

## STRENGTHS AND STRATEGY

We live interesting times in an Europe that is economically under fire from the markets. In this context, the European city must demonstrate its ability to keep producing exemplary models of future urban life with ever diminishing public and private resources. This is an extraordinary opportunity if we can look into what is already existing with and build on it.

The city of Mikkeli sits at an interesting crossroads. At once a dwindling industrial center and a growing administrative and services city, every feature of its recent past and its possible future lies in the narrow strip between the lake and its main street.

## HUMAN POWER CONNECTIONS

The same railway that helped make its industry has become a block for the connection of the city with the lakeside. In reality, though, its very particular topography allows for an easy and natural jump over the railway. Main street (in our case it is Maaherrankatu) can connect directly with the lake and with other neighborhoods further away by simple pedestrian structures over the rails. These land level on top of the commercial and parking structure. From there they slope gently to the water or continue to the other side of the lake.

The connection planned offers an important alternative to car use for current and future neighbors of Saksala. The increased pedestrian traffic should allow Mikkeli to increase its density in the city center and to build a simpler road network than the one proposed in the brief, without the need to interfere with the bird sanctuary.

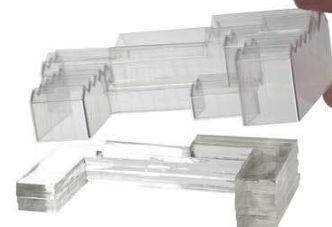
## EVOLUTION/REVOLUTION

No need for drastic change or upheaval. The original grid of Mikkeli is extended into the new areas, with almost unchanged geometry. The original network of secondary streets inside the blocks is turned to the lake and used to better connect to it. The blocks are divided by these into two separate buildings, maximizing its southern exposure.

The location of the Science Centre and Museum, and the open space for large performances, changes slightly to avoid proximity with the highway and to relate more directly with the lake and the water.

## GREENHOUSE NETWORK

The new buildings incorporate their own greenhouses. These act as an ecosystem for air renewal and heating from Autumn till Spring, reducing the need for energy consumption by around 60% of a comparable building today. These greenhouses form also a network of semipublic spaces that can be used for different activities and meetings.



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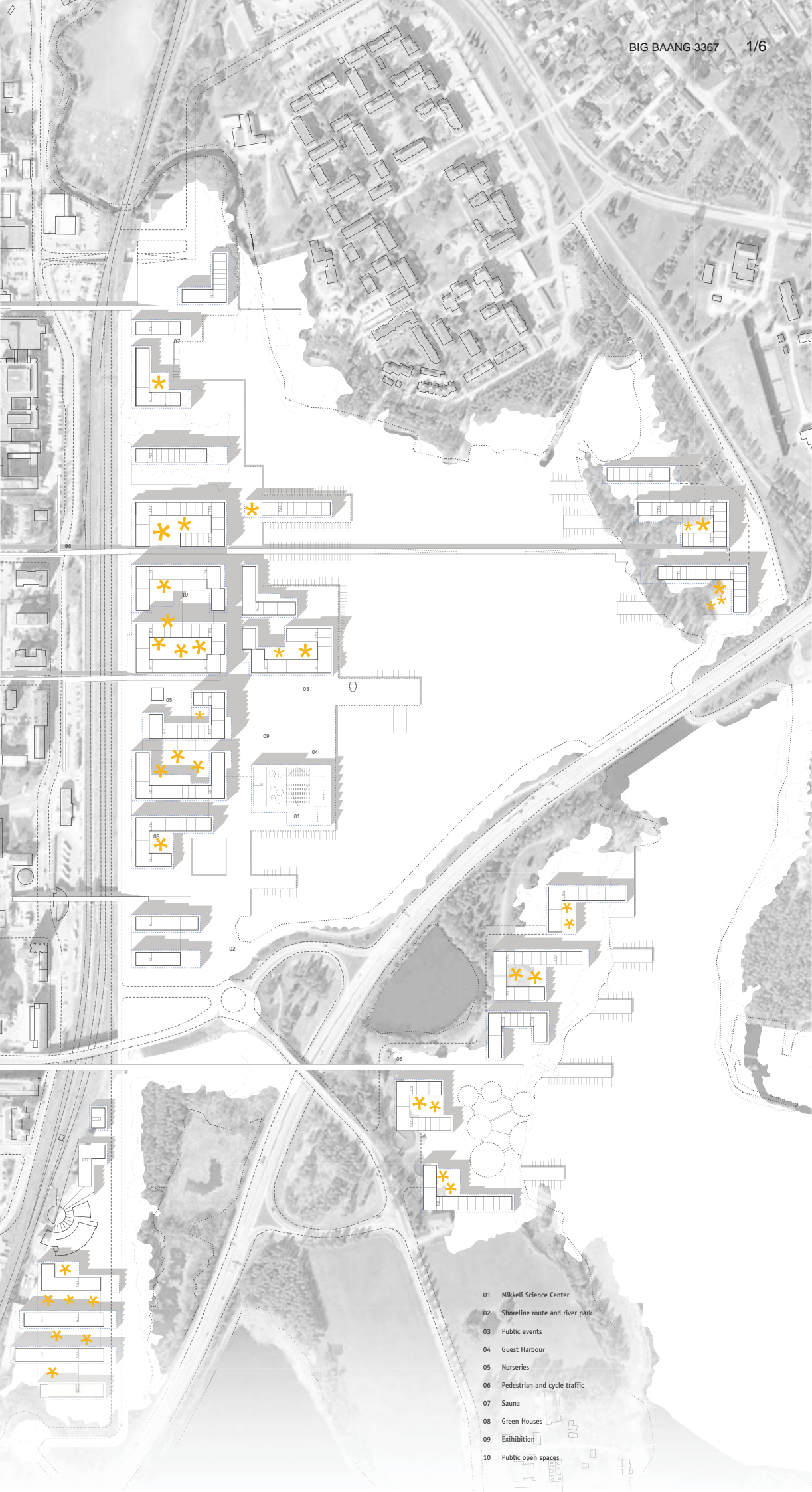
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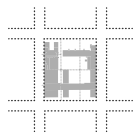


