





total structural volume - 920 970 m³
building area - 92 390 m²
planting - 186 000 m²
underground parking - 72140 m²
total area - 204 660 m²:
 residential - 155 510 m²
 service - 9 980 m²
 Science Centre - 16 660 m²
 Business Centres - 16 730 m²
 tourism - 5780 m²

Sub-area I - 115 820 (*-excluding parking)

- 1- residential - 28 740+28 740+39 200
- 2 - underground parking -11 500+11 500+10390*
- 3 - entrances to the parking
- 4 - residential yard
- 5 - service - 1 240+1 240
- 6 - Science Centre - 16 660
- 7 - former warehouse building
- 8 - amphitheater with a pond
- 9 - landing cable car line
- 10 - subway

Sub-area II - 58 260 (*-excluding parking)

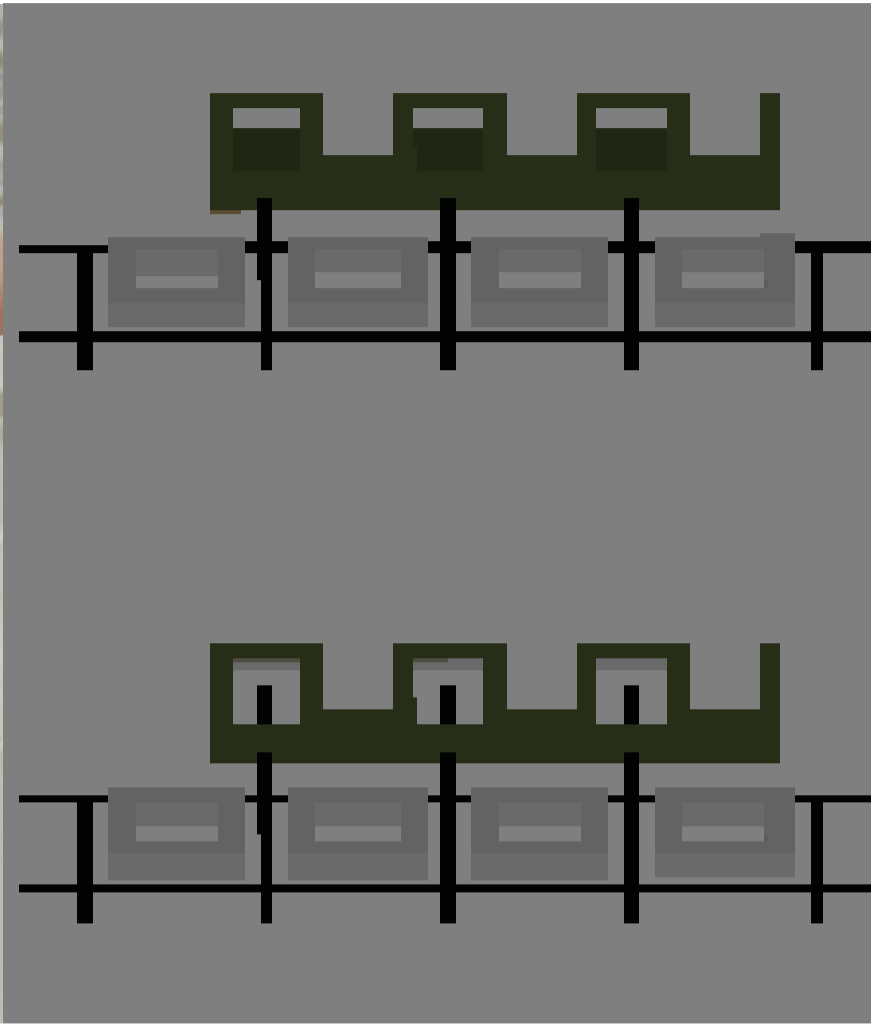
- 11- residential -18 360
- 12 - Business Centres - 16 730
- 13 - patio
- 14 - residential with service 15 670+7 500
- 15 - underground parking - 25 470
- 16 - entrances to the parking

Sub-area III - 2 300

- 17 - equestrian center - 2300

Sub-area IV - 28 280 (*-excluding parking)

- 18 - lighthouse with the viewing floor - 3 480
- 19 - residential - 24 800
- 20 - underground parking -12 280
- 21- entrances to the parking



The strategy of development of four areas of center of Mikkeli consists in careful attitude to the historical center of the city on an area 1, placing of dominants with direction in a center on areas 2 and 4, and the lowered building on an area 3.

