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Vertically Challenged

High-rise construction is very much the talk of the town in Helsinki. With as many as 50 high-rise projects in the pipeline, the City authorities have worked hard to create some sort of ground rules for the industry players – a roadmap of sorts, showing all the hurdles one has to clear for a successful project.

Helsinki is no skyscraper city and therefore one should proceed only very carefully down this road. As John Worthington (cover) points out in our interview, a small metropolis such as Helsinki runs the risk of being dominated by giant buildings, if the full impact of the construction is not properly analysed. Worthington talks about “the typology of buildings” in an urban setting and about finding the most suitable alternatives.

At present, Helsinki plans to ban skyscrapers from downtown Helsinki which is especially vulnerable to high-rise construction. Helsinki has strived to maintain a relatively low city silhouette, with just a few landmarks such as church spires rising above their neighbours. The city silhouette is historically and culturally too valuable to tamper with.

However, tall buildings are welcomed in other parts of the city, such as Pasila, Kalasatama and Jätkäsaari. Especially the new seaside communities could get a lift from skyscrapers.

Of course, in international comparison, Finnish high-rise plans do not exactly split the sky in half. Here, structures that are over 16 storeys high are already in the high-rise club.

In larger context, the vertical dreams are often related to community's quest for identity. For example, the Petronas Towers in Kuala Lumpur, Malaysia, were raised to serve as symbols for a nation that was “going up”, too. Still, there are many other factors that come into play, when we are talking about the anatomy of a place – what makes a place, or rather: what makes a great place?

Discussing this issue at length, John Worthington told NORDICUM that it is, first and foremost, the people and their energy that make a place. To paraphrase Hillary Clinton: It takes a village to build a place.

Another important element is history, or, rather, the edited-down version of the word: story. In today's world, it is the stories that people crave for and it is based on these stories that people decide where to work, live or travel. Not all stories are looking back, however. Many places are using stories to build bridges into the future – and the best stories always leave some room for dreaming.

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Top of the World. World Design Capital 2012 provides big push for Espoo, but Mayor Jukka Mäkelä says that it's just a beginning of a long journey. The City is about to reinvent its signature neighbourhoods in a massive renovation project. **Pages 12–13.**

Shaping Up. The urban structure of Helsinki is changing more rapidly than at any time during the past 100 years. WDC2012 is going to add some momentum into Helsinki's ambitious plans to reclaim the shores. **Pages 14–15.**

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Photo: Sponda Oyj

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Photo: Finnavia Oyj

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Helsinki Is Growing Inwards

By Hannu Penttilä

The writer is Deputy Mayor for City Planning and Real Estate of the City of Helsinki



This year, Helsinki celebrates her 200 years as the capital of Finland and is proudly carrying the title of World Design Capital 2012. Cities' development is no longer guaranteed by administrative decisions but their success is dictated by their ability to attract people of this millennium. Helsinki meets these criteria.

Helsinki has been built as a seaport. The City's cargo ports moved to the modern Vuosaari Port a few years back thus vacating three inner city port areas for other purposes. Furthermore, freight rail transport was transferred to the eastern district of the city, and consequently, Pasila rail yard area right next to the centre became available to become Helsinki's high-rise centre. At present, Jätkäsaari in the west is growing into a

showcase of sustainable urban development, Kalasatama in the east grows into a lively cluster of services and culture around the metro station while Kruunuvuorenranta with its parks and the seaside turns into an oasis of premium housing. The construction of Pasila area will start once the bidding competition has been solved. All in all, the construction all these four areas increases our city's property stock by millions of floor square metres during the present decade.

Helsinki's growing inwards well complies with the new values and principles of sustainable development. Helsinki is a safe green seaside city where people like to live. The city's public premises and squares are increasingly important as cradles of diverse urban culture. The new Music Centre in the

lush Töölölahti park is the latest target of visitor flow. The new commercial buildings and the future Central Library to be built in the same area will give a finishing touch to this green venue of events.

Cities are natural meeting places and breeding grounds for innovations. A prospering city links closely with adjacent cities and with metropolises in other parts of the world. The speedier train service from Helsinki to St. Petersburg has brought the two cities at a distance of only 3 hours from each other thus enabling transactions on a daily basis. There is also a daily ferry service to Stockholm, Tallinn and St. Petersburg from Helsinki. Helsinki airport which the Monocle magazine estimated as Europe's best hub for connections has fast strengthened its role in linking Europe with Asia. The city's smooth traffic and public transport system ranked high in European ratings guarantees a functional everyday for the 1,4 million inhabitants of Helsinki Metropolitan area.

Helsinki's real estate market has ensured a steadily growing operation environment in the fast changing situations of the past few years. The city's significant role as landowner and town planner means that the planned areas respond to the needs of their present and future users. The vacancy rate of old commercial premises has not hindered the markets of new, well-located and energy efficient premises.

Premises vacated from commercial use have enabled also innovative real estate development. For instance, the old cable factory has turned into a culture cluster. As an important congress and tourist city Helsinki suffers from a constant shortage of hotel accommodation. The new commercial services settle in the junctions of public transport and people flows thus ensuring an adequate clientele. The desire to live in an urban environment has maintained the demand for diverse housing in the entire city. The transparency of government and healthy economic growth guarantee the development of Helsinki's real estate market also in the future. ●



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Space Ace

John Worthington talks about the evolution of urban environments and the significance of place

The race is on to reinvent space. In the real estate industry, the winners will be those who can manage space, time and technology in an optimal manner – to provide meaningful experiences for the user.

This is a glimpse of the future just around the corner – according to John Worthington. Since co-founding the industry-changing consultancy DEGW in 1973, he has worked to adapt urban and space planning techniques to meet the needs of emerging knowledge-based economies. Regarded as one of the premier experts in the field, Worthington has witnessed the evolution of the industry during the past four decades – and is convinced that we have just scratched the surface.

Worthington is both a practitioner and academic. From 1992–97 he was Professor of Architecture and Director of the Institute of Advanced Architectural studies at the University of York and subsequently held visiting professorships at the Universities of Sheffield, Melbourne and Chalmers University of Technology, Gothenburg.

His research into the changing ways that organisations are using space helps to redefine the way space is perceived – and thus its use and value can be enhanced.

Setting the Tone

According to Worthington, recognising spaces as non-territorial settings appropriate for different activities, rather than designated rooms for specific functions, expands the variety of work settings and improves utilisation.

Worthington talks about a “blurring of functions”. As we embrace the new information and communication technologies, activities merge, and we are challenged to reconsider our old ways of thinking. For instance, the office is no longer just a place of information processing, but, more and more,

a place for creativity and innovation. Isn’t the office of today a place of learning, not just a place of business?

“Under the old system, we had products and buildings. Now we are moving towards experiences and environments.”

Office in the Cloud

The workplace itself has changed so much over the past decades – mostly thanks to technology. Moving from mechanical to electro-mechanical and onwards to electronic has been quite a ride. Worthington feels that “post-electronic” might be the right word for the present time where the value of the content is stored in a Cloud somewhere and can be accessed instantly on the whim of the user.

“It is a hugely interesting story, how





the technology is becoming almost secondary, as long as you can get to the content.”

Indeed, in his work Worthington has repeatedly pointed out that learning, working and leisure environments are merging. He references Japan as a pioneer in this field; a country where it is not uncustomary to find skyscrapers stacked with residential, educational, business and retail functions – all under the same roof.

“Mori Building’s Roppongi Hills Tower has restaurants and observation decks at the top, with a world-class art gallery, university of corporate real estate and business club, with corporate offices below,” Worthington offers an example.

