Celebrating Water!

Urban Strip of Water and Greenery

Vähäheikkilä, Turku

EUROPAN 18 - RE-SOURCING

3.3.-29.6.2025

TABLE OF CONTENTS

1. / Competition information

SITE LOCATION
Vähäheikkilä, Turku

SITE FAMILY / THEME
Re-sourcing from natural elements / Dealing with water

SITE PROPOSED BY
City of Turku, which organizes the competition together with Europan Suomi Finland.

TEAM COMPOSITION
Expected skills: competitors are encourage to form multidisciplinary teams of architects, landscape architects, urban planners and other professionals to find new perspectives and solutions to the challenges related to the site (architect non mandatory by law).
See the rules: www.europan-europe.eu

PRIZES
There will be a 1st prize of 12 000 € awarded to the winner and a 2nd prize prize of 6 000 € for the winner runner-up. The jury can also award special mentions when appropriate (no reward). According to a decree by the Finnish Ministry of Finance, the prizes for the Finnish Europan 18 competition paid in Finland are tax free (https://www.finlex.fi/fi/laki/alkup/2024/20241026)

NATIONAL JURY
Miia-Liina Tommila (FI), Architect (SAFA), Tommila Architects Ltd (chair)
Frédéric Chartier (FR), Architect, ChartierDalix, France
Frank Martela (FI), Assistant Professor, Department of Industrial Engineering and Management, Aalto University
Andro Mänd (EE), City Architect, City of Tallinn, Estonia
Pekka Pakkanen (FI), Architect (SAFA), Planetary Architecture Ltd
Sofie Pelsmakers (BE), Prof., architect (ARB/RIBA), University of Tampere
Suvi Saastamoinen (FI), Landscape architect (MARK), Sitowise Ltd

Substitute members:
Emma Johansson (FI), Architect SAFA, Studio Puisto
Sarianna Salminen (FI), Landscape Architect, LASS Landscape Architecture

Site representative:
Anri Linden, Head of Detailed Planning of the City of Turku, architect (SAFA), will participate in the jury meetings and has a voting right in the first meetings.

Competition secretary with professional secrecy:
Kirsti Rantanen, Architect (SAFA), General Secretary of Europan Suomi Finland

CALENDAR OF THE COMPETITION
March 3rd, 2025: Launch of the competition and the opening date for registrations on the Europan Europe's website
March 6th, 2025: Kick-off event in Helsinki (see europan.fi)
April 8th, 2025: Site visit, meeting point in front of Salonen Bakery & Cafe, Vähäheikkiläntie Road 59 at 14:00
May 16th, 2025: Deadline for submitting questions on the site and rules
May 30th, 2025: Deadline for answers to the questions on the site and rules
June 29th, 23:59 (Paris-FR summer time), 2025: Deadline of the digital submission of the projects
June 30th, 2025: Publication of the preliminary listing of the received proposals on the Europan Europe's website
July 4th, 2025: Publication of the definitive listing of the received proposals on the Europan Europe's website
July 2025: All the proposals will be displayed on the Europan Finland's website
November 17th, 2025: Publication of the results on the Europan Europe's website
November, 2025: National prize-giving ceremony in Helsinki, and a kick-off seminar / workshop in Turku
November, 2026: International E18/E19 Inter-Sessions Forum

COMPETITION RULES
The competition will follow this Site Brief and the Competition Rules found at europan-europe.eu.

QUESTIONS & ANSWERS / UPDATE OF MATERIAL
Competitors may ask questions regarding the competition and the site brief, please use and check the forum online: europan-europe.eu

TYPE OF COMMUNICATION DURING THE COMPETITION
All the proposals will be displayed anonymously to the public for commenting after the first jury meeting in September online on the Europan Finland's website. The proposals might be exhibited also in Turku (place and dates TBA). The feedback will be submitted to the jury before it decides on the result of the competition.

TYPE OF COMMUNICATION AFTER THE COMPETITION
Awarded teams will receive a travel grant to attend the prize ceremony in Helsinki and the kick-off seminar in Lahti. Additionally, at least the winning teams will receive travel grants to help cover expenses for the Europan International Forum of Results in autumn 2026 (dates and locations TBA).

FURTHER MEASURES AFTER THE COMPETITION

The jury will provide recommendations on further actions based on the competition results, while the City of Turku will make the final decisions regarding follow-up work and its content. The goal is to prepare the detailed plan on the basis of the winning proposal(s) of the competition. The intention of the City of Turku is to negotiate about commissioning the author(s) of the winning proposal(s) at the level of detailed planning and / or landscape design.

The competition is a design contest as specified in the Finnish Act of Public Procurement and Concession Contracts (1397/2016). When negotiating the follow-up commission, it must be noted that the working group has sufficient expertise and competence at its disposal for the implementation phase of the project and that the design costs remain reasonable.

USAGE RIGHTS OF THE COMPETITION PROPOSALS

All material submitted to the organisers becomes their property, including reproduction rights and research purposes. The intellectual property rights will remain the exclusive property of the author(s) of the proposals. The organisers reserve the right to publish all the projects submitted to them. Projects are exhibited or published under the names of their authors after the official announcement of results.

The commissioned author(s) and the City of Turku have the right to use the themes and ideas of awarded proposals in accordance with the Finnish Copyright Act.

FURTHER INFORMATION

europan.fi, europan-europe.eu

ATTACHMENTS

MAPS

- Base map with competition area (dwg, dxf, pdf)
- Built structure map of Turku (dwg, dxf)
- 3D model of Vähäheikkilä, topography and buildings (dwg, dxf)

- City map (jpg)
- Street map A4 (pdf)
- Map of the project area (pdf)
- Map of services and current land use (pdf)
- Land ownership map (pdf)
- Map of the years of construction (pdf)
- Map of the forest network (pdf)
- Flood risk map (pdf)
- Map of the traffic routes and bike paths (pdf)
- Noise map (pdf)
- Nature and green connections (pdf)
- Urban structure and stormwater (pdf)
- Soil information (pdf)
- Walking route map – the locations of the photos (jpg)
- An indicative diagram of potential land use (pdf)
- Map of nature habitats (pdf)

PHOTOS

- Aerial photograph of Turku Archipelago (jpg)
- Aerial photos of the reflection site and project site (jpg)
- Photos from the ground level (jpg)

OTHER MATERIAL

- Existing buildings and their functions (pdf)
- Drawings of the existing building at Vähäheikkiläntie 56 (pdf)
- Video (3 min)

SEE ALSO:

- More pictures of the city can be found in Turku's media bank: https://mediapankki.turku.fi/
- For more information and maps on various themes in Turku Map Service: https://opaskartta.turku.fi/IMS/en/Map

COMPETITION BRIEF

Composed by HELT Architects Ltd

2. / Introduction

Project site in winter © Valtteri Heinonen

2.1 COMPETITION TASK

CELEBRATING WATER! - URBAN STRIP OF WATER AND GREENERY

In Vähäheikkilä area the City of Turku aims to improve natural stormwater management by converting a stormwater sewer into an open channel and finding solutions to delay stormwater. The open stormwater route will support improving pedestrian and bicycle networks, as well as the green network.

The task is to create a diverse supplementary urban plan for the entire area, including private business plots, so that the new cityscape integrates with the surrounding environment. The goal for infill housing construction is approx. 20 000 sqm GFA (about 400 residents).

Additionally, a block plan or similar is needed, where innovative and diverse housing is presented on city-owned land.

2.2 RE-SOURCING FROM NATURAL ELEMENTS

The Europan 18 theme of Turku Vähäheikkilä site is Re-sourcing from natural elements. As Turku is adapting to climate change, ecological solutions in urban planning are vital. Urban nature should be qualitatively improved, with a focus on increasing biodiversity and preserving existing and creating new valuable nature areas. Also stormwater management solutions must be incorporated, with landscape architecture playing a key role in urban planning of the new areas.

The competition site is a part of an important stormwater route with an extensive catchment area. The competition seeks proposals on how to implement more natural measures for stormwater management while reducing the risk of flooding as climate change intensifies..

The aim is to make water an attractive and integral feature of the area. The goal for urban development is not high-density construction but rather an emphasis on the site's overall quality.

In addition, projects should also explore the theme of Re-sourcing through materiality. There are several old industrial buildings in the area and their potential re-use can be considered in the competition proposal.

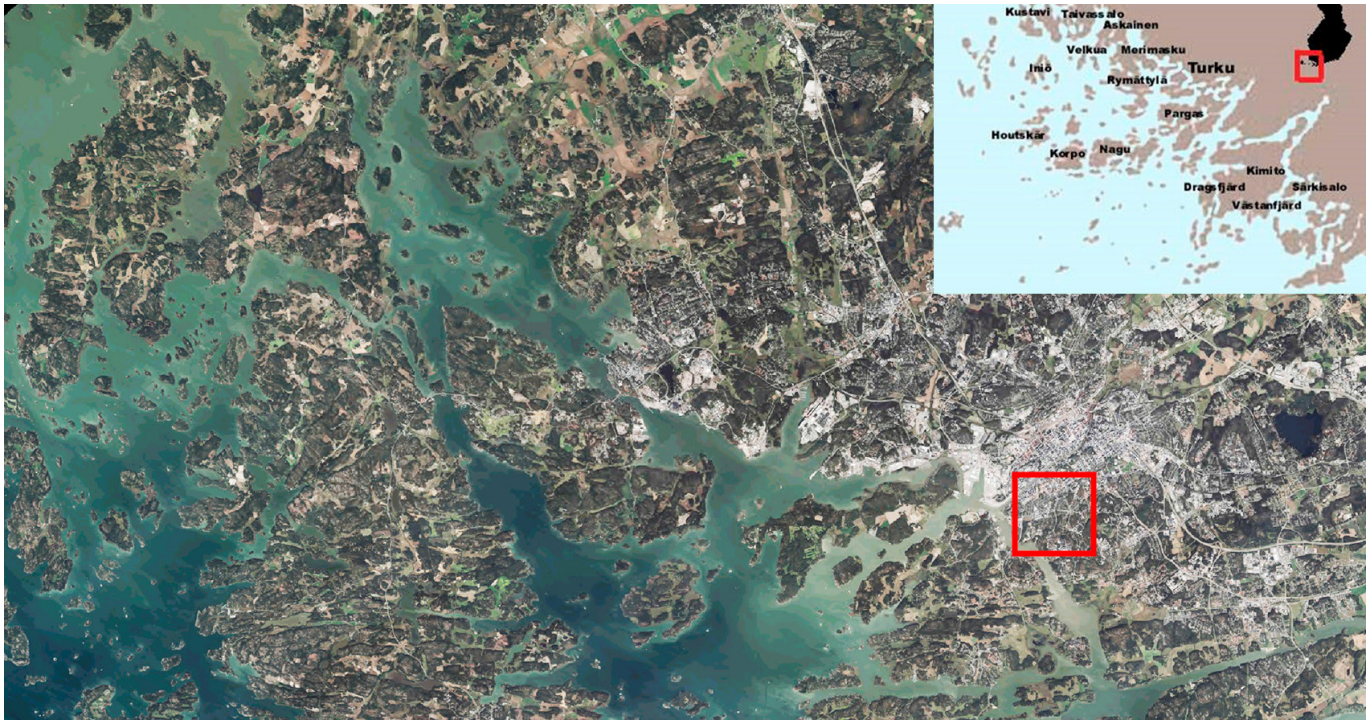
In context of global warming, to revitalize and to re-dynamize inhabited milieus with water management is a strong driver for re-sourcing. This approach addresses the challenge posed by climate risks (flooding, sea-level rise, retrait of the coastline, drought...) and aims to restore ecological milieus to improve quality of life, health and joy of every day.