- 01 Mikkeli Science Center
- 02 Shoreline route and river park
- 03 Public events
- 04 Guest Harbour
- 05 Nurseries
- 06 Pedestrian and cycle traffic
- 07 Sauna
- 08 Green Houses
- 09 Exhibition
- 10 Public open spaces





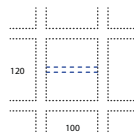
Granulometry 1/4000



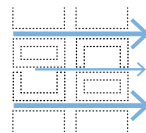
2012



1838

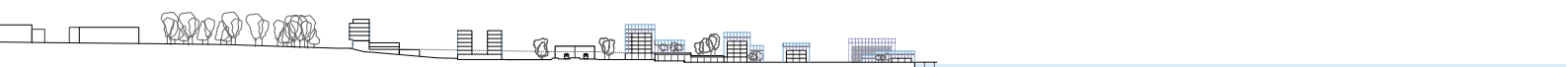
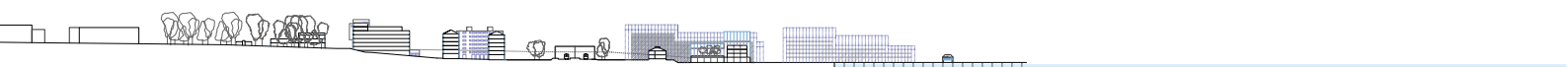
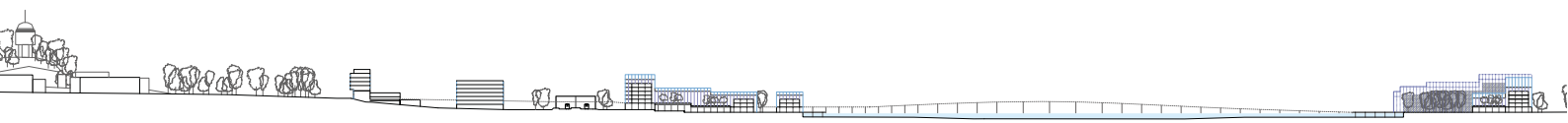
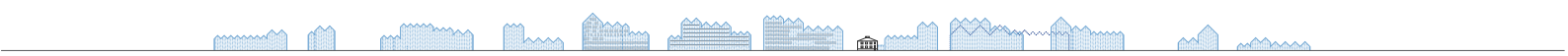
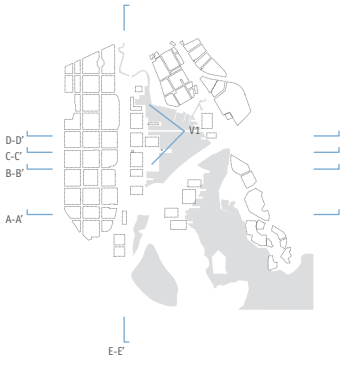