Softer Edge

Closer to home, Worthington mentions King’s Cross in London. Comprehensive redevelopment was triggered by the availability of redundant railway lands and the

transformation of St. Pancras as the terminus for Eurostar. Putting together the 25 hectare development for 743,000 m² for offices, homes, retail and the University of the Arts has taken 20 years before work can start. Meanwhile at the edges of the comprehensive development site more incremental development has been progressing.

“At Regent’s Quarter, there is great mix: new and old buildings, both big and small, with a variety of functions and environments. In a sense, there is no point in going to the office anymore – the whole neighbourhood is the office.”

According to Worthington, similar examples can be found in Boston – where super universities such as Harvard and MIT provide the intellectual spark – and, perhaps more surprisingly, Dresden in Germany.

“In the centre of Dresden we find that there is a completely new take on leisure and entertainment. VW has a transparent factory there where you can pick up your newly as-

sembled car – and watch as it goes through the last stages of manufacture receiving last personalising touches.”

Creative Finland

Then, of course, we get to one of Worthington’s favourite topics: Finland. Worthington first visited the country in the early 70’s and has been coming back ever since. He credits the Finns for their innovative ways in the field of hi-tech and design, but also points out that, in the past, the nation had to be very creative in the field of politics as well: surviving the Cold War is no small feat for a small Northern country stuck between East and West.

Nowadays, the creative urges can be directed towards living lab solutions or other innovative fields. Worthington is also happy to note the launch of the Aalto University which should harness the full potential of business, technology and design. Also, he

is convinced that the nomination of Helsinki as the World Design Capital 2012, with its focus on service design, is an honour well deserved:

“Helsinki is a forerunner in service design and this special year provides a great opportunity to showcase to the world what innovations can emerge from this field.”

Worthington is especially taken by the atmosphere of downtown Helsinki – there are many young, international, talented people residing in the artsy districts of the city, and this bodes well for the urban development of the pocket-size metropolis.

“There is a certain creative buzz, whether you’re talking about Kaapelitehdas or Kamppi or some other downtown neighbourhood. I’m always very impressed with Helsinki every time I visit there.”

Connectivity Perfected

Kamppi, for one, is a textbook example of how logistics and retail join forces to create something great. Worthington points out that the Kamppi Centre is a success story, because it is a true place – the people make it happen, every day.

“We can build districts quickly, making them dynamic, enjoyable places takes far longer,” he says. In Worthington’s mind, a place is organic – it keeps growing, adapting. The urban environment is driven onwards by hotspots of activity.

The funny thing with urban planning is that sometimes the best laid plans of consultants go awry, and the citizens do something unexpected instead. Worthington says that there is no point in trying to predict the future, but it is wise to recognise the various stakeholders that hold power in urban communities.

“It takes proactive, responsible people to make a place – people who are passionate about the community they are living in,” Worthington says, adding that a lot of the time too much attention is given to the nay-sayers, nimbys who are against something or everything, while there are citizens who are very much saying “yes”.

Vertical Dreams

Looking beyond downtown, Worthington observes good things taking place in various locations. While the metro-line reaches to Espoo in the west and the Ring Rail Line heads north for the Airport, connectivity is clearly on the rise. Also on the rise are the buildings, it seems: there are about 50 high-rise construction projects at least in the planning phase in Helsinki right now.

Worthington is a noted expert also on the subject of skyscrapers, having e.g. advised on the high building strategies for the cities of Rotterdam and Dublin. In his opinion, Helsinki should look into high-rise construction – but do it only with utmost care.

“The most important question here is, why do you want it?” he says, running down the usual reasons. Some cities feel that a skyscraper would give the community some sense of identity, some view it as an urban marker. Then there are those who speak of compact city structure and added density, and those who feel tall buildings could give a boost to the residential side.

“In Helsinki, the danger lies in making towers that are too tall or bulky, dominating their environment. High densities can be achieved with 8-10 storeys, retaining the excitement of street life with more space on the top for distinctive penthouse floors and memorable skylines.” ●

Sami J. Anteroinen

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Cleared for Launch

Espoo is looking to take creativity into another level

World Design Capital 2012 provides a significant push for all the partner cities. Jukka Mäkelä, the Mayor of Espoo, is excited about the possibility to use the special year as a sort of a launch pad: design is a great platform for community development for decades into the future, if one is ready to make the commitment.

"For Espoo, WDC2012 is a milestone year which brings good design and interaction with both residents and customers into the limelight. I believe that, for instance, in wellbeing services and urban planning better practices will be deployed with increased frequency."

Also, the special year will be packed with various events and activities: for example, WeeGee House will serve as host to a lot of design-related action, and the rest of Espoo will get its share, too.

Reinventing the Core

In Espoo, it is also notable that the City is about to undertake a massive renewal project of its "signature neighbourhoods" – namely Tapiola, Otaniemi and Keilaniemi – to the tune of € 4–5 billion. The Mayor himself hails originally from Tapiola, so the complete makeover of the old Garden City is near and dear to his heart.

Mäkelä says that the catalyst in Tapiola – and also in the other two areas – is the metro which will start operations in 2015.

"As the metro is introduced to the area, the Tapiola Centre is completely retooled: it will become the biggest pedestrian cen-

tre in Finland, and will feature – in addition to versatile business and service space – also high-level cultural offering and plenty of apartments," the Mayor promises.

The new Tapiola centre will be energy-efficient – featuring the first remote district cooling system in Espoo – and very much rooted on user experience, design and culture.

Feeding the Innovation

Mäkelä points out that while in 2012 design is likely to top the agenda in many places, culture – in its many forms – is very important to the City. In the Education Services of the City, there is special emphasis placed on nurturing talent, encouraging value-based development of both individuals and community and boosting independent activity. Multicultural support is also one key element in the City's strategies.

With regards to arts, specifically, Mäkelä says that the City will continue to support many types of projects, noting that they have their part to play in the innovation processes and help in making the community more vibrant – and also more competitive.

The City of Espoo has always been

big on innovation, and is eager to explore new areas in this regard, too. Lately, the City has been talking with the key stakeholders of Tapiola, Otaniemi and Keilaniemi about the introduction of electric cars. For example Fortum whose headquarters are located in Keilaniemi is active in the planning effort.

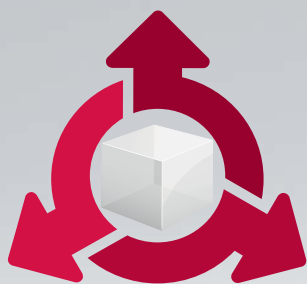
"We are now looking at the placement of the charging points for the electric cars," Mäkelä says, adding that the city has already purchased electric cars for its disposal.

Green Campus

One interesting prospect would be to turn the Otaniemi campus – home of the Aalto University – into a green campus by promoting e-car use.

"As the Aalto Campus is developing, the city has its own role in the building of infrastructure and also in enabling of various plans through, for instance, zoning means," Mäkelä says, noting that the City is in tight cooperation with Aalto throughout the transition. ●

Sami J. Anteroineen



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Aiding Cascading

Real Estate projects get a hand from WDC2012

Photo: Helin & Co Architects



World Design Capital 2012 is finally here. Celebrating design in its myriad forms is the theme for the year, but the design-orientation will not stop there. Case in point: cutting-edge real estate projects – with their bold architecture – will remain with us for decades to come.

For Helsinki, the World Design Capital year coincides with the launch of major urban development projects. Currently, the urban structure of Helsinki is already changing more rapidly than at any time during the past 100 years. In order to make sure that the transition is a successful one, sustainable urban planning and world-class architectural design have equally important roles to play.

The development of shore, port and railway yard areas will radically alter the city during the coming decades. The transformation is expected to create 4.5 million square metres of new residential floor area and almost 2.5 million m² of business premises, providing new homes for more than 100,000 people as well as jobs for tens of thousands.