Further information about Europan 18 themes can be found from Europan website: europan-europe.eu

2.3 IMPLEMENTATION PROCESS

The goal is to prepare the detailed plan on the basis of the winning proposal(s) of the competition. The possible follow-up work at the level of detailed planning and / or landscape design would include further development of the winning proposal's ideas and collaboration with the city, local stakeholders and local residents.

3. / Urban context



Turku Archipelago. Competition site is marked with red box.. © City of Turku

3.1 TURKU

Turku is located on the south-west coast of Finland. It is the oldest city and the former capital of Finland with over 200 000 inhabitants, vivid cultural life, and a versatile range of historical landmarks, e.g. the Turku Castle. Some other famous attractions are Turku Cathedral, old wooden city blocks in Luostarinmäki Handicrafts Museum and Port Arthur, and the medieval ruins under the Aboa Vetus Ars Nova museum.

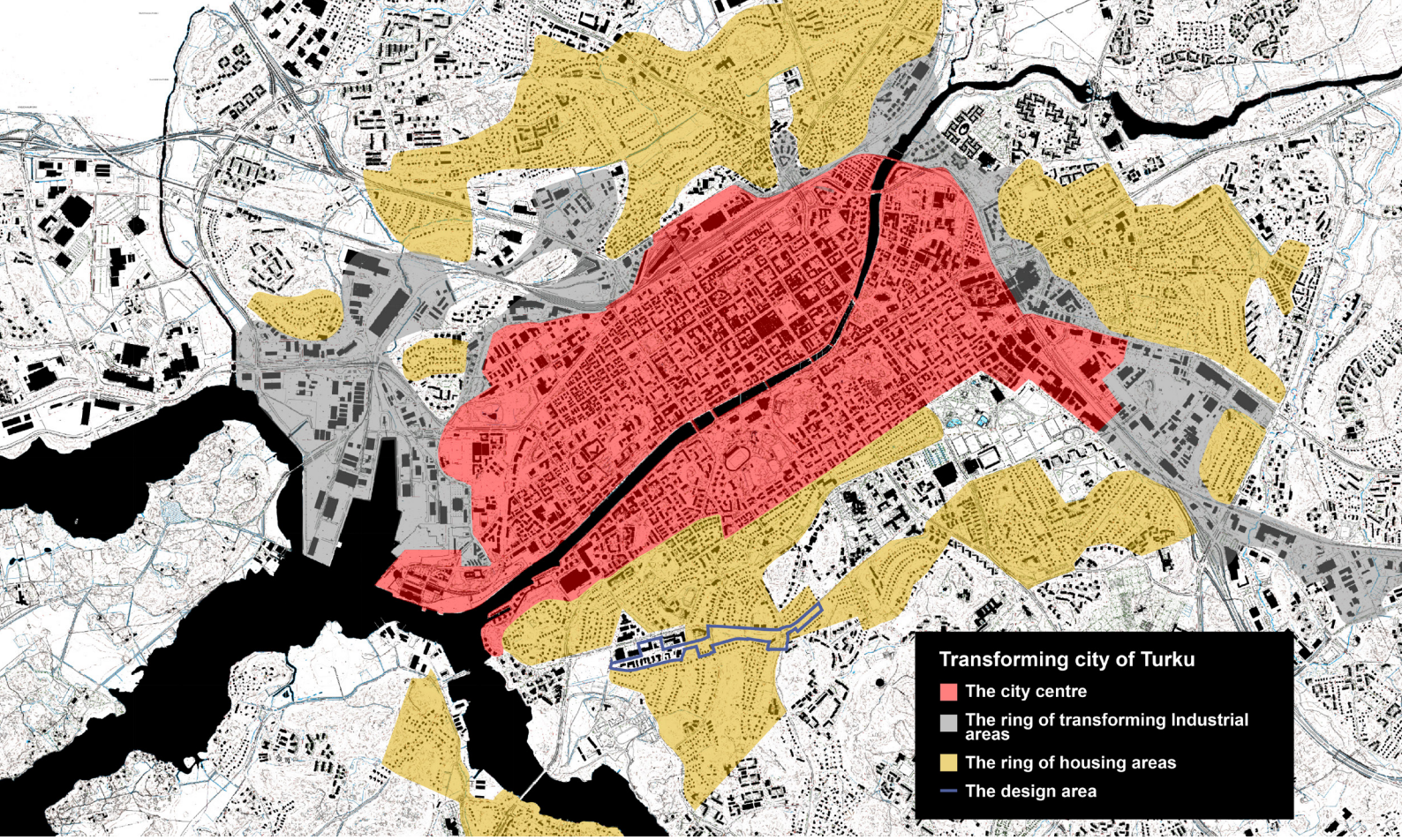
Turku's landscape is defined by the Aura River and rocky hills. The urban fabric of the city centre is surrounded by slopes of green hills with parks and recreational areas. From the river's mouth, long views open up to the unique archipelago that begins just outside the city. Turku is often called the gateway to the archipelago. The 40 000 islands and islets on the Archipelago Sea have an impact in the region's high natural diversity.

Turku started to expand into the Aura River delta in the 13th century. The Aura River remains the heart of Turku to this day. The fire of Turku in 1827 was a major turning point in the city's history. The fire almost completely destroyed the predominately wooden city. As a result, many important institutions, with the exception of the Archbishop's see, were relocated to Helsinki.

After the fire, a new city plan for Turku city centre was drawn up by Carl Ludwig Engel. The empire style grid plan pattern with wider streets and low-rise buildings was used to prevent the risk of spreading fires. Today the layout of Turku city centre still follows Engel's grid plan.

Painting from 1872 Bernhard Reinhold © The art collection of the City of Turku

Turku Castle photographed in winter. © Mika Kurkilahti / City of Turku



In the diagram, the city centre is indicated in red, the ring of transforming industrial areas around the centre is indicated in gray and the ring of areas of small-scale housing is indicated in yellow. © City of Turku

Neighbourhoods of detached houses such as those surrounding the competition site emerged beyond Turku's historic city limits in a more informal manner. Built without systematic urban planning, these areas allowed residents greater freedom and flexibility in construction. Many of these neighbourhoods took shape in the first decades of the 20th century as workers from the shipyard and other industries settled there.

The modernist suburbs of the 1960s and 1970s were built further away from the centre, beyond the historic districts of detached houses.

City plan of Turku 1828, C.L.Engel. The project site's location is marked with red. © Turku City Archives

The mouth of river Aurajoki was earlier shipyard from 1800 to 1970 © City of Turku

Illustration from Turku Central Vision 2050. © Lundén Architecture Company

TURKU TODAY AND CURRENT CITY DEVELOPMENT PLANS

Currently, urban landscape of Turku is diverse and layered, reflecting its evolution over time. Even within the same block, buildings from different periods coexist – some blending harmoniously, while others create striking contrasts.

Turku is constantly growing and evolving. Development of the city centre is one of the key projects of the City of Turku. The project aiming at comprehensive urban development aims to enhance the city center's competitiveness and appeal by strengthening its role in business, tourism, leisure, and housing.

To support this development, a vision for the city centre of Turku was produced in 2017 (City of Turku, University of Turku and Lundén Architecture Company). According to this vision, the commercial core will expand outward from the surroundings of the Market Square towards the riverbank and the port in one direction and towards the university campus and Kupittaa in the other direction. As the heart of the city is expanding, its vibrancy and livability are enhanced by various measures.

Further information about development of Turku and the vision for the city centre can be found on the website (in Finnish).

Sustainable development is a goal of the urban planning. Densification will be focused on areas with good access to services, jobs and public transport, and will take into account the specific values of each area. Suburb areas will be developed by

The building stock around the lower reaches of the Aurajoki River has undergone major changes since the 1990s. Photo from 2024 above. © Hannu Waher

increasing the population base in the public transport zone and by creating conditions for the development of local services. (Turku City Plan 2029.)

In recent years, the city centre and the surrounding former industrial and transport areas have been the main targets for infill development and planning. The city intends to develop part of the existing passenger harbour into a park and dense urban blocks. A new residential area, Kirstinpuisto, is being built north of the

city centre, while the Turku Science Park is planned to the east. The planning is pending for the Railway Yard area, with the aim of planning a diverse experience and event centre, as well as services and housing to support the liveliness of the area.

Sustainability is also considered in transport planning by promoting walking, cycling and public transport. An example of that is Turku Tramway, a comprehensive urban development project that will determine the development of Turku and the urban region for decades to come. Turku is planning a tramway route from the port through the city centre to the Varissuo residential area. No final decision has yet been taken on the construction of the tramway. The idea has been that the tramway network could be extended to other areas in the future.

Further information about the tramway on the website.

Turku's urban fabric is ideal for walking and cycling. More than 90% of residents have a maximum half-hour biking ride to the city centre. The riverbank provides a pleasant outdoor recreation route, and the intention is that walking and cycling networks will be complemented.

Turku aims to achieve carbon neutrality and be one of the world's leading climate cities by the beginning of the next decade. A climate-positive Turku is known as a pioneer and developer of sustainable solutions. Through education, research and business. Turku aims to create sustainable and successful business, employment, and well-being.

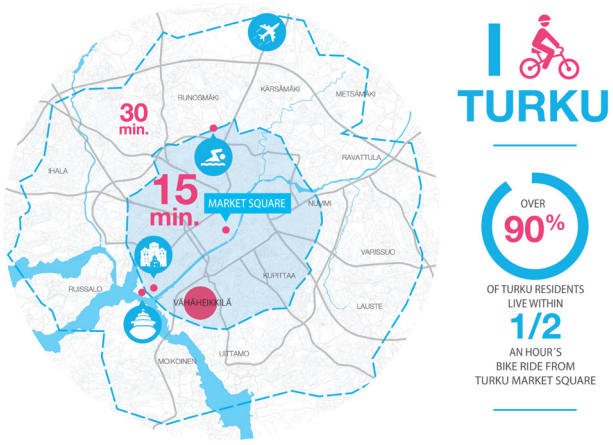
Further information about Turku on the Map service.

