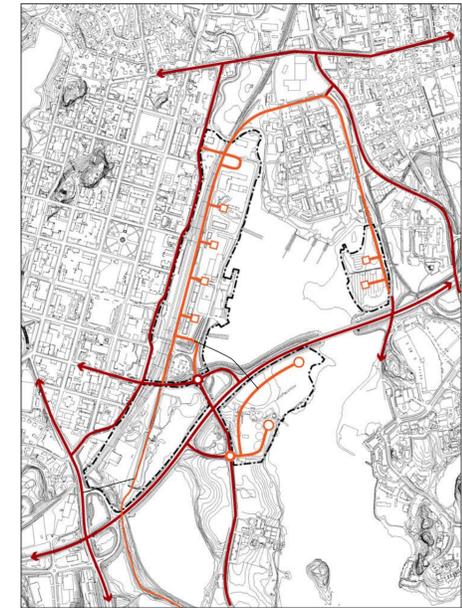
USER SEGMENTATION



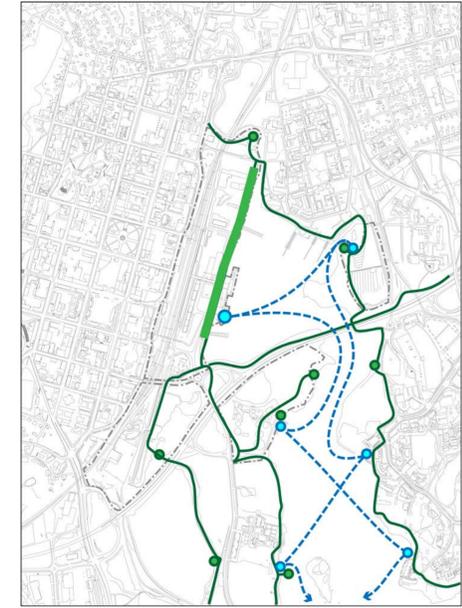
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vehicle system

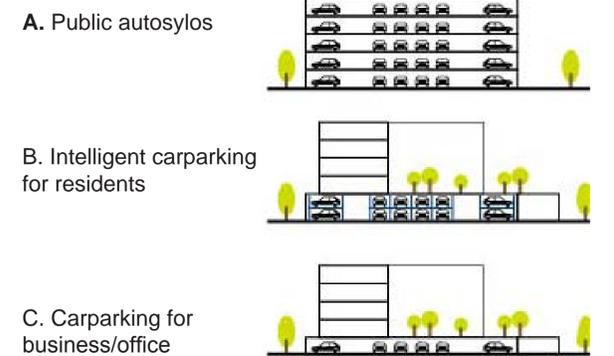


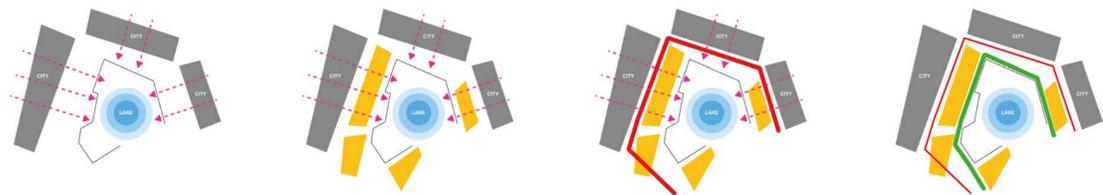
bicycle + public boat system



The desire for the area is to create a high-quality extension of the city centre and an attractive tourist destination which can be reached from as far as the Baltic Sea via the Saimaa Canal. The city's tourism activities have already been developed in Pursiala, the site of the Mikkeliipuisto Park with its model gardens, the heritage vicarage at Kenkävero and the new Pursiala guest harbour project.

