



UBC Commission on Urban Planning in Kotka 4-6/10 2007

City Identity

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agenda

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WEDNESDAY, 3RD OCTOBER

On Wednesday evening we got together and visited Kotka Maretarium, aquarium presenting over 50 different species of fish native to Finland. The tour was guided by the chief of City Planning department of Kotka, Sakari Seppälä.

THURSDAY, 4TH OCTOBER

CUP chair lady Sirpa Kallio and Sakari Seppälä opened the seminar. Lars Olsson told about present projects in Kotka and Markku Hannonen introduced our workshop themes — Kantasatama and Jumalniemi. The scene of the seminar was the Concert Hall of Kotka, former Labour House, which celebrated its 100th anniversary this year.

Mervi Ilmonen, Researcher from HUT/ Center of Urban and Regional Planning, gave a lecture about 'From Building to Branding'. Architect Juha Ilonen talked about 'Cities (un) Touched'.

In the afternoon we made an excursion in Kotka by bus, visiting both workshop areas. In Kantasatama we also saw the new Maritime Centre Vellamo, which will be open for public from July 11th 2008. Later, the bus took us to Sunila, Alvar Aalto's early interpretation of international modernism and Finnish village in a forest. The plan of the area and the design of the buildings dates mainly from 1936-39. Architect Rurik Wasastjerna described the previous and existing phases of Sunila. Dr Kyösti Lempa from UBC Commission on Environment discussed the possibilities of cooperation between the Commissions on Urban Planning and Environment. The concept of sustainable development links the fields of activity closely together.

After the excursion the workshop groups started their efforts with distinctive energy. Later in the evening we enjoyed a dinner at Villa Kärkisaari, hosted by Sakari Seppälä.

FRIDAY, 5TH OCTOBER

Dr Panu Lehtovuori, started our morning session with questions 'Who's City?' and 'Multiple Identities in Urban Process'. Minna Tarkka, media researcher, continued with topic 'Urban media and cities as communication platforms.'

The afternoon was spent workshoping with the cases of Kantasatama and Jumalniemi. Between working hours Heidi Milan Bilenberg from Århus invited us to take part in the next seminar in Århus in April.

In the evening Mayor Henry Lindelöf welcomed us to a reception at Kotka Town Hall. As a post-receptional activity we visited the workshop area of Kantasatama, focusing our socio-cultural field studies in the interactive behavioural patterns on the dance floor of the famous Seamen's Restaurant Kairo, probably even some other places, too.

SATURDAY, 6TH OCTOBER

Saturday was dedicated to completion of the workshops and presenting them. The city planning team of Kotka got plenty of fresh ideas to consider when continuing the work with our target areas. Sirpa Kallio closed the seminar telling about the future activities of CUP and welcoming us all in Århus.

Thank You, Folks, for participating the seminar in Kotka!



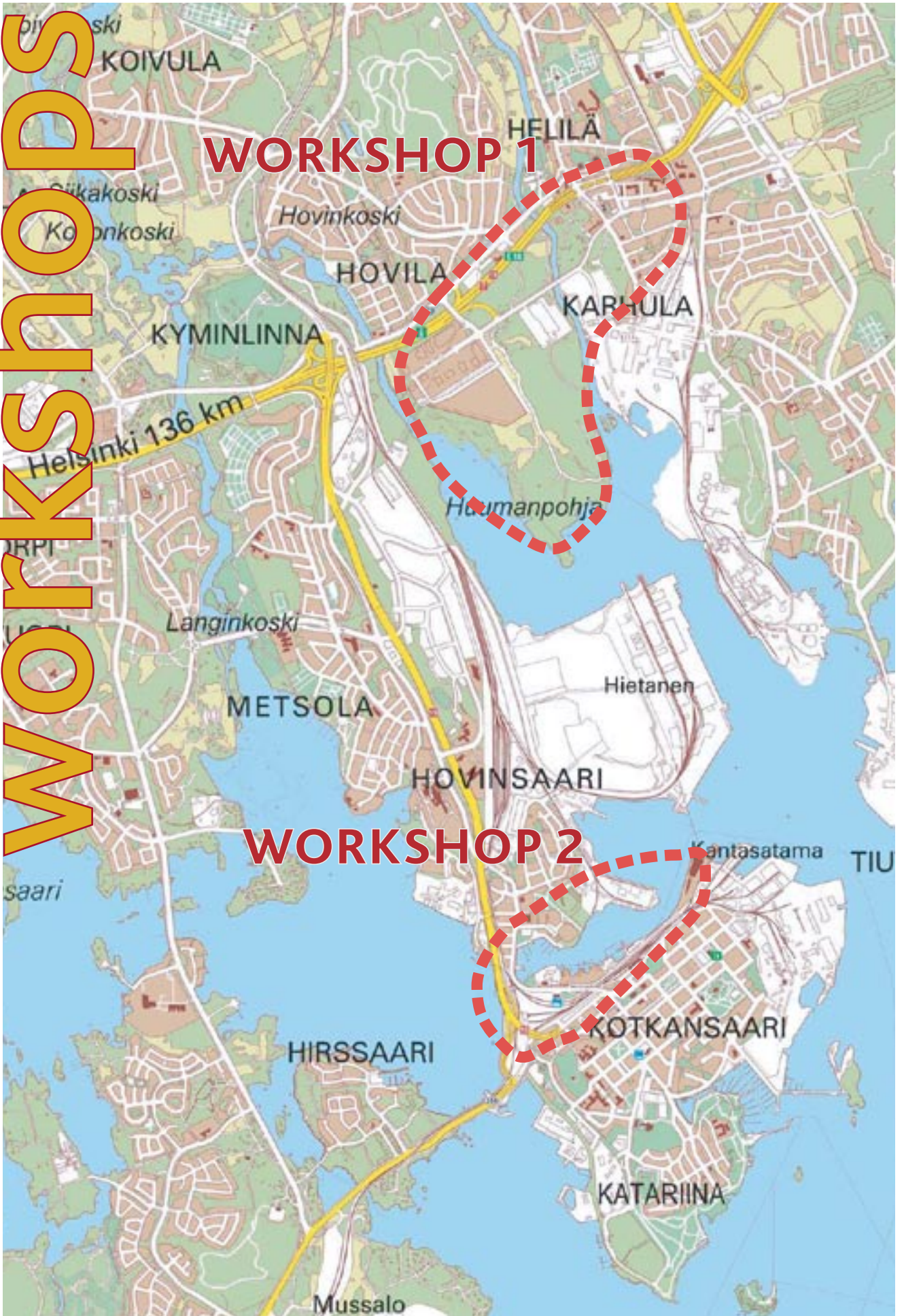
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workshops