The city also aims to enhance biodiversity and become a leading nature city by 2030. Through the Biodiversity Program (LUMO), it improves habitats in urban areas, forests, and the archipelago, with measures like pollinator pathways and expanding protected areas by 25% by 2029. Further information on the nature work by the City website.

3.2 GROWTH, ECONOMIC SITUATION AND WORKPLACES, SOCIETY AND INHABITANTS

Present-day Turku is an interesting and boldly evolving European city of universities and culture and a good place for people to live and succeed together. It is also a city with versatile economic structure. Turku is particularly well-known for its strong maritime and manufacturing industries, pharmaceutical development, bioeconomy, circular economy, and creative industries.

Turku is growing with sustainability and carbon neutrality in mind. Today the city has over 200 000 inhabitants. Target for the year 2050 is 250 000 inhabitants. Population growth in 2023 was approximately 1 250 inhabitants.



The area is within a 15 minute biking ride of the Market Square. The competition area is marked with a red circle. © City of Turku

3.3 CLIMATE AND SEASONALITY

On a national scale, Turku has a relatively maritime and mild climate.. The average annual temperature is around 6 °C, and precipitation is typically 700 mm per year. The Finnish climate has four distinct seasons. In Turku the average daily temperature in July can vary from +15° to +25°C, even +30°C and in February from -20° to -5°C. Permanent snow cover is usually only obtained around the turn of the year. Also, the differences in the amount of daylight between summertime and wintertime are great: in the wintertime, darkness falls early (around 15:30), whereas in the summertime the daylight lasts long into the night. Occasionally the River Aura freezes over, enabling the popular activities to walk, ski or skate on the ice.

Due to climate change, extremities such as heavier rains and stronger winds in the wintertime and hot, dry summers are to be expected in the future.

Walking on the frozen River Aura is one of the great ways to enjoy the beauty of winter in Turku. © Pasi Leino / City of Turku

4. / Site information

Competition area and surrounding city structure. © City of Turku

4.1 REFLECTION SITE

The competition area is located south of Turku city centre, reasonably close to the Aura River and the sea. The environment of the competition area is varied in terms of land uses and urban structure. Around the area there are mainly detached houses built during the first half of the 20th century. Between the housing estates, a strip of undeveloped land and small industrial buildings remains in the competition site, partly unplanned and unfinished in appearance.

HISTORY AND THE CITYSCAPE OF THE SITE

In the early 1900s, Vähäheikkilä was the fastest growing suburb in Turku, mainly for shipyard workers and their families. The area was annexed to Turku in 1939, and it gradually developed into an idyllic residential neighbourhood of detached wooden houses close to the city centre. After WWII, in the 1940s and 1950s, the area was supplemented by reconstruction era standard houses built by veterans and evacuees from areas ceded to the USSR. Almost 500 000 evacuees were resettled in Finland.

Reflection site and project site. © City of Turku

Adjacent to the competition area there are several small housing estates of cultural and historical value, including Puistomäki, the western part of which is a uniformly built and green wooden house area from the 1940s and 1950s. The eastern part of Puistomäki is a charmingly diverse and dense suburban settlement from the 1920s and 1930s.

The district of Vähäheikkilä began to urbanise rapidly in the mid-19th century. From the 1960s onward, small industries started to set up along Vähäheikkiläntie Road and Puistomäenkatu Road. The largest of the industrial buildings is the Figura Ltd underwear factory from 1958-1969. Since then, the building has been taken over by other companies. More information about the history of the Figura factory

A vocational school was built into the area in the 1960s and 70s, as well as a few taller residential buildings, the first of which were the apartment buildings at Vähäheikkiläntie 53, built in the early 1970s. In the 2000s and 2010s, primary school buildings and kindergartens were built, as well as a grocery store, and a padel hall was opened in 2023.

Similar types of detached house areas are located in several parts around the Turku city centre. As the city grows, the development and infill of these areas is a topical issue in Turku's urban planning. In neighbourhoods of old detached houses some buildings have been replaced by new ones in recent decades. There has been no clear strategy for the development of these areas of detached houses and their associated peripheral areas. The Europan 18 competition for the Vähäheikkilä area seeks examples of possible approaches to the future development of these neighbourhoods.

A map showing the names of the city districts around the competition area / Map OpenStreetMap (ODbL)

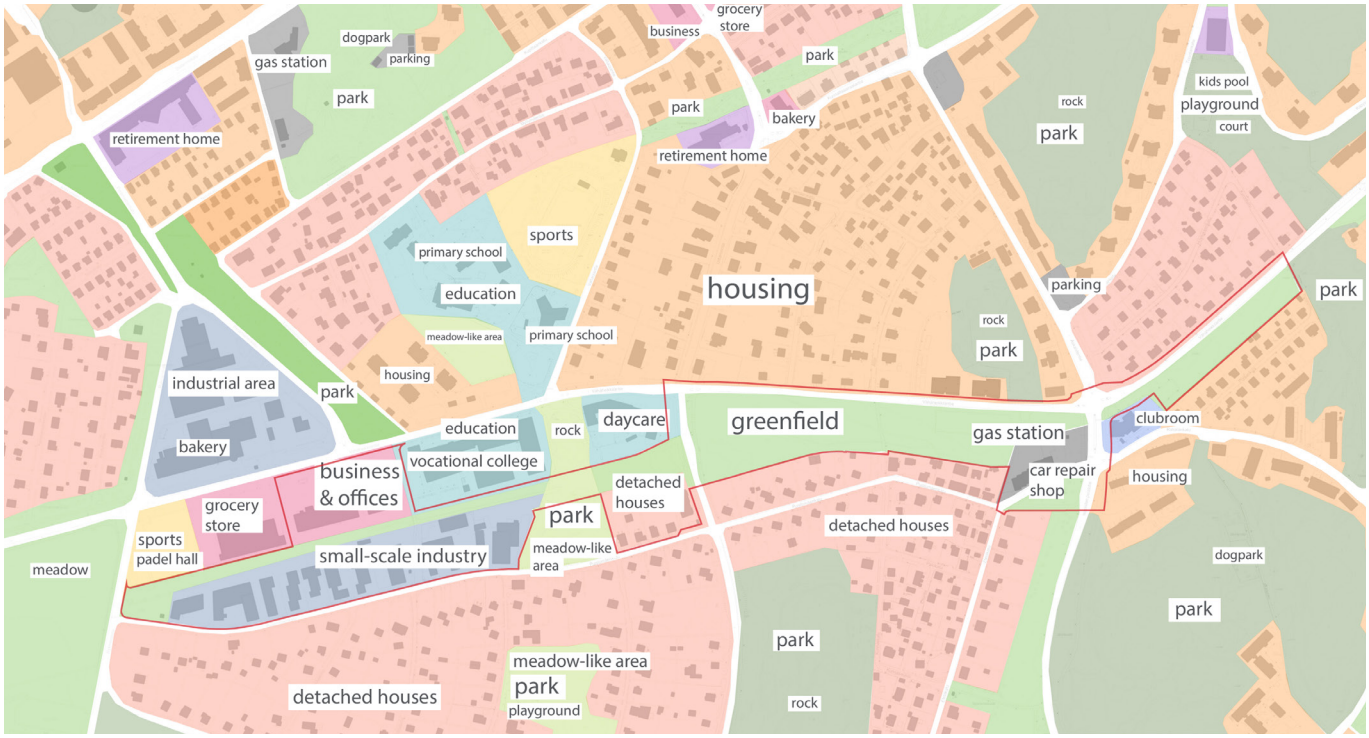
LAND USE OF THE REFLECTION SITE

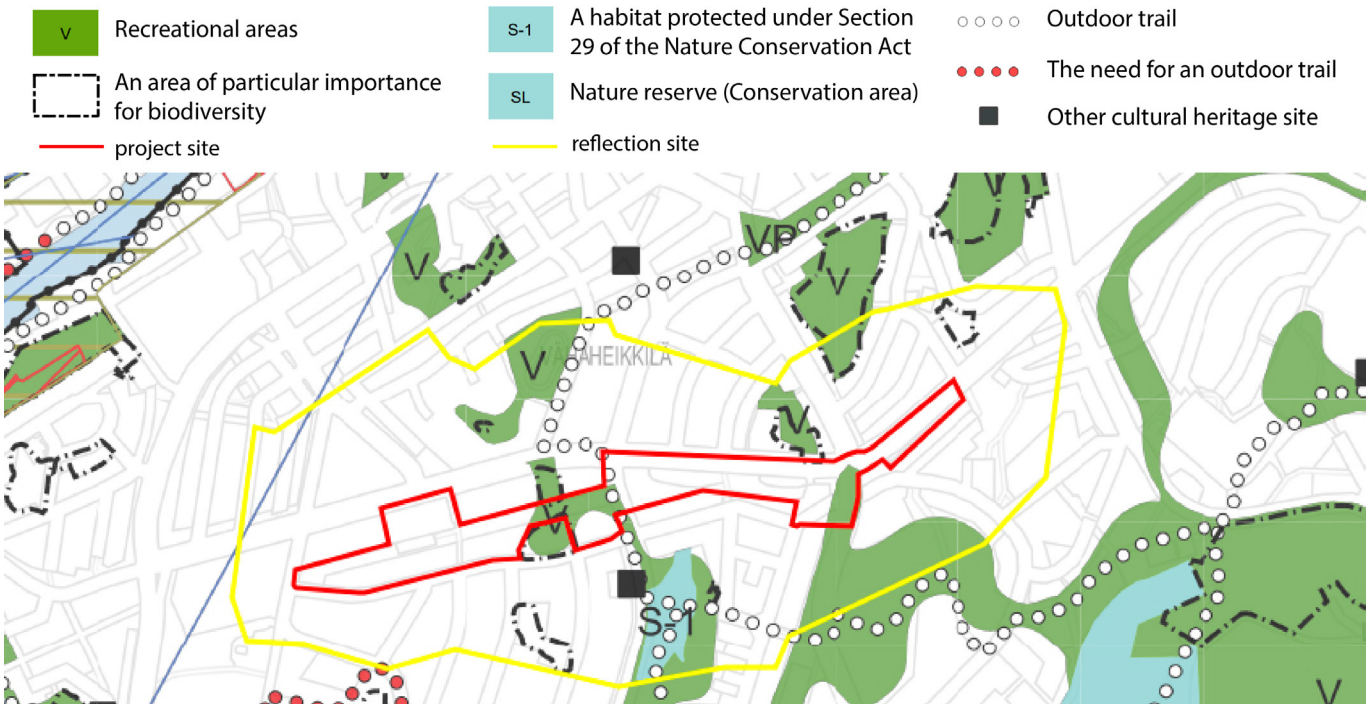
The reflection site is a mix of different activities due to its long history of development.

