

**Development of Elielinaukio and Asema-aukio**

# **International architectural and conceptual design competition 2020-2021**

Jury Report | December 10<sup>th</sup>, 2021



## ORGANIZERS

Elielin kehitys Oy & City of Helsinki

## COMPETITION PERIOD

November 2020 – December 2021

## INVITED TEAMS

- MVRDV, PES-Architects and Sweco Finland
- Snøhetta, Architects Davidsson Tarkela, WSP Finland, WSP UK
- JKMM Arkkitehdit, Nomaji Landscape Architects, WSP Finland, Demos Helsinki
- Anttinen Oiva Architects, Hellon Retail, Flow Finland, MA-SU Planning, Sweco Finland, Granlund, WSP Finland
- Cederqvist & Jäntti Architects, K2S Architects, Amerikka Design Office, Boxxed, Ramboll Finland (+ MA-SU planning in 2<sup>nd</sup> phase)

## PANEL OF JUDGES

### Representatives of Elielin kehitys Ltd

- Tomi Aimonen, Head of Real Estate Investments, Ilmarinen Mutual Pension Insurance Company
- Pasi Suutari, Vice President of Real Estate, SOK Real Estate
- Vesa Olkkola, Architect (SAFA), Managing Director, Evata Partners Ltd
- Markku Hietala, Senior Advisor, Partner, Realidea Oy

### Representatives of the City of Helsinki

- Anni Sinnemäki (Chair of the panel of judges), Deputy Mayor for Urban Environment, City of Helsinki
- Mikko Aho, Executive Director, Urban Environment Division, City of Helsinki (1<sup>st</sup> phase)
- Rikhard Manninen, Head of Urban Planning Division, City of Helsinki (2<sup>nd</sup> phase)
- Perttu Pulkka, Architect, City of Helsinki
- Anu Lamminpää, Landscape Architect (MARK), City of Helsinki

### Senior specialists in architecture

- Pentti Kareoja, Partner, ARK-House Architects
- Cino Zucchi, Chief Architect, Cino Zucchi Architetti

### Representative nominated by the Finnish Association of Landscape Architects

- Mirjam Larinkari, Design Manager, Landscape Architect (MARK), City of Tampere

## COMPETITION SECRETARY

Jenni Lautso, Architect (SAFA), Sitowise Ltd

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## Foreword

New Eliel - architectural and conceptual design competition was arranged by Elielin kehitys Oy together with the City of Helsinki. The competition area is located in the very heart of Helsinki city center. The purpose of the design task is to supplement, integrate and revitalize the urban fabric of Elielinaukio and Asema-aukio -open spaces. Valuable surroundings of the area are an integral starting point for the task. The goal is to dramatically improve the comfort, safety, and connectivity of central Helsinki's busiest pedestrian environment in terms of pedestrian footfall. From a broader land-use perspective, infill construction in the area is intended to increase the supply of business premises and services in the city center, strengthen the city center's employment district and improve urban productivity supported by public transport. Various design principles had to be considered carefully.

The competition seeks to identify a high-quality design solution that offers adequate land-use efficiency, high-quality solutions for public spaces, and a diversity of functional content, from office jobs and shops to leisure services and meeting places, while respecting the distinctive characteristics and cityscape of the area.

After a deep evaluation of the various factors and a fruitful exchange of opinions, the Jury decided that the proposal Klyyga matched best the ambitious goals of the competition. The ground floor design picks up the pedestrian routes which cross the area and creates a new public space. The project integrates Vltava-building successfully into the design. The geometric and material treatment of the new facades, contributing to management of indoor heat load and light conditions, creates a varied perception of the new complex when seen from the north and the south. The proposed architecture combines the stately character of existing buildings around the square and the quest for a contemporary. The proposal shows the potential to be further developed into a convincing new collective space and architectural presence founded on the roots and history of the site.

Promoting the vitality of the city center is a strategic goal for the City of Helsinki. Thanks to this competition we have obtained a good basis for further planning of the area. High quality architecture including attractive public spaces and pedestrian milieu is of course a must in this location. The aim is to prepare a new town plan for the area based on the winning design, Klyyga.

*Anni Sinnemäki*

*Deputy Mayor, Helsinki*

# General Evaluation

## First Phase

The competitors produced five very different approaches to the task. All entries were produced with thought, are of high professional level and had many qualities. However, the first phase of the competition revealed difficulties to fulfill all the given goals. Adjustments had to be done both architecturally and volumetrically to achieve optimum balance between feasibility, historical values, and high quality outdoor and indoor spaces. For this reason, the Jury decided to select two entries to participate in a second competition phase.