1838



New Plan

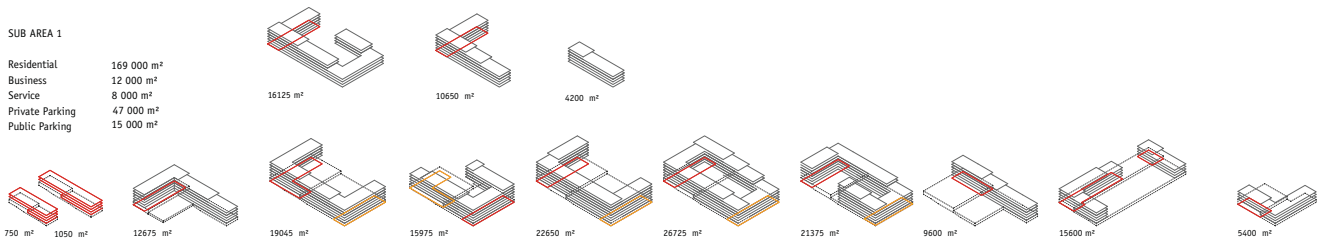
Evolution of the urban block



Area cross sections 1/2000  
0 10 50 100 200

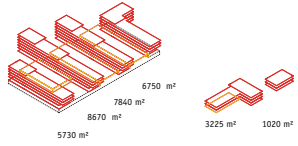
SUB AREA 1

Residential 169 000 m<sup>2</sup>  
 Business 12 000 m<sup>2</sup>  
 Service 8 000 m<sup>2</sup>  
 Private Parking 47 000 m<sup>2</sup>  
 Public Parking 15 000 m<sup>2</sup>



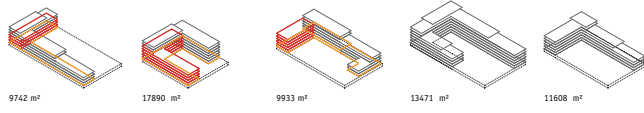
SUB AREA 2

Business 30 000 m<sup>2</sup>  
 Service 8 000 m<sup>2</sup>  
 Private Parking 47 000 m<sup>2</sup>  
 Public Parking 15 000 m<sup>2</sup>



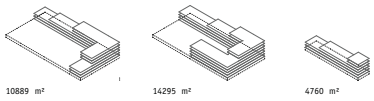
SUB AREA 3

Residential 50 800 m<sup>2</sup>  
 Business 11 900 m<sup>2</sup>  
 Service 7 600 m<sup>2</sup>  
 Private Parking 17 500 m<sup>2</sup>  
 Public Parking 4 000 m<sup>2</sup>

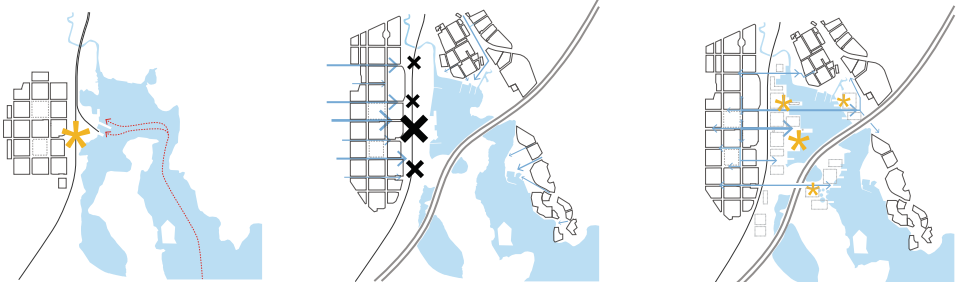


SUB AREA 4

Residential 29 800 m<sup>2</sup>  
 Private Parking 7 500 m<sup>2</sup>  
 Public Parking 2 000 m<sup>2</sup>