WORKSHOP 1

WORKSHOP 2



WORKSHOP 1

Karhula is one of the main city districts of Kotka, formerly an independent municipality. Its inhabitants still carry a strong identity of the former municipality, even though the three municipalities of Kotka, Kymi and Karhula were united 30 years ago. The centre of Karhula is cut in two by the motorway E-18. The focus of the centre has slowly moved towards the southern side of the motorway. The centre hosts a lively marketplace that is surrounded by small speciality retail shops.

Jumalniemi is a market area that contains large speciality retail shops for many kinds of goods, for example sports, furniture, ironware, electronics and such. It also has one hypermarket and a department store. Jumalniemi has been sucking buying power and even shops from the centre of Karhula.

Despite the large markets, Jumalniemi is rather unbuilt and thus, has still a lot of potential for development. Jumalniemi is (geometrically looking) situated in the centre of gravity of the city of Kotka. A multitude of different, even controversial, expectations for its future exist.

Jumalniemi

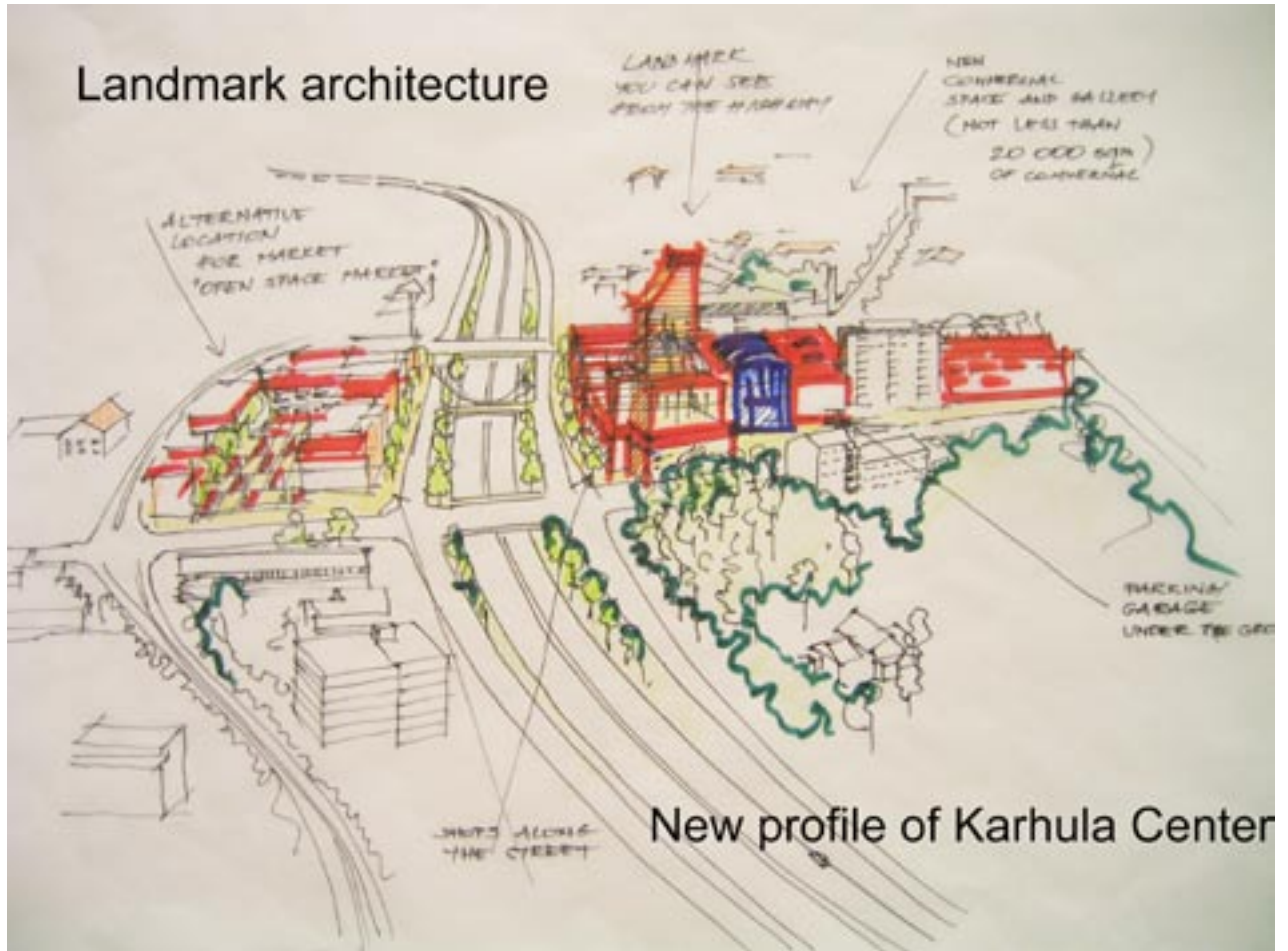
- current traffic problems
- from shop to shop by car, unappealing surroundings, vast parking areas, dangerous traffic, plots connected directly to main route
- industrial influence; glass fiber factory enlarging its production
- eastbound connections to motorway E18 do not exist yet – the needs of Karhula Centre have to be counted
- significant recreational and nature values in south, east and west
- City Council decided to guide heavy car transport traffic through Jumalniemi (the expectation was not to)
- a possibility of creating a street connection southbound to reach Kotka Isle
- national urban park project needing space
- Hietanen port on south side is growing at the heart of the city; massive car transport and a new pool for digging up contaminated soils from the port area and channels
- a commercial investigation shows a need of more than 80.000 sqm of new commercial space by year 2020, of which 30.000 in central positions (Kotka Isle + Karhula)