There is a comprehensive range of public services and sports facilities in the vicinity of the competition area. There is a primary school on the north side of the Vähäheikkiläntie Road and a kindergarten immediately adjacent to the project site. There is also a grocery store immediately adjacent to the project site and some other commercial services in the vicinity, e.g. a bakery and two small restaurants.

For more information about the public services of the City of Turku, see the City's service map

Current services and land uses on the project site and reflection site. © City of Turku





Excerpt from Turku City plan 2029. The city plan consists of eight maps, one of which is shown in this image: 7. Green areas, landscape, and ancient monuments. © City of Turku

RECREATIONAL ROUTES AND GREEN AREAS

The sea is relatively close, less than a kilometre away from the competition area. The restricted military area to the south prevents direct access to the sea. When the Pihlajaniemi residential area is completed, its central park will provide a smooth route to the coastline. To the south and east an extensive system of green and recreational areas can be accessed. From the rocky hill of Puistomäki to the south one can continue on the outdoor trail towards Uittamo or towards the east to Luolavuori hill.

PEDESTRIAN AND CYCLING ROUTES

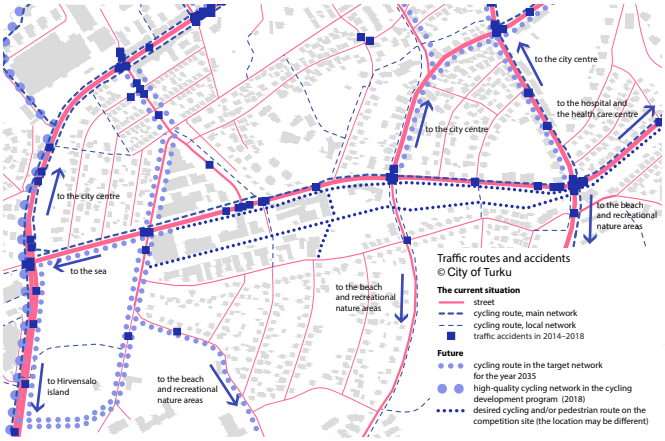
The main cycling network in the area runs along Vähäheikkiläntie and Ispoisten Puistotie Roads with internal links connecting to the main network via smaller north-south streets.

ROAD NETWORK, MAIN DIRECTIONS OF APPROACH TO THE AREA

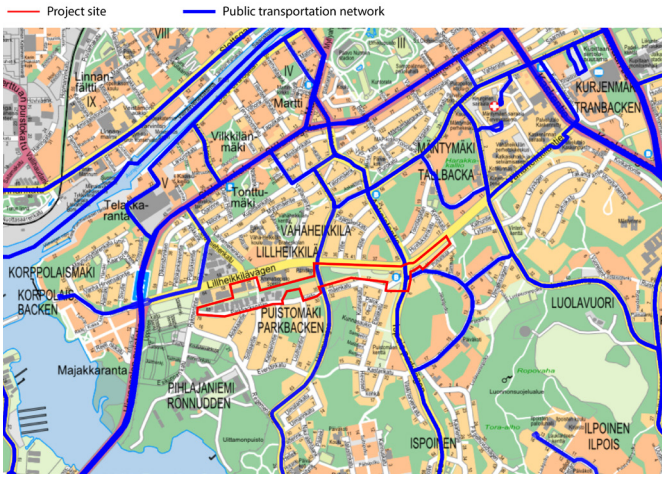
Uittamontie, Askaistentie and Vähäheikkiläntie Roads are the main routes from the competition site to Turku city centre. Vähäheikkiläntie provides access to the sea shore and Hirvensalo Island in the west and to Uudenmaantie in the east towards Helsinki.

PUBLIC TRANSPORT ROUTES

The area is well connected by bus to the city centre. Bus routes towards Turku city centre run along Uittamontie, Ispoisten Puistotie and at the western end of the area on Rykmentintie Roads.



A diagram of traffic routes and accidents around the competition area © City of Turku



A diagram of the current network of public transportation. No bus lines run on Vähäheikkiläntie Road on the northern edge of the project site. . © City of Turku

HYDROLOGICAL CONDITIONS

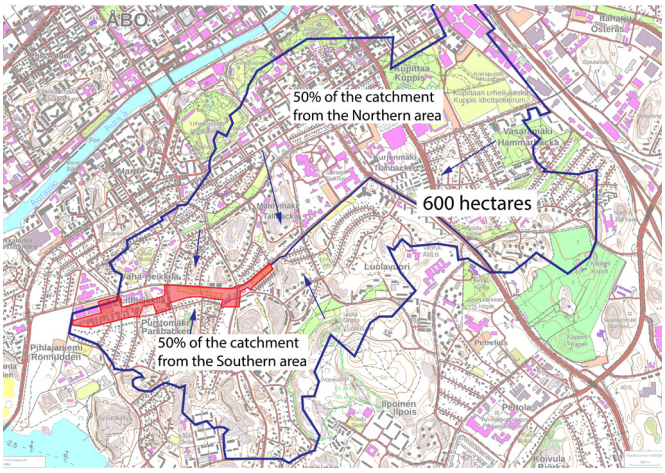
The route of Varsoja stream runs through the competition site in east-west-direction. The urban stream runs at present mostly in an underground pipe. It collects water from a large catchment area (600 hectares) which extends inland as far as to the Kupittaa Sports Park. Approximately half of the flow of the stream comes from the northern area of the catchment area and half from the southern area. Water flows through the project site further south-west through Pihlajaniemi development area ending up in the Baltic Sea.

URBAN DEVELOPMENT PROJECTS IN THE VICINITY OF THE COMPETITION AREA

An infill development plan for the Puistomäki residential area (on the south side of the project site) is pending. The construction of new detached houses on existing single-family house plots and the possibility of dividing the plots into two are being studied. The new construction will be adapted to the environment of cultural and historical value. Most of the plots in the area are privately owned. Any infill development will be carried out in accordance with the landowners' objectives and timetables.

The new Pihlajaniemi residential area is planned immediately to the west of the competition area. Construction of the area has started in 2024 with earthworks. Residential construction is scheduled to start in 2025, with five to seven-story apartment buildings planned for the area, in blocks of flats.

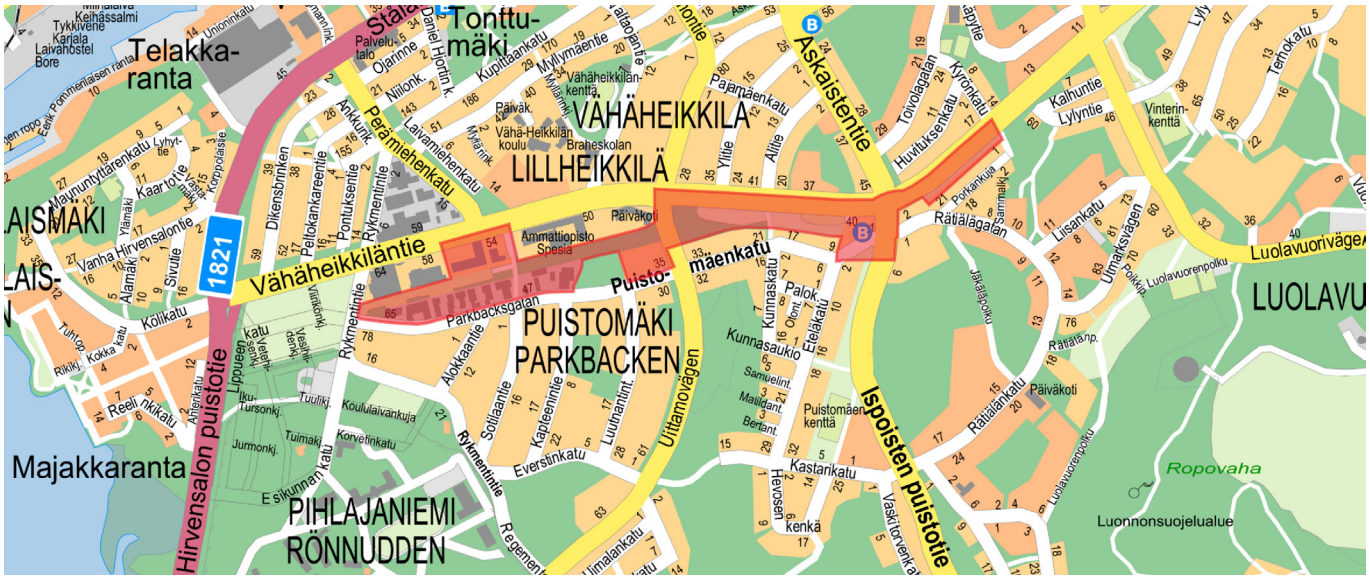
More information on the planning of the Pihlajaniemi area can be found in the City of Turku website (in Finnish).



A diagram of the large stormwater catchment area from where stormwater flows to the project site and further south-west to the sea. The diagram is based on the Stormwater Report by Ramboll.

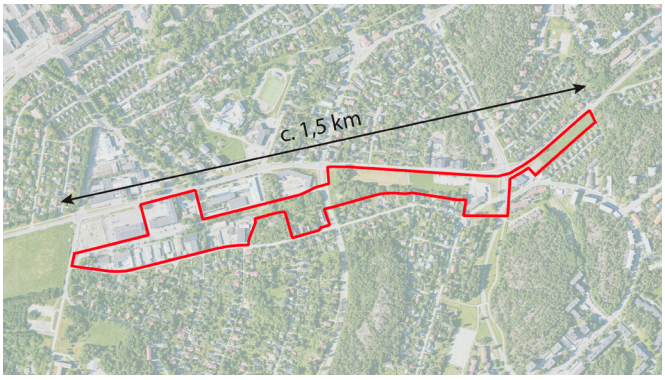
Illustration of the vision of Pihlajaniemi. © City of Turku & Gehl Architects & Ajak Oy

Project site and street names shown in the Turku Guide Map © City of Turku



4.2 PROJECT SITE, VÄHÄHEIKKILÄ

The project site is a 1,5-kilometre-long strip of land south of the Vähäheikkiläntie Road covering 13 hectares. The site is located about half an hour walking and 10 minutes cycling distance from the Turku city centre. The competition area includes undeveloped areas between Vähäheikkiläntie and Puistomäenkatu Roads, small industrial plots at its western end, a petrol station and car repair shop plot on the western side of Ispoisten puistotie Road, and a few detached plots along Puistomäenkatu Road.