EVOLUTION OF URBAN STRUCTURE AND CITY STRATEGIES

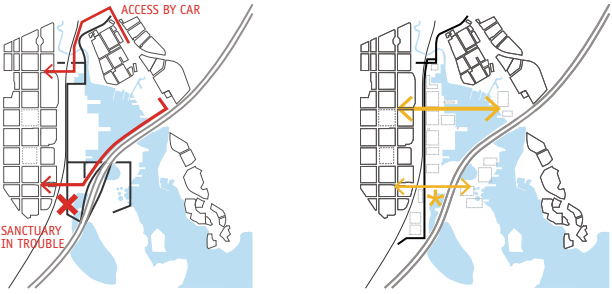


1800-1900  
 Industrial: Train as center of city life

2010  
 Services: Train as block to the lake

2020  
 A Reconnected City: New strategic center around the lake

CIRCULATION



2020  
 The solution proposed in the brief (IN BLACK) reinforces the access by car to the city center, and will put the bird sanctuary under unnecessary stress, risking its definitive loss

2020  
 Two possible new pedestrian and cyclist routes across the lake will lower car use enough to allow for a simpler road network (IN BLACK). Bird sanctuary is left untouched

HUMAN ENERGY:

A pedestrian bridge across Saimaa lake will help reduce car use and traffic from high school students and shoppers from Saksala into the city center. Human energy will substitute some of the fossil fuel now used.