- a number of commercial enterprises have presented their interest to invest in Jumalniemi area
- no inhabitants – how about in the future?

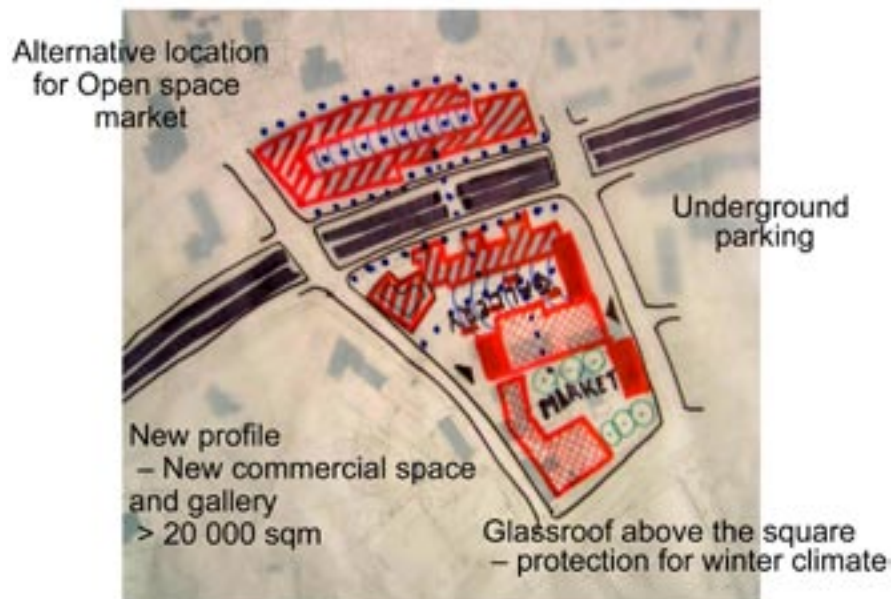
Karhula

- ageing population
- slowly deteriorating buildings and surroundings
- too much space taken by traffic
- small shops have trouble with any competition from Jumalniemi
- how to turn the attraction of Jumalniemi into a positive force in Karhula?
- should the commercial structure be concentrated in the centre or reached out towards Jumalniemi?
- what kind of connections are most useful?
- possible development of residential areas – connecting Karhula to...

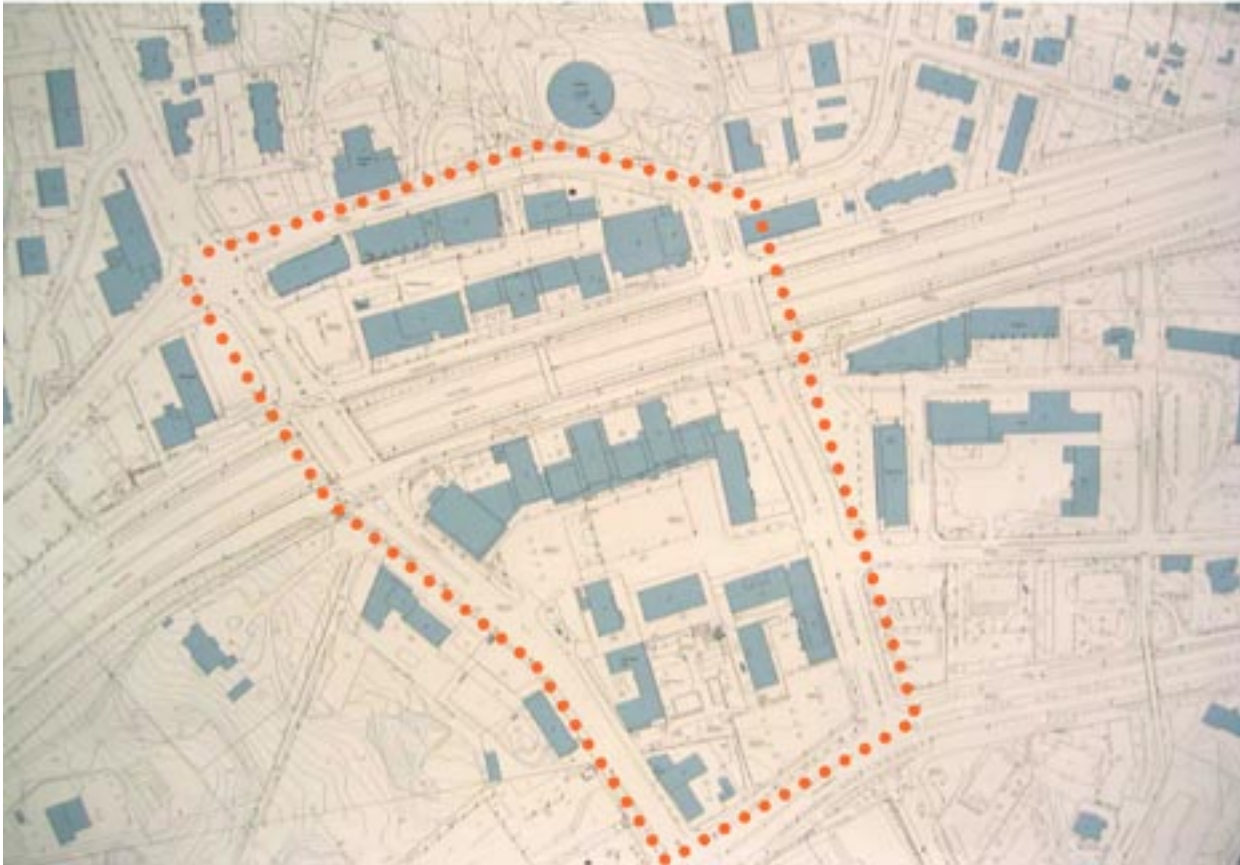
What is the true potential of Jumalniemi in the long run? How can it be used? How the strengths of Karhula centre and Jumalniemi can be united for mutual benefit?