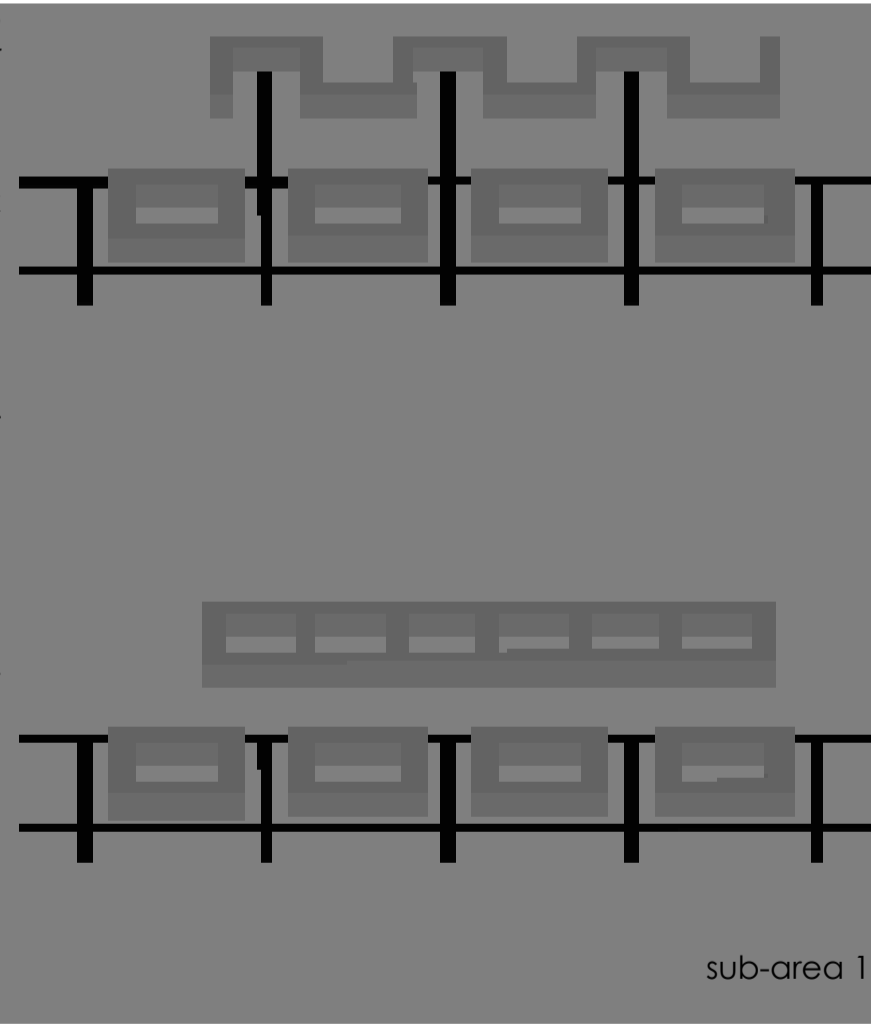
Sub-area 1
Respect for the historic center of the city while maintaining a clear structure of square blocks. The structure is raised from the embankment, creating urban portals that provide a visual link with the city streets on the one hand, and protects against noise railway residential neighborhood on the other side. Entrances to the parking lots organized by the railway. Side of the embankment, in a residential area is supposed to remove the highway, organizing pedestrian alley with moorings. All the windows of an apartment building in the scheme have waterfront views.

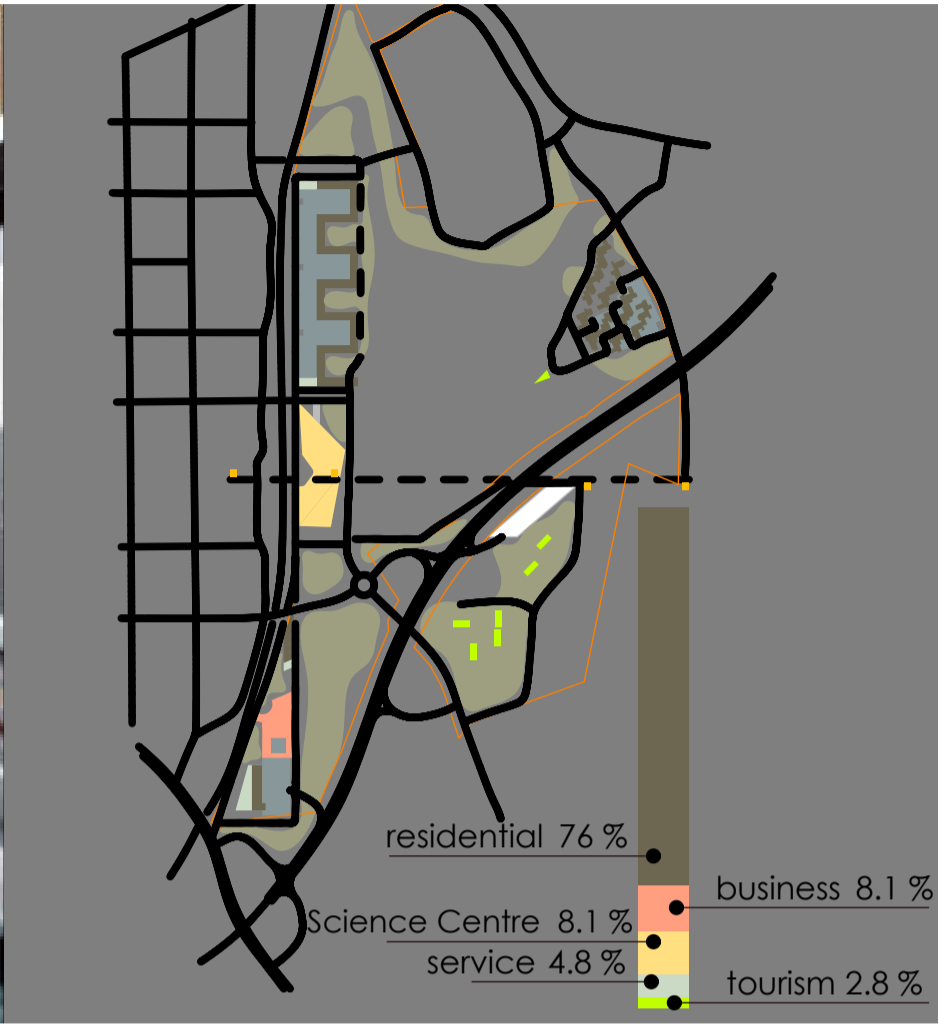
At the station of the zone of reduced development research center, organized by a buoyant construction in existing stores and the organization of the station amphitheater pond.

Sub-area 2
The plot came to the axial direction of the intersection of the road and rail directions, making it the dominant and settled in high-rise floors 09.12 with a break in central storage building. Thus, in the area of organized visual interspace between two high-rise buildings. Storage area joined in the business center of the atrium. The warehouse to be used as a conference room to the entrance to them directly from the attached part of the lobby business center.