Some features in all the entries of the first phase were similar: Asema-aukio square has been left practically unbuilt consisting only of metro entrance pavilions, the open square and/or greenery. No other solutions have been suggested. The relationship to Vltava building has unsurprisingly been problematic to many authors. Vltava has historical values, a dominant position on the square and is small compared to the new building volumes, which created a difficult design task and has led to some awkward situations. Some of the entries lacked a fruitful dialogue and mutual respect in terms of their relation to Vltava building.

The architectural expression of the entries varied from adaptive and subtle to a contrasting, stand out relationship to the surrounding. The jury felt both approaches are possible if the overall quality remains high and the attitude ambitious. The choice of materials can be diverse if they age with dignity. The building's architectural identity during nighttime and the dark seasons haven't been studied nor expressed clearly. Glazed facades can challenge the historical townscape with visual dominance.

The jury appreciated high quality outdoor spaces where accessibility, light conditions and human scale created comfortable conditions. An easily accessible ground level plan with its actively and widely radiating functions and inviting atmosphere with free flow of people was also appreciated.

The entries portrayed various commercial and functional concepts ranging from traditional office- and retail solutions to more innovative solutions that applied especially to upper floor functions. Some had succeeded in integrating Vltava into the functional concept. Street level functions and services related well to surrounding pedestrian areas adding to the livability of the site in most cases. Some had suggested an underground access to the metro station. Best solutions formed new integrated routes for pedestrians. This kind of approach creates synergy between buildings and pedestrian flows allowing for better services, meeting points and destinations from user point of view. Certain entries suggested spatial solutions and functions, such as largescale public spaces, that could be a challenge from a technical and economical point of view.

## Second Phase

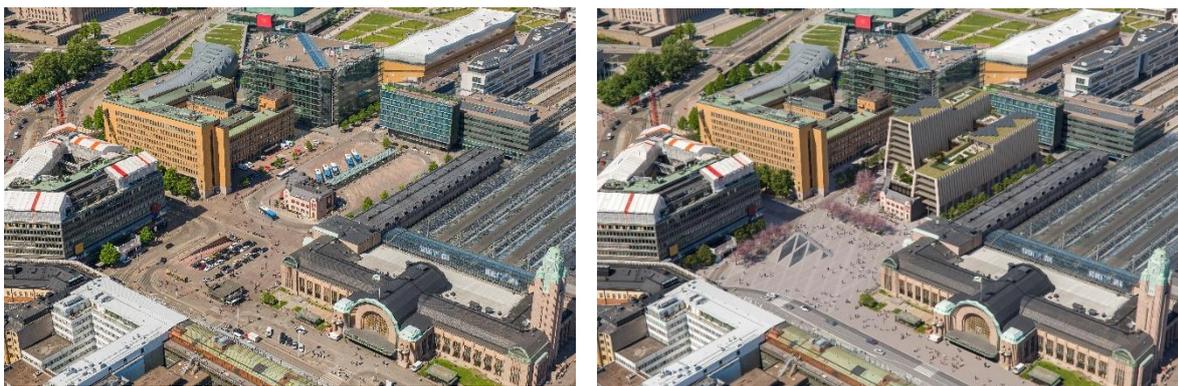
The first phase entries helped the Jury to reassess the competition program. Since all entries located the building volume on only the northern part of the competition site, the Jury aimed to enable further development of the entries by reducing the target volume by a fourth and thus giving more freedom to the authors. This way the entries selected to participate in the second phase were expected to achieve the level of quality required for this one of the most distinguished plots in Finland.

The target for the scope of above-ground construction was reduced to 30,000 m<sup>2</sup> of gross floor area in the second competition phase. The design teams were encouraged to meet this target while taking into consideration the urban design constraints described in the design principles as a factor that may limit the scope of the design proposal.

The Jury concluded that Albero and Klyyga would proceed to the second phase. Both entries selected to take part in the second phase of the competition had great qualities, but also required modifications to achieve a feasible and architecturally outstanding level.

As the result of the second phase the jury has selected the entry Klyyga as the winner of New Eliel -competition.