- Priority 1 - Improve the Karhula square and market place
- New profile – New commercial space and gallery > 20 000 sqm
- Landmark architecture
- Glassroof above the square – protection for winter climate
- Alternative location for Open space market
- Improve the pedestrian crossing above E18
- Underground parking



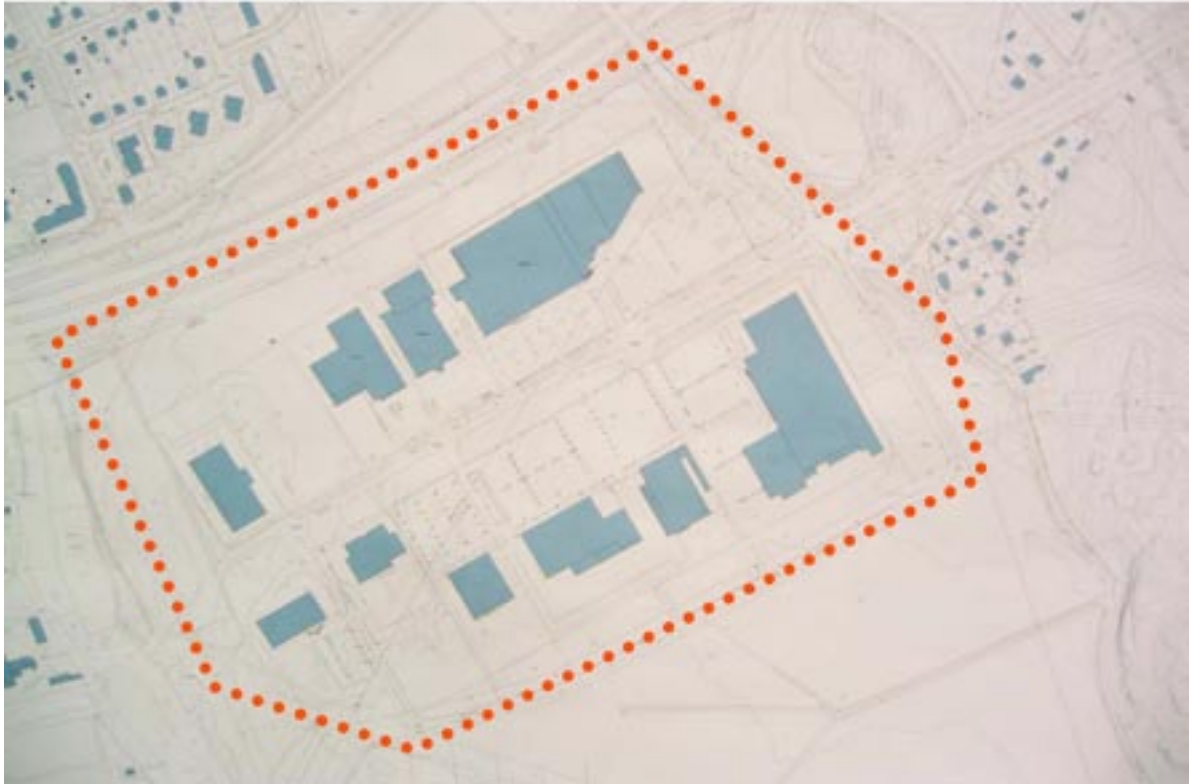
Priority 1 - Improve the Karhula square and market place