Project site shown in the aerial photograph from Summer 2022 © City of Turku

SEMI-URBAN PATCHWORK

In and around the competition area there are several different types of land uses: detached houses, small business plots, public services (schools and kindergarten) and private commercial and service premises. In between, there are mixed green spaces ranging from maintained rocky parks to weedy wastelands. The Pihlajaniemi blocks of flats, which are only just beginning to be built on the west side of Rykmentintie Road is a new kind of urban environment in the vicinity.

The competition area lacks a common identity that would link its parts into a whole.

Apart from the detached housing plots, the only building in the competition area that must be preserved is the former factory at 56 Vähäheikkiläntie Road which is nowadays used as office and sports spaces. Competitors are encouraged to propose solutions to reuse some other existing buildings or parts of them.

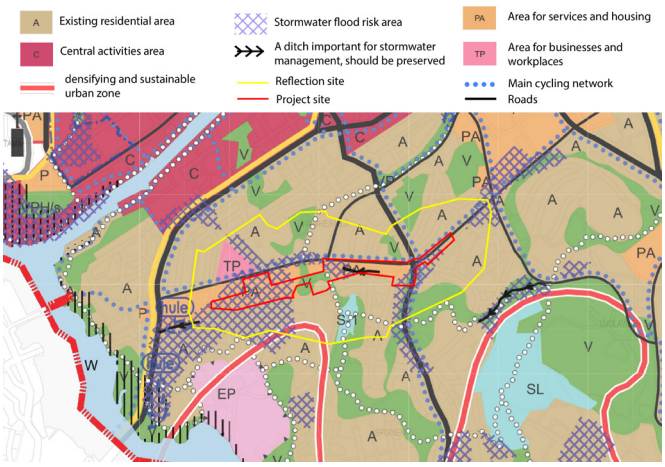
A picture of the former factory building at 56 Vähäheikkiläntie Road © Satu Tiainen

LAND USE PLANNING STATUS

There are several existing detailed plans on the reflection and project sites representing the current land use. In the 1950s, a new main street, Korpilahdentie Road, was planned for the area. It would have run through the entire project site from Ispoisten Puistotie Road westwards. The wide street area of the detailed plan occupies a central space in the project site. However, the street has never been built. Due to the unfinished situation, the zoned street area has remained largely unbuilt wasteland.

Turku also has a new city plan (Turku City Plan 2029) that came into effect in 2024. The city plan guides planning and land use on a broader scale. In this plan the project area mainly consists of areas for services and housing. The competition objectives are in line with the Turku City Plan 2029.

The intention is to renew the detailed plan of the area after the competition according to the results of this competition and the follow-up designs. Contents of the existing detailed plans don't restrain the competition proposals.



Excerpt from Turku City Plan 2029. The city plan consists of eight maps, two of which are shown in this image. The maps shown are 1. Urban structure and 5. Sustainable water management. © City of Turku

NATURE AND LANDSCAPE

General Characteristics

In the project site, the height of the terrain above sea level varies mainly quite gently from about 4.5 metres to about 15 metres. However, next to the site there are also two steep rocky hills, the southernmost of which reaches 20.4 m above sea level. From its top, there are long views over the rooftops. The terrain around the competition area is also hilly. The hills rise like islands from the low clay terrain.

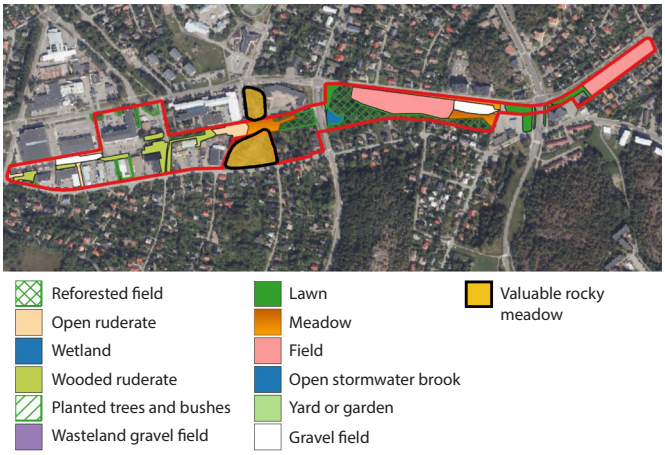
The landscape is mainly semi-open. More open areas are found in the meadows and parking lots along the Vähäheikkiläntie Road.

The straight stretches of the road form long vistas where traffic dominates the urban landscape. In the centre of the area there are more enclosed wooded areas. In particular, the woodland and meadow area on the western side of Uittamontie Road creates a sheltered world of its own between trees and cliffs.

Green connections

In the study of the network of urban forests there are wooded areas in the middle of the competition site as well as a forested park. These areas form local green corridors in the north-south direction and along the edge of Korpilahdenpuisto park in east-west direction and connect the forested areas to the wider regional corridors and valuable forests outside the site. Animal species can use these corridors to move from a forested area to another.

The open vegetated stream is valuable not only as a habitat of its own, but also as a corridor for both land and aquatic species. Although the area is continous in the east-west direction, it is interrupted by roads in north-south direction, which create a significant barrier for small mammals.

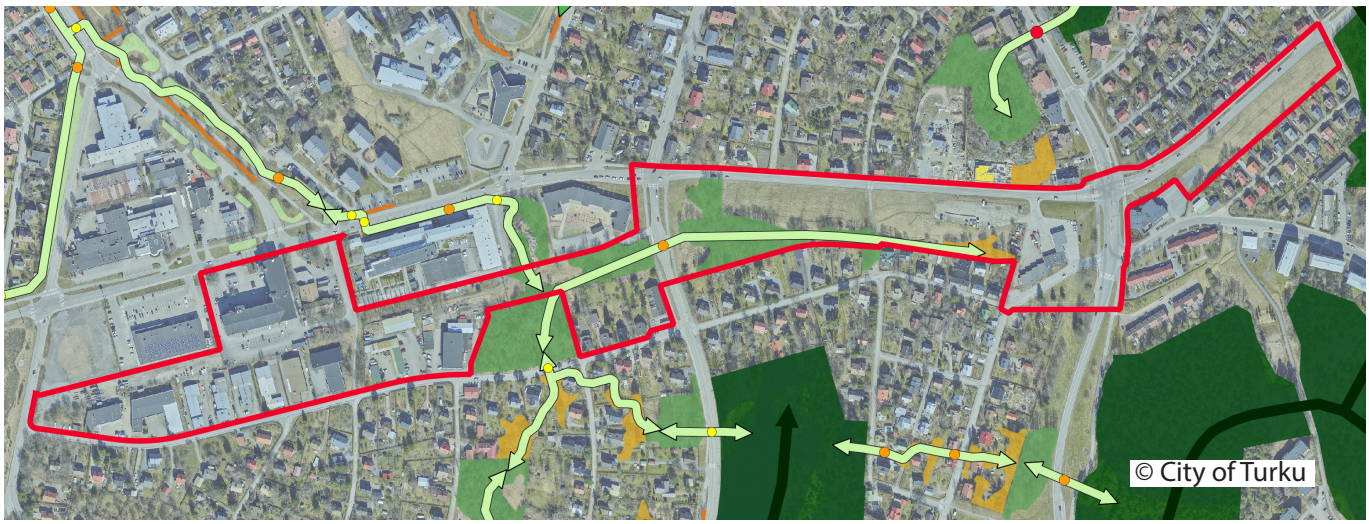


Types of habitats, Nature survey of Korpilahdenpuisto park. © City of Turku.

Valuable areas in the project site

Next to the area there are two rocky dry meadow areas, which are valuable in biodiversity and home to several species of interest.

Protected Siberian flying squirrels (Pteromys volans) move through the site from one adjacent habitat to another. In places, the competition area is covered with mature trees. Decaying trees and scrub in the afforested and reforested fields of the area provide food, nesting sites and shelter for birds and other organisms. The unpiped sections of the watercourse and wetland of the Varsoja ditch, which runs through the area, provide habitat for many species and contribute to a natural water balance.



The forest network. A simplified extract of the forest network study that presents the current state of ecological connections in forests and wooded areas. © City of Turku.

The map must not be published or shared without the permission of the City of Turku..

Aerial photo 2021
Project site

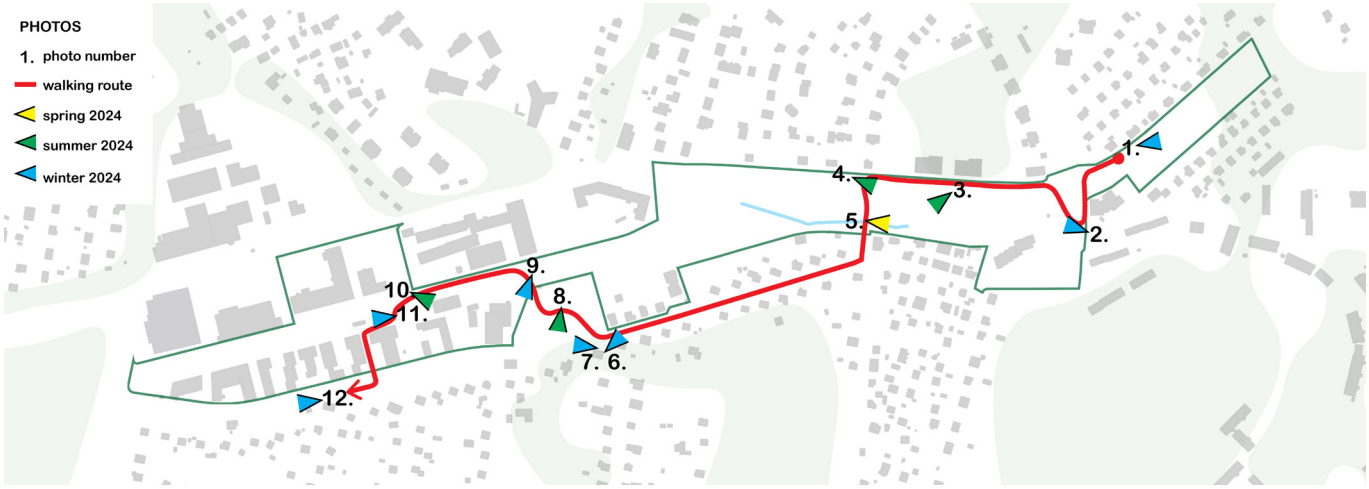
Forest network
Trunk connection
Local connection

Barrier effect
Strong barrier effect
Moderate barrier effect

Tree rows
Tree row on city-owned land

Forest network areas
Core forests
Forests
Park areas with trees
Supporting areas with trees

Photo tour of the project site



Walking route through the project area. © City of Turku

Photos:
1. Satu Tiainen 12/2024
2. Valtteri Heinonen 11/2024
3. Anri Linden 6/2024
4. Anri Linden 6/2024
5. Satu Tiainen 4/2024
6. Satu Tiainen 12/2024
7. Satu Tiainen 12/2024
8. Aurora Kortelainen 6/2024
9. Valtteri Heinonen 11/2024
10. Aurora Kortelainen 6/2024
11. Valtteri Heinonen 11/2024
12. Valtteri Heinonen 11/2024

Photo tour of the project site

SOIL

The soil of the area is mostly clay, with a depth of more than 10 metres. The maximum depth of clay and silt in the project site is almost 30 metres. In addition, there is filling soil and rocky hills. Some of the soil in the area is potentially contaminated by industrial activities (e.g. garages) and a petrol station. Contaminated soil must be cleaned up before the site is built on, but their locations don't affect the design solutions.