*Eliel Panel of Judges*



Competition site before the development and with Klyyga

## Future Planning and Design Steps

- The project will be further developed together with Elielinaukion kehitys Oy and Helsinki city planning department in city planning phase, where planning principles, technical solutions and feasibility will be studied in more detail.
- Hierarchy of the historical buildings must be carefully considered in each design phase defining specifically the relations (height, volume, scale) between the new building and its valuable historical surroundings and open views.
- It is essential to secure sufficient space for traffic flows keeping in mind very busy pedestrian routes.
- The role of landscape architecture needs to be emphasized as the connection between architectural and landscape architectural design was not particularly strong in the competition. Relations between open and closed space as well as scale and measurements of the new buildings is important.
- Sufficient urban spaces and especially a visual and functional connection to the green axis of Keskuspuisto-central park should be defined. The first competition phase showed clearly that a successful and balanced new plan for the area requires more space, views and air around it than the ambitious goals allowed. The second phase still struggles with the same challenge, which needs to be accounted for in future planning
- Technical solution for planting trees on the site must be examined keeping in mind decks, load-bearing structural capacity and underground structures.
- The details of the landscape architectural design such as the amount and dispositioning of planting, detailed material palette and street furniture will rise in importance in a later stage of design.
- Many good commercial and functional qualities were shown in the best proposals, but they still need further development. Especially premises in the first and second floor together with connecting indoor routes, also vertical, must be optimized to utilize the potential fully.
- Underground content, layout and connection to the ground floor needs further studies. From efficiency point of view, structural solutions and proposed content seem to hold potential for improvements.

# Klyyyga

**Snøhetta, Arkkitehdit Davidsson Tarkela, WSP Finland,  
WSP UK**



1st phase



2nd phase

## **Massing in relation with the urban context (existing buildings and open spaces)**

Klyyyga is one of the most interesting entries. It is a balanced entity with clear strengths in terms of city scape, functionality, and economic feasibility. Klyyyga states, that the competition site can support and even needs a new site-specific intervention of an individual character of its own. Thus, the building has an autonomous character, but it also relates with its neighbors. One could argue that Klyyyga represents contemporary architecture as the surrounding buildings have also done in their time. The massing proposed in the second phase makes significant changes in respect to the first one. The overall structure reduces the complexity of the original silhouette which the jury felt to be somehow problematic in relationship with the surroundings, especially in the relation between the proposed hotel tower on the southwest edge and the existing Vltava building. The symmetrical inclination of the two main volumes creates an impression of two separate wings. This helps adapting to the scale of Vltava-building. One could say that Vltava-building now has space to breathe.

The simplified massing consists of two parallel bodies of different heights oriented in a north-south direction and embracing several transversal stepped volumes, courts and light wells in between. Vertical sections offer interesting, long vistas through the whole building body. The massing underlines the connections between Asema-aukio square and the public spaces around the new library Oodi on the North. Then again, the proposed architectural solution somehow negates the need of an “urban backdrop” for Asema-aukio. The two main north-south bodies appear on the south edge as a real cut off “sections”.

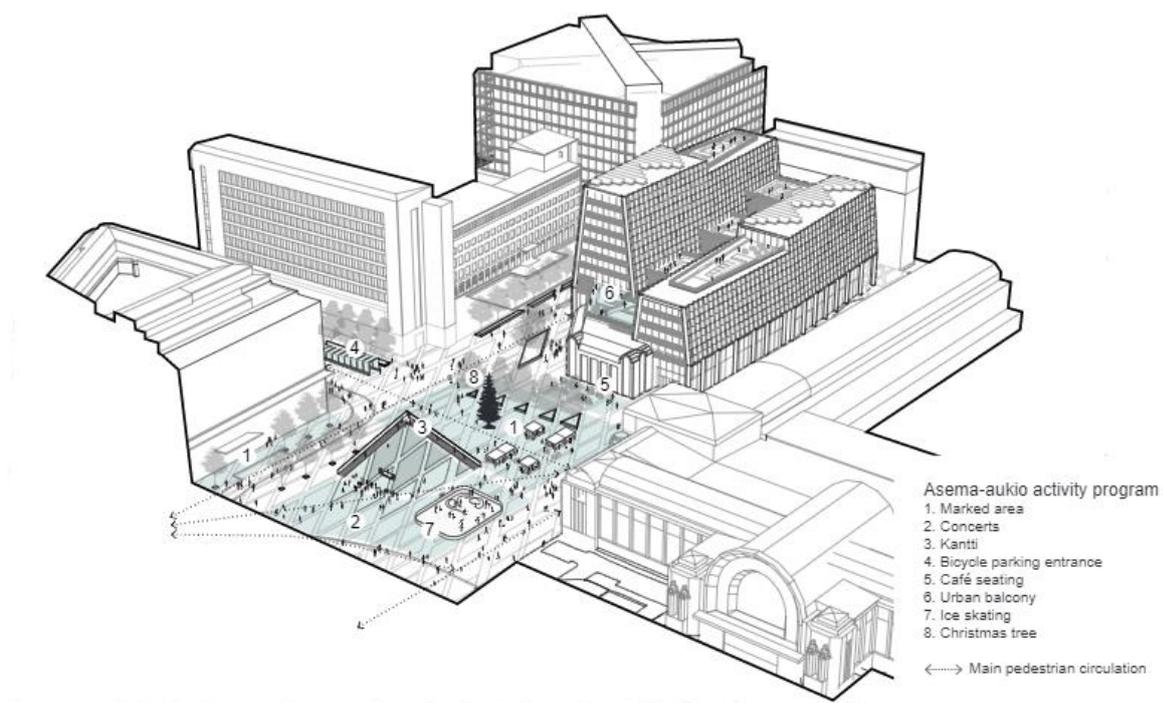
The plan reacts elegantly in the directions driven from the neighboring context and the existing city coordinates. This anchors the building to its place and gives more interest to the volumetric geometry. The whole building complex appears as an urban and architectural statement asserting its own values.