Improve the bridges for pedestrian and bikers across E18



Priority 2 --- Improve the quality of the Jumalniemi shopping area



Priority 2 --- Improve the quality of the Jumalniemi shopping area

Make the area more dense

Cut off the oversized road in the middle of the area

Reorganize the parking spaces

Improve the architecture when adding new buildings

No more every-day-shopping stores

Recreation area on the peninsula - no more expansion

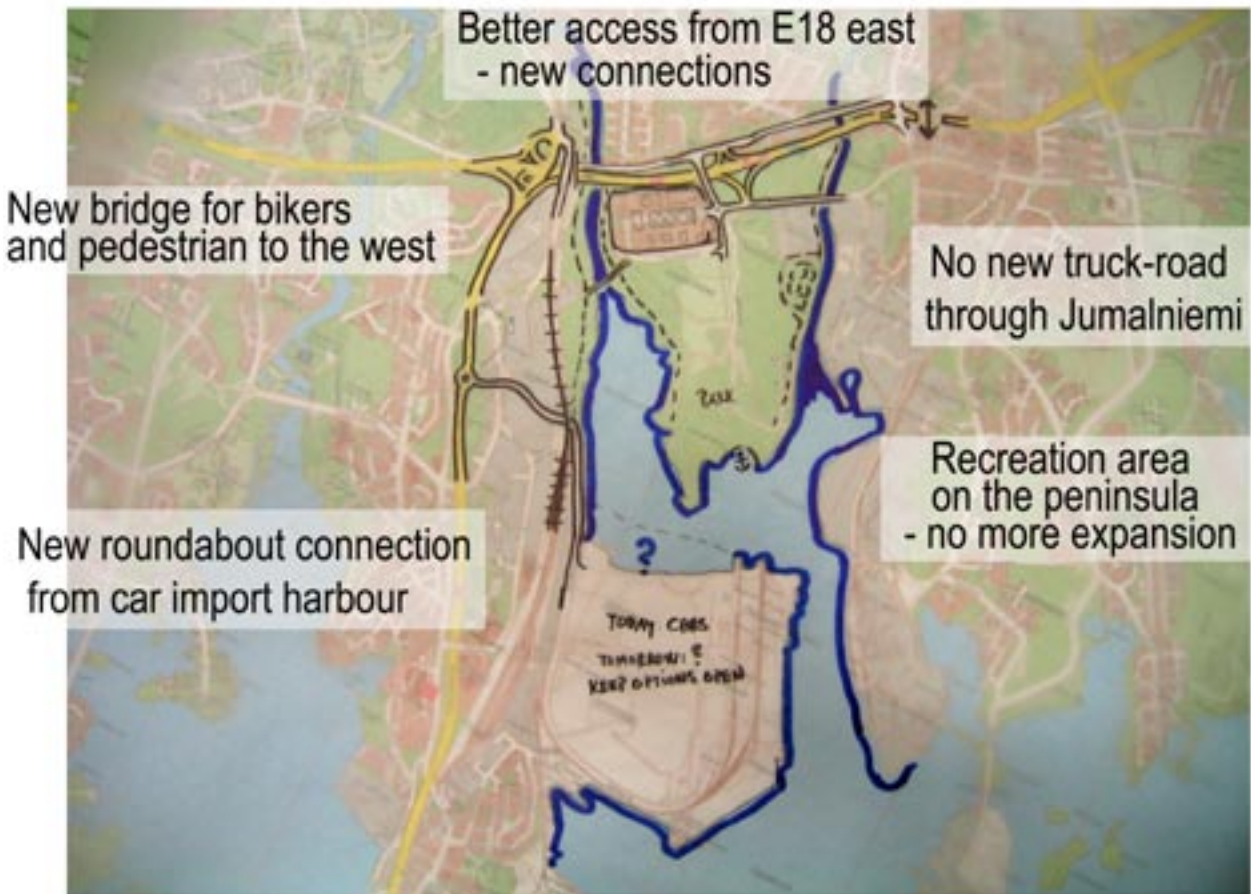
Better access from E18 east - new connections

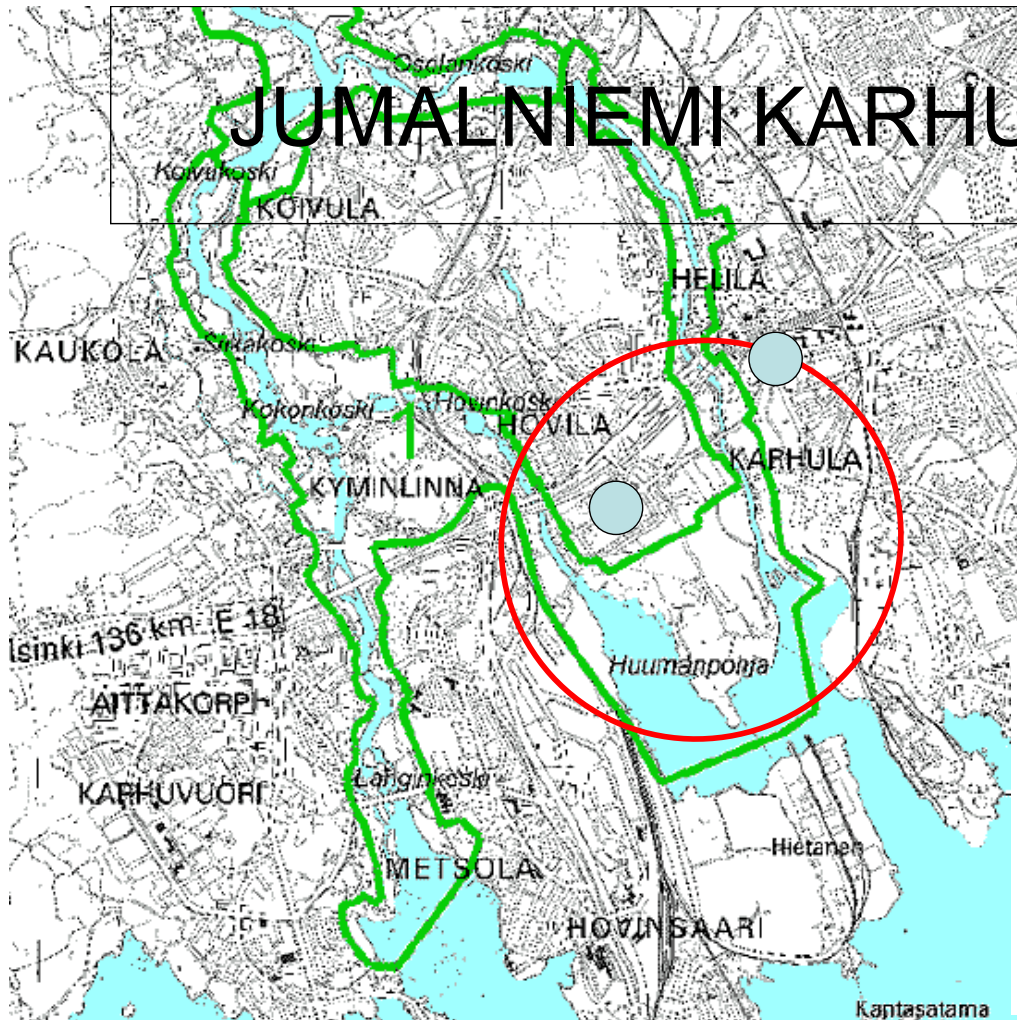
New bikers and pedestrian bridge to the west

