

CONTEST FOR DESIGN IDEAS CONCERNING KORSHOLM'S MUNICIPAL CENTRE, SMEDSBY

1 COMPETITION PROGRAMME

1.1 Contest Organizer & the Nature and Purpose of the Competition

The competition is organized by the Municipality of Korsholm in Finland.

It is an international competition for design ideas from those invited to submit their entries, with the purpose of obtaining ideas which may form the basis for the revision of the component master plan/town plan for Smedsby.

At present, Highway 8 passes through Smedsby centre, and it has largely guided the planning and building of this area. A new route for Highway 8 is being planned to the north of Smedsby, under the name of "Refurbishment of Highway 8 between Kotiranta – Stormossen". The new routing of this highway, also called the Northern Entrance Road to Vaasa, will make it possible to freely develop the municipal centre, the Smedsby area, without limitations set by the highway.

The purpose of the competition is to survey, in as wide and open-minded a manner as possible, the alternatives and options for developing the municipal centre, as offered by the new routing of Highway 8 past Smedsby. The objective is to produce innovative planning alternatives, which may be used as a basis for further design and town planning.

1.2 Eligibility

The organizer invites all interested candidates to apply for admission into the competition, in accordance with EU procurement directives, as well as valid legislation and agreements.

Three to five entrants will be selected for the competition from those who have declared their interest in participating. The entrants should have the right to practise as architects in their own countries.

1.3 Prize Money and Purchases

Each approved entry shall be awarded a prize of 15000 Euro + 22 % VAT. In addition, the Jury Panel may, for special reasons, award a prize sum of 10000 Euro.

Furthermore, the Jury Panel may unanimously decide to distribute the prize money in an alternative way, in accordance with the SAFA (the Finnish Association of Architects) instructions. The Jury Panel may also, at its own discretion, award honorary commendations.

The prize money will be paid via SAFA.

1.4 Jury Panel and Advisory Experts

The Jury Panel shall consist of the following persons appointed by the Organizer:

- Mrs Alice Lillas, the chairperson of the working group and the Jury Panel
- Mr Rurik Ahlberg, municipal manager of Korsholm and vice chairperson of the Jury Panel
- Mr Sten-Ole Back, chief municipal engineer
- Mr Pertti Malinen, town planning engineer
- chairpersons and vice chairpersons of Korsholm municipal council and executive board
- Two experts, one of whom shall be a town planning architect; other experts may be used for specific issues

Mr Veli-Pekka Koivu, town planning manager of Kokkola, Finland

And the following person, appointed by the entrants:

- NN

The secretary of the Jury Panel is Mr Jari Vesanen, M.Sc.(Tech.).

The secretary of the Jury Panel and the advisory experts are not allowed to take part in the decision-making process or participate in the competition.

1.5 Competition Rules and Approval of Programme

The Organizer, the Jury Panel, and the SAFA's Architectural Competitions' Committee have approved the Competition Programme. The competition shall comply with the Competition Rules confirmed by the Finnish Association of Architects (SAFA).

1.6 Access to Competition Documents

The Competition Programme, including its appendices, shall be sent to those who are invited to participate.

The Competition Programme is free of charge.

1.7 Timetable

Open invitation to participate 1 December, 2008 - 12 January, 2009.
The registration of requests to participate closes on 12 January, 2009.
The selection of participants is published on 2 February, 2009.

The competition begins on 2 February, 2009.

Questions regarding the brief can be submitted up until 2 March, 2009; the replies will be given by 16 March, 2009.

The entries must be submitted before 15:00 on 15 May, 2009.

The Jury Panel shall make its decision and publish the results by 21 August, 2009.

1.8 Languages

Entries may be submitted in Finnish, Swedish or English.

In case of differences in interpretation of the language versions, the original Swedish programme is adhered to.

2 TECHNICAL DETAILS OF THE COMPETITION

2.1 Programme Documents

Programme documents

- site map
- address map
- boundaries of the area
- base map 1:2000
- numbered aerial photographs and photographs of the area with an overview plan
- excerpts from the proposal for the Regional Land Use Plan
- excerpts from the component master plan for Smedsby
- areas covered by detailed plans
- land ownership
- soil
- geographic information database
- present building stock
- traffic volume in 2005
- traffic prognosis for 2030
- bicycle and pedestrian traffic
- bypass road alignment

There is also material available on the website of the Organizer www.korsholm.fi/idecompetition.