### Functionality and feasibility

The ground floor is very well organized, and it creates well-functioning indoor routes for high pedestrian flows. Visualizations fail to express fully the potential of the sequence of the three central spaces and skylights. The emphasis on the north-south direction could underestimate a bit the relationship with the side entrance to the station. Tilted facades on the outside give sense of spaciousness and favor the sense of pedestrian flow.

Interesting content directed to citizens together with best quality office spaces create a good base for further development and for creation of an entity that clearly improves the vitality of the city center. The massing together with the central courtyard gives very good illumination qualities to the upper floors. The construction cost efficiency and functionality of the floor plans have been developed but need to be investigated further as well as the connection between the ground and the second floor that has potential for improved accessibility.

Bicycle traffic appears to be fluent, but the suggested location for an underground access along Postikatu will not fit well as it takes room from pedestrians. As a detail, the suggested bike racks along Töölönlahdenkatu seem a bit unfunctional as it is but can easily be redesigned. Pedestrian conditions, car traffic, service traffic as well as taxi services have been planned convincingly.



## Architectural language and materials

The second phase proposal shows a clear new architectural theme in term of façade treatment that includes an interesting optical illusion which reacts on the changing view angle. Outer skin of the complex is marked by its inclination and by the vertical folds/creases creating a vibrating surface. The open-closed zigzag formation helps to prevent the overheat on the south side and is a clear response to the perplexities expressed by the jury on the all-glass facades of the first phase, both from the architectural point of view and the one of maintenance in relationship with the weather conditions. The simple alternation of the stone cladding on the south side of the fold and of glass on the north side generates a more monumental appearance toward the south and a lighter one if viewed from the north. It is a simple and interesting articulation which wraps the building in an abstract, somehow “scaleless” pattern. The façade could however feel a bit rigid regarding the organization and outlook of the internal spaces on the upper floors. In next design phases it might be worthwhile to study if the architectural concept would work better without the balconies of the southern façade.





## Landscape concept and metro entrance solution

Klyyga has been developed thoroughly after the first phase in terms of shape, mass, and scale of the building to better suit the historical environment. However, the overall landscape concept has stayed more or less the same. The large-scale diagonal pattern flowing across and beyond the competition site does not feel fully justified yet.

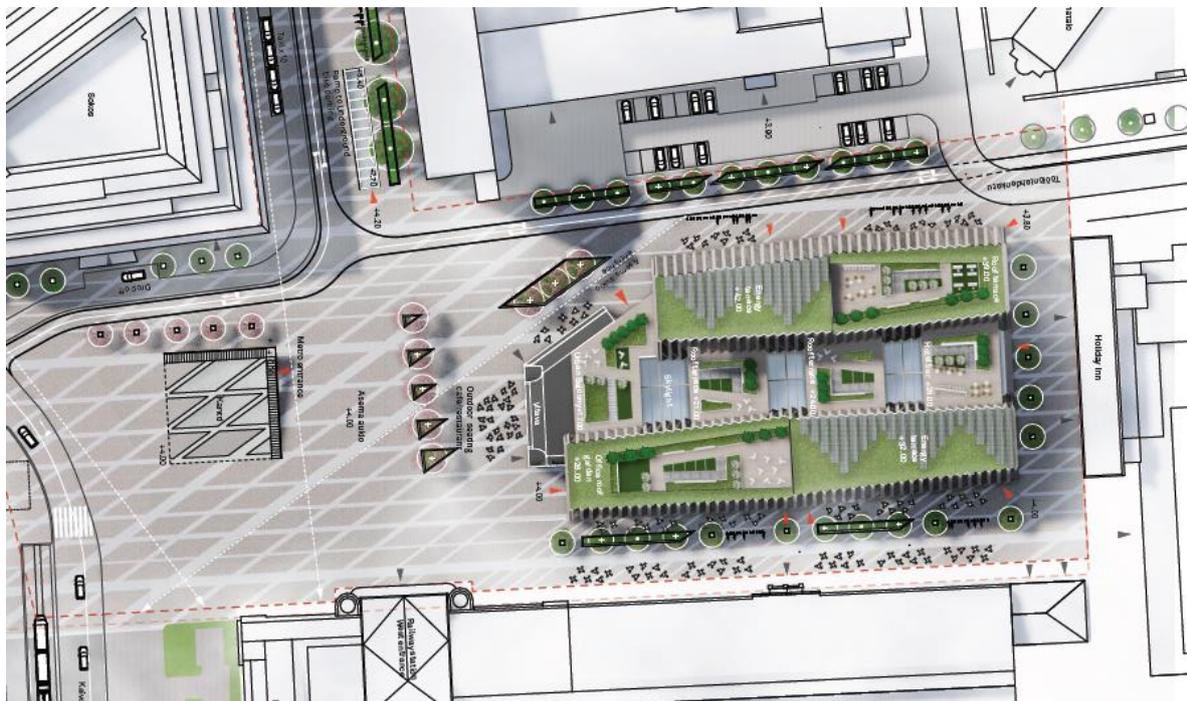
The new building mass frames Elielinaukio in the north. Compared to the existing situation the visual connection to north towards Töölönlahti is narrow when viewed from Asema-aukio square and Kaivokatu, but the sloping façade line makes the situation somewhat easier. The necessary sidewalks are arranged on both sides of the bike path.

