Vaskiranta

Most of the new construction in the area consists of five- and six-story apartment buildings. The buildings surrounding the beaches (type2) have mainly one stairwell and are spaced out, so that the view to the sea is maintained in the buildings behind them. The buildings on the shore side form a layered and organic whole with the small auxiliary buildings and the surviving old buildings. In the central block of the area, buildings (type2) have been combined into larger entities. On the street side, the buildings follow the architectural look of the ones on the shore. The open and green courtyards form a more modern entity, where the majority of the area's parking is located.

The goal of designing courtyards, parks and streets is to preserve as much of the existing trees as possible and to create a multi-species, layered and natural green environment.

TRAFFIC AND PARKING

The existing road in the area has been extended into a loop, forming the main street. The width of the driving lane is 3.5 meters/lane, taking bus traffic into account. The bicycle and pedestrian paths on both sides are separated from the driving lane by wide green lanes, where some roadside parking has been placed. The aim of the green and moderately trafficked main route area is to form a park-like entity.

The main street is divided into yard paths for maintenance and waste collection for and they also function as walking and cycling routes to the yards. In the direction of driving, the yard roads are one-way. The width is about 5 meters, which allows spacious driving for waste and maintenance vehicles. The courtyard paths are coated with water-permeable surface.

Most of the parking is placed under the inner court yard decks. Part of the parking is two-story, where the terrain allows the parking facility to be located without major excavation. About one third of the parking of the type 2 residential buildings is placed in the courtyards of the buildings in open small scale parking lots and small garages. The rest of the parking will be placed in the excess parking spaces of building type 1 by agreement.

BUILDING DIMENSIONING AND PARKING DATA (kem2)

building type		need for parking spaces
type1:	31 000	310
type2:	20 400	204
student housing:	9 000	no parking
townhouse:	2 400	own parking
total:	62800	514

Parking in the area		
parking facilities		444
open parking/garages	75	
roadside		38
total		557

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VERSATILE LIVING

The area has a wide variety housing, from studio apartments to larger family-friendly townhouses. In addition to traditional owner-occupied and rented apartments. The area has 9,000 gross floor area for student apartments and about 10,000 gross floor area for senior apartments. The latter are located near the main square. Services supporting living can be added in senior apartments. The aim of the arrangement is to offer people of different ages and in different life situations the opportunity to live in Vaskiluoto.

TOWNHOUSES

The three-story townhouses are the largest in the area in terms of apartment size. The 6-meter frame width of the example solution can vary, so the size of the houses can be between 100 and 200 m2. There is one parking space in the yard of the houses. The waste from the houses is collected at the waste collection points of the nearby buildings (type 1).

The buildings have gabled roofs and are wooden to fit the general look of the area. The color of the houses can have color variation, but not a big contrast between the shades.

BUILDING TYPE 1

Building type 1 acts as a boundary between the more organic waterfront areas and the more structured inner courtyard. The facade on the sides of the large patio deck has a more modern look, while the facade on the beach side follows the shores. The courtyards are placed taking into account the existing green areas, leaving large trees in the courtyards. Despite their large structures, the courtyards are spacious and green, in direct contact with nature.

The length of one part is 23 meters and the width is 14 meters. The courtyard has uniform balcony zones. Balconies facing the street are supported by the frame. Evacuation is organized using balcony hatches, so every apartment has a balcony. Common spaces can be divided between several buildings, as they are divided in the example. From the sauna, you can cool off directly on the patio. At street level, common spaces should create an interesting and larger opening to the facade.

BUILDING TYPE 2

House type 2 is a building with mainly one stairwell. The buildings are placed organically between the area's main street and the waterfront area. The open and spacious placement enables sea views for most of the apartments in the area. The location and size of the building form an idyllic entity that seamlessly integrates with the nature of the coastal areas and the existing buildings. However, the buildings represent a modern architectural style in terms of their facade openings, materials and the placement of the balconies.

The balconies are supported by the frame of the building. There is playfulness in the placement of the balconies, but they overlap at least enough that it is possible to organize self-rescue through the balconies.

Parking of the buildings are placed by agreement in the excess parking spaces of building type 1. About 1/3 of the parking will be arranged in open parking lots about 10 parking spaces. Open parking lots should be leveled to the height of the yard road, in which case they are 1...2 meters below the general street level. Small carports for about 5 cars can be placed between the courtyards and the coast. Small courtyard buildings with uniform architecture can be built for common spaces. Together with the existing small-scale buildings, they form a unified whole. The surviving buildings of the camping area should be used as common spaces, which increases the circular economy.

STUDENT HOUSING

The student apartment building has a central corridor, which is efficient for placing studios. Common areas and community is emphasized in the building. Each floor has a common sauna room with a small club room. The ground floor has a large common space where you can study and hang out. There are also plenty of laundry rooms for students.

The apartments do not have separate balconies. Rescue from the apartments is done by the rescue service or the building can be equipped with the necessary stairwells for fire safety.

There are no parking spaces for students, except for a few spaces for shared cars and parking for disabled people.

ECOLOGICAL BUILDINGS

Buildings to be made of wood, which reduces emissions during construction. The shapes of the terrain have been taken into account in the placement of the buildings, which avoids extensive land preparation or concrete basements, the carbon footprint is clearly larger than floors above ground in general. The area's two-story parking lot is on the right side of the slope so that needed excavation is as little as possible. The northern end of that block is the only one in the area that requires the construction of a partial basement.