Kalasatama Gets Competitive

One of the new seaside neighbourhoods to be built is Kalasatama, which is taking over a vacant harbour area. In 2011, the City of Helsinki Real Estate Committee organised a plot assignment competition concerning the seaside block in Sörnäistenniemi, which is the first residential area to be built in Kalasatama.

The purpose of the competition was to find out who would get to realise the block-of-flats plot in the Tökkäri block. The goal was to produce a plan which is architecturally sound, unique in the urban landscape and feasible with top-class functionality.

In addition, the competition aimed at finding novel solutions for urban living in blocks of flats that would better meet the requirements of diversity and adaptability it faces today. In addition, the ideals regarding housing in an urban structure are evolving and the new house should reflect this.

Perfect Balance

Out of the six proposals, the jury of the competition picked Poiju (Buoy) as the winner. The construction company Lujatalo will realise the project which features a full-blooded design house. The jury commented that the strong and versatile use of different materials and the balance therein was one of the factors that delivered the victory for Lujatalo. Also the “spirit of Kalasatama” was viewed to be well represented in the work.

Architects Ulla Saarinen and Jukka Turtiainen were in charge of the winning

Enter: Strategic Design

Finland is one of the forerunners of strategic design which is taking the entire concept of design a couple of levels higher – quite possibly all the way to the corner office or the board room. A reporter from The Guardian ran into this phenomenon as he familiarised himself with the activities of the Strategic Design Unit (SDU) of Sitra, a Finnish think-tank.

In essence, the Sitra SDU is made up of an international team of experts with backgrounds in architecture and urban planning, web and interactive design. These crack troops of strategic design have a knack for thinking at varying scales – from polishing pixels to raising communities in 10 seconds.

What makes strategic design tick, then? Well, basically the concept is all about applying a design method to a system, rather than an object, as conventional wisdom would have it. The Guardian points out that the interesting thing about the Sitra SDU is that it takes design approach to matters of public policy. Thinking on the macro scale, the unit is, quite possibly, on its way to reinventing the social contract.

While strategic design can't necessarily find the perfect answer, it at least begins by asking the right questions. As a result, you sometimes have to toss the old “if it ain't broke, don't try to fix it” adage. The Sitra team is working hard to improve the Finnish education system – despite the fact that it has been declared to be the best in the world many times over. SDU wants to go the extra mile to perfect the system.

During the London design festival in September, Sitra launched a book entitled *In Studio: Recipes for Systemic Change*, explaining some of their ideas. The authors also met with British Government representatives to enlighten them on strategic design. The Brits are probably not the only people who would benefit from a study session: after all, one of the biggest problems facing just about any government today is the gap between policy and how it's realised. Despite best intentions, policies that look solid on paper have a habit of going horribly wrong in the real world.

SDU poses the question: who owns the project – from start to finish? SDU talks about “stewardship” where one goes from sketch to the final outcome without losing sight of the initial vision along the way. ●

entry which encompasses almost 10,000 square metres.

The plot can accommodate either owned or rental apartments and a major part of the project's appeal comes from the fact that almost all flats will have a sea view. In addition, the plot will feature space for cafés and restaurants. The construction is slated to kick off in the summer 2012 and first flats should be complete in 2013. The design house is also officially a part of the WDC2012 programme.

The Tökkäri block has been no stranger to new housing solutions previously, either, with two-storey houses and penthouse-type apartments in the mix. Modification and multi-use options are key driving forces in the neighbourhood.

Fill Her Up

Still, WDC2012 is not all about Helsinki. The partner cities Espoo, Vantaa, Kauniainen and Lahti are doing their part to promote quality design. One example of this is the Lahti-based Design Station which will bring to the limelight local, national and international design. Design Station will make

World Design Capital more accessible to citizens and also serve to expand the “normal” concept of design.

Quite fittingly, the Design Station has taken an old gas station as its headquarters. The Lahti operation wants to show that functional things represent good design, no matter if we're talking about coffee cups, architecture or service innovations. Also the link with the corporate world is important as experts predict that creativity and design have a strong role in e.g. creating new jobs in the future.

The City of Lahti has a proud tradition in the different disciplines of design and has prepared well for the WDC special year. The programme includes ventures from the fields of design education and training, industrial design and urban development. As the key theme for the year is ‘Embedding Design in Life,’ Lahti is eager to prove that design belongs to everyone and citizen participation is a key element in just about any project here. ●

Sami J. Anteroinen



Reach for the Sky

Kalasatama launches a new era of high-rise buildings in Helsinki

The construction of the Kalasatama Centre area is finally under way – and expectations are running as high as the proud towers designated for the neighbourhood. Already called “the Finnish version of Manhattan”, Kalasatama promises to introduce high-rise construction in a seaside setting in an unprecedented manner.

The City of Helsinki and SRV signed the contracts relating to the implementation of Kalasatama centre in August 2011, and the construction works have already commenced. The impact of the project to SRV’s revenue during the next ten years is estimated to total close to one billion euro accumulating towards the end of the decade.

Timo Nieminen, the Senior Executive Vice President of SRV, points out that the un-



Photo: Helin & Co Architects

fore special effort is placed on recognising and controlling all risks during the project.

The main idea is to fully draw on the experiences from previous projects, such as the Kamppi Centre.

“Actually, at the time when Kamppi was constructed it represented even a bigger investment for the company than Kalasatama, proportionally speaking,” Nieminen adds.

What will Kalasatama be all about, then? Well, the new neighbourhood certainly seems to be aiming high: Kalasatama Centre consists of six residential towers as well as a hotel and an office tower. The towers will have 20 to 33 floors, the highest being 126 meters high.

Green Appeal

The towers will house 86,000 square meters of apartments for approximately 2,000 inhabitants and 14,000 square meters of offices as well as a hotel of 10,000 square meters. Itäväylä road and metro line will be covered with a green deck.

“What this means is that we want to create a park-like setting on the deck which is located six storeys high. The green deck will be open to everyone and the seaside view will be something else to see,” Nieminen promises.

A commercial centre of 55,000 square meters will be built in conjunction with the towers as well as a health centre of around 10,000 square meters (which the City will lease for 20 years). SRV will also build ample public premises and infrastructure for the City, such as bridges, streets, extension of metro platform and parking space as well as an underground waste collecting station serving the whole area.

According to Nieminen, the service and recreational offering of the Kalasatama Centre will be integrated with the service supply of nearby areas. This means, in essence, that Kalasatama will offer a little taste of the neighbouring areas – for example, a giant aquarium could serve as a “calling card” of the Korkeasaari Zoo located in the area.

“We want to use the centre to showcase some of the versatile service offering in the area in a way that benefits everybody,” Nieminen lays down the strategy.

Inviting Innovation

Talking about the structure of the Kalasatama centre itself, Nieminen says that the centre’s shops, restaurants, cinemas, and other recreational services are designed to be accommodated at street level and on the three lowermost floors. Large retail stores will be below street level.

An area comprising basic commercial services has been designed for the centre, serving both residents and visitors, as well as

undertaking is indeed a big one for a company whose annual turnover is around € 600 million. Still, SRV has a reputation of going after the toughest challenges out there – and winning out in the end. Many of these success stories have been extremely high-profile cases, too, such as entertainment oasis Flamingo, Kamppi shopping centre or the recently opened Helsinki Music Centre which was just praised by The New York Times.

“We, as an organization, look for these types of challenges and have done so for 25 years,” Nieminen says. The company’s “secret weapon” in handling such projects is the SRV Model which emphasises solid project management, networks and logistics.

“Projects such as Kalasatama require broad expertise and we are confident that we have enough resources to succeed.” The value of the infrastructure construction in Kalasatama during the first phase alone is around € 45 million.

Ready for the Big Time

At Kalasatama, SRV is looking, once again, to create an innovative landmark development project – this time together with the City of Helsinki.