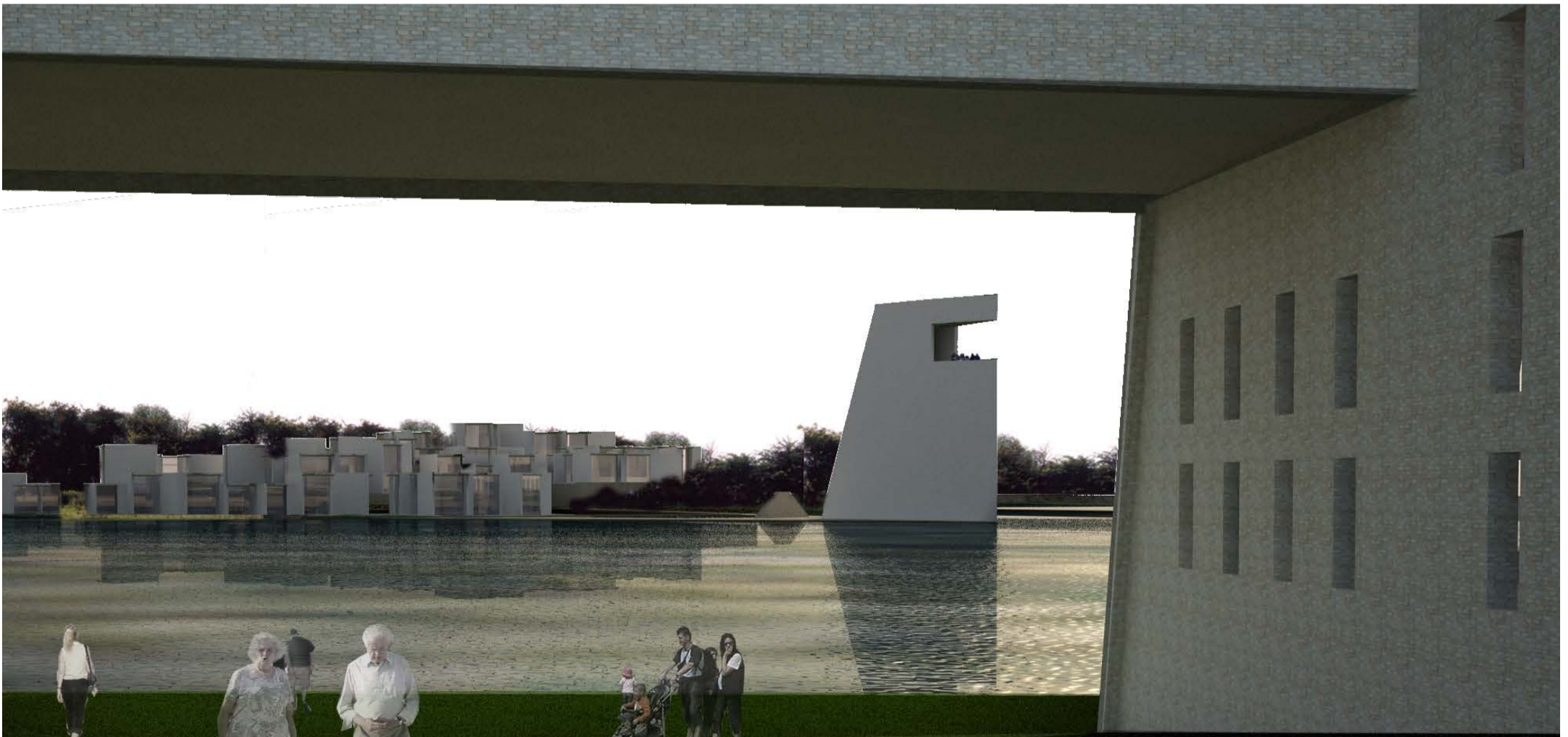
Sub-area 3
Land allotted tourism and equestrian with maximum green areas to contrast with urban education, and a reminder of the regular life in the wild.