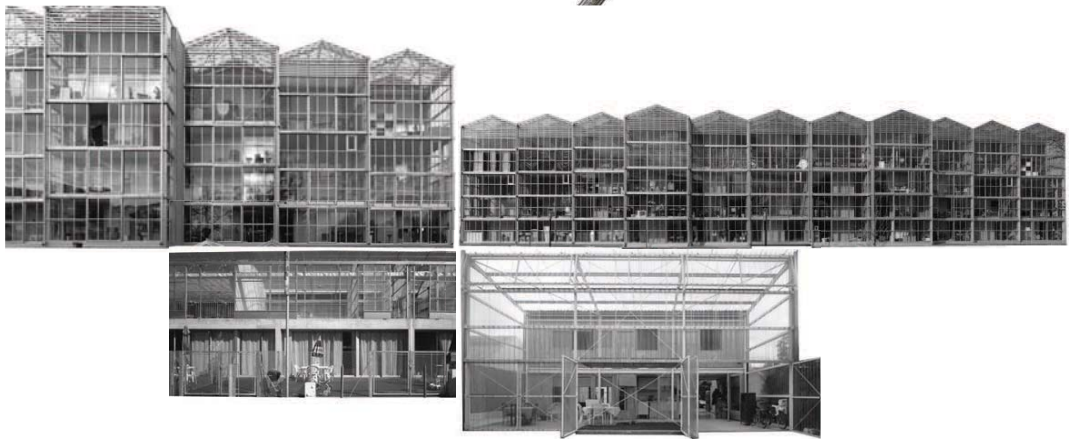
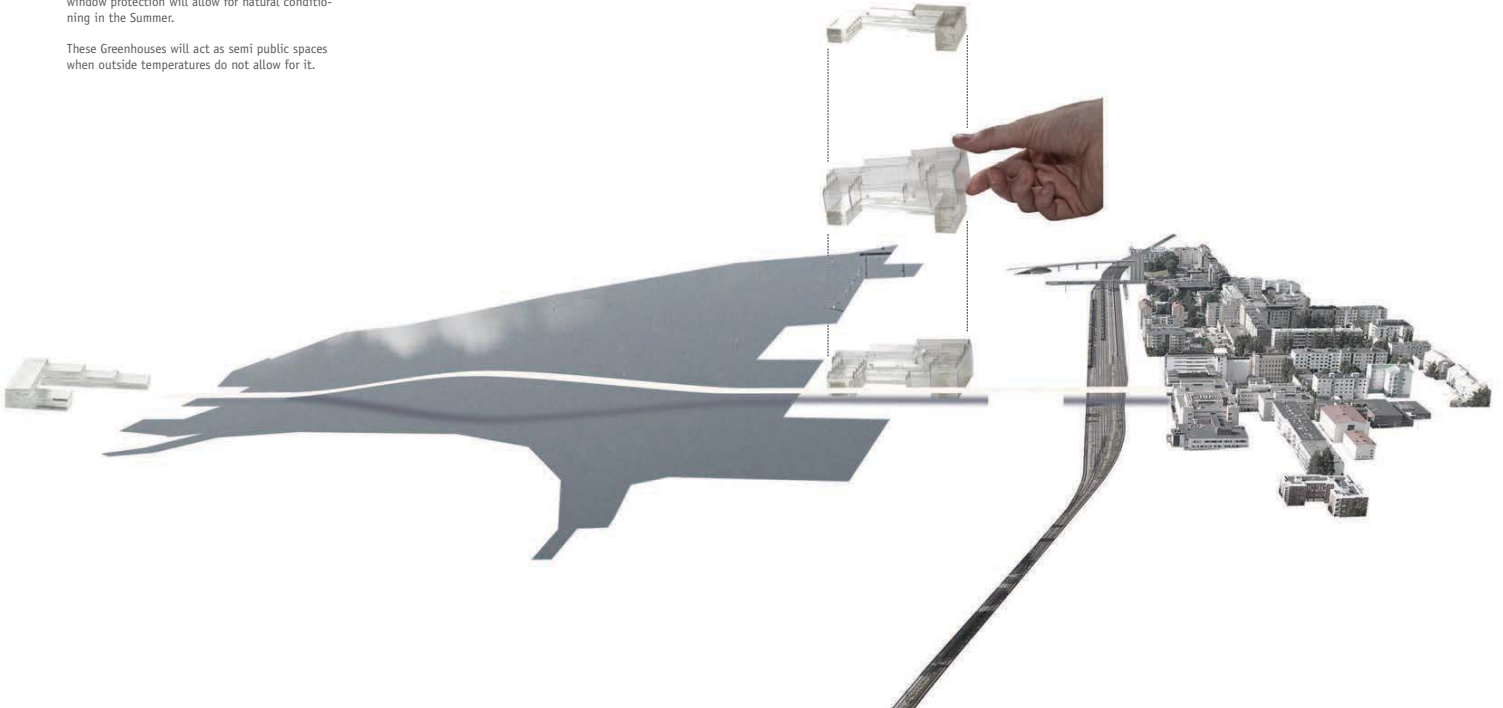
This, in return, will allow Mikkeli to achieve greater density in its city center and build a less extensive new road network. This will help save the bird reservoir, now in danger from the new planned road.

GREENHOUSES

After recent research by several architects, engineers and urban agriculture activists it is safe to say that it is possible to include natural subsystems that help reduce costs and energy on air cleaning and recirculation, heating and conditioning.

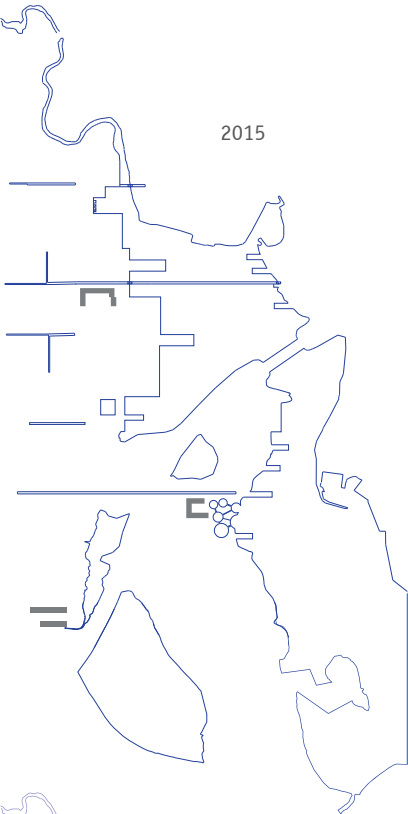
Greenhouses attached to each building (design to be decided by future promoters in conversation with neighbors and city hall) will help with heating from Fall to Spring. Easy ventilation and window protection will allow for natural conditioning in the Summer.