Open spaces have been left on both sides of the Vltava building leading the flow of urban space and pedestrians towards Töölönlahti and the train platforms. The busy pedestrian connections on the north and eastern side of the new building resemble the situation today in width. The feeling and atmosphere is however quite different with buildings on both sides of the routes.

The metro entrance structure has been developed in the second phase and is now visually a less dominant element. The location of the metro entrance on Asema-aukio square is well situated in terms of most important views toward the Railway Station. However, the sloping triangular building rising from the ground is challenging for public use of the roof.

In the Postikatu-street a roofed bicycle ramp leading to the underground bicycle parking is located on the central axis of the western entrance of Railway Station. This would partly block the view to the Asema-aukio-square. The ramp should rather be integrated to buildings.

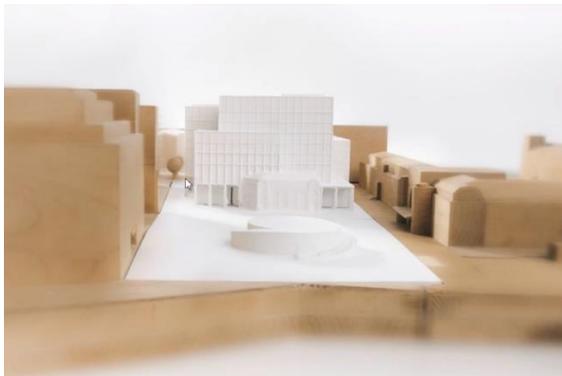
Cherry trees are introduced around Vltava-building. Small trees are a realistic idea on the deck area, although in some images and visualizations they seem to close the views a bit too much.



## Albero

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**Cederqvist & Jäntti Arkkitehdit, Arkkitehtitoimisto K2S, Suunnittelutoimisto Amerikka, Boxxed, Ramboll Finland**



1st phase



2nd phase

### **Massing in relation with the urban context (existing buildings and open spaces)**

Albero is a solid proposal when it comes to the objectives of the program offering an entity with both suitability to its environment and feasibility. It is a building that gladly seeks the role of an “individual among others”, implicitly embodying the “urban manners” which hold together the existing situation. The aim towards ageless architectural expression is suitable in this context but at the same time it could be argued that the plot would deserve more elevated architectural features. The identity of the building can be associated predominantly with corporate architecture which is not necessarily the most desired feature in this context.

The authors have followed mostly the suggested instructions for both volumetric and spatial arrangements in the second phase. Stepped massing relates now slightly better to the low side mass of the Railway Station by giving it a bit more space. The main volume behind the Vltava building has been narrowed proportionally leading into more tower like impression. This opens the sky to be more visible but the original idea of a neutral horizontal background for Asema-aukio and Vltava building starts to disappear. The reduction of the south-east part of the building mass gives more space for the historical railway station but leaves the relation of the new and the old building a bit undefined.

The overall massing is obtained by the intersection of cubic volumes of different widths and heights. The complex establishes a clear dialogue and response to the variety of buildings which surround the site today. It also integrates in a simple but effective manner the existing body of the Vltava. The geometry of

the volumes contributes to the integration of the new building into a context whose overall urban layout, regardless of the age and the architectural quality of the single buildings, is still based on the orthogonal grid on which the structure of the center of Helsinki is founded. Its stepped profile both in plan and elevation adds richness and new possibilities in terms of active terraces and rooftops at different levels.

There is a sense of urban continuation in the balance between the porticoes and the activities of the ground floor oriented toward the square and surrounding streets and the ones focused on the interior spaces. The provided indoor and outdoor spaces relate well to different environmental and weather conditions through the year. The risk of the porticoes in our climate, though, is in creating shady and unpleasant conditions during the cold seasons. Other floor plans are universal and flexible, but with no specific architectural character.