Jukka Hienonen, CEO of SRV, has called the undertaking “an enormous construction engineering, financial and commercial effort” for the company, and there-

people transferring from one mode of transport to another. The upper floors will accommodate stores and services related to interior decoration, the home, fashion, and leisure. The centre will also have an area dedicated to exhibitions and events.

Nieminen adds that various restaurants will come to the centre – in a form of, for instance, a food court area with fast-food restaurants and a restaurant section consisting of restaurants of different sizes and price categories. The restaurant section is also looking to incorporate a fresh-food market in accordance to international trends.

“The City of Helsinki has wholesale market available next door and we’re looking to explore synergies between the two.”

Wanted: Flexpertise

In the Kalasatama project, SRV works with Pekka Helin & Co Architects in architec-

tural design, Sito in infrastructure design and Destia in infrastructure construction. The construction is already under way with earth works, rock blasting and excavation as well as with street and bridge construction necessary for the temporary traffic arrangements, says Kalasatama Centre Project Director Juhani Katko. He believes that SRV Model will be a key factor for the success of the project:

“Long-term projects require a great deal of flexibility and the model makes it possible,” Katko says.

Discussing the special characteristics of the Kalasatama project, Katko notes that it is rare to see such a diverse package being constructed in a hub location. He confirms that the company is looking to create something new and exciting here:

“There will be plenty of differentiating factors,” Katko promises.

The aim is that the first part of the

commercial centre, the health centre, the infrastructure and the first residential tower will be completed early 2016. The rest of the premises will be build stage by stage depending on the market situation by 2021.

Perfect Mix

And what kind of an example will Kalasatama set for the industry in 2010s – and beyond? Tower and hybrid construction have been hot topics lately, but Timo Nieminen counters by saying that high-rise towers are but one way to promote hybrid construction – Kamppi Center is very much a hybrid, too, but with little vertical aspirations.

“In Kalasatama, we want to take this concept and push it even further: get different functions to interact with each other in a brand new way. We want to look at the big picture here,” Nieminen says. ●



Photo: Helin & Co Architects

Riding the Rails



Photo: SARCI Architects

Kivistö motorway junction. The consortium is acquiring plots with building rights totaling over 40,000 m² of floor area.

Jouko Pöyhönen says that a diverse range of housing will be built in the Keimolanmäki area:

“The area is an important part of the new Marja-Vantaa district.”

The intention is to build mainly apartment houses here, but also municipal services and business premises will be realised in the area. The first stage of housing construction is planned to begin in 2013 and the entire area will be built by 2023.

Keilaniemi Goes Residential

Talking about the action along the new metro line, it all starts with the actual point where the metro surfaces from under the sea in Keilaniemi. Alongside the formidable corporate headquarters which line up on the shoreline, SRV wants to introduce new kind of residential innovation: namely, the Keilaniemi Towers.

According to the plans, Keilaniemi Towers is to feature four housing towers which will not be dwarfed by their neighbours: with 30–40 storeys each, the buildings will reach 100 metres.

The area under development includes almost 80,000 square metres of residential building volume. The key idea is that the residential development plan will go hand in hand with the construction of the metro line – and the first tower would be opened around the same time as the Keilaniemi station starts operations in 2015.

“Since the traffic arrangements in the area are very challenging, the planning must be conducted very thoroughly,” says Pöyhönen, adding that the zoning issues of the project will be cleared up in early 2012.

Western Opportunities

SRV is also involved in the development, planning and implementation of Tapiola Centre – another key metro hub. Arrival of the metro in Tapiola calls for, among other things, construction of extensive parking facilities under the centre.

The goal is to begin construction in mid-2013 and the first stage is expected to be completed in 2015 as the metro starts operating.

Beyond Keilaniemi and Tapiola, one finds Niittykumpu area which will also house a metro station in the years to come. Together with its partners Varma and SATO, SRV wants to plan and raise new residential buildings in the area. The initial plan calls for a construction of 150,000 square metres which translates to about 2,000 apartments.

Construction for the new neighbourhood could conceivably start in 2013, if everything goes well. ●

Sami J. Anteroinen

Strategically speaking, Kalasatama is only one of SRV's top projects for the decade. Many of the emerging projects are linked to the metro line – either old or new. Project Development Director Jouko Pöyhönen says that this is by no means an accident: SRV is very active in projects which offer mass transportation muscle.

SRV's focus on the rails is quite evident, if one looks at the two large-scale public transportation projects under way in the Greater Helsinki Area: the western metro expansion to Espoo and the northbound Ring Rail Line which connects the airport with the core Helsinki network.

Both of these projects bring about new

stations along the tracks which will serve as “ground zero” for community construction. For instance, the City of Vantaa has ambitious plans for Marja-Vantaa, the green community which is to be located around Kivistö station.

Start Your Engines

In fact, in November SRV – together with its partners Asuntosäätiö and SATO – acquired a significant land area in Keimola, Vantaa. The land area, zoned mainly for housing construction, is located in the area of the former Keimola motor racing circuit, to the west of the Helsinki-Tampere and near

Winning Ways

HYY Real Estate focuses on user experience – with spectacular results

The World Design Capital 2012 has been launched – and downtown Helsinki is very much involved in the making of the special year. One of the key players in the core city centre is HYY Real Estate – the real estate arm of the University of Helsinki Student Union.

And how is it that students have managed to build a real estate empire in the most valuable part of the town (let alone country)? For the answer, we have to look at history: the key pieces of the puzzle have been in place for 100 years – and more. The legendary Vanha Ylioppilastalo (Old Student House) was raised already in 1870, and Uusi Ylioppilastalo (New Student House) followed suite in 1910. At the time, Finland was still under Russian rule, but the coming independence would launch the students of the young nation to a new age of prosperity.

While the city around both student houses kept growing, also the Student Union expanded its reach and acquired more real estate. All the while, Uusi and Vanha have remained in the core of downtown – the very heart of downtown is often defined as the triangle limited by the Main Railway Station in the north, Stockmann in the east and Kamppi Center in the west.

Pedestrian Preference

There are, for example, more restaurants in the area than anywhere else in the land. In addition, there are several metro entrances in the vicinity that bring a steady flow of

people here. According to pedestrian monitoring studies, there are over 40,000 daily pedestrians in Kaivopiha area (230,000 people/week).

Yrjö Herva, Business Director for the HYY Real Estate, says that Kaivopiha and the Student Houses have a permanent place in the hearts of the Finns. “Looking at Kaivopiha, the idea from the beginning was to make it human-scale – and the fact that people have embraced it so thoroughly means that the approach has been a successful one.”

Herva adds that Kaivopiha also shows an intriguing mix of architecture and trends from different eras, creating an environment which is far more than simply the sum of its parts.

Still, taking care of these real estate assets requires considerable commitment and eye for detail. For instance, Kaivopiha street surface will go under renovation in March and during the year the area will receive a real beauty treatment, complete with heated walkways.

Always Room for Imagination

While a renovation during the WDC2012 festivities sounds tricky, HYY Real Estate

has experience in carrying out such retooling efforts with style: for instance, during the Ylioppilaskuusi renovation a few years ago the area was transformed into a visually pleasing “French Quarter”. The goal is to introduce another slice of fantasy into the new renovation project.

“We’re also cautious not to overcrowd the area, so that people flow can continue undisturbed,” Herva promises.

In the background of the renovations, there is HYY Real Estate’s desire to take its responsibility very seriously – the culturally invaluable neighbourhood is managed according to the principles of sustainable development. For instance, the organisation has had the student houses in its possession for generations and wants to make sure that they will be there in the future as well.

“In all situations, we want to contribute to the development of a dynamic cityscape – make sure that the core downtown area is enjoyable for all,” says Herva, adding that HYY Real Estate is also a member of the Helsinki City Marketing which is hatching plans to spice up local marketing efforts. Among the goals there is the idea to create some action in the spring time – at present, Christmas seems to grab all the attention (and resources).