No new truck-road through Jumalniemi

New roundabout connection from car import harbour



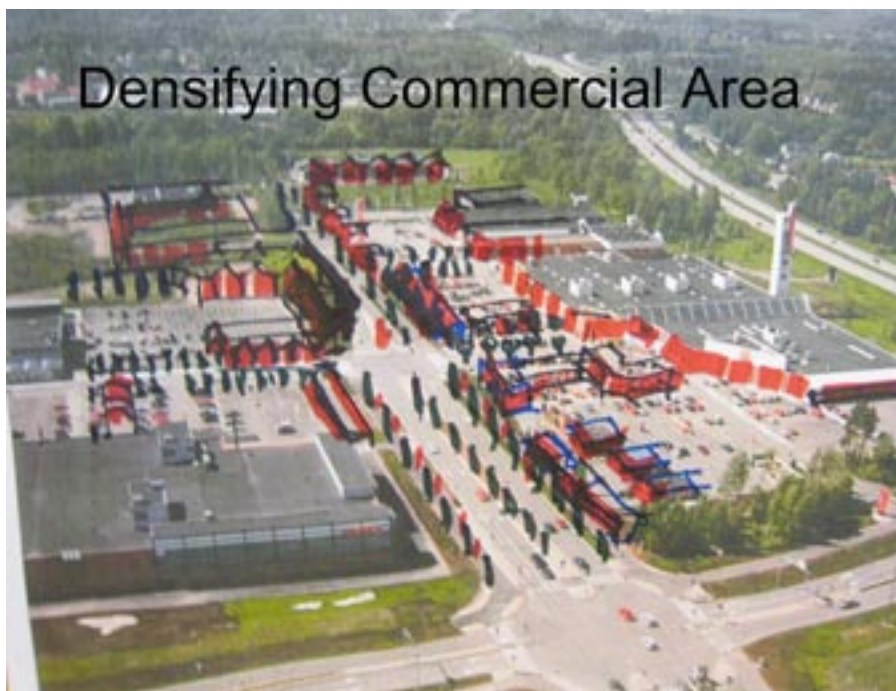




JUMALNIEMI KARHULA

Workshop 1 Jumalniemi - Karhula
 Heidi, Mai, Gunilla, Jussi, Ritva, Algimatas, Ryszard

- GOOD COMM. SPACES
- ① Interesting road spaces
 - ② Connecting E-W
 - ③ Bike/walk accessibility
 - ④ Protect (urban) park
 - ⑤ Commercial + OTHER functions



Road with trees East-West



Make park into leisure area



Improving Karhula square





photo: Regional Museum of Kymenlaakso

WORKSHOP2

It takes a 6 km ride from Kyminlinna (an old keep, situated by the E-18 motorway) to arrive on Kotka island. The road Hyväntuulentie is used by the heavy traffic of the port of Kotka as well.

The centre of Kotka is under heavy construction and development at the moment. A car park was built beneath the city marketplace, right next to it a whole quarter was opened as an enlarged shopping centre, less than a year ago. In the old harbour (Kantasatama, on the northern side of Kotka island) Maritime Centre Vellamo will open to public in the autumn 2008. The centre hosts Finland's national maritime museum and the regional museum of Kymenlaakso. The Port of Kotka is planning to strongly increase the passenger traffic and possibly build a new terminal beside the Maritime Centre. Other activities are being studied to develop the Kantasatama harbour area towards a Cultural Harbour area.

The South-East coast of Finland carries a long tradition of boat building.

A cooperative of wooden boat builders has worked in Kantasatama for a decade. A significant change will happen in near future, as the cooperative has been changed to a boat building company and an investor is building a new construction hall where people can visit and watch the renovation of classical wooden yachts.

We are trying to find out how to increase the attraction power and vitality in the Kantasatama harbour area. The aim is to form an area that evokes genuine interest among travellers, attracts tourists and works well as part of the city structure and as familiar everyday surroundings for the inhabitants of Kotka.