2.2 Questions about the Brief

The participants have the right to ask for further accounts or information, in regards to the competition. The questions shall be signed by a pseudonym and sent by e-mail no later than 2 March, 2009 to jari.vesanen@varpula.fi, using the headline "Question/ideas contest for Korsholm municipal centre". The questions and the replies

from the Jury Panel shall be published on the website of the Organizer www.korsholm.fi/ideacompetition, no later than 16 March, 2009.

2.3 Results, Publishing, and Display

The Jury Panel shall choose the winner/s and publish the results on 21 August, 2009. All of the entrants will be informed of the outcome simultaneously, and the media will also be informed at the same time.

After the Jury has reached its decision, its evaluation protocol will be published on the website of the organizer and also be displayed in public.

2.4 Further Measures after the Competition

The purpose of this design competition is to obtain material that is as wide and varied as possible, to make a basis for drawing up a local master plan and for reviewing the detailed plan for the municipal centre of Korsholm. The Jury Panel will give its recommendation for further measures on the basis of the results of this ideas competition. The Municipality of Korsholm intends to commission possible further design and town planning from the winner, but it is not bound to this intention.

2.5 The Right to Use the Entries

The Organizer shall have the proprietary right to all of the entries, while the competitors retain the copyright to their entries. The Municipality of Korsholm retains the right to use and publish the prize-winning and purchased entries without any compensation. The Organizer and the Finnish Association of Architects SAFA have the right to use and submit the material included in the entries for research and publication without any compensation. The designer, who receives the commission, has the right to make use of the themes and ideas of the other entries, within the framework of the Copyright Act.

2.6 Returning of the Entries

The entries will not be returned.

2.7 Insurance for the Entries

The Organizer does not provide insurance for the entries. The participants are requested to preserve their original copies.

3 COMPETITION TASK

3.1 Background

At present, Highway 8 passes through Smedsby centre, and it has largely guided the planning and building of this area. A bypass road is being planned to the north of Smedsby centre. The bypass is a result of an environmental impact assessment carried out by the Finnish Road Administration. After the completion of this bypass, the Smedsby area can be developed without limitations set by the highway.

The purpose of the competition is to survey, in as wide and open-minded a manner as possible, the alternatives and options for developing the municipal centre, as offered by the new alignment of Highway 8 past Smedsby. The objective is to produce innovative planning alternatives, which may be used as a basis for further design and town planning.

3.2 Area Covered by the Competition

The municipal centre of Korsholm, Smedsby, in the Region of Ostrobothnia in Finland.

3.2.1 Location and Extent

The central area runs along the highway from the southern border between Korsholm and Vaasa, up to the northern entrance fairway at Botnia Sports Hall. The core area runs from Centrumvägen street, including the area around the Municipal Hall, past Källängsvägen street to the Alariksvägen-Ulriksvägen-Andersvägen-Henriksvägen streets on the southern side of the Karlebyvägen road (Highway 8). At the northern side of the Karlebyvägen road, the area runs via the Lisavägen-Emmavägen streets across the school area and Matildavägen street, back to Karlebyvägen road (Highway 8). Within this area, there is a more specific focus area, where the goal is to achieve a more compact design with respect to the population, traffic, business, and administration functions of the area, and create natural traffic communications across the highway and achieve an active market square and spaces promoting social interaction.

3.2.2 Relatedness to the Surroundings

The area covered by the competition partly consists of quarters with official buildings, business premises, an unobtrusive market square, quarters with cultural activities, a school area, blocks of flats, and one-family houses, in addition to partly unbuilt vacant lots, small woods and roads flanked with sprout forest, as well as park-like green zones.

The goal is to make the competition area more compact and to increase the efficiency, of the area, and to make the quarters in the area more distinct. The present highway, with its road reserves, provides an opportunity for changes, as the traffic volume will decrease considerably. This gives rise to new possibilities to link the northern and southern parts around the old highway, in an efficient and aesthetical way.

3.2.3 Town Planning

The Local Master Plan for Smedsby centre was confirmed in 2002 (cf. local master plan map). The entire competition area is covered by confirmed Detailed plans and quite a large proportion of the settlement has already been built according to the current Detailed Plans (cf. present building stock).