Photo: Sini Pennanen

Building on Tradition

One of the admirers of the vibrant downtown is British real estate development guru John Worthington (see interview on page 8). According to Worthington, Helsinki gives room to the individual and gets creative with a whole underground web of shops and pedestrian networks. Kaivopihä and its surrounding areas are very much a part of the Helsinki appeal.

In fact, HYY Real Estate and Worthington see eye-to-eye on a number of issues that deal with successful urban environments. Contributing factors include a sense of wellbeing and increased quality of life through aesthetic surroundings and access to services – but certain places also exude an aura of significance that is hard to manufacture from a greenfield setting. In this framework, functionality and effectiveness are desired elements, for sure, but assigning meaning to a place goes beyond such things.

In the case of HYY Real Estate, of course, the way the tenants feel about their premises and the service level determines the difference between success and failure. Yrjö Herva reports that there is a big pay-off that comes from focusing on customer service: the supremacy of HYY Real Estate in the KTI customer satisfaction benchmarking survey is almost unbelievable.

Dozen Diamonds

KTI has carried out the survey every year since 2000 and every time HYY Real Estate has come up on top. Still, Herva comments that winning never gets old – even if it's the 12th time. But what is the secret behind such a tremendous run?

“We listen carefully to the hopes and wishes of the tenants and do our very best to fulfill them as quickly as possible – and our customers really appreciate this.”

The 2011 survey featured 17 real estate players whose customers were asked about their views regarding the premises, landlord and service. HYY Real Estate excelled especially as a great landlord and provider of excellent services – and even managed to improve its over-all grade from the previous year.

Yrjö Herva notes that the only slight criticism arose from things that are hard to change as such – for example, the flexibility of premises is not optimal in a building that was constructed in 1910.

In addition to taking good care of its customers, HYY Real Estate has placed special emphasis on sustainability as well. In fact, the organisation is one of the founding members of the Finnish Green Building Council. ●

Sami J. Anteroinen

HYY Real Estate – Key Assets

HYY Real Estate serves commercial and office customers, and also offers residences and activity and association premises to students and the Student Union. Properties are primarily located in the centre of Helsinki around the Ylioppilaskatu and Kaivopihä squares, and also in Etu-Töölö in the vicinity of the new Kamppi Centre. Kaivopihä Ltd manages, rents and maintains the properties of the Student Union.

City Centre Property, Helsinki city centre, leasable floor-area 32,741 m²

Kaivotalo building Kaivokatu 10, Helsinki 10

Citytalo building Mannerheimintie 3, Helsinki 10

Hansatalo building Mannerheimintie 5, Helsinki 10

The New Student House Mannerheimintie 5, Helsinki 10

The Old Student House Mannerheimintie 3, Helsinki 10

Leppäsuu Property, Domus, Etu-Töölö, leasable floor-area 14,278 m²

Building B Leppäsuonkatu 9, Helsinki 10

Building C Hietaniemenkatu 14, Helsinki 10

Building D Hietaniemenkatu 14, Helsinki 10

Helecon information centre Leppäsuonkatu 9 E, Helsinki 10

Others

Aleksis Kivi's cottage Rantatie, Tuusula

Domus Gaudium (60%), Leppäsuonkatu 11, Helsinki 10

Ida Aalbergin tie 1 (25%), Ida Aalbergin tie 1, Helsinki 39

Villa Kuunari Kuunarintie 2, Helsinki 85



Soul Searching

Shopping centres are looking for a new identity that goes beyond commercial aspirations

Here's food for thought: could the future of shopping centres revolve around something other than shopping? Perhaps shopping centre could be the place where you go to meet friends, your home away from home. Besides restaurants and shops, the public sector could be very well represented there: hospitals, schools and libraries can easily link with the shopping centre's core infrastructure.

In fact, the new, green trends of construction encourage new “superhubs” to be built to serve as the vibrant hearts of urban communities. “Everything under one roof” ideology is a good fit in the carbon-conscious era, too.

Shopping centres are not fighting this green revolution, either: from the looks of it, they are whole-heartedly embracing the change. According to the recent Shopping Centre Barometer, environmental responsibility is the most important trend affecting the business in Finland.

The industry has been going green for a while now: environmental responsibility has been the most visible trend impacting the shopping centre business for many years.

“Now about 94 % of respondents saw it as the most important change factor, which shows that the responsibility is being taken seriously and implemented in almost all shopping centres,” says Juha Tiuraniemi, Managing Director of the Finnish Council of Shopping Centres.

Core Concerns

Still, environmental issues can be controversial as well. In Finland in the past, commercial activity has focused in larger and larger units in locations which are quite detached from the existing urban structure. At the same time, the race is on between municipalities to see who will catch the big one: land the super-size shopping centre and energise the local economy.

In such a scenario, it has become increasingly difficult to coordinate the development of commercial sites regionally, with rival municipalities looking out, primarily, for their own interests. However, there is a shared public interest in avoiding oversupply of shopping space and in securing ac-

cess to the shopping centres by alternative means of transportation – meaning, in essence, that public transportation works well.

As a consequence, middle-of-nowhere commercial construction is very much a no-no and the State would like to see shopping centres in the cities themselves – or at least in the vicinity.

Director Reijo Päärne from NCC Property Development says that a big trend in all construction is human-scale – meaning, for one thing, that you can walk around the premises. Shopping centres, of course, must be attractive from the pedestrian point of view, and they can include both indoor and outdoor areas.

“The shopping centre owner must be successful in creating a type of ‘manageable chaos’,” Päärne defines the challenge for the future. Combining different functions in such a manner that no single element overshadows the others is not an easy task.

“Knowing the customer preferences and trends will be helpful in building successful shopping centres,” Päärne says, adding that the best shopping centres have a natural sense of “flow” which allows the people to enjoy themselves for hours.

Integration Issues

Looking at the barometer results, Juha Tiuraniemi says that the respondents of the barometer view shopping centres as a more and more integrated part of urban, regional and local hubs.

“When considering land use and building legislation, I think it is important to remember the shopping centres’ diverse service dimension and their possibilities to offer an excellent operating environment also for public services such as cultural and health services,” says Tiuraniemi, adding

that now is a good time to openly discuss issues such as shopping centre’s function, accessibility and ability to change already at the planning stage.

Still, there are other things to look at besides location and integration, as well. Green construction and real estate standards, such as LEED and BREEAM, consider a variety of issues to determine just how green a building really is.

Finnish shopping centres have won some distinction in this arena: for example, Sello Shopping Centre was recognised in Spring 2010 as the first European shopping centre to achieve LEED gold-level certification for existing buildings.

Situated in Espoo’s up-and-coming Leppävaara urban area, Sello racked up points for well-planned public transportation links. The shopping centre is situated next to train and bus terminals which handle more than 30,000 passengers a day. Points were also awarded for green electricity, energy management, efficient water usage, recycling centres for tenants and customers, and efficient land usage.

Green Upgrades

One hour drive north one finds Trio Shopping Centre – located in the heart of Lahti – which was awarded the first ever Finnish and Nordic region LEED certification in June 2009. During 2007–2008 the shopping centre owner Citycon undertook an extensive renovation and expansion project. The project paid considerable attention to details such as energy usage, water usage, zero-emissions material use and good indoor air quality.

Trio is located in the city’s commercial centre, with excellent public transportation links as well as bicycle and pedestrian paths.



Photo: Citicon Oy

West coast has been active on the green front as well. Located in Turku, Skanssi shopping centre received its LEED certification in spring 2010. Skanssi grabbed points for energy efficiency, site waste management, use of materials, indoor environmental quality, landscaping and landscape management. Additional points were added for the excellent public transportation connections to the centre as well as the centre's parking lot which has many spaces reserved for low-emission vehicles.

