



GROUP C

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You have received a variety of nature studies from the area, indicating conservation values more precisely. Try to find a compromise on the interesting idea and the clarified natural values.

Your proposal could be refined into a bi-focal structure based on the layout and distribution of built areas. Give two light rail stations a try and provide an ecological connection through the central hilltop. Your challenge is to study the terrain a bit further and make the design more compact - possibly using a more accentuated main street (closed or semi-closed quarters)

Plan
street where light rail
landscape features
of the area is
residents
natural value areas

- Mixed detached housing, semi-detached housing and apartment buildings
- Around the light rail stops mixed use
- Building would start around the main road
 - The detached and semi-detached housing next to Vihdintie can be built first

You can leave the hilltop a bit smaller when studying terrain and where the road could go on the north side of the hill.

Study this road connection with the topography, should possibly be moved souther?

Consider a structure that shelters from noise

Centre 1

Try to gain an ecological connection, perhaps as a built hillside park? Two centres, axis between. If you need to, you can consider moving the main road a bit north as the powerline is underground - to accommodate the squirrels on the south side.

Centre 2, perhaps a "school centre"

Consider moving the school to the edge of greenspaces



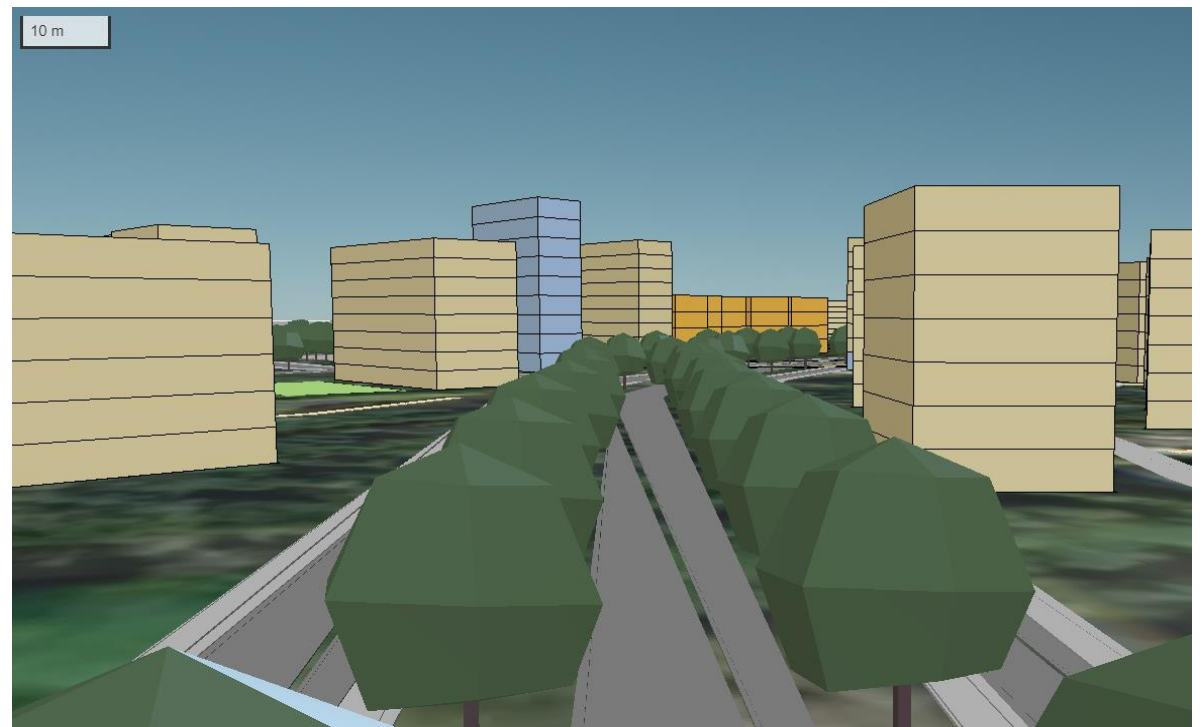
Areal 3D

- The nearest school is in Konala, so that is why school in Uusmäki is needed
- The area has a lot of recreational areas:
 - Green areas
 - Sport facilities such as sport field, basketball court and outdoor gym