Overlooking the narrow strait there is the city district Hovinsaari. Hovinsaari is partly used for dwelling, partly for port functions. Hovinsaari is historically one of the main workers' districts in Kotka and possesses a different air from the city centre. Hovinsaari can be described as attractively situated, incomplete/unfinished, carrying a bit crappy reputation.

On Hovinsaari an European 9 architectural competition is going on. The competition focuses in residential building both in blocks of flats and smaller floating houses. Additional harbour-related activities have been suggested, mostly not too well formulated. However, the position and value of Hovinsaari will inevitably rise with the opposing Kantasatama area and maritime centre Vellamo.

How to develop the area around the strait to an appealing chain of places?

How to use the area and its capabilities to strengthen the identity of Kotka city?

Could the opposite shorelines have a different scale or atmosphere?

What should be the relationship between Kantasatama area and city centre?

What kind of functions would fit in Kantasatama and on which terms could they be placed there?

Kotka - City
by the Sea: How to
give the old harbour-
side a new function, new
image, new brand; new
future? –Add to sea(mans)
perspective the citizens
+ visitors perspective

corporate identity
= corporate behavior *
corporate communication *
corporate design

That means: combine spatial develop-
ment plans with business development
plans and result orientated mangement,
done from public and private partners;
activite the community, integrate it`
s up from the beginning, make the
process to the community build-
ing integral



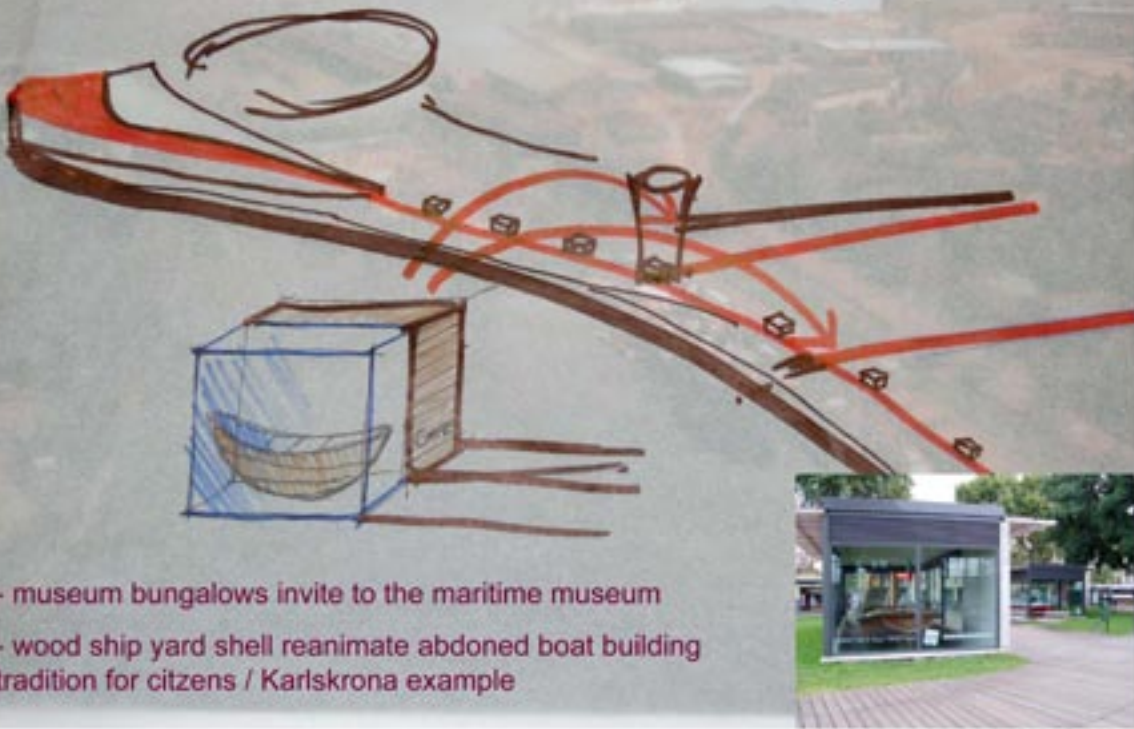
Kotka's Sea already begins at Inner City plan and steer the process of transition by:

- maritime tradition-museum water area in near to Inner City
- enough parks, some unique additional missing
- Kairo – legendary place
- historical ships and cranes
- ferry terminal
- event place (music, toll ships)
- trend to outdoor activities and entertainment, edutainment