The inner court, which was felt too narrow by the jury in the first phase, seems now adequate in proportions. Its view on the side entrance to the station generates a strong bond with the context, and the extension of the public activities on the first floor complements the warm feeling given by the wood structure.



### **Functionality and feasibility**

The proposal has potential to increase the vitality of the city center by a notable amount of new office space and an interesting supply of commercial and public services for all citizens. Locations of vertical connections are studied and have been improved in the second phase. The ground level plan has been cleared up by adding more spatial hierarchy. The east-west axis led from the west wing entrance of the main railway station has been taken as an important feature in the spatial arrangements.

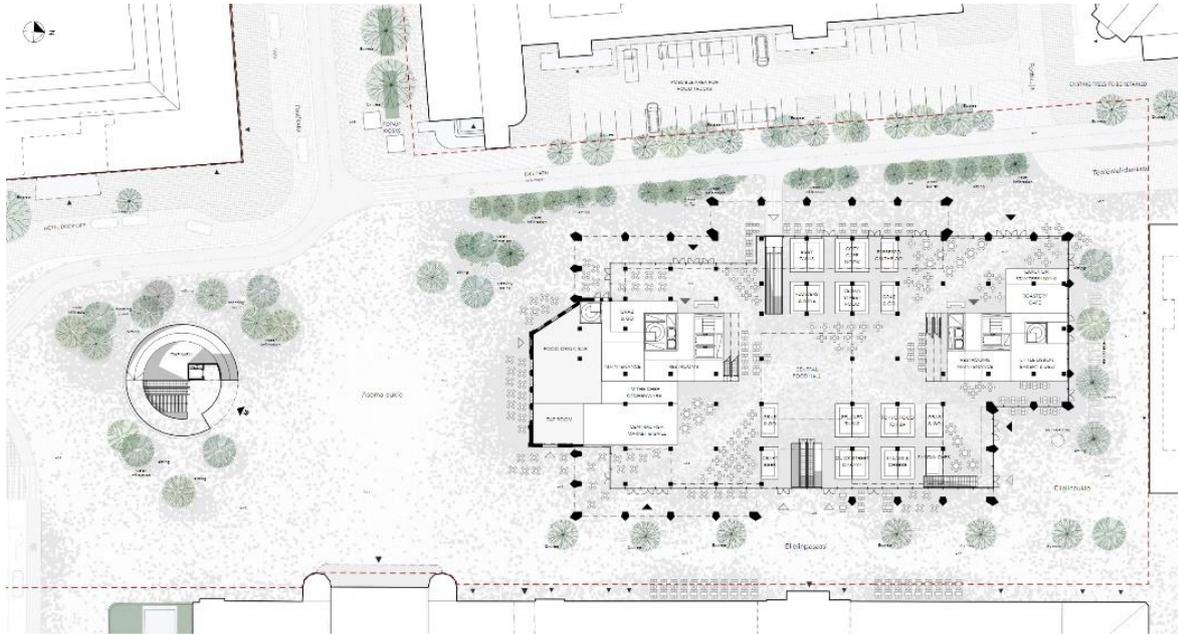
Pedestrian conditions have been improved compared to the first phase by introducing a walkway covered by arcades along the western façade. Bicycle traffic appears to be fluent with well-functioning accesses to the underground level. Car traffic, service traffic as well as taxi services have been planned convincingly.

### **Architectural language and materials**



The architectural language of the facades appears to be coherent with the overall architectural and urban strategy. Articulation of the exterior façades has remained quite the same even though now the horizontal division between the floors is more visible. A frame motif marks the facades creating a continuity with the existing “modern tradition” of the last century yet reinterpreting it in a contemporary way. The façade treatment is the same all around the building complex and does not for example react to varying orientations and lighting conditions on different sides of the building. This can be seen as a positive aspect since it intentionally creates a homogeneous feeling. Wood has become a more exposed material in both the exterior as well as the interior. This slightly softens the office like appearance of the building. There is dialogue between the copper cladding of the exterior and the wood structures of the interior, which is more evident in the proposal of the second phase. Wooden structures express respect for environmental issues of our time and give a warm feeling to the interiors.

## Landscape concept and metro entrance solution



The overall reduction of the masses of the second phase improves the surrounding outdoor spaces of Albero. The authors have moved forward in landscape design during the second phase as the Jury requested. However, the proposed design of the public outdoor areas is largely adapted from the first phase proposal Eliel. This raises questions about the compatibility of the plan with the Albero-building. For example, the western facade of the Albero-building together with the corner of Postitalo and densely planted trees narrows down visually and physically the Töölönlahti-axis and weakens orientability. Also, the dimensions of the public spaces are still not sufficient in the new Albero.