3.2.4 Land Ownership

Most of the area is privately owned. The land owned by the Municipality of Korsholm is presented in a separate map (cf. website).

3.2.5 Soil and Groundwork Conditions

The present Highway 8 crosses the competition area cutting through two moraine ridges. Between the ridges, there is a built area of former farmland with clay as the predominant soil type (cf. separate map at the website).

3.2.6 Building Stock (cf. map on the website)

The settlement in Smedsby centre has been built up over a rather long period of time and the buildings show the signs of influences from many periods and, consequently, the building stock is very varied.

Industrial activities are mostly concentrated in the north-eastern part of Smedsby.

The blocks of flats stand in two areas, mainly adjacent to the core centre of Smedsby, but also, to a minor extent, in the proximity of the school area. Compact terrace-house settlements are common in the area around the present highway. One-family houses constitute a prominent part of the settlement within the centre of Smedsby (cf. also 3.4.2).

The administrative services, as well as most of the commercial services, are located in the core centre of Smedsby. The schools and the culture house, the health care centre, and the sports services, together form their own entities (cf. also 3.4.4).

3.2.7 Traffic at Present

As it is now, Highway 8 is the main entrance fairway to Vaasa and it passes through the competition area, presenting many problems for the development of land use close to the highway. Once the northern bypass leads the incoming traffic from the north past Smedsby centre, it will be possible to use the land in a way that considerably better observes new accesses to adjacent properties as well as intersecting traffic. At present, the traffic volume is 15,000 vehicles, but it will decrease to 3,000 vehicles.

3.3 Goals

The aims of the competition are to obtain suggestions for:
a distinct and active municipal centre, which is attractive and visible and provides housing, business, education and culture, administration and traffic communications.

This could be achieved e.g. through

- representative entrance roads to the municipal centre
- suggestions on how to make better use of the present super-wide road area/reservation that passes through the centre
- good connecting traffic routes, including bicycle and pedestrian routes
- visible and distinct areas for business and public buildings
- suggestions for additional housing with rental as well as owner-occupied dwellings
- a varied and good access to, and supply of educational and cultural activities
- a variety of summer activities
- a close proximity to outdoor routes and green zones
- a sustainable solution for car-parking
- design of planted areas
- a more visible market square

3.4 Instructions for Planning

3.4.1 General

The goal is to make the municipal centre of Korsholm, Smedsby, a visible and attractive area with a strong identity. Its status as a municipal centre should be part of a network of important activities in the region.

Smedsby is ideally located between the boundary to Vaasa in the south and the northern entrance road, which provides possibilities for new solutions in regards to traffic arrangements.

In the planning of urban structure and buildings, attention shall be paid to the principles of sustainable construction and to energy-efficient solutions. The urban structure in Smedsby centre shall also be planned in regards to pedestrians and cyclists.

Table 1: Expected growth of the population in Korsholm, by age and gender

| Age group | Total | | | | | Male | | | | | Female | | | | |
|--------------|-------|-------|-------|-------|-------|------|------|------|-------|-------|--------|------|------|-------|-------|
| | 2005 | 2010 | 2015 | 2020 | 2025 | 2005 | 2010 | 2015 | 2020 | 2025 | 2005 | 2010 | 2015 | 2020 | 2025 |
| Total | 17369 | 18501 | 19497 | 20413 | 21113 | 8765 | 9357 | 9890 | 10367 | 10746 | 8604 | 9144 | 9607 | 10046 | 10367 |
| 0 - 6 | 1531 | 1833 | 1925 | 1952 | 1931 | 790 | 931 | 984 | 998 | 987 | 741 | 902 | 941 | 954 | 944 |
| 7 - 16 | 2356 | 2303 | 2513 | 2787 | 2882 | 1247 | 1216 | 1289 | 1417 | 1471 | 1109 | 1087 | 1224 | 1370 | 1411 |
| 17 - 19 | 629 | 632 | 604 | 611 | 720 | 328 | 343 | 340 | 330 | 388 | 301 | 289 | 264 | 281 | 332 |
| 20 - 64 | 10099 | 10545 | 10611 | 10617 | 10678 | 5174 | 5440 | 5475 | 5504 | 5559 | 4925 | 5105 | 5136 | 5113 | 5119 |
| 65 - 74 | 1388 | 1691 | 2164 | 2437 | 2356 | 690 | 827 | 1101 | 1262 | 1192 | 698 | 864 | 1063 | 1175 | 1164 |
| 75 - 84 | 1031 | 1057 | 1149 | 1433 | 1872 | 439 | 457 | 525 | 656 | 899 | 592 | 600 | 624 | 777 | 973 |
| 85 - | 335 | 440 | 531 | 576 | 674 | 97 | 143 | 176 | 200 | 250 | 238 | 297 | 355 | 376 | 424 |