STORMWATER MANAGEMENT AND FLOOD RISK

The competition site serves as an important stormwater route. In its central part is Varsoja urban stream, through which water flows from the extensive Vähäheikkilä catchment area. At present, Varsoja flows in an open stream only on a 200 metre stretch between Ispoisten puistotie and Uittamontie Roads. On the western side of Uittamontie Road and in the eastern part of the area, the stream runs in an underground pipe.

At present, the risk of flooding is high in the competition area, particularly along the Vähäheikkiläntie Road and in the western part of the area. Stormwater detention and controlled management is essential to allow infill development in other parts of the catchment area. The aim is to restore parts of the underground pipe with an open stream and ponds, as this would help to increase biodiversity in the area and reduce the risk of flooding.

The underground pipes in the area have to be taken into account in stormwater design. In some sections, the stormwater pipe is so deep underground that it is very difficult to turn it into an open channel.

TRAFFIC

Vähäheikkiläntie Road is a busy and car-oriented main street. The other streets in the area are also mainly designed from the perspective of car traffic. Pedestrian and cycling areas are relatively narrow and there is no separation between walking and cycling. The main cycling routes are on Vähäheikkiläntie Road and Ispoisten Puistotie Road. There are also important local biking routes on Uittamontie and Valtaojantie Roads.

NOISE

According to the 2050 forecast, traffic noise exceeds the recommendations in outdoor areas along Vähäheikkiläntie, Uittamontie, Ispoisten puistotie and Rykmentintie Roads. If housing is planned there, the yards of the residential plots will need to be protected from noise.

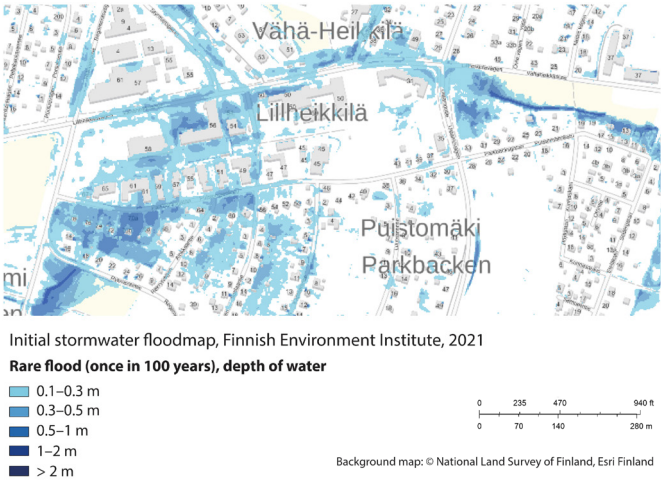
PUBLIC TRANSPORT

The area is well connected by bus to the city centre. Bus routes towards Turku city centre run along Uittamontie, Ispoisten puistotie and at the western end of the area on Rykmentintie Roads.

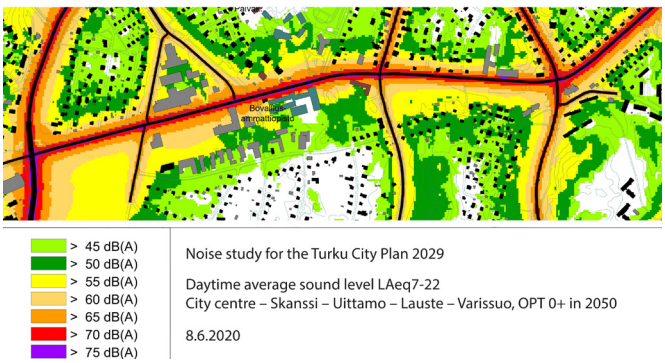
THE ACTIVE RESIDENTS

There are many active residents' associations in the area, some of which are over 100 years old. A residents' meeting was held on 7 October 2024 to discuss the Europan competition. At the meeting, residents expressed their wish to preserve the existing green spaces and to add more varied activities, such as an outdoor gym. The current Vähäheikkiläntie Road is considered too noisy and is used by speeding drivers. Cycle paths are desired on both sides of Vähäheikkiläntie Road. A lateral link from Puistomäki to Vähäheikkilä school would also be needed on the west side of the kindergarten. Residents do not want tall apartment blocks along Vähäheikkiläntie Road. Instead, smaller scale infill development would be appropriate, for example in the existing parking area. The existing industrial area on Puistomäenkatu Street could also be a good location for townhouses. Competitors must reconcile the wishes of residents' associations for the development of the area with the other objectives of the competition.

Map of sites where soil may be contaminated (MATTI sites). © City of Turku.



Stormwater flooding once in 100 years. Map: © Finnish Environment Institute. Background map: © National Land Survey of Finland, Esri Finland. The map must not be published or shared without the permission of the City of Turku.



Extract from the Turku City Plan 2029 noise study. © Promethor and City of Turku 2020.

Aerial photos

In the western part of the project site, there are private small industrial companies on their own plots (two are located on leased plots rented from the city). There are also fitness and office facilities at 56 Vähäheikkiläntie Road. Oblique aerial photograph 2022 © City of Turku

Aerial photo of the industrial area from the West.
© Sami Järvelä

Aerial photo of the industrial area from the East.
© Sami Järvelä

Aerial photos

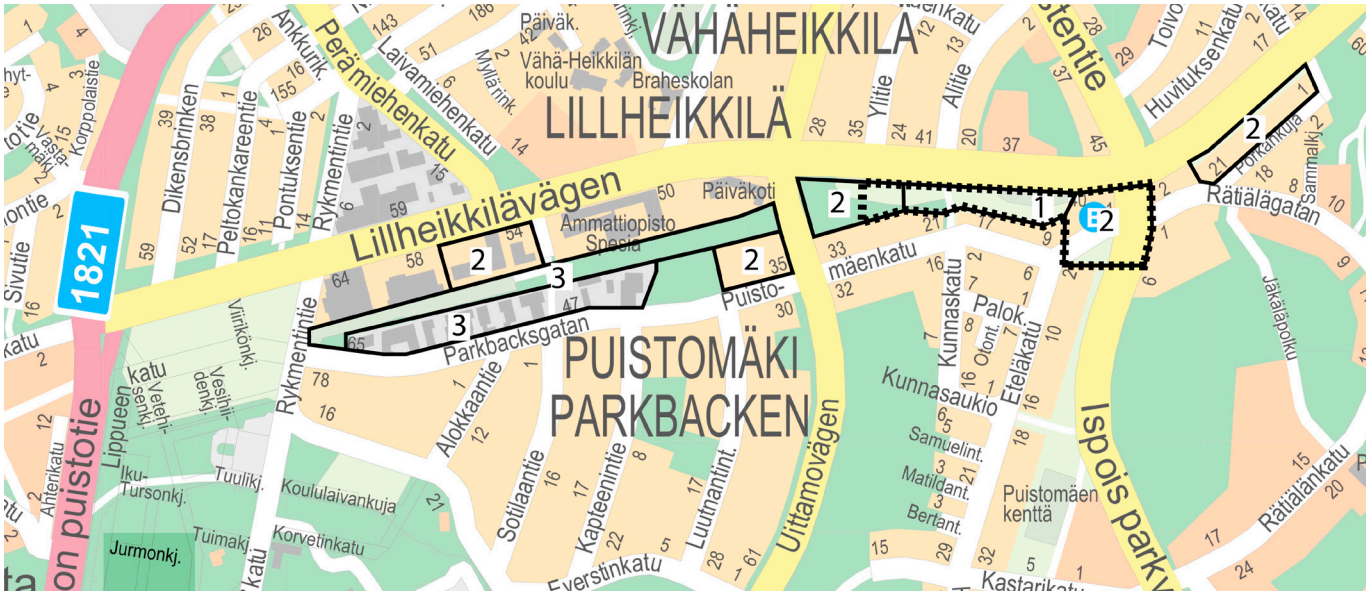
The central part of the project site is mostly undeveloped city owned land that borders existing private housing plots. Oblique aerial photograph 2022 © City of Turku

Aerial photo of the middle part of the project site.
© Sami Järvelä

In the eastern part of the competition area, there is a gas station and a car repair shop, partly on private land, as well as a narrow strip of park (Porkanpuisto).
Oblique aerial photograph 2022 © City of Turku

Aerial photo of the Eastern part of the project site.
© Sami Järvelä

5. / Competition task



Preliminary construction phasing. The first area to be developed is indicated on the map by a dotted line. © City of Turku