In the analysis and design solution provided by Albero, the connection between Asema-aukio square and Töölönlahti is not identified as a significant pedestrian connection. This is clearly a problem as it is in fact a main green axis of the city as presented in the competition program. As presented pedestrians may feel cramped in the Töölönlahdenkatu-axis and next to the railway station. On Töölönlahdenkatu, trees are suggested to both sides of the cycle path so that here is not sufficient space for walking in an open street space or room for winter maintenance. Walkways would be needed on both sides of the cycle path,

otherwise the pedestrians will use the bike path for walking instead of the longer and more complicated route.

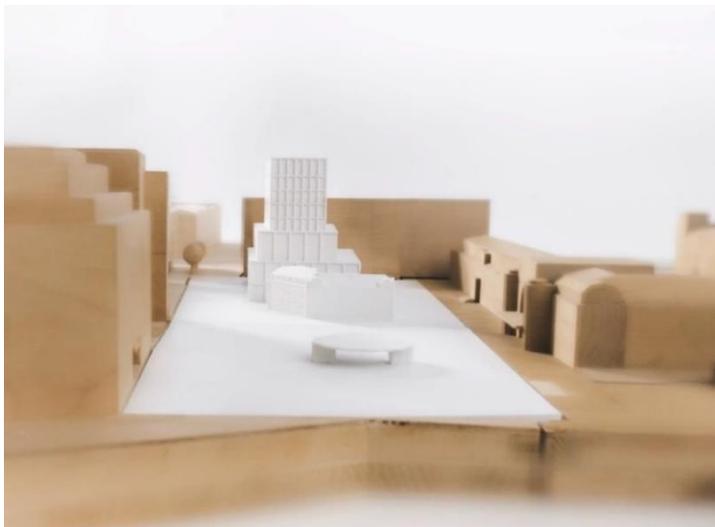
The location and the form of the metro entrance pavilion on Asema-aukio has an uncomfortably strong resemblance to the entry Eliel. The location of the pavilion is however optimal in terms of people flows and vistas. The suggested waterfall-façade in the metro entrance feels unrealistic.



# Eliel

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**Anttinen Oiva Arkkitehdit, Hellon, Retail Flow Finland, MASU Planning, Sweco Finland, Granlund, WSP Finland**



## **Massing in relation with the urban context (existing buildings and open spaces)**

The proposal Eliel boldly suggests reduced building volume compared to the competition program guidelines, which is a fundamental issue. Eliel does not meet the objectives of the competition in terms of functional character nor land use efficiency. In terms of city scape this choice makes the building complex seem like a “stand-alone” -solution with very airy open spaces around it. On the other hand, the achieved outdoor spaces and plazas are the most generous in the competition and highly appreciated by the jury.

A strange side effect of the proposed massing is that the upper part of the building, although elegant and thin, appears more as an isolated object, with an almost tower-like silhouette on Asema-aukio. The building does not really produce a backdrop to the square.

## **Functionality and feasibility**

One could argue the building stands secluded on the square with not much urban dynamics around it. The ground floor plan would require reorganizing to create a more flowing and breathing layout. The central gallery is well placed in relationship to the existing urban elements but is not really generating a

lively public indoor space. All the premises relate to the open-air spaces, but the lack of an indoor public space could be missed in the cold months. Also adding volume to the project would be necessary but might turn out to be impossible regarding the chosen design concept.

### **Architectural language and materials**

Eliel is a classy solution, aligned with the latest European tendency to resist to green-washing and somehow commercial architecture and instead going back to a rather modern classic legacy felt as a deep character of the inner cores of European cities. The architectural language of the project confirms the delicate and respectful character of the proposal in respect to its context. It is refined and thoughtful, although sometimes lacking a bit of detailing and individual expression.

### **Landscape concept and metro entrance solution**

The entry has a very analytic approach to the place. The author has grasped genius loci of the area well. Eliel leaves all the necessary urban spaces untouched and amplifies the surrounding buildings. Landscape architecture is flexible in terms of further design. Eliel proposes a clear, distinctive landscape solution where, however, the details would be easy to work on without changing the overall idea too much. The solution would also work well with less planting. It may be that there is no space for all the trees.

