

Questions concerning the Koivusaari international ideas competition sent by e-mail or asked at the seminar 1 September 2008

1. Is the area covered by the competition limited to Koivusaari or can the entrants include surrounding islands in their entries? A: The area covered by competition is indicated in the competition conditions; however, the surroundings should be considered too.
2. What are the foundation conditions in the area? A: The competition conditions show earth fills with an orange outline (page 28) and the thickness of soft earth layers under water (page 26). The land areas of the original islands consist of resistant rocky moraine. The fills will be replaced to fit the type of building required by future land use.
3. Do natural values restrict building in a binding way? A: The entrants may question the natural values if they give motivations for this. The flood meadow on the southern tip of Koivusaari is protected by a decree of the Environmental Centre of Uusimaa.
4. What is the source of the words "new and essentially changing area for public services and administration" for the Hanasaari area? A: This is a direct quotation from the master plan for the southern parts of the City of Espoo (designation PY in the master plan).
5. When describing the planning situation of Koivusaari the competition conditions say that, according to the master plan 2002, an underground or a railway line or a motor road passes through the area. I thought that there already was a decision about the underground railway? A: This is a direct quote from the Helsinki master plan 2002. The Helsinki City Council has approved the project plan for the Western Underground Railway Line 21 May 2008, and the Espoo City Council has approved the decision concerning the building and financing of the Western Underground Railway Line 19 May 2008..
6. What is Espoo planning in Hanasaari? A: Espoo has presented no plans so far.
7. Can the waters around the island be filled? A: One of the starting points for the competition is that waters can be filled in.
8. What is the relation between public debate and the work of the jury panel? Are there politicians in the jury panel? A: The jury panel follows the public debate but works independently. There are no politicians in the jury panel.
9. Does the planning which is done in the City Planning Department have the same starting points as the competition? A: Yes, it does.
10. Why is the competition organised? A: There is a need for new ideas and alternative plans which can serve as a basis for the drawing up of a new component master plan for an area in an important location.
11. How will the works be displayed? A: An elite chosen by the jury panel will be displayed in an exhibition room and all entries can be examined on the internet.
12. Are the dimensioning targets realistic? A: The planners of the City Planning Department have tried to bracket the dimensioning targets and the realistic size with the help of their own outlines.

13. How binding is the infrastructure of the area? A: The plan for the underground railway line, the stations and the Länsiväylä are binding.
14. Why should the storage of boats be retained at Vaskilahti? A: At the moment there are three boating clubs in the area. It is easy to keep two of them where they are and find a new place for the third one. Vaskilahti is a sheltered place and functions well as a marina. However, the entrants may exercise their discretion in the placement of the boat clubs.
15. What is the share of social housing production? A: According to the housing programme 40% of the flats should be privately financed owner-occupied flats, 25% rented flats regulated by the Housing Finance and Development Centre of Finland (ARA), 19% owner-occupied flats regulated by the Hitas system of the City of Helsinki, and 16% other rented flats and right-of-occupancy flats. The distribution of the future flats in Koivusaari has not been decided as yet.
16. How do developers feel about the building of Koivusaari? A: The planning of Koivusaari is in the early stages. Closer negotiations with developers will start at a later stage of planning and decision-making.
17. Why is the southern tip of Koivusaari protected. A: The flood meadow is protected by a decree of the Environmental Centre of Uusimaa. From the point of view of protection the forces of nature such as the waves, the wind and the packed ice preserve the natural values of the meadow.
18. How has one allowed for the rising sea level? A: The ground-floor level of buildings must be +3.5 m. Parking facilities may be placed lower than this in basements or under courtyard decks.
19. Will the new Koivusaari junction take care of all the traffic to Lauttasaari? A: No, since the Lemissaari junction in Lauttasaari will remain in use.
20. Why does the city wish to open a new canal to the west of Koivusaari? A: The purpose is to improve the water quality in the inner bays and to improve the routes of waterborne traffic.
21. Is one of the objectives of the competition to find a new form of the ecological city? A: With respect to its public transport connections and location the place is perfect for an ecological quarter of a town.
22. Is the island covered by district heating? A: Yes, it is.
23. Is it possible to utilise new forms of energy? A: Yes, it is.
24. Who own the private lands in Lauttasaari? A: Housing organisations and private persons.
25. Why cannot the Länsiväylä be changed into a slower street? A: It is owned by the Finnish Road Administration and beyond the authority of the City of Helsinki.
26. Why does the underground railway go so deep? A: There is no good bedrock nearer the ground level.