Yard areas can be lightly built and organic, fits well with the appearance of the area and saves materials. Water-permeable surfaces and abundant vegetation save most buildings from the construction of underground stormwater systems.

There may be variations in the gable roofs of the building. The most suitable gable for solar panels should be at the optimal angle for installing the panels. The roof material should be dark so that the panels fit better with the look of the buildings.

YARDS - EXISTING NATURE, LUSH AND DIVERSE GREENERY

The main current habitat type, mesic heath forest is saved in the spacious inner courtyard of the central block and around the traveling and accommodation area of the northeast bank. Yards with decked surface parking have raised planting pools and common leisure and play areas.

Existing landforms and old trees are preserved and incorporated to shore area's plan. The unfenced yards of the area (type 2) intertwine to each other organically and layered, multi-species and low-maintenance planting are planned for the yards. These kinds of lush yards generally improve the microclimate - same kind of organic planning idea is used in shared playing and common areas. Vegetation's living conditions are protected by making footpaths between the plots. In detailed planning pergolas and intimate shelters against wind, rain and sun are planned - the residents can develop and alter them further together.

PUBLIC GREEN SPACES AND STREET GREENERY

Diverse and native enviroments are the base of biodiversity, easier to manage and more resilient and vivid to coping with the impacts of climate crisis.The trees in the headland's wide shore area will be preserved and the existing camping area will be modified and restored into a natural beach park. The open spaces of the old campsite will be turned into meadows and new trees are planted in the area. Grazing sheep can be used for natural landscape maintenance. The erosion of meadows and other types of green is avoided by making paths, long trees and signs. A public, compressed sand and gravel paved accessible recreational route goes around the entire planning area. The recreation route is maintained all year round. In the west side of the area the existing natural type, herb-rich heath forest, is mainly preserved.

The main street's two large rows of trees and a planted part of the street form an intimate and cozy boulevard. The roof like tree canopies protects from the sun, binds moisture and small particles and increases the sense of space on the street. The street can be segmented using coniferous trees, e.g. pine, amongst leafy tree types.

CARING NON-HUMAN SPECIES

Planned area can foster humans and many other animal. Cultivating flowering plants, bushes and trees widely in the area improves the living conditions of pollinating insects. Birds nesting conditions are improved with birdhouses, yard vegetation planning, light structures (e.g. pergolas). The lighting of courtyards, public spaces, streets, routes and footpaths is carefully planned, e.g. with lighting that brightens according to movement. Dusky/dark areas are also left on beaches and forests. Pleasant and purposeful lighting is important for bats and other photosensitive species, comfort of the human residents and rate of general urban light pollution.

STORMWATER MANAGEMENT

Stormwater management in the area is based on maximizing permeable surfaces and green surfaces - both beneficial and beautiful - in all yards and public areas.

Extensive preservation and planting of large trees helps in stormwater management. The main street has an absorbing, durable multi-species vegetation strip that can also be used for snow plowing. The smaller yard streets and recreational paths have a compressed sand-gravel surface. The walkways/footpaths, squares and patios in the yards, recreation areas and public spaces are covered with grass stone, perforated tile, stone ash, gravel and sand, as well as domestic natural stone. There are only moderate deck structures in the area. All impervious surfaces have the option of diverting stormwater to absorbing surfaces. The sewage and water system, storm water solutions and the needs of underground tanks will be studied in further planning.

The whole planning area (Vaskiluoto island) is almost at sea level. The ground levels of the plan are between +0.00...approx.+6.00. The construction level for all new residential buildings is min. +3.00. The solution takes into account the future rise of the sea level and the increase in the frequency of extreme weather events accelerated by climate change.

PUBLIC SERVICES, RECREATION AND TOURISM

Main services are located at the north end of the main street. The street and the adjacent buildings form a square between them. Business premises may be placed on the ground floor of the buildings surrounding the square. Desirable services are at least a grocery store and a pharmacy. It is possible to have seasonal stalls in the square.

The beach, buildings surrounding it and preserved the forest area form one of the highlights of the area. The ground floor of the building closest to the beach will include a commercial space for a year-round restaurant. The maintenance of the restaurant works through the courtyard road, so a separate car-driven connection to the beach is not needed.

The area's history in tourism and accommodation will continue in the new plan. The campsite will move to the site of the former coast guard and transform to match the new, more urban nature of the area. The main building can have accommodation rooms and common services for the travellers of the area, such as sanitary and cooking facilities. Other accommodation options are staying overnight in your own caravan or boat. Light accommodation units may be built in the southern area of the campsite under natural conditions. Considered additional building rights can be granted to the area in order to organize an economically functioning accommodation service. The former hangar building serves as a bistro-style restaurant. Breakfast/brunch can be arranged in the building in the mornings for those staying and visiting the area. In general, food and drink are available for all visitors, and the building has a large terrace area bordering the wooden pier of the seashore.

Experiences in the accommodation block include rentablekayaks and sup-boards with which you can explore the island from the sea. The highlight of the new accommodation area is the public sauna world, from which you can swim in the sea, and a terrace equipped with refreshment points for lounging.

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