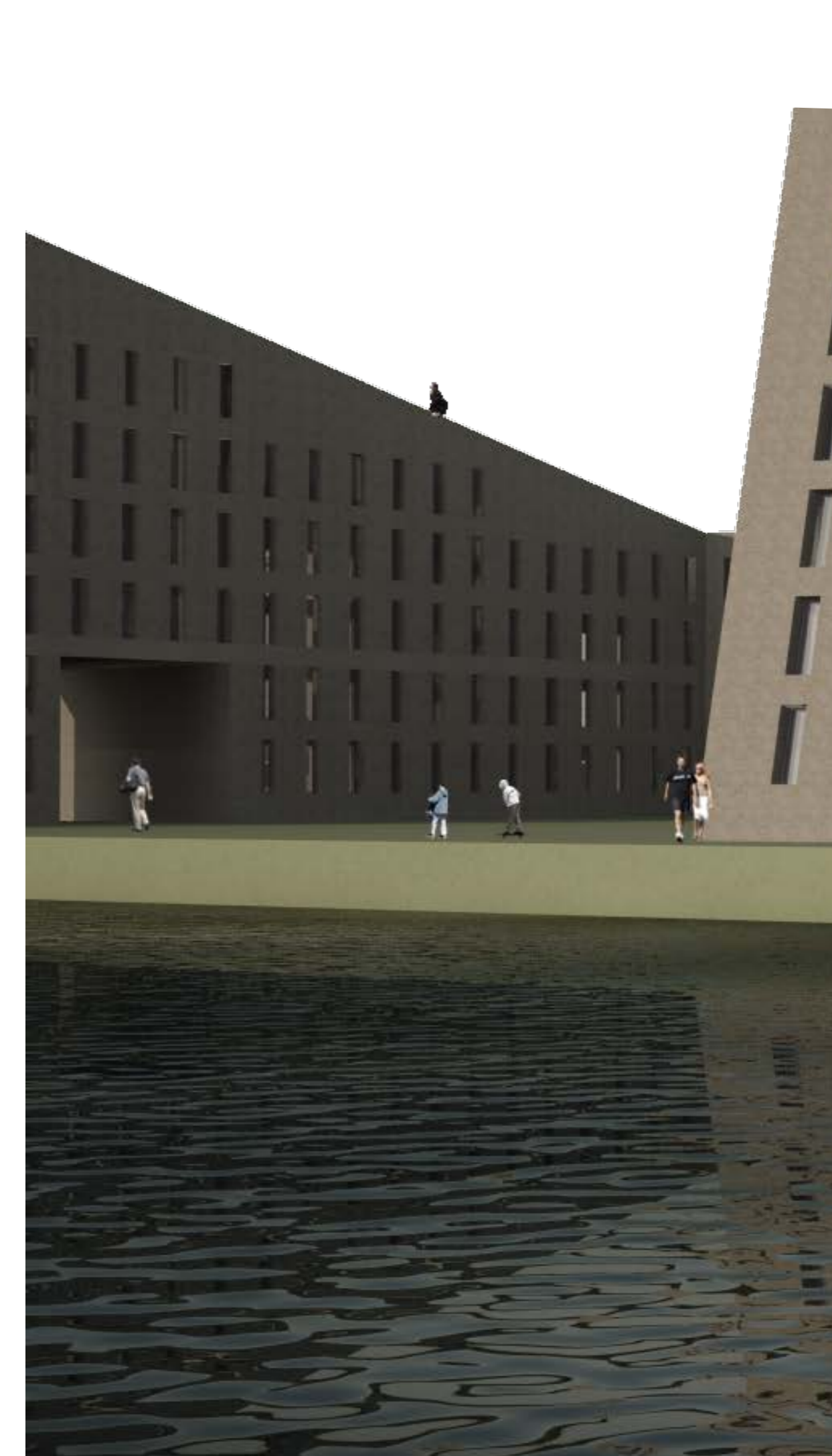
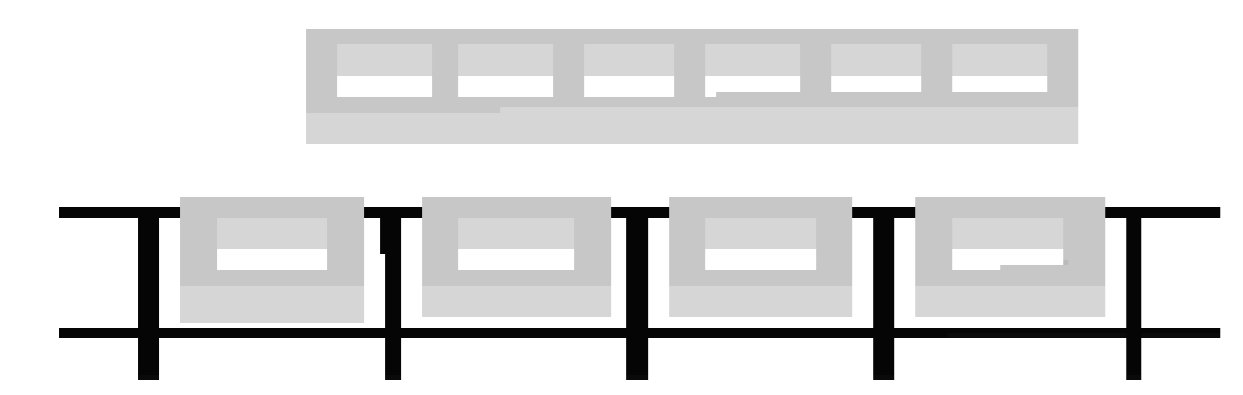
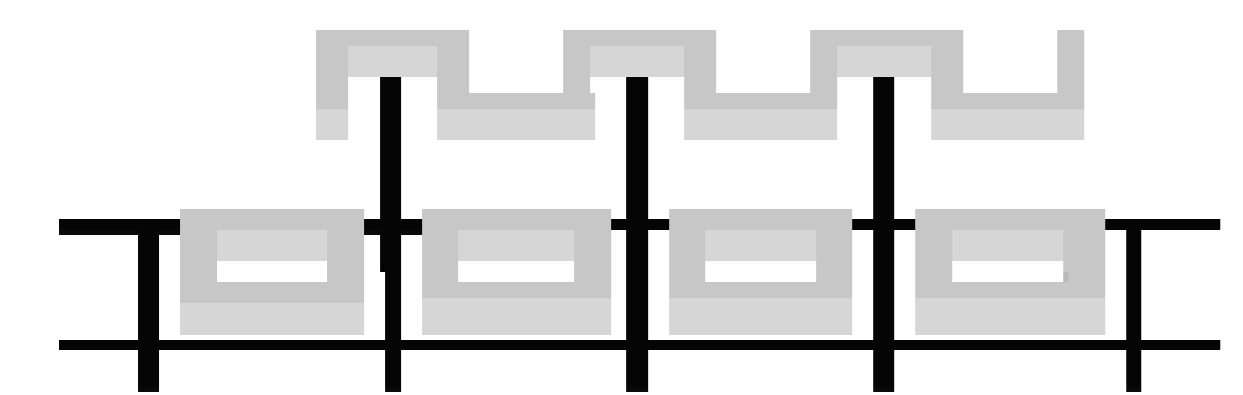
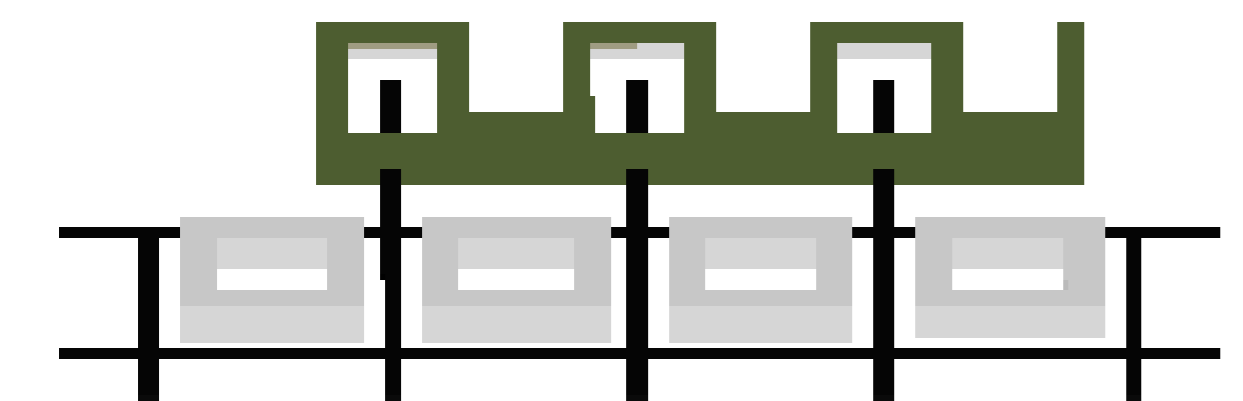
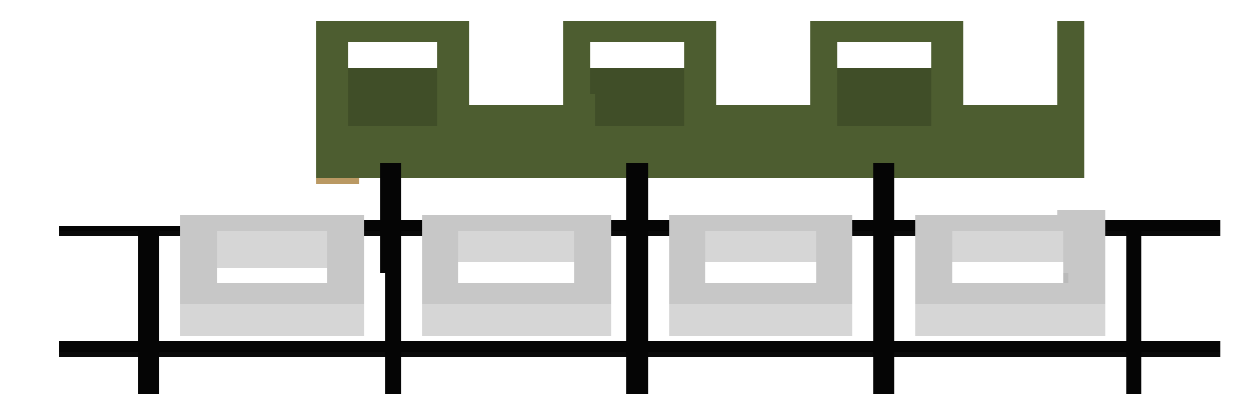
Sub-area 4
This plot is resolved terraced 3-5-storey apartment buildings with the rise of the highway due to the organization of parking and the descent towards the river Diet. Since the site allotted visual corridor Seim River it ends with the lighthouse observation platform on the island. To be used to provide energy to block the flow of the river in an organized narrowed part.