Driven by Design?

In addition to the environmental mindset, the barometer respondents identified the growth of e-commerce and digital services as new emerging trends. Shopping Centre Barometer also revealed that shopping centres have high hopes for 2012. Sales growth expectations for 2012 are positive despite the uncertain economic outlook.

Respondents also reported that total sales have developed well in 2011 compared to the year before, but they also expect differences to grow between different shopping centres and retail sectors.

In 2012 Helsinki and her partner cities celebrate the World Design Capital 2012 – and from the looks of it, shopping centres are eager to take part in the festivities. The

renewed Kluuvi Shopping Centre opened its doors again in October 2011 in downtown Helsinki, providing a wealth of experiences for the people. Christmas shoppers got to enjoy, for instance, pop up action, exciting new retail concepts and all-natural delicacies.

Wanted: Beauty Treatment

Another shopper's delight is City-Center, located just off the main railway station. The complex owner Sponda is refurbishing City-Center into a pleasant, bright and safe commercial centre – as well as a meeting point and place of work for thousands of people daily. The project is expected to be ready in 2012.

The revamped City-Center offers modern retail and office premises on ten floors. One key element here is the perfect marriage of light and space, as a massive glass roof at the heart of the building now allows natural light to flood the space, providing backdrop for five floors of fashion, leisure and sports goods and products for the home – together with restaurants and cafés.

Located a couple of stone throws away from City-Center, we find Forum – the oldest shopping centre in Helsinki (raised just in time for the 1954 Olympics). What started as a two-storey wooden building, has now taken over an entire city block. Nevertheless, Forum is looking to upgrade its op-

erations as well: during 2012–2014 Forum wants to add another 8,000 square metres which translates into 20 new stores.

The 'grandmother' of the capital region shopping centres will remain committed to fashion, leisure-time activities and diverse restaurant offering.

New Kid on the Block

While the old shopping centres are reinventing themselves, new projects are being developed as well. Perhaps the most ambitious in their ranks is the new Marja-Vantaa shopping centre, with a planned net floor area of 110,000 m². The shopping centre is planned for the Kivistö station which will be one of the key stations of the coming Ring Rail Line.

If everything goes according to the plans, the first phase (60,000 m²) will be opened in 2014, quite in tune with the launch of the Ring Rail Line itself.

The shopping centre and the surrounding Marja-Vantaa city centre want to promote stress-free urban living and ecological living with good public transportation connections. Furthermore, according to the concept, art will become a part of everyday life. ●

Sami J. Anteroine

Opportunity Knocks On Wood

Invest in Finland is exploring the potential of wood construction and service innovation

Finland has been on the radar of many foreign investors of late. After Newsweek declared Finland the best country in the world, more and more people have been paying attention to the small Nordic nation.

Photo: Sini Pennanen

Even with a recession pressing on, for example the business services sector shows no signs of waning down. Director Sari Toivonen at Invest in Finland says that growth is expected to continue in the coming years.

“Finnish companies go global early on in the game and they are often looking to acquire consultancy services in this process,” comments Toivonen, who is in charge of Business Services at Invest in Finland. About one third of Finland’s growth companies operate in sectors mainly providing business services.

Making the Switch

The situation in the country’s real estate market is no less attractive, with both residential and commercial side showing promise. Despite all the focus on Finland during recent years, there are still new, up-and-coming areas which have not been discovered by investors yet. Sari Toivonen reports that there are plenty of opportunities – for example in wood construction.

This may sound strange to many people with even passing knowledge of Finland. After all, the entire country is covered with thick forests and built its economy largely on the strength of the “green gold” – producing everything from pulp and paper to wooden design furniture.

Toivonen says that wood construction is very popular in single one-family houses, but apartment buildings have been made of concrete. “Strict fire regulations have held the construction of multi-storey buildings back for a long time, but new legislation – which took effect in April 2011 – provides new opportunities in this area.”

Get in the Game

Toivonen is hoping for a wooden renaissance in Finland – and urging foreign investors to consider this option: now is a great time to explore the market. “We have material and skilled labour, and plenty of wood-related expertise,” Toivonen says, adding



From left to right Sari Toivonen, Maria Arruda and Tuija Tommila.

that Finland could easily follow the example set by the Swedes. In Sweden, already 20 % of the new multi-storey buildings are made of wood.

Invest in Finland has done the math, too: if even 10 % of multi-storey construction would be wooden, this would allow for several industrial production facilities to be established in Finland.

“Also renovation projects deploy more and more wood elements,” Toivonen says, pointing out that the wild card in all of this is, in many regards, Russia: “In renovation projects alone, Russia is simply brimming with potential,” she says. A solid game plan for an international company could include setting up shop in Finland, using Finland for production purposes and as a pilot market, and then making the big push east.

Design Edge

As Helsinki and her partner cities celebrate the World Design Capital 2012, all things related to service design (or embedded design, as is the theme of the special year) are a very hot topic around the country. For international companies, it might be a good idea to look into the Finnish service design and service innovation field, says Toivonen.

“In the field of service innovations, Finland provides an interesting environment for companies, since Finns are known as early adaptors and are very hi-tech oriented.”

Marketing Director Maria Arruda adds that in the future, strong design and planning will come into the limelight even more frequently: “Looking at the public sector, for instance, it is clear that one has to achieve better results with limited resources,” Arruda says.

Open Arms Approach

Transparent and secure business environment – as well as safe and friendly atmosphere for doing business – are just some of the reasons international companies frequently give when asked about why they find Finland such a strong prospect.

Manager from Invest in Finland Tuija Tommila says that according to feedback from customers, business meeting are extremely easy to set up in Finland. “We often hear international companies say that Finland has a remarkably open and friendly business culture – and they love to come back here.” ●

Sami J. Anteroineen



Hämeenlinna centre. Constructed above motorway combining housing and retail.

Maximum Attraction

NCC increases the appeal of communities – both new and old



Modern real estate development concentrates – more and more – on boosting the attractiveness of new communities. In a greenfield situation, there are many opportunities to increase the appeal of the neighbourhood-to-be. However, also an existing area – be it a single city block or an entire city district – can benefit from a make-over designed to upgrade its pull.

Unit Director Jukka Manninen.

Director Petri Anttalainen from NCC Property Development Oy remarks that the original spark in a real estate project must come from the place itself: its character and qualities. “In any case, the concept has to be just right for the market,” he points out.

In the Helsinki Metropolitan Region, for instance, the development will continue to be intense over the following years and decades. As the capital region is expected to

add 400,000 new residents by 2035, there is a need to raise new communities and expand existing ones. Director Jukka Manninen says that in many cases the appeal has to be built from ground up:

“The developers must put together a plan that takes in consideration the structure and functions of the area, now and in the future.” The challenge lies, of course, in committing significant resources based on just estimates and predictions.

Identity Issues

According to Petri Anttalainen, the emerging identity of any given community is a sum of many factors. “For example, one could debate about the residential side and the services side – which should come first? The answer, in most cases, is that these two go hand in hand, and one step after another.”

The NCC experts agree that the local decision-makers have a big role to play in launching successful communities: after all,

the creation of infrastructure and providing public services is crucial for any new area.

Among the many considerations in property development is the environment. Anttalainen points out that regional interests meet local concerns in this area quite frequently: should one walk over to the local store or drive to the nearest shopping centre? Motorisation of society is still going strong, despite the Climate Change gospel.

With this in mind, the Finnish Government is looking to encourage construction in natural traffic hubs, where people can enjoy effective public transportation. NCC is in tune with the times: there are, for instance, deck construction projects under way in both Tampere and Hämeenlinna with buildings raised above either train tracks or motorway, respectively.