5.1 DESIGN OBJECTIVES

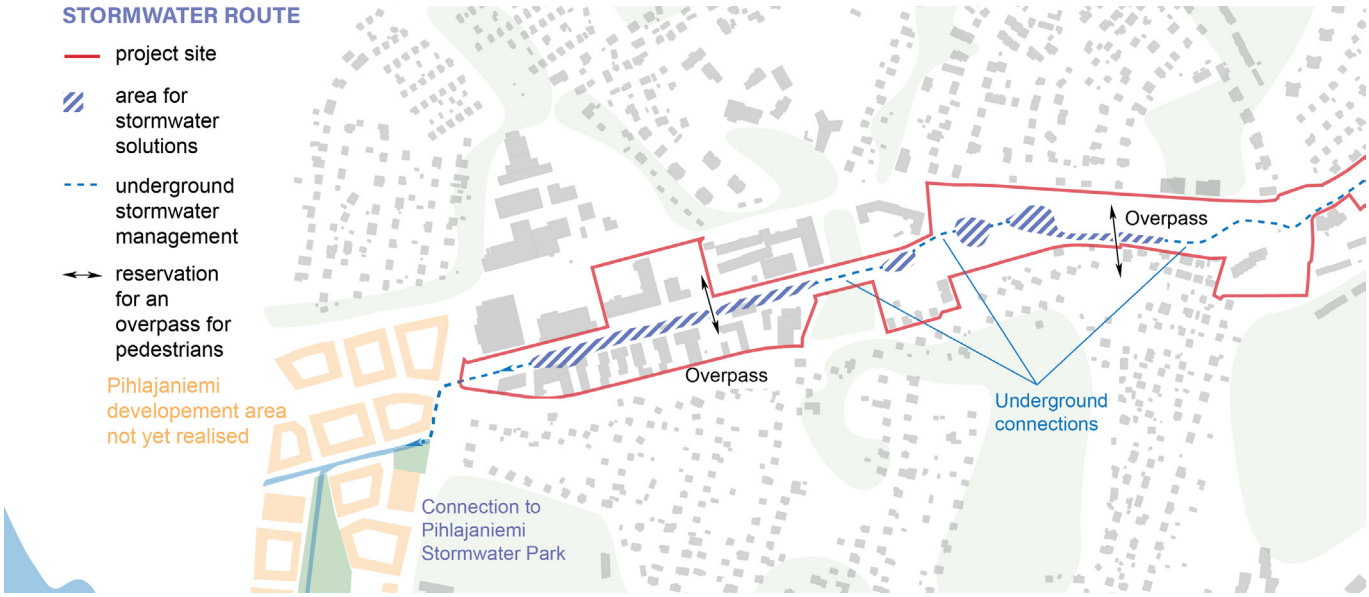
Transforming the area reserved for an unbuilt street, alongside the small industry area and adjacent undeveloped wasteland, presents a unique opportunity to create a new central urban space that unites the entire Vähäheikkilä area. This new space should also bring improvements to the surrounding single-family house neighborhood.

Korpilahdenpuisto park runs as a ribbon through the entire competition area. However, the park has remained an unplanned and fragmented backyard space. A key element of the design of the new public urban spaces is the management of stormwater and flood risks. As the quantity and quality of stormwater is better managed and flood risks reduced, the water system can develop into a new outcome offering values of nature, identity and recreational experiences. New finished public outdoor spaces will also improve and complement the pedestrian and cycling routes.

At the same time, the site offers opportunities for attractive infill development in the area. New infill development (approx. 20 000 sqm GFA of housing) should be modestly scaled in relation to the surrounding residential areas. The aim is to provide a variety of housing types and interesting typologies. Typologies ranging from traditional single-family homes to small-scale apartment buildings, should be considered to promote diversity. Competitors are encouraged to propose new visions for new ways of living and co-existing with nature and in planetary boundaries.

The area should be functionally diverse. The existing small-scale industrial area will be gradually transformed into a residential area. In addition to housing, it may also accommodate other activities in the future, such as service, commercial and work spaces. The competition proposal may preserve existing buildings and/or their structures for new uses. Almost all plots in the small business district are privately owned. Therefore, the development of the sites will depend on the objectives and timetables of the site owners. It is desirable that the plan takes into account the possibility of developing the small business area in small stages one or a few plots at a time.

Development of the area is expected to occur gradually over time. Initial efforts will likely focus on transforming the car park and adjacent wasteland along Vähäheikkiläntie Road. The first area to be developed is indicated on the map above by a dotted line. For the remaining areas, the proposal may suggest interim uses or phased development strategies.



A diagram of the approximate space requirements for stormwater basins and features. © City of Turku

5.2 DESIGN GUIDELINES

STORMWATER ROUTE AND LANDSCAPE ARCHITECTURE

The landscape architecture of the outdoor spaces designated for stormwater treatment and management will create a new central public space for the area, enhancing the appearance of the surrounding neighbourhood.

The outdoor spaces of the area are to be designed utilizing the stormwater system as a central feature. Designs must present measures to restore buried parts of the stream as part of the outdoor concept. The piped channel should be replaced by an open stream in areas where elevation and ground conditions allow it. In some places, however, it is not appropriate to open up the channel because of terrain, water and sewage pipe infrastructure, etc.

Pools, swales and soil dams can be designed to improve stormwater quality. As part of the Stormwater Study (Ramboll Finland Oy 2024), a space allocation plan is presented, which competitors should use to provide space allocations and design dimensioning information. However, it is not necessary to position the ditches and basins in the same way as in the example solution.

The slope gradient of the restored sections of a stream or a channel should be:

- If the height difference is < 2 m, the slope shall be 1:3 or less
- If the height difference is 2-3 m, the slope must be 1:4 or the slope must be supported.
- If height difference > 3 m, the channel must be piped

No structures of buildings or roads shall be placed in the vicinity of the slopes.

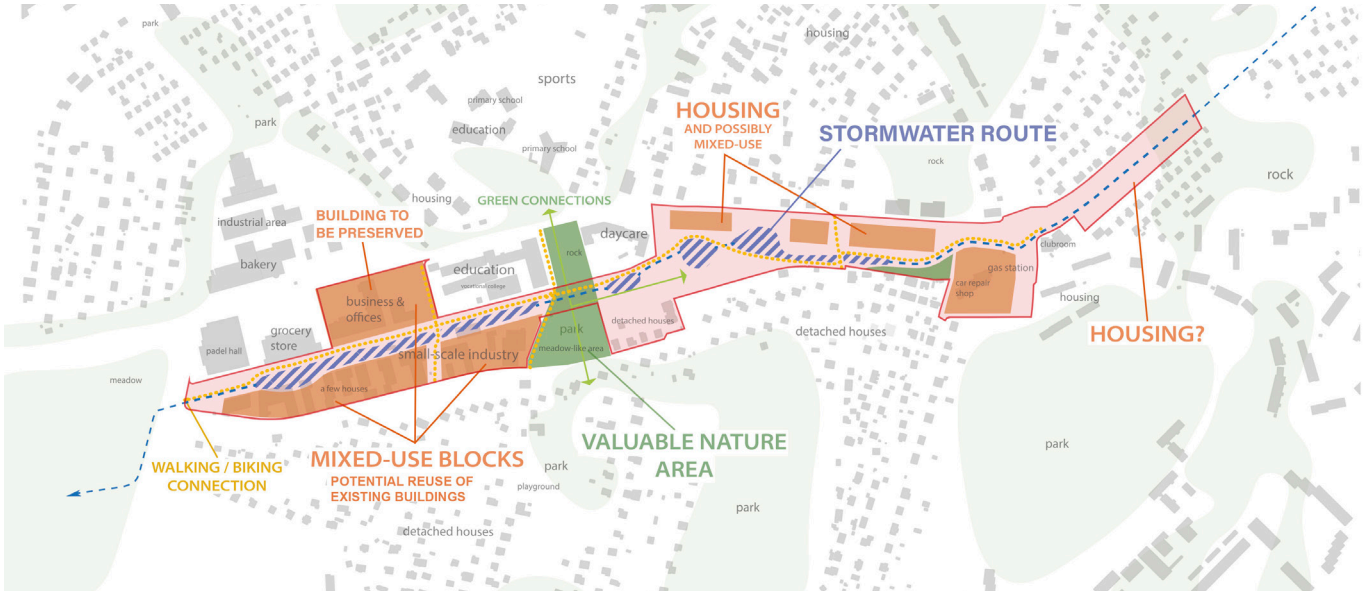
At the eastern part of the planning area, a water supply and sewage line runs immediately adjacent to the existing open ditch (Varsoja). Aside from landscaping, no major interventions should be made on the adjacent slope. Alternatively the slope can be levelled, ensuring that the upper edge remains in place while the bottom of the slope is moved further from the water main and sewer.

At the western part of the planning area, the water main runs alongside the section to be restored. Here, the upper edge of the slope must be at least 5 m from the water main. It is recommended to bypass the rocky meadows with a piped section.

Wherever space permits, it is recommended to terrace the stream banks. This can be done on one or both sides. Terracing creates a clear underflow channel, while the higher terrace levels help accommodate elevated water levels during less frequent flooding. The abundant and diverse vegetation on the floodplains provides a variety of habitats for small organisms, increasing the diversity within the riparian corridor. The underflow channel should be designed to accommodate flows ranging from mean flow (MQ) to mean maximum flow (MHQ). The estimated average and peak flow rates for the main flow route at its downstream end, before the connection to Rykmentintie Road, are as follows: Average flow rate (MQ): 40 l/s; Mean peak flow rate (MHQ): 700 l/s; 5-year return period peak flow (HQ1/5): 3.8 m^3/s; 100-year return period peak flow (HQ1/100): 4.6 m^3/s.

Due to the difference in elevation between the eastern and western ends of the project site, there will also be very steep longitudinal gradients in the sections to be opened, which need to be considered in the proposal.. This can be solved by using rapids, individual structural overflow thresholds or small waterfalls. Location of all these is left to the discretion of the competitors.

To ensure vegetation can establish and thrive, erosion protection measures must be implemented, especially on steeper slopes.



An indicative diagram of the location of new activities in the area. © City of Turku

Solutions may include paving the banks or other stabilization techniques to prevent soil erosion.

Stormwater basins along the banks can be designed as urban wetlands with ponds and floodplains of varying depths, providing diverse habitats for organisms. The pools can include areas with a permanent water surface and areas that remain dry for most of the year. Gently sloping ramps can attract people to engage with the water and facilitate maintenance of the pools.

The water level in the basins can be regulated using dams—for example, allowing the water level to rise when flows exceed the average, or gradually increasing permeable flow through the dam as water levels rise.

Due to the high flows and volumes of water in the area, stormwater basins are not particularly suitable for stormwater detention. Instead, the dam structures in the basins serve primarily as landscape features, while fluctuations in water levels create a more dynamic and varied habitat.

URBAN ENVIRONMENT AND INFILL DEVELOPMENT

Competitors should explore what kind of infill development and improvements of outdoor public spaces will transform the perimeter of small housing estates into an asset for the city.

New infill development should be modestly proportioned in relation to the surrounding residential areas. The aim is to provide a diverse range of housing, offering interesting housing typologies ranging from traditional single-family homes to small-scale apartment buildings. The target for infill housing is around 20 000 GFA sqm, accommodating around 400 new residents.

It is essential to prioritize high environmental quality over maximizing density.

The existing small-scale industrial area presents opportunities for the gradual development of a mixed-use urban fabric. The transformation of the area will be phased over the long term. The use of all or part of some of the existing buildings will support sustainable development and circular economy objectives. Temporary uses can also be proposed for existing small-scale industrial buildings.

Due to the soil conditions in the area, all buildings must be constructed on pile foundations. Additionally, because of the characteristics of the soil and the high groundwater table, basement construction is not permitted in the area.