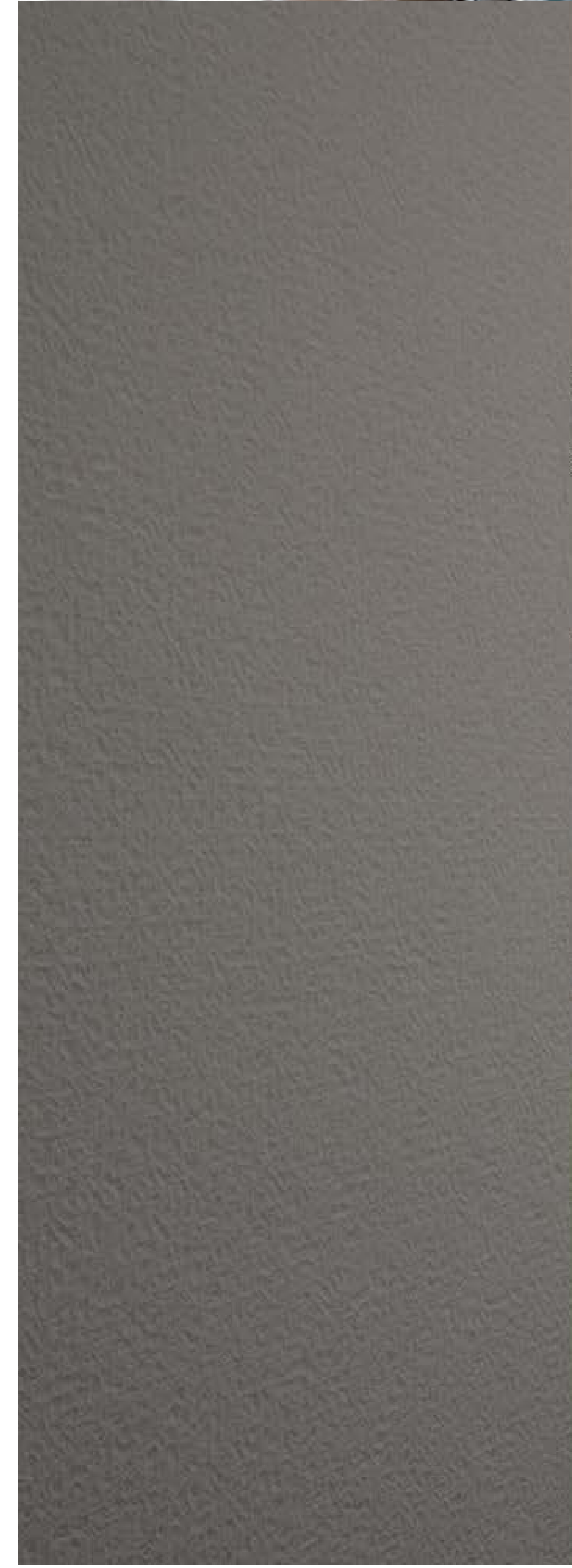


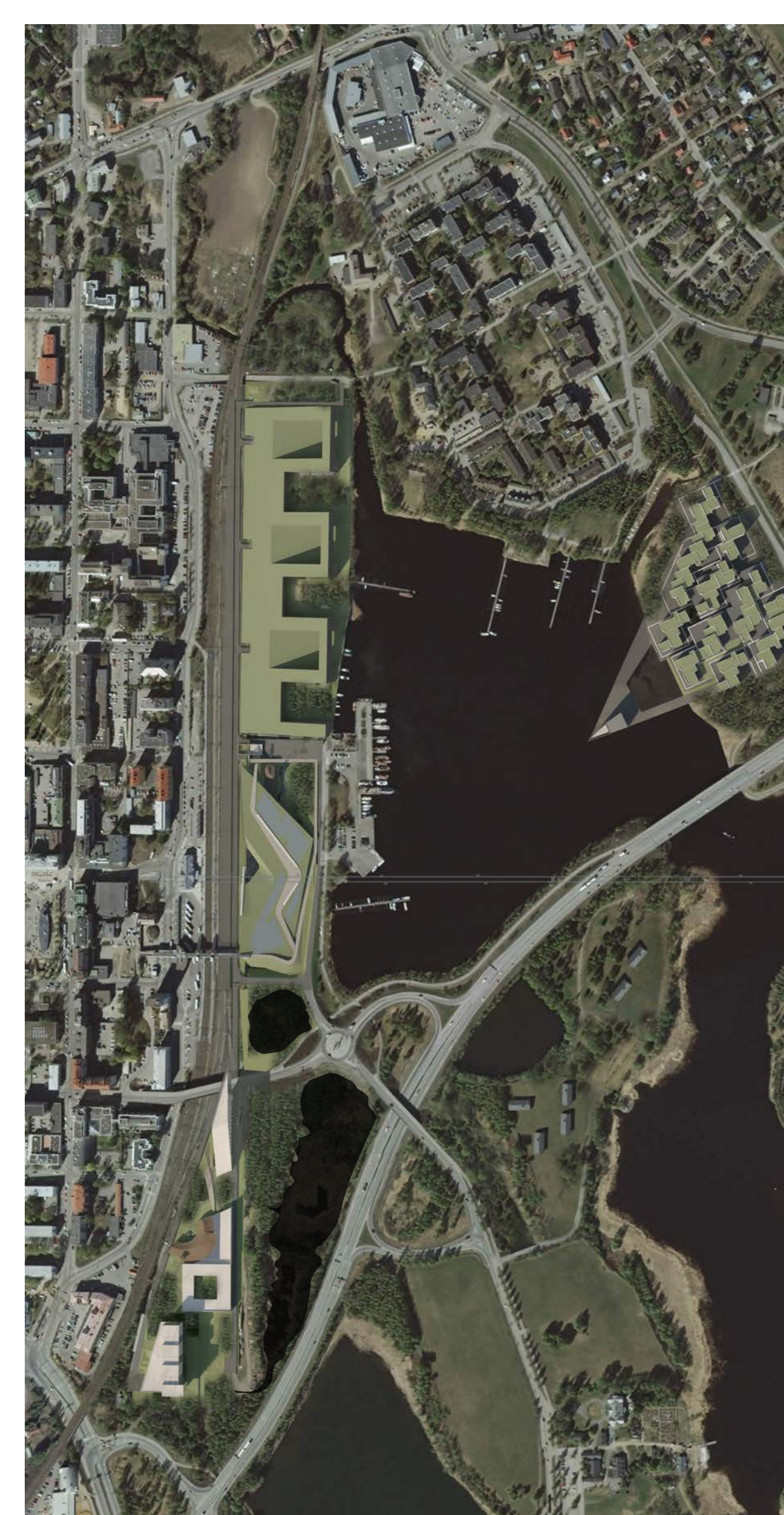




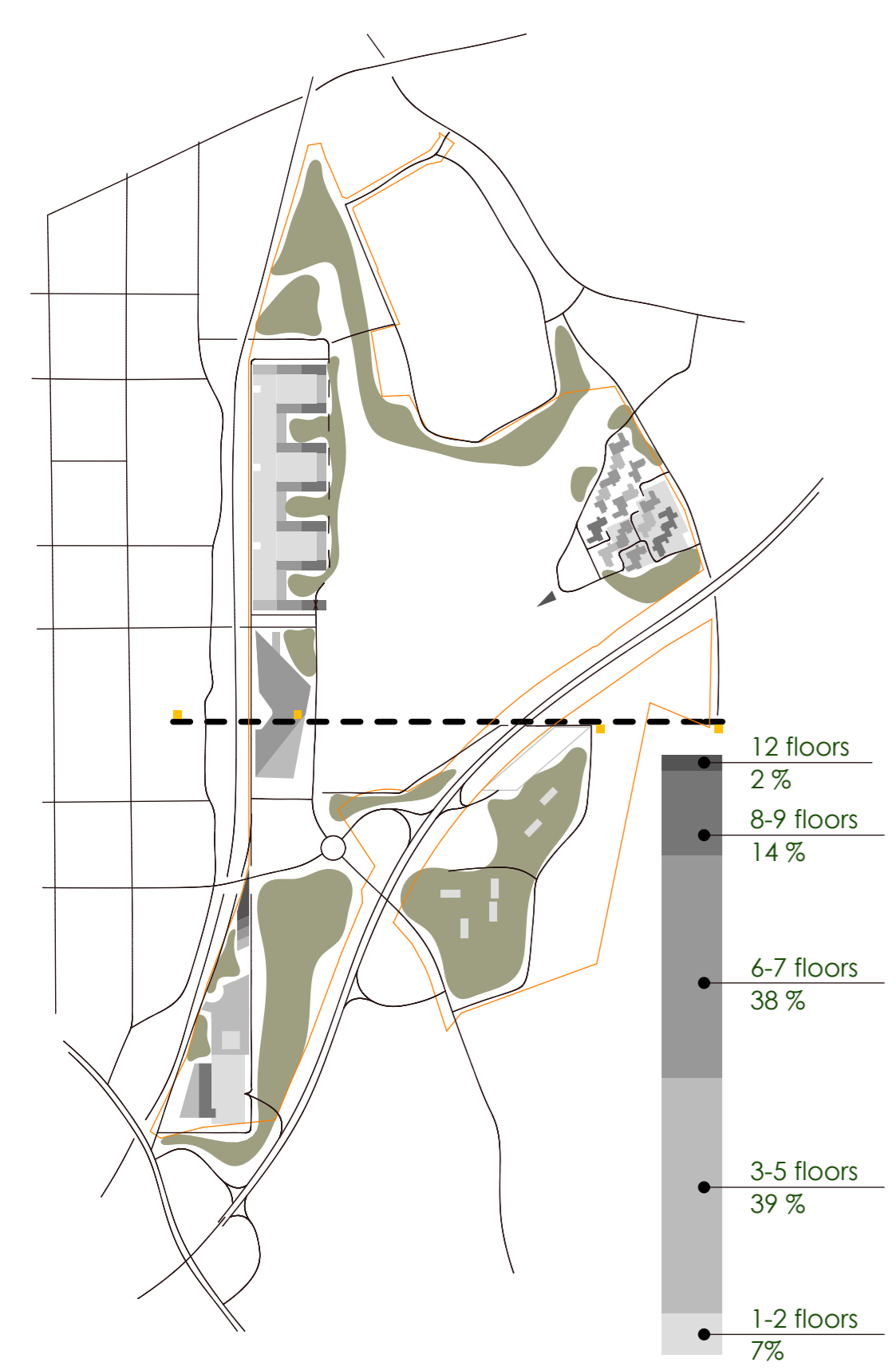