Metro Momentum

Another example would be the western metroline expansion in Espoo. Slated for completion in 2015, the new line will push west from the Ruoholahti station in Helsinki and make stops at the key traffic hubs around Espoo. The end of the line is Matinkylä which is home to Iso Omena, one of the biggest shopping centres in Finland. NCC is very active in the development of the metro station and the surrounding neighbourhood.

NCC, having partnered up with Citycon, won a competition for the development rights of the new metro centre which will become a significant meeting point for people as well as an ultramodern traffic hub. In addition to the metro station, NCC and Citycon will construct also a bus terminal, parking spaces for feeder traffic, apartments and a significant amount of new commercial space which will be smoothly connected to the current Iso Omena.

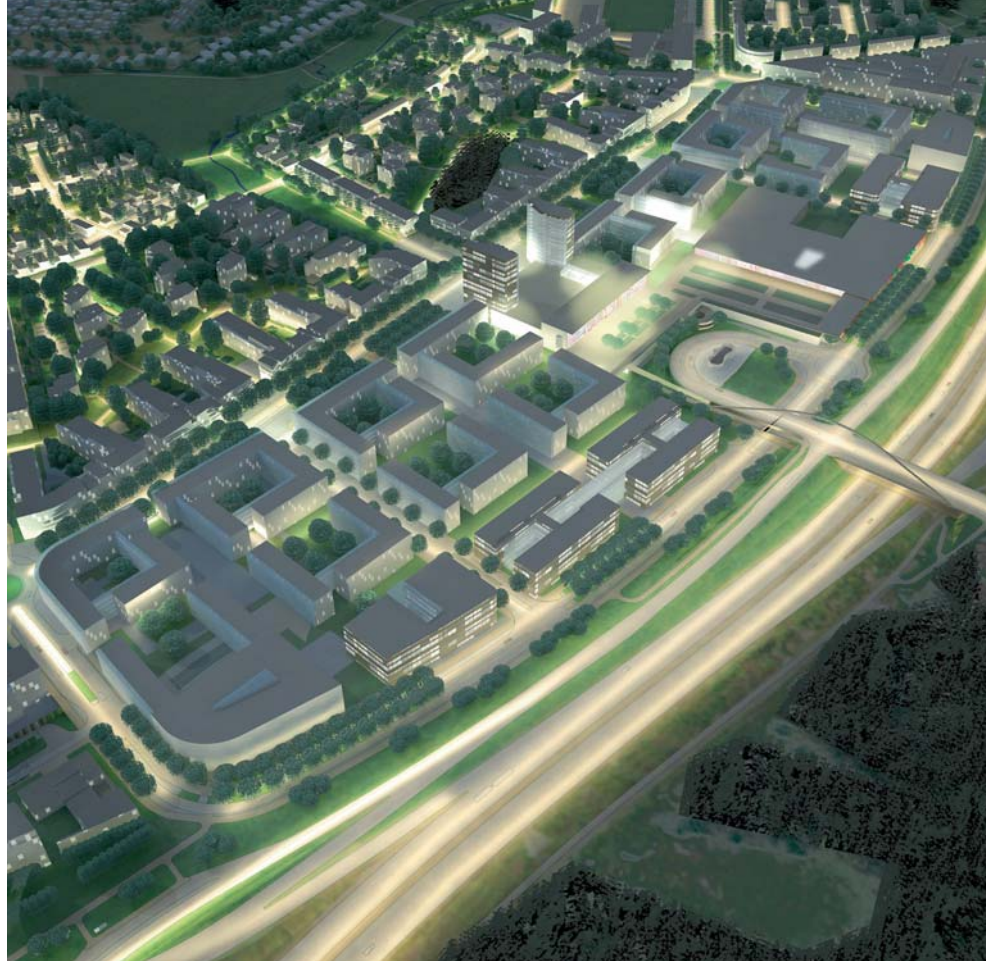
As the metro centre gets going, Iso Omena's current rentable commercial area will grow by half and the amount of parking spaces will increase by about 1,000. The construction of Matinkylä metro centre is expected to kick off by the beginning of 2013.

Jukka Manninen says that the Matinkylä project is a great opportunity to launch new kind of urban space – a place that is enjoyable from the viewpoint of a resident, consumer or a citizen.

“Living comfort will be considerably boosted and public services will be concentrated, at least in part, in here.” The City of Espoo is thinking about, for instance, building a swimming hall in the neighbourhood.

Garden City 2.0

The City of Espoo also has high hopes for Suurpelto which was designed to be an “ICT Garden City” with plenty of both international and environmental flavor. Suurpelto serves as a pilot community for waste man-



Suurpelto area in Espoo, the future Garden city 2.0.

agement solutions and other groundbreaking services, as well as green construction.

There are already almost 1,000 residents in the area and another thousand will be added every year from now on, for quite some time. To provide a true heart for the community, NCC Property Development is working to introduce Service Campus in Suurpelto. In addition to the commercial centre for the citizens, Service Campus will feature business and residential premises. NCC has drawn out a plan for the area together with architect agency Tommila and is eager to proceed with the project.

“The City of Espoo has put a lot of effort into the development of the area, especially with regards to infrastructure. We feel that we can help the community take the next step forward with the launch of Service Campus,” Jukka Manninen says.

Petri Anttalainen adds that Suurpelto is also a testbed for e-services. He believes that traditional services – such as going to a restaurant – are not going anywhere, but it is still worthwhile to develop new concepts that provide alternatives to the citizens. Suurpelto apartment buildings feature, for example, a designated services space at the lobby, which is a drop off / pick up point for e.g. meals, medicine or groceries.

“Digital services and e-trade keep evolving, but there are still questions to address – such as efficient logistics,” says Anttalainen.

Face the Future

Of course, the change won't happen overnight. Manninen points out that the development of Espoo's Leppävaara, for instance, really started as early as 1995, and is still far from done. In many regards, the building of new communities is all about managing something that is incomplete; unfinished. Director Reijo Päärni says that dealing with such issues is demanding: “We are building human-scale communities, but the ‘finished product’ takes a long time to take shape.”

The upside with the long timeframe is, of course, that economic fluctuations can't derail projects very easily. Construction costs, for example, are less expensive during recession. With another recession on the horizon, Päärni is not overly concerned: “The economy is always going up or down, but the one constant is change. We must be able to evolve as well.”

The expertise of NCC in this field has been recognised also internationally. For instance, Euromoney Magazine recently picked NCC Property Development Oy as the best property developer in Finland, marking the fifth time NCC walked away with the prize. ●

Sami J. Anteroinen

Double Your Pleasure

Helsinki gets ready to celebrate her special year

Helsinki is the World Design Capital 2012 – and also celebrates bicentennial anniversary as the capital of Finland at the same time. Marja-Leena Rinkineva, the new Director of Economic Development for the City of Helsinki, is excited about the action year.



I believe that during the year, we will see some changes in the way people think, and witness also new kinds of encounters which will, in turn, create some interesting opportunities,” Rinkineva says, adding that the whole emphasis on design, of course, goes well beyond the year 2012. The special year should be viewed as the starting point for one big party – with the aim of generating a creative buzz that will yield plenty of benefits for the community. Issues such as quality of life and productivity come into play here, but the most important component is still the people: “First and foremost, we want to improve the lives of the citizens.”

Soft Power

The corporate citizens are on the guest list as well. Rinkineva feels that many companies are now looking at design from a broader perspective and are better aware of its scope. The timing seems perfect for a “softer” approach – as hardcore hi-tech sector has run into problems, innovations such as service design can help open new horizons.

In the making of these design-related new success stories, Rinkineva points out that very little can be achieved without collaboration: “For the Finns, the only way to make it in the long-run is cooperation and networking with various partners,” she says. In fact, a small nation in the icy north has always relied on its ability to work miracles together.