Carparking typology





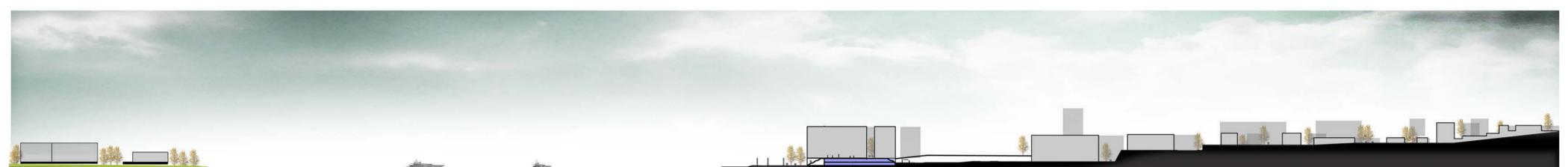
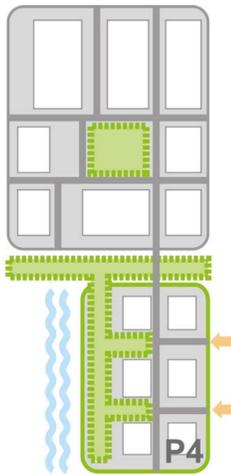
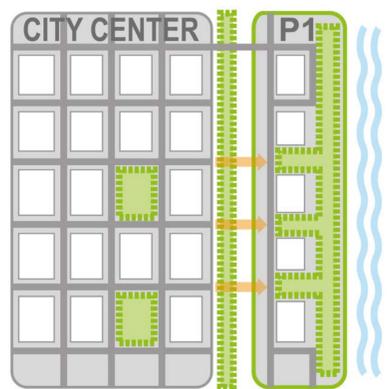
“Bring the City to the water”

Block structure moving forward to the Center of the region

The construction of the railway cut the core city centre off from the harbor area. _The grid pattern designed by C. L. Engel should extant to the harbor. That means in this case, to link the new block structure to the old grid layout in terms of traffic, functionally and architecturally. So there is a development of a new block structure in the harbor area as Element of integration, reinvest, increasing the density of the city. Also the east part creates a new space with housing and service and business space as an integrative block structure which is overtaken from the north part. By doing this, the circle around Satamalahti...is developed in relationship with the nature, the green belt, which we adopted in our design and in the future symbolized the connection with the river park. Blocks should form sensible wholes which can be implemented in stages and in a profitable manner in terms of business economics.

Texture Reconnection

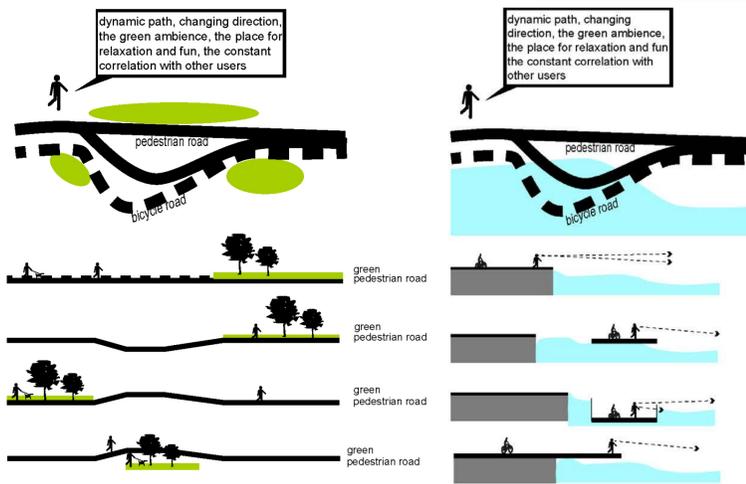
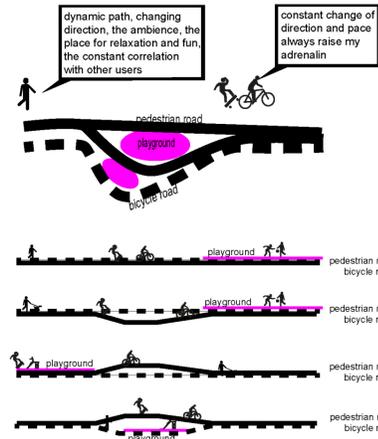
The new development textures have to be re-connected with the existent texture. The new quarters are conceived as a “continuum”, natural growth of the historical city