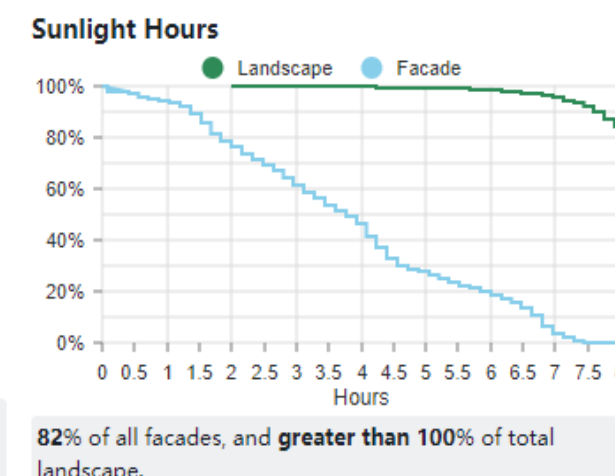
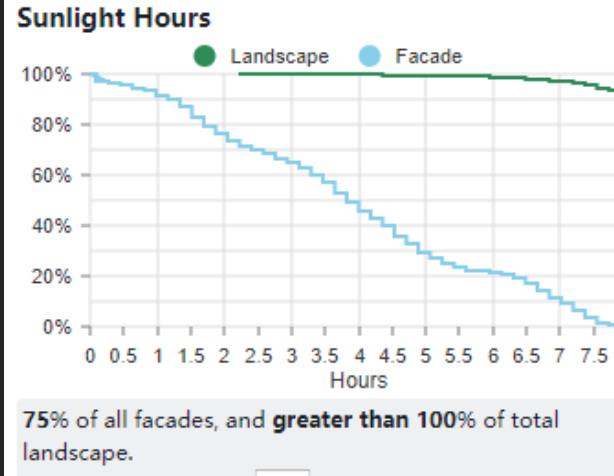
Streetview

- Pajamäki and Munkkivuori alike area
- Integrated green!
- Following the idea in Kivistö of reducing car-use
 - Uusmäki has better possibility to succeed because it is closer to kantakaupunki
 - Also there are existing infrastructure (Vihdintie) to support car-use decreasing
 - Vihdintie boulevard



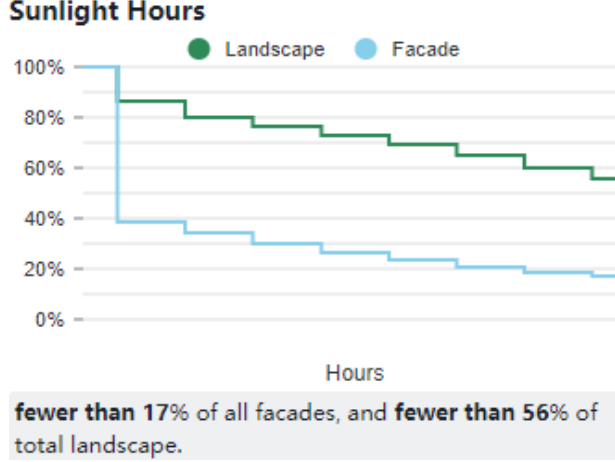
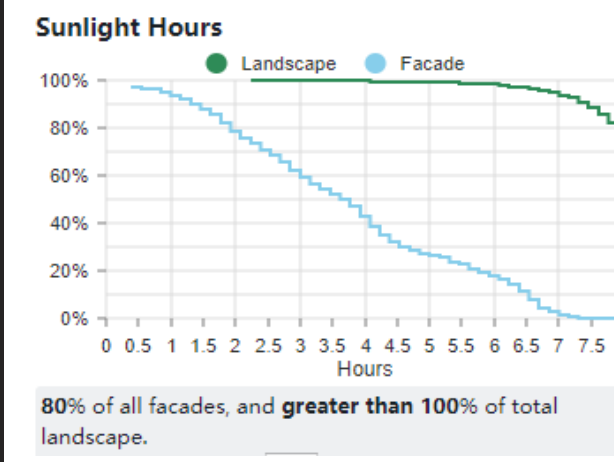
Statistics

- Retail
 - Middle sized supermarket in the area
 - Around light rail stops mixed use
- Commercial = offices
 - Proximity of Vihdintie
- Daylight hours (least 3 hours) from different seasons



20.March -06.00 to 20.00

26.June -06.00 to 20.00



18.September -06.00 to 20.00

20.March -06.00 to 20.00



Power line

- We decided to put the power line underground in our plan.

Reasons:

- Clumsy cityscape if not underground.
- Light rail cannot be located next to a power line and the most reasonable location for the light rail thus impossible without being underground.
- If we follow the landform and avoid the power line, the light rail would have to do a curve in the North, that would slow down the light rail so much, that it would not be attractive. The turns in this type of alignment are too strict for light rail. This type of alignment would end up in a big rail investment and still the service would not be used and this is also expensive.
- Or then the light rail will go through the land in a tunnel. Also expensive.
- More of the green area as a whole will be saved.
- Nobody wants to live next to a power line anyways.