“For example, companies and the public sector can collaborate in projects without excessive bureaucracy and achieve good results rather fast, too.”

Securing the Shoreline

Cooperation is now needed in Helsinki in areas other than design, also. The City is turning old harbour/industrial areas by the waterfront into vibrant new communities and reclaiming the shores for people. Rinkineva comments that this is a historic occasion also in a global perspective: “Helsinki will go through enormous transformation in the coming years – and the potential is just breath-taking,” she says.

New construction will shape the development of new seaside neighbourhoods such as Kalasatama and Jätkäsaari and the waves of change will be felt inland in Central Pasila, as well.

Bold Strokes

Rinkineva acknowledges that the task ahead is not an easy one: the construction effort must take into consideration the best practices of sustainable development and proceed with caution, recognising our responsibilities for the future generations, too. At the same, time Rinkineva admits to being partial to ‘WOW’ architecture as well.

“We have 20 kilometres of shoreline here, so we can probably accommodate some bold solutions, as well.”

Branding Helsinki – the Daughter of the Baltic Sea – as a dynamic Waterfront Metropolis will become more and more relevant in the future. In this work, one has to negotiate very carefully between different interests and perspectives, Rinkineva says.

Time to Reload?

As new exciting communities are emerging, it is important for the City to remember that not all areas are quite as dynamic. Rinkineva says that it is crucial to recognise that the cityscape keeps changing and evolving – and sometimes companies and people need to be re-energised in certain neighbourhoods.

One example of an area that has lost some of its momentum over time is Pitäjänmäki in North Helsinki – home to many significant corporate players which employ about 20,000 people. Nevertheless, Pitäjänmäki has as much as 140,000 square metres of vacant office space which could provide sufficient premises for thousands of new workers.

The City of Helsinki has been working together with its partners to look for solutions in the area. Under the leadership of Project Manager Minna Maarttola, new methods and operative models are explored in order to develop the appeal of the neighbourhood. Of special interest are models which meet the needs of existing companies and assist in securing new users for the vacant premises.

“Pitäjänmäki is an important pilot for us and we have big expectations regarding the results,” Rinkineva says. If the concept proves to be a winner, the plan is to take the best practices from Pitäjänmäki and use them to vitalise other areas – such as Lautasaari, Sörnäinen, Vallila and Pasila.

For some people, the answer for the dilemma is obvious: if offices are empty, take zoning under review and build apartments in their stead. Rinkineva is familiar with the argument, but says that while this approach may work in some cases, it’s no “miracle cure”: “We need to look for other solutions, too, to upgrade these urban areas.”

Matching Profiles

One key component in the building of new communities – and in retooling existing ones – is the question of identity. Rinkineva points out that corporate areas tend to develop an image of sorts – and it is this profile which helps to attract likeminded companies into the neighbourhood.

“In places like Kalasatama and Central Pasila we see this process being launched,” she says, adding that companies looking to establish operations in Helsinki have an increasing number of options now.

But what is it that especially international companies look for in Helsinki? What are the local success factors? – Rinkineva replies by saying that Helsinki can deliver a total package that is really quite remarkable also in global comparison:

“Starting with infrastructure, safety and stability, one can easily argue that this is a great environment for both companies and people. Bureaucracy is kept to minimum and so is corruption,” she says, adding that in

the department of human resources, world-class education and expertise make sure that skilful employees can be found easily, too.

Generation Next

Rinkineva also notes that Finland is becoming more business-minded all the time – there is a new focus on all things entrepreneurial, with the young students of the new Aalto University leading the way with fresh start-up companies. “There is tremendous energy resonating from these young people and it’s affecting the whole business culture here,” she believes.

Talking about Finland’s position geographically, she notes that new opportunities can emerge in this arena, too. Helsinki is already a key link for those travelling from Europe to Asia (and vice versa), and the relationship with Russia still provides plenty of room to grow: “For example, the new, faster train connection Allegro is already bringing Helsinki and St. Petersburg closer to each other.”

Rinkineva adds that while geography stays the same on the map, it is always changing in the minds of the people, so to speak. As a consequence, Finland has come a long way from a remote Northern state towards a key international hub for both business and tourism. ●

Sami J. Anteroine

Pitäjänmäki 2.0

Breathing life back into communities which appear to be past their prime is a challenge for urban planning. For instance, the Helsinki district of Pitäjänmäki is no longer firing on all cylinders, since exodus of major companies has left about 140,000 square metres of vacant office space in its wake.

With this in mind, the City’s Economic Development Services commissioned property management expert Ovenia to look for solutions for the area. Mika Valtonen, Managing Director of Ovenia, says that the idea is to create a “master plan” for the neighbourhood and solve problems block by block, if need be.

“The Pitäjänmäki district has a lot of strengths, so it’s really a matter of identifying those factors and fully utilising them to right,” Valtonen says.

Great location and connections is definitely one thing that Pitäjänmäki has going for itself. Valtonen poses the question, is it really worthwhile to think about only greenfield construction, when simply upgrading existing urban assets can yield better results more quickly.

“Pitäjänmäki is already a kind of small city, with the business and residential side going hand in hand with daycare and senior homes. Everything one needs is already here, in a sense.”

Ovenia has been working on the report – together with Realprojekti – for a few months and will turn it over to the City in February. Valtonen is hoping that the work could start a more organised attempt to re-energise the neighbourhood:

“From Ovenia’s point of view, we have been operating in Pitäjänmäki since 2008 and have enjoyed ourselves. I’m sure we’re not alone in this,” he says, urging other local players to join in the collaboration effort. ●

Sami J. Anteroine

HELSINKI – THE MOST LIVEABLE CITY IN THE WORLD

Helsinki is one of the newest success stories among European metropolitan areas.

The New York Times listed Helsinki as the second most interesting destination in the world in 2012.

It is also officially one of the world's best places to live – at least according to British lifestyle magazine Monocle, in whose issue in 2011 Helsinki was designated as the most liveable city in the world.

Read more about all urban development projects from internet-pages: www.en.uuttahelsinki.fi

Photo: Jarmo Reiko-Jokela



The new Kalasatama Centre will be the most focal urban project in Helsinki for the next few years.

Helsinki is the centre of Finnish science and art. Its architecture is a fascinating amalgamation of old and new. Helsinki has sometimes been described as “the smallest big city in the world”. Even though one fifth of the whole country’s population – more than one million inhabitants – live in Helsinki, here everything is nearby. You can reach the centre on foot. Biking is popular. Trams, the underground, and buses are reliable. Helsinki is also one of the world’s cleanest and safest capitals, and its cultural diversity is hard to match.

World Design Capital Helsinki

This year Helsinki will be the World Design Capital. Urban planning and architectural design have played an important role in

the selection. Design manifests itself in the everyday lives of Helsinki citizens in many ways. The creative sector plays a huge role in the economic growth of the Helsinki area. Also in all future developments, design will play a relevant role.

Huge constructions; the city is undergoing remarkable changes

During the next ten years the Helsinki area will undergo more changes than probably any other large city region in Europe. In particular, the development of shores, ports and railway yards will radically alter the city. 250 hectares of waterfront area have already been vacated by the transfer of two cargo ports out of the city centre.

This, together with the city’s other major development projects, will create 4.5 million m² of new residential floor area and almost 2.5 million m² of business floor area by 2040, representing new homes for 100,000 people and jobs for tens of thousands.

Helsinki combines a nearly untouched seascape with efficient infrastructure, excellent transport connections and multicultural interaction.

Successful urban planning forms the foundation for a good city culture. Helsinki has aimed to create harmonious urban spaces with a unique flavour, according to the principle of placing residential areas, services and shops together. The diversity of the population is ensured by combining various forms of living side by side. ●

Kalasatama