add to Kotkas silent parks a waterfront area full with urban life



Kotkas development axes should be caused by step stones



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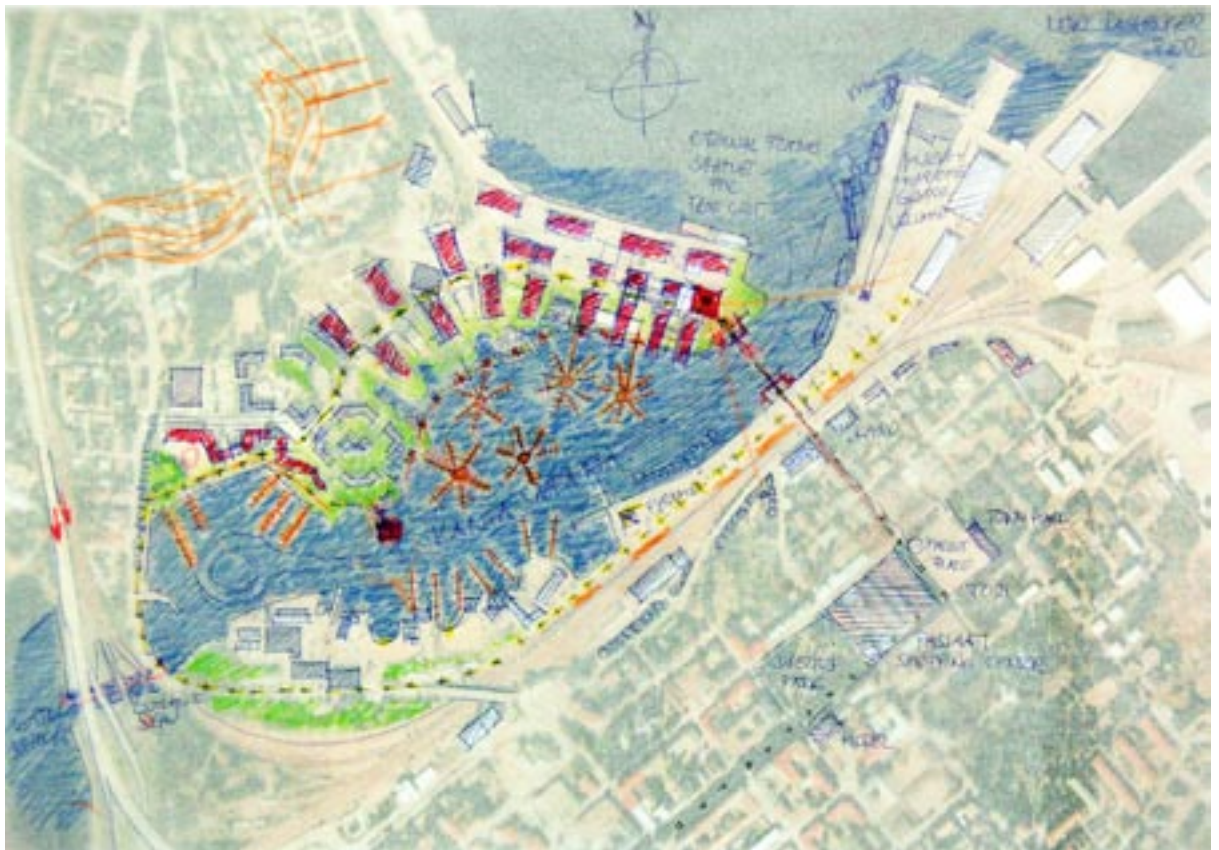




photo: Tuuli Koivisto

IDENTITY:

- First Harbour of the City
- Impression of sailors, ships, water and piers
- History of sailor culture – Tavern "Kairo" and other settings of the "theatre of sea life"
- history of sawmills, logs, timber and rafts, exports of timber industry
- gateway to Eastern Finland
- Birthplace of Finnish Jazz
- The old Firetower looking over the Port
- "Water meets Rails"



IDEAS

- Collect cultural activities for "the cultural port"
- give place for old ships, enlarge the shipyard for wooden boats, add quality to the museum harbour (paving with stone slabs, plants & flowers, benches)
- create a connection between the administrative centre, the shopping centre and the harbour, create an axis from the market place (tori) to the harbour, continue the boulevard of art and sculptures in the axis to the shore
- mark the end of the axis with a beam of light/ Eternal flame for the unknown sailor
- Start a big international design competition to get attention for a dynamic Kotka.
- A small scale landmark – NOT A SKYSCRAPER! – is more proper for Kotka,
- high skyscrapers are "passé" and it's trendier to do something in a local style.
- Wellamo museum should be the object for attention and not hidden in the shade of a tower!
- create an access to the opposite side of the harbour with a bridge for light traffic, possible to open and close. This way you'll get a circle for pedestrians around the old port Kantasatama
- Tuuliviiri: Sign of wind direction, a thematic sign along the Hyväntuulentie, the "Road of the good winds" and along the pedestrian route in Kantasatama





IDEAS

- add light to the pedestrian route with lots of lighting fixture, create a special design for Kotka/ artists or students competition?
- locate a floating restaurant or cafe in the middle of the harbour basin
- build housing on the northern shore of the harbour, initiate an architectural competition
- increase the number of private and small boats by adding lots of piers, making mooring points like stars in the water
- make a clear and visible sign of entrance at the bridge towards the Island of Kotka
- develop the idea of colonial times – "the Little Egypt" restaurant for jazz and old fashioned colonial store





WORKSHOP 2 – KANTASATAMA

moments



photos by Jussi Kautto





AT WORK





PROCESSING THE CITY







FOLLOWING AALTO'S FOOTPRINTS



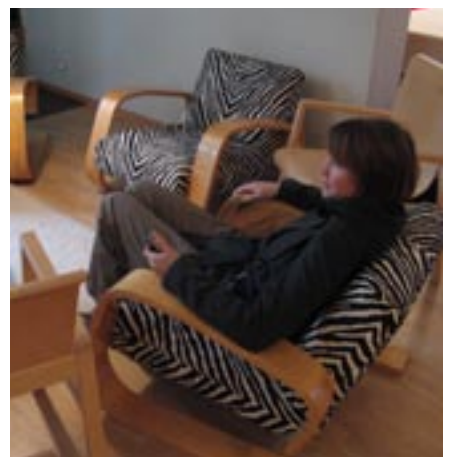


photo: Maritime Centre Vellamo, City of Kotka