Table 2: Actual number of the population in the Smedsby-Böle area on 31 December, 2006 and prognosis for 2030

| Smedsby-Böle | Age group | 2006 | 2010 | 2015 | 2020 | 2025 | 2030 |
|--------------|--------------|------|------|------|------|------|------|
| | Total | 5140 | 5316 | 5538 | 5773 | 5985 | 6171 |
| | 0-6 | 475 | 359 | 344 | 353 | 373 | 384 |
| | 7-15 | 601 | 672 | 615 | 548 | 547 | 569 |
| | 16-24 | 471 | 522 | 536 | 542 | 487 | 457 |
| | 25-39 | 1055 | 914 | 907 | 949 | 998 | 1004 |
| | 40-64 | 1722 | 1987 | 2021 | 2043 | 2085 | 2155 |
| | 65-79 | 600 | 675 | 879 | 1038 | 1105 | 1088 |
| | 80-99 | 215 | 186 | 237 | 299 | 391 | 514 |

3.4.2 Housing

Housing in Smedsby is characterised by a multitude of various types of dwellings. The blocks of flats stand in two areas, mainly adjacent to the core centre of Smedsby but also, to a minor extent, in the proximity of the school area. Compact terrace-house settlements are common in the areas around the present highway. One-family houses form a prominent part of the settlements within the centre of Smedsby. There are no distinct areas for new houses and older ones – instead, they are quite mixed. The goal is to make housing areas more compact, taking into account the population's age structure, and to create welcoming and flexible milieus for housing and business.

3.4.3 Workplaces

According to Statistics Finland, there were 2,085 jobs in the Smedsby-Böle area in 2005. The goal is to achieve a varied structure of workplaces with various sizes of premises.

The municipality is the largest employer in Smedsby, since the municipal offices, schools, and health care services are located there. There is a small industrial area in this part of Smedsby, where the municipal water-works and construction office share the area with bus companies and manufacturing companies.

3.4.4 Services

In the future, the area shall provide all forms of services needed in a suburban community.

The present public services are located in various parts of Smedsby centre.

The administrative services, as well as most commercial services, are located in the core centre of Smedsby. The schools and the culture house, the health care centre, and sports services, together form their own entities. The core centre also possesses a hotel, business enterprises and a business hotel.

3.4.5 Recreation

The area shall provide the inhabitants with the opportunity for varied recreational activities, both indoors and outdoors, as well as a milieu for social togetherness, e.g. an outdoor café, outdoor stage, etc.

3.4.6 Nature

There has been no survey performed related to the types of nature in this area. It consists, however, of built-up areas with no noteworthy natural values.

3.4.7 Traffic and Car Parking

Highway 8, Vaasa's northern entrance road, passes through Smedsby, cutting it into two parts. The traffic between the southern and northern part of Smedsby runs via the Lisavägen-Centrumvägen streets, Matildavägen-Källängsvägen street, and Smedsbyvägen-Gamla Karperövägen streets. In the southern part, part of the traffic that runs parallel with Highway 8, goes along Smedsbyvägen street. North of the highway, part of the parallel traffic runs along the Lisavägen-Bölesundsvägen-Almavägen streets.

There are larger public parking areas adjacent to shops, the hotel, and the public service offices along Centrumvägen street.

3.4.8 Municipal Engineering and Energy Economy in Construction

There is a municipal water and sewage system in the area. There is also a district heating network in the area that new buildings can be connected to.

The entrants are expected to solve the design of the quarters and the additional development, so that the land and building materials are used efficiently. The building types shall represent modern construction, along with good energy economy.

3.4.9 Sizing Goals

Smedsby centre has, for the most part, been built according to the valid Detailed Plans in force. In the quarters with the blocks of flats close to Centrumvägen street, there are vacant lots for approx. 100-120 flats. At present, there are no actual vacant business lots in the centre. The needs and possibilities will be studied. There is a larger vacant field at the intersection of the Källängsvägen-Smedsbyvägen streets. According to the Local Master Plan, the population of Smedsby will annually grow by approx. 0.8%, which would result in approx. 5,000 inhabitants in 2010.