27. Is it possible to fill in areas north of the island in spite of the real estate on the shore (Nokia entertainment facilities)? The competition conditions also state that the entrant is not bound by landownership. Can current functions be replaced by building new facilities? A: The starting point is that the waters around the island, including the northern side, can be filled in. The entrants may treat the existing buildings as they please.
28. Are the plans for the underground station binding; can the plans be changed on the basis of the result of the competition? Can the station and its entrances be integrated into other buildings? A: The plans for the underground station are binding. It is both possible and desirable to integrate the station into the rest of the urban structure. The ground-level arrangements and constructions of the entrance on the side of Koivusaari probably need to be redesigned so that they will fit in the urban structure proposed by the entrant.
29. Has anyone investigated the possibility to cover the Länsiväylä in the area covered by the competition? A: Yes, the issue has been investigated; there are several possible covering solutions.
30. Where is the range of scale model? A: The boundaries of the scale model have been marked in Appendix L01 (dwg file). The scale is 1:2000.
31. What is the difference in height between high tide and low tide and also related to the shoreline? A: Tide is practically non-existent on the coast of Finland.
32. Does the area suffer damage from storm blown ice? A: There have been no serious ice storms in Finland. Of course, even here supercooled water may cause very slippery road conditions.
33. What is the most frequent wind direction in the area? A: The prevailing wind direction is from the southwest.
34. Is there a possibility for collective heating systems? A: The area is covered by district heating.
35. Is there sufficient supply and storage of fresh water? A: The area belongs to the pipeline network of Helsinki Water.
36. What is the policy on household waste and sewage? A: The residential properties in the metropolitan area are covered by the waste disposal services of the Helsinki Metropolitan Area Council YTV. In Helsinki, for the time being, sorted wastes are collected by transport lorries. The area is served by a sewer system.
37. How long is the season where the harbour has to be accessible for boating? A: On the south coast of Finland boating season normally begins in April-May and ends in September–October.
38. What are the demographic predictions for Koivusaari? A: In Koivusaari, a varied population structure is aimed at. The ratio between privately financed housing and socially subsidised housing has not been decided yet.
39. Do we officially need to register for the competition? A: No, there is no advance registration for the competition.

40. What is the influence of the public debate in the decision-making? A: The jury panel follows the public debate but works independently.
41. Is it possible to release pictures of the scale model as soon as it is ready? A: Yes, it is. There will be photos of the scale model on the web in week 41.
42. It is suggested that the number of boat places will be kept at the current level. The position on winter storage remains a little vague. Should winter storage be arranged for all boats / part of the boats in the area covered by the competition? Or is it supposed that winter storage takes place somewhere else? A: According to the competition conditions one of the goals is to find new winter-storage solutions which fit the urban townscape. Part of winter storage can be arranged outside the area covered by the competition.
43. Among the existing buildings, the boating supply stores are said to be of a considerable importance from the point of view of local building history. However, in the plan for the underground station they are designated to be demolished. What is the organiser's view on preserving/demolishing the buildings? A: In an inventory carried out by the Helsinki City Museum only the light-coloured brick building from the year 1939 was found to be of value from the point of view of local history. The organiser wishes that the entrants treat the building at their own discretion and in accordance with the overall idea of their entry. None of the buildings is protected.
44. Are there any studies on the degree of contamination of the soil and the bottoms of the docks, particularly south of the Länsiväylä. According to the competition conditions, construction waste is one of the materials which has been used for filling. How large replacements of soil will be necessary if the area will be built? A: The contamination of the soil has been investigated. Both in the waters and the land area the soil will be remedied for building. This will probably entail replacements of soil in the area which has already been filled.
45. The competition material includes Appendix 14, a PowerPoint show. Is this the material of the seminar 1 September? If not, will the seminar presentations and a summary of the seminar discussion with a bearing on the drafting of the entries be added to the competition web pages? A: Appendix 14 is the presentation given at the seminar. The discussion at the seminar and the competition questions will be added to the web page.
46. In the Appendix 14 there are also aerial photos which contain sketches of the junction arrangements. Is one of these diagrams the primary diagram? Will the access traffic from Katajajarju to the Länsiväylä be redirected so that it only goes along the so-called parallel street, via a junction which will be built in Koivusaari? A: The slide 37 of the PowerPoint show does not present the form of the junction, only the principle that an interchange is required. The Katajajarju junction will be abolished and traffic will be redirected to the Koivusaari junction.
47. A connection for light traffic is shown in the competition material. In the future, will the route continue parallel to the Länsiväylä – also by the bridge of Lapinlahti – and end in Ruoholahti? A: In order to facilitate workplace cycling a more direct connection for light traffic from the Helsinki/Espoo boundary to the city centre is under investigation.

48. Must the plan include places for bus stops in the area covered by the competition? A: There will be long-distance bus traffic on the Länsiväylä even after the completion of the underground railway line. For example the buses from Kirkkonummi go to Helsinki along the Länsiväylä. A bus stop which serves Koivusaari and its surroundings is necessary.
49. For how many cars is it possible to arrange parking space in the rock resources in the centre of the area covered by the competition (see Competition Conditions, point 3.2.5)? A: The underground railway, its service tunnel and the Länsiväylä greatly limit the use of the rock resources.
50. Is a registration or inscription required prior to the submission of the entries? If there is so, which are the criteria for the selection of the participants, which documents should be sent and when is the due date? If there isn't must we submit along the proposal any kind of legal documents, such as tax registrations, pension, or social security? A: No, there is no advance registration for the competition. Only an envelope containing the name of the entrant should be sent with the entries.
51. If an interdisciplinary group is to be formed, do we have to be registered as an entrepreneur in our home country? A: No, the planning groups of the entrants can be formed freely.
52. If the participant's home country official language is other than English or Finnish, will the documents (such as the tax registrations, and social security) have to be officially translated? A: None of the documents mentioned need to be sent.
53. Is this contest open internationally? A: Yes, it is.
54. Is there any entry fee? A: No, there is no entry fee for the competition.
55. Which building is demolished? A: The entrants may treat the existing buildings as they please.
56. What is a day care center? Is it for children? A: Yes, it is a municipal day-care centre for pre-school children.