ENHANCING URBAN NATURE

It is important to come up with design solutions that support and enhance the valuable natural features and biodiversity of the competition site, such as mature trees, woodland areas that are developing into deciduous woodlands, and a stormwater basin with wetlands.

The biologically weaker parts of the site, such as littered or neglected wooded ruderates and wasteland, can be restored to increase biodiversity and ecosystem services. Qualitative development brings benefits to both nature and the urban environment.

It's important to maintain the green corridors and canopy connection between natural areas. The connectivity of the green spaces in the project site is important for the functioning of the ecological network of the area. Well-connected green spaces allow animals to move and disperse more widely, contributing to biodiversity and habitat conservation. The canopy connections are also used by flying squirrels.

Green network also enhances the recreational value of the area, as coherent green corridors provide pleasant outdoor routes for residents. While enhancing the ecological quality, the competitors

The middle part of the project site photographed from north. © Ari-Pekka Joensuu

should also examine how the proposed new parks and public spaces integrate with the recreational areas and routes in the reflection site.

The Forest network study (p 15) shows the ecological connections that run accross the competition site. These are important for flying squirrels, for example, which glide from tree to tree as they move between areas. The trees should be at least 10 meters high and close enough together to allow the flying squirrel to move fluently. The flying squirrel can glide a distance three times longer than the starting height. Connecting forest areas must be wide enough, especially in windy areas.

City of Espoo guidelines: consideration of the flying squirrel in urban planning
Guide of the Finnish Association for Nature Conservation (in Finnish only)

TRAFFIC AND NOISE

The City of Turku Traffic Planning Department requires that in the eastern part of the area, where Vähäheikkiläntie Road is part of the competition area, a street area at least 27 meters wide will be allocated for Vähäheikkiläntie Road. This will allow the potential future widening and the inclusion of sidewalks and cycle paths on both sides of the street. ,

Pedestrian and cycling links in the area should be more comprehensive and made smoother and more pleasant. Special attention should be paid to ensuring safe routes to schools. Some of the desired new pedestrian connections are depicted in map on page 12. New routes are needed accross the area from west to east, and from Puistomäenkatu Road to Valtaojantie Road.

According to the 2050 forecast, traffic noise exceeds the recommendations in outdoor areas along Vähäheikkiläntie, Uittamontie, Ispoisten puistotie and Rykmentintie Roads. In these areas, residential yards will need noise protection measures.

PARKING

- apartment blocks: at least 1 car park/120 sqm of housing
- detached houses: at least 1 car park/apartment
- in apartment blocks and detached houses, additional guest parking spaces are required for residents at a minimum of 1 car per 10 dwellings
- offices and commercial premises: at least 1 car park/120 sqm

Due to the characteristics of the soil and the height of the groundwater table parking cannot be placed underground.

BICYCLE PARKING

- housing: at least 1 bicycle parking space per 30 sqm of housing
- offices and commercial premises: at least 1 bicycle parking space per 50 sqm,

At least 75% of the bicycle parking spaces in blocks of flats, terraced houses and detached houses managed as a housing company must be located in a covered and lockable space that is accessible without hindrance and has racks with frame locks.

INFRASTRUCTURE

Existing underground technical insfrastructure runs through the area. The most important are shown in attachments.

PHASED IMPLEMENTATION, TEMPORARY USES

The detailed plan for the area will be updated in stages after the competition. Detailed plans are not binding on the competitors. As the zoning and construction of the competition site will take place in phases, competitors are encouraged to submit proposals for the temporary use of parts of the site and existing buildings.

REFLECTION SITE

Competitors do not need to make changes to the reflection site, but it is allowed if the proposal so requires. Competitors should examine the links and functional connectivity of the project area with the study area.

Older building stock along Puistomäenkatu Road © Kirsti Rantanen

View from Vähäheikkiläntie Road © Anri Linden

6. / Evaluation criteria

KEY EVALUATION CRITERIA ARE:

- The overall concept and its relationship with the surroundings and natural conditions. Especially important is that the cityscape integrates well with the surrounding small-scale areas.
- How the design objectives and guidelines in section 5 have been taken into account and implemented in the proposal.
- Stormwater solutions and their positive impact on sustainability, biodiversity, cityscape, and reduced flood risk.
- Quality of the green areas and green network of the area and ecological and sustainable concepts.
- Quality and functionality of pedestrian and bicycle networks.
- Local identity and attractiveness of the area.
- The architectural/landscape-architectural beauty and pleasantness of urban spaces.
- Versatility of housing typologies.
- Diversity and coordination of different functions.
- Feasibility and potential of the proposal to enable prompt progress of detailed planning.

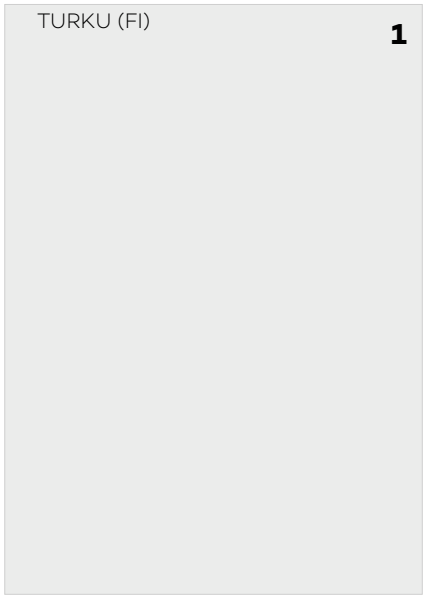
When evaluating the competition entries, the jury will prioritize a strong and consistent core idea over the flawlessness of individual details. The jury will also consider the potential for further development of each entry and how the solutions can be refined without compromising the core concept.

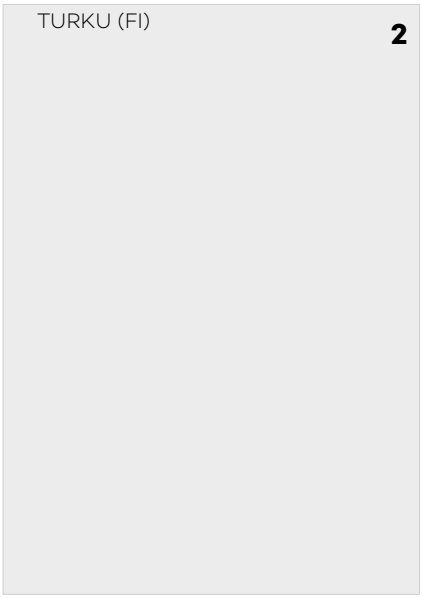
7. / Instructions for drafting the competition entries

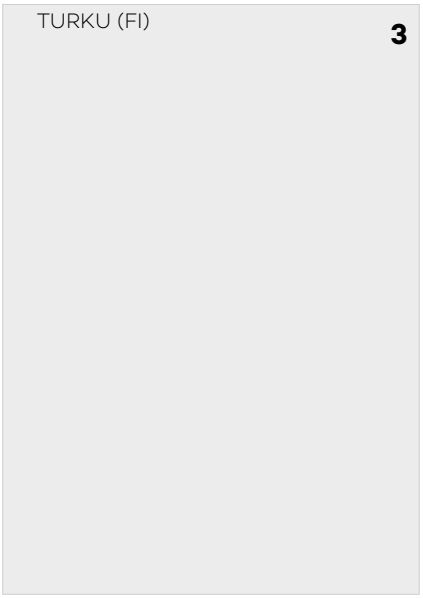
7.1. COMPETITION SECRECY

All competitors enter the competition **anonymously**. All documents of the competition proposal shall feature only the digital code of the proposal, the material shall not contain any information of the author(s). The jury shall reject proposals which violate the competition secrecy. The competitors must also ensure, that the name of the author is not saved in the metadata of the files (check eg. Adobe Acrobat > File > Properties).

7.2. REQUIRED DRAWINGS







ON THREE VERTICAL A1-SIZED BOARDS (IN PDF FORMAT):

BOARD 1

1: 10 000 plan of the project site and the reflection site

- show existing buildings and the proposed buildings; differentiate the two with different colours
- the plan can also be used as a base for the diagrams listed on this page

BOARD 1 AND 2

1: 1 500 illustration of the area (divided between two boards)

- show the project site and its relationship to the surrounding environment
- illustrate proposed buildings and the shadows casted by the sun in the south-west position 45 degrees above the horizon
- indicate layouts of proposed public spaces, parks, vegetation, stormwater solutions and traffic areas
- indicate quantities: number of storeys of the buildings, floor areas and number of parking places
- indicate ground height from the sea level (+ x.x) of the important public spaces
- indicate section location

BOARD 1, 2 OR 3

1: 800 Illustration of the first area to be developed (indicated on the map on p 21).

- illustrate proposed buildings and the shadows casted by the sun in the south-west position 45 degrees above the horizon
- indicate layouts of proposed public spaces, parks, vegetation, flood water solutions and traffic areas
- indicate quantities: number of storeys of the buildings, floor areas and number of parking places
- indicate ground height from the sea level (+ x.x) of the important public spaces
- indicate section location

1: 800 Cross-section

- the cross-section should be located between Uittamontie and Ispoistsen puistotie Roads and show the proposals integration to the existing urban fabric on the south and north sides of the competition area.

Perspective drawings

- Aerial perspective or axonometric view of the first area to be developed (map p 21).
- 1 perspective view from the eye level of a person standing on the ground.

BOARD 1, 2 OR 3

Diagrams (can be combined with the plan in scale 1: 10 000)

- storm water management principles
- green infrastructure and the principles of biodiversity
- traffic and movement

SHORT DESCRIPTION TEXT

- Description of the main ideas of the proposal and the overall concept.

These are the minimum requirements for the three panels. The contestants can present other material to illustrate and clarify their proposal.

In addition to the three panels, for communication purposes the submission shall consist of the following documents from the same content:

- 1 illustrated description text, max. 6 x A4, pdf-format
- 2 images, jpeg -format / 2000px x 3000px
- a short text.

No extra panels may be presented; only the three panels will be subjected for evaluation. The jury may reject entries that are deficient or do not meet the requirements defined in this competition brief.

The competition proposals shall be presented in English.

All material shall be downloaded to the Europan server in digital format. See instructions at europan-europe.eu

8. / Submission

The competition time will end on **Sunday 29 June 2025 at 23.59** (Paris-FR summer time), at which time each competition proposal must be returned in its entirety.

The competition proposal must be **submitted electronically** according to the instructions found on the **Europan Europe's website**. The competitors are responsible for submitting their proposals, using the correct file formats, and providing files that can be opened.

60 mm 40 mm

TURKU (FI)

A1, PDF
max. 20 Mb

841 mm

594 mm