3.5 Award Criteria

The overall design and its potential for further development, as well as its appropriateness for the townscape and the surroundings, are important. In the evaluation, emphasis is placed on innovative and inspirational suggestions, in accordance with the nature of an ideas competition.

In addition, attention is paid upon the following factors:

- the overall architectural design of the townscape
- the impression of a positive centre identity
- the landscape and surroundings
- energy economics and a sustainable building of the centre, as well as associated innovations
- the development potential of the design
- the implementability of the designs, as well as their costs and feasibility

4 INSTRUCTIONS FOR DRAWING UP THE ENTRY

4.1 Required Documents

1. Overall design 1:5000

A conceptual drawing of the entire competition area and its relation to the surrounding areas. The drawing should present the overall idea for the area, quarter structure, green zones, and the location of the functions that the entrant has suggested for the area. The urban structure shall be presented in a clear manner.

2. Conceptual drawings 1:2000

The entrants shall choose different types of areas and present illustrations of the principles of the entry, urban structure, and milieu within these areas.

The illustrations should specify the number of floors and floor area of the buildings, streets, bicycle and pedestrian routes, the nature of parks, and car parking arrangements. The buildings shall be displayed with shadows, which may not overlap any written information. The light shall fall in a 45-degree angle from the south-west.

3. Drawings of the types of milieu and the nature of construction in the area

The drawings shall present the spatial character of the design, the architectural modellings and their inter-relationship, townscape and landscape, as well as courtyard designs.

4. Disposition plan

The main uses of the areas are displayed with various colours in the disposition plan.

5. Traffic network schema

The different forms of traffic (public transport, street net, bicycle and pedestrian routes, outdoor routes) shall be presented e.g. with colours of their own. The schema shall also show how the area connects to surrounding areas.

6. Verbal description of the entry

The description is presented in an A4 format, explaining the design's main principles, goals, and the total scope of the construction work. The description is submitted as a separate document and also attached to one of the boards or integrated in the layout.

7. Other illustrative material

In addition, the entrants may submit other materials to illustrate their ideas, e.g. charts, diagrams, and vignettes within the framework of the maximum number of boards allowed (5 pcs). The material ought to describe construction in stages, the principles for sustainable building, the role of the municipal centre as part of the region, and ideas related to dwelling.

4.2 Presentation

The drawings shall be horizontal and they shall be attached to stable and numbered boards (size A1). No more than five boards are allowed. North is preferably placed at the top of the site map and ground plans. The buildings shall be depicted with shadows, and old and new buildings shall be divided into groups using colours or other means. Colouring is allowed in the drawings. All of the documents shall be numbered and equipped with the pseudonym of the entry.

Furthermore, a series of reductions in size A3 of the drawings shall be submitted. The drawings shall be of a publishable standard and endure handling. The entry shall include a CD disc, which contains the reduction of the boards down to size A3 (300 dpi) in separate PDF files, and the description in a separate file. All identifiable data regarding the identity of the author shall be removed from all the files. The Organizer will make sure that all the data regarding the identity of the author has been removed before the files are used.

4.3 Anonymity

All of the entries shall be anonymous. All the documents related to each entry shall be equipped with the pseudonym chosen by the entrant in question.

A closed and non-transparent envelope, equipped with the entrant's pseudonym, containing the entrant's pseudonym and the names of the author and/or planning group with their contact details, as well as the names of the assistants, shall be submitted together with the entry. In addition, it should specify who holds the copyright of the entry.

4.4 Delivering the Entry

The competition closes on Friday, 15th May 2009. The entry, marked by "Contest for design ideas for Smedsby", shall be submitted before 15:00 hrs on 15th May, 2009 to

Municipality of Korsholm
Centrumvägen 4
65610 KORSHOLM, FINLAND

or, at the entrant's own risk, to the postal service or another transportation company. The entry shall bear the postmark of 15th May, 2009 at the latest, and the entrant shall be able to verify the date of the postmark. An entry, which has been left with the postal service or another transport company, must be delivered to the Organizer by 21st May, 2009, at the latest.