These Greenhouses will act as semi public spaces when outside temperatures do not allow for it.

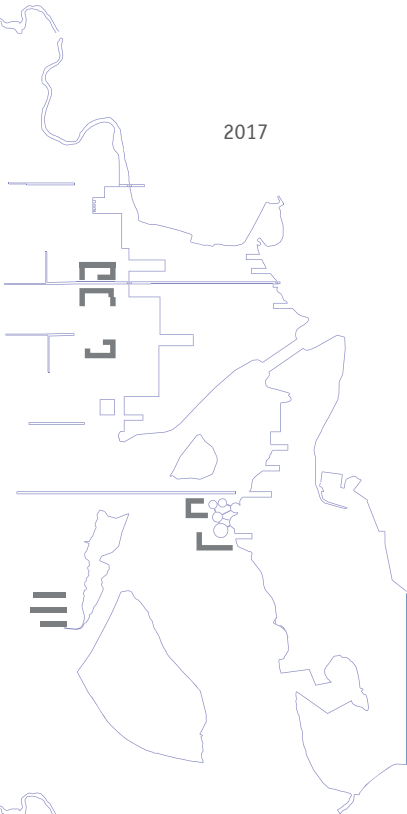


BIG BAANG 3367  
m2 floor area in time

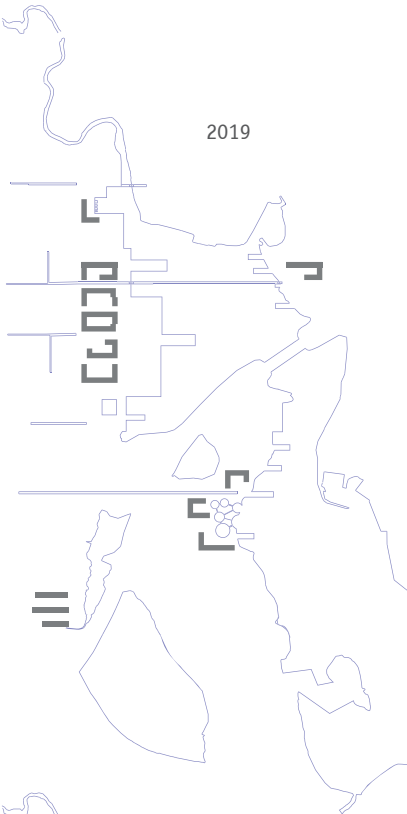
2015



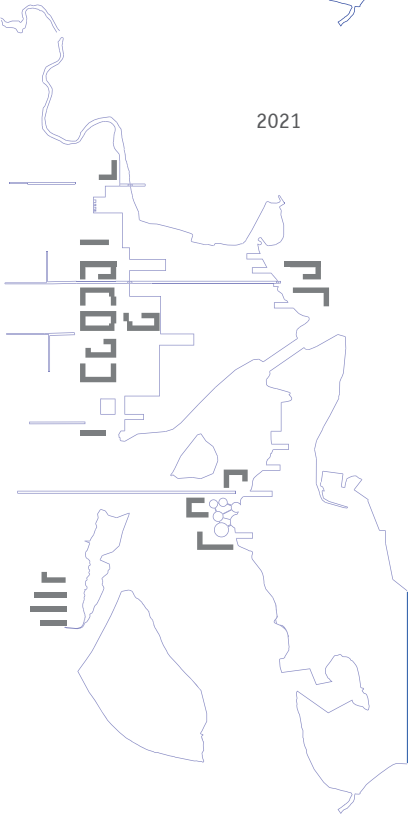
2017



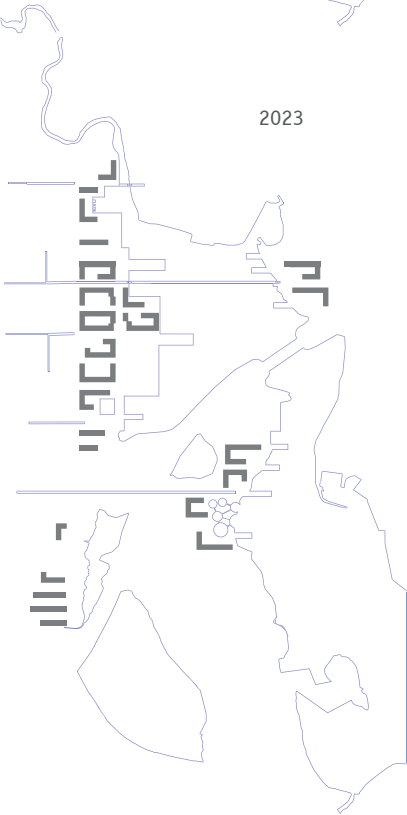
2019