# Elielinsaaristo

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**MVRDV, SLA Copenhagen, PES-ARKKITEHDIT, SWECO FINLAND**



## **Massing in relation with the urban context (existing buildings and open spaces)**

Elielinsaaristo is the most difficult entry to approach. It has in the way rejected the idea that a building should look like building and is more an idea or an utopia. The suggested typology and scale seem to be out of place. The idea is to combine a rather “plain” exterior, a spatially very rich interior and a very permeable ground floor. The mass seems way too big and somehow “oppressing” the side streets on the east and the west - even with its rounded corners and the variations of the profile on the side streets. The decision to overhang the volume of the new building over the one of the Vltava appears to be extreme and unsatisfactory. Vltava building would require a larger physical and mental separation. Also, the relationship with the old Railways Station seems problematic. On Postitalo side the building mass settles on the axis of Töölönlahdenkatu at the upper level, thus blocking the north-south view. The development of the proposal is not possible without changing its character in substantial way thus the proposal cannot be seen potential for this place despite its interesting parts.

## **Functionality and feasibility**

The scheme proposes a quite spectacular or even exaggerated public space on the inside, where the change in level could host interesting social events, connecting the underground level to street level. The downside is that almost all of the retail spaces are located on the lower level leaving only lobbies and the vertical circulation to upper floors floor as street level functions. This could deactivate the public real on street level. The idea of bringing greenery inside the building on the Asema-aukio seems alien to the place

and is technically challenging considering complex facilities located underground. Other technical feasibility questions rise also such as construction costs and solutions, fire departments, maintenance issues etc. The layout of the upper floors seems to be not so well thought possibly creating difficulties of space division and bad working environments.

### **Architectural language and materials**

Ribbon windows of the outer elevations as architectural motifs can be seen as an interesting interpretation of a certain functionalistic heritage of building facades in the center of Helsinki's Kluuvi and Kamppi quarters. On the other side, the reference to Aalto's organic form of the interior seems to be a bit superficial, even if the space itself can represent a bold architectural statement. From an architectural point of view, the inner space seems to be both very impressive and a bit vulgar, somehow recalling international shopping centers more than a European and Finnish architectural legacy.

### **Landscape concept and metro entrance solution**

The landscape concept introducing natural shapes and forms appears to be excessive and out of place in the center of historic Helsinki. Pedestrian flows and connections have been studied with care, but Asema-aukio seems too narrow and the placement of the planting elements is partly an obstacle to a smooth passage from the south of Sokos to the western entrance of the Railway Station.

## Platta

**JKMM Arkkitehdit, Nomaji maisema-arkkitehdit, WSP Finland, Demos Helsinki**



### **Massing in relation with the urban context (existing buildings and open spaces)**

This entry is ambitious, fascinating and at the same time quite dramatic. The architecture of Platta seems to be willingly distinguish itself from its neighbors. Platta would be very much a new landmark building in the center of Helsinki. None of its features pick up any gestures of the surrounding context, besides the ceiling level of the large public space on the ground floor, that matches the height of the cornice of the station. A large overhang almost violently covers Vltava making the pre-existing building appear suppressed. The choice of a building mass generated by intentionally shifted horizontal slabs does not really relate to surrounding buildings resulting in rather extreme spatial and lighting conditions on the two side streets of Elielinaukio. Extensive slabs also make the volume appear larger than it is, which is not desirable.

### **Functionality and feasibility**

The functional ideas are great, and this proposal could attract people to use the area in new ways. The decision to generate a free-flowing space on the ground floor, completely glazed on the four sides and marked only by very thin, tree-like structures holding the upper floors is the strongest element of the project. It maximizes the public character of the building. Although a bit rigid in its “rotated” geometry, it is a convincing statement that should however be checked in terms of construction solutions, management issues and economic feasibility.

The overwhelming diagonal layout principle seems to dictate the design. In plans the clash between the different coordinates create inconvenient conditions and details. The layout of the upper floors seems to be not so well thought possibly creating difficulties of space division and bad working environments. The vast terraces without function on the upper floors could be a problem in winter.

### **Architectural language and materials**

Main architectural decisions, free-floating slabs, tree-like structures, alternation of horizontal parapets and continuous glazed ribbon windows, are very clear. However, the actual transparency of the latter ones seems to be an effect of the visualizations more than a feature of the real building, given also the needs of internal subdivisions and of protection from the sun. The material choices and the architectural expression might be vulnerable and don't necessarily age gracefully considering the climate conditions.

### **Landscape concept and metro entrance solution**

The strictly diagonal composition of the square feels strange in relation to the surrounding city structure, and it doesn't follow the main walking currents of the area. Some of the landscape architectural elements block the views and connections on the square. Reducing landscape architectural elements could improve the quality of the urban spaces. Larger open spaces and more clear walking connections are needed. Holes together with their technical structures are difficult to build and maintain, take up space underground and disturb fluent traffic flows.

The design of the metro entrance is presented vaguely, so it's difficult to evaluate this aspect of the proposal. The location of the Metro entrance building doesn't seem to be ideal in relation to the Railway Station, Asema-aukio square and pedestrian connections. In addition, the connection to Töölönlahti in the north should be ensured within the planning area.