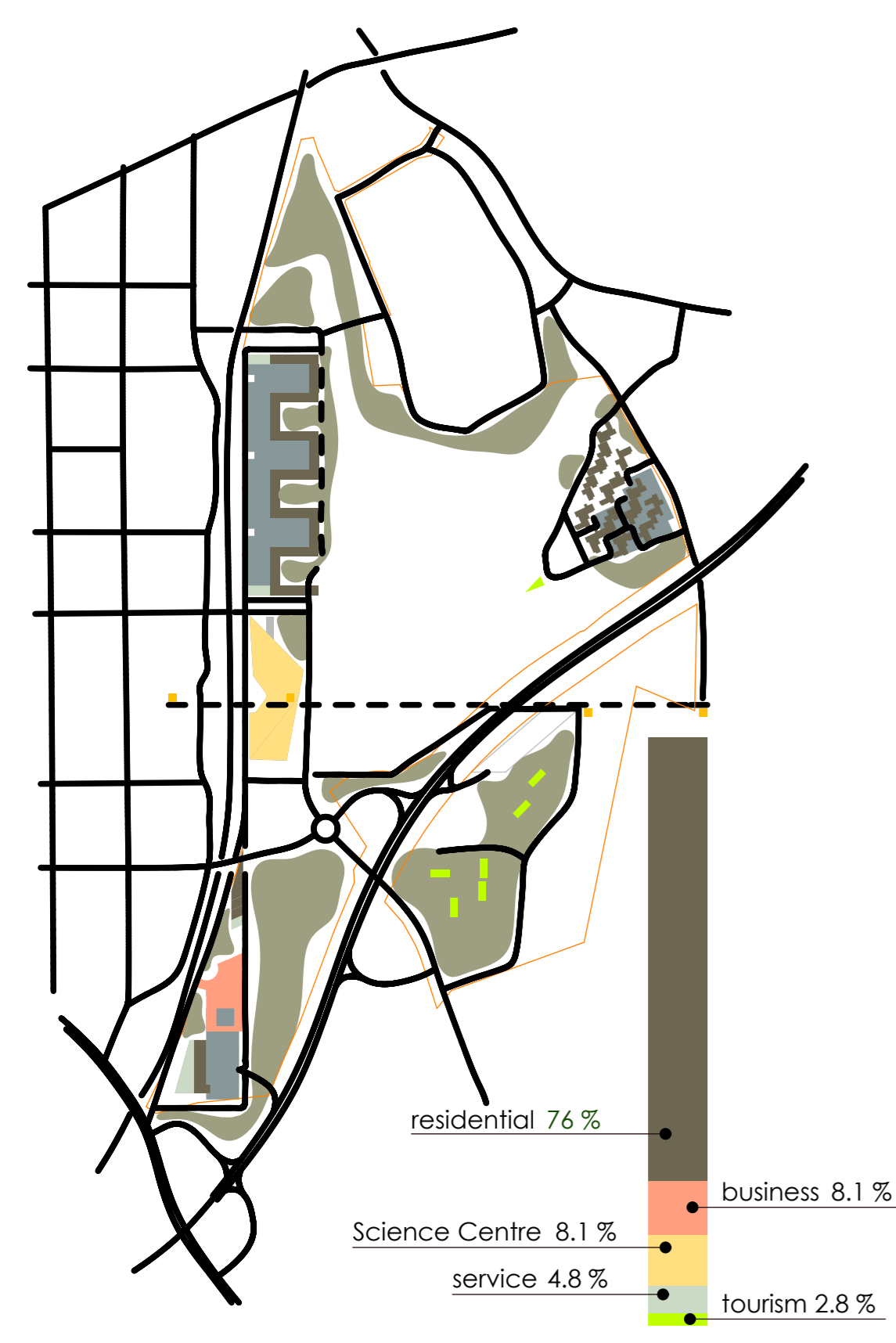




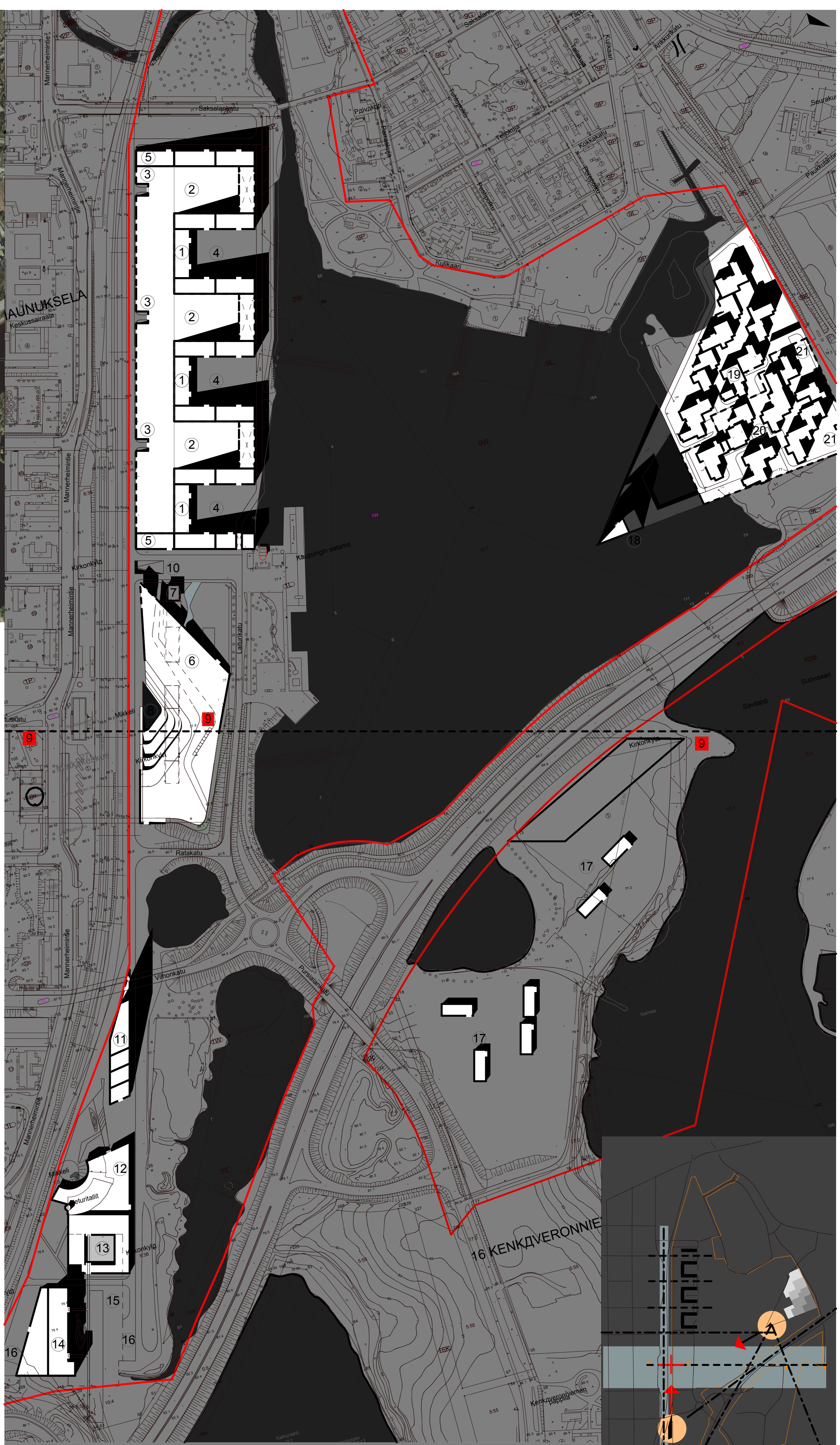
situation plan M1/5000



housing density and planting M1/10000



traffic and zoning M1/10000