“The Recreation of life and activity”

Pedestrian and cycle traffic around
 _Retain the shoreline route as part of the public pedestrian and cycle network;
 _generate ideas for the nature of the shoreline route
 _organization of the safeness and accessibility of pedestrian and cycle traffic



SUSTAINABLE URBAN DESIGN KEYPOINTS

The urban layout before the architectural can affect the eco-efficiency of the project

Density



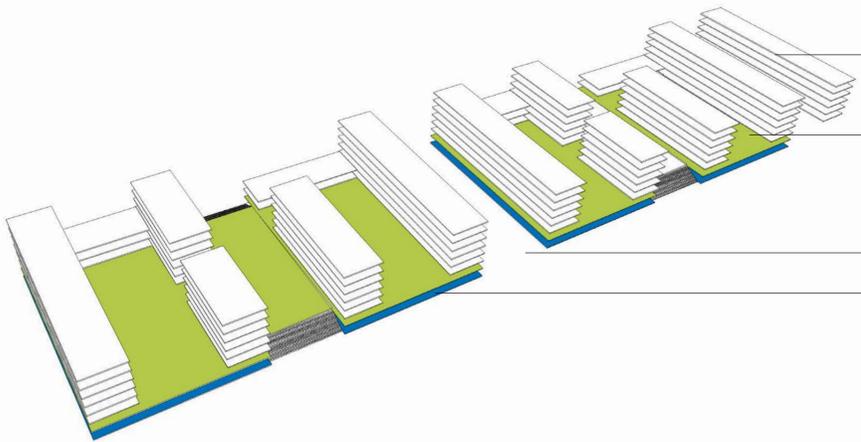
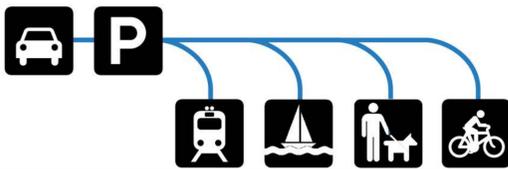
Efficient road system



Densification and coverage reduction



Inter-modality and alternative transports



residential

platform

pedestrian axis

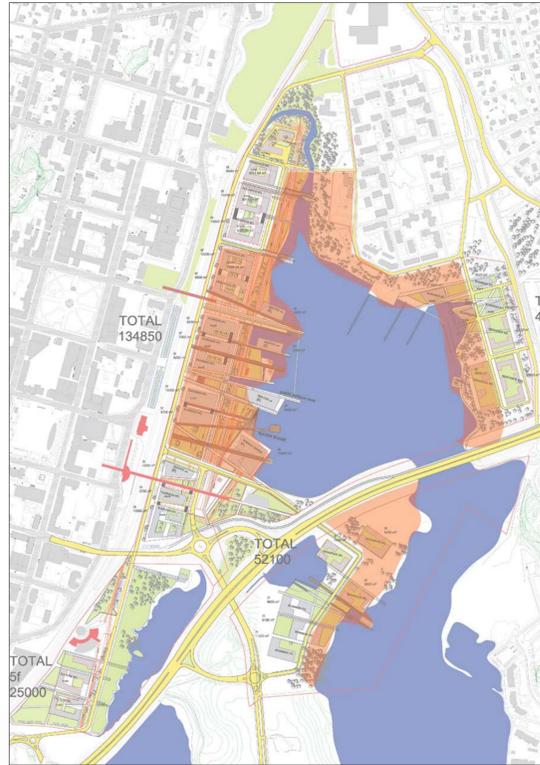
underneath car parking

“THE MULTI FUNCTIONAL PLATFORM - ONE BLOCK IN THE SYSTEM ”

The Creation of Density is one of the effects if you increase the footprint. So we create a platform which is use:

- as the parking base on the first layer
- as the noise block against the railway traffic and highway traffic
- as a platform to communicate with city in the height level
- storm water safety
- private residential landscape area for residents, separate from the public waterfront
- base for minimizing resource consumption by sharing space

Car-free area



Extension. connection and integration of the surrounding ecosystems in the city and water front