2021



2023



2025





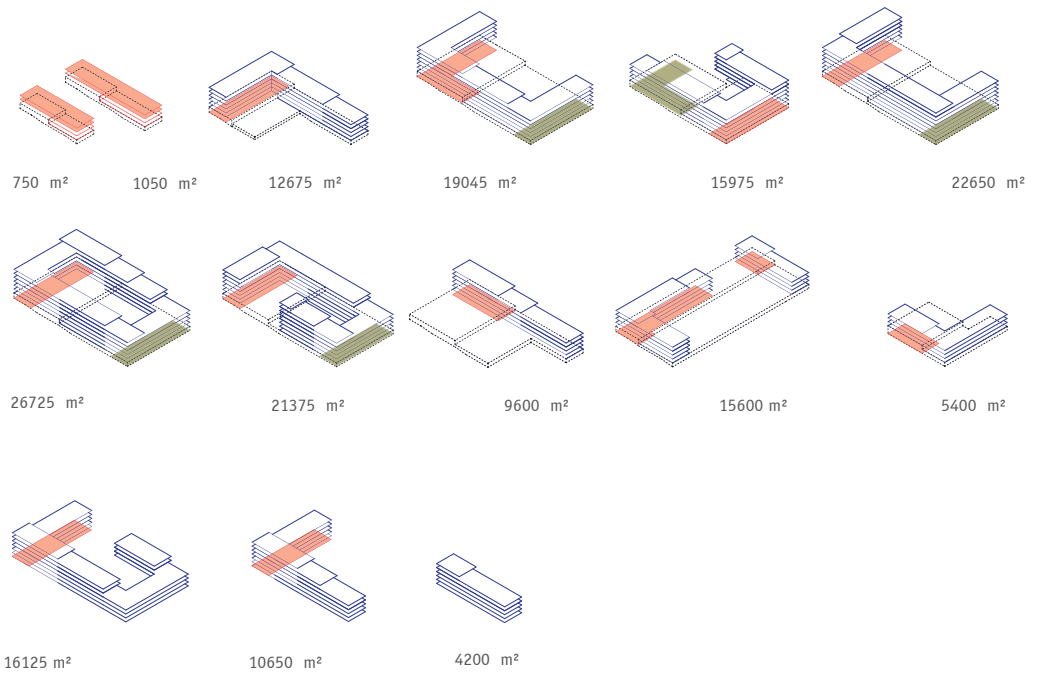
# BIG BAANG 3367

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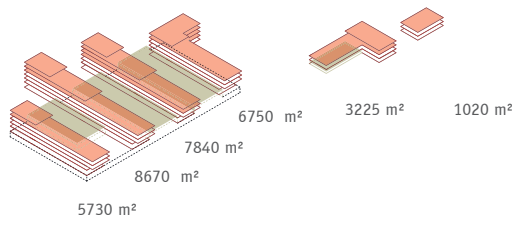
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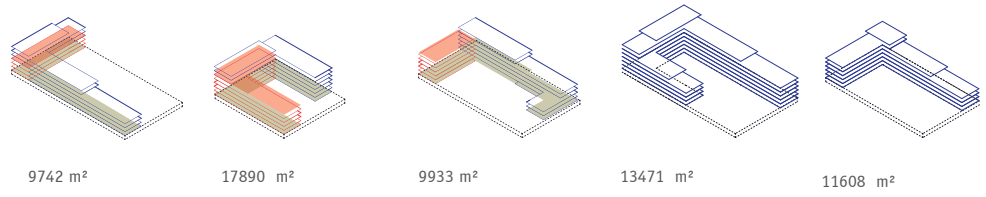
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