general layout M1/2000

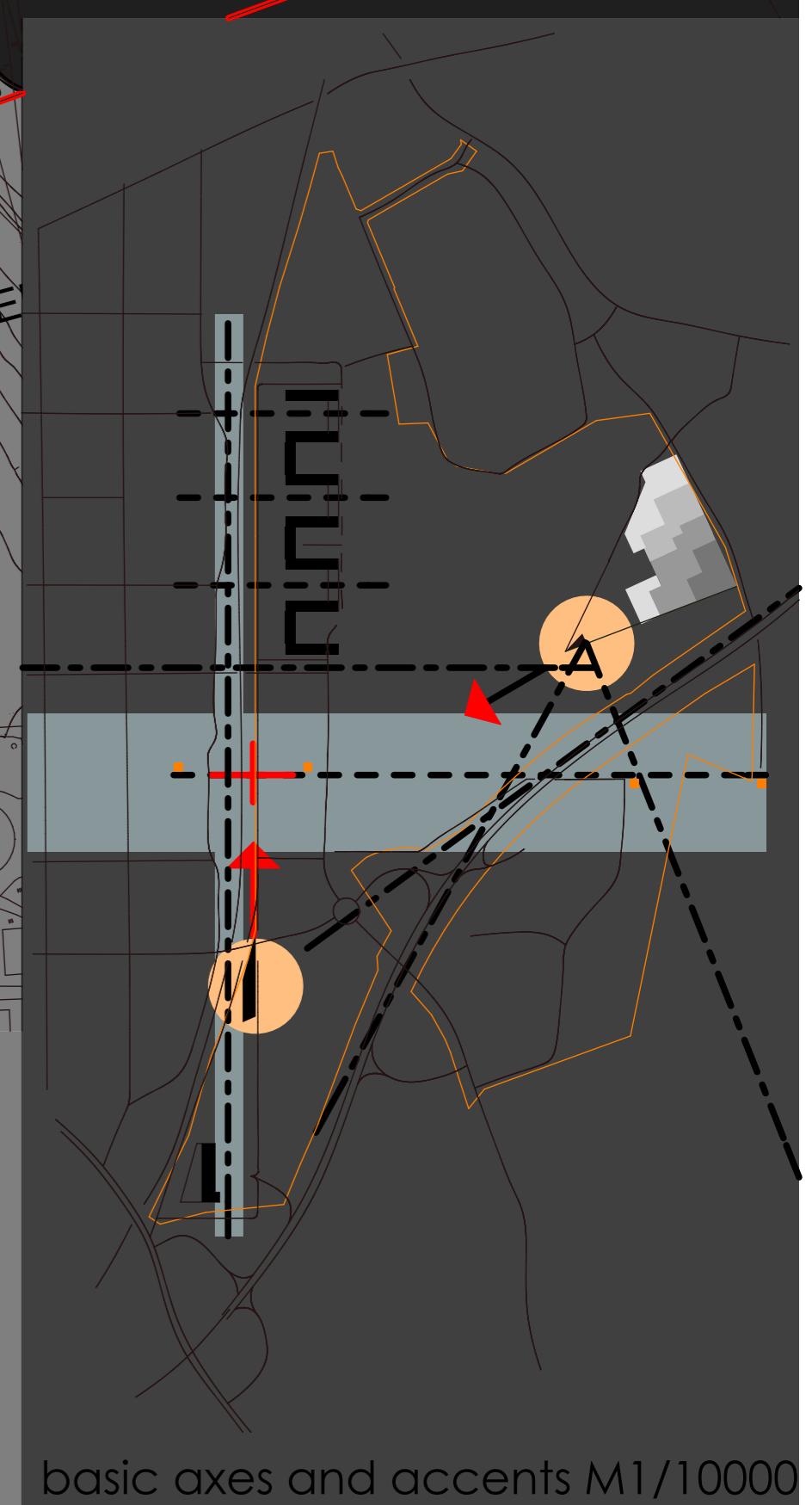
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basic axes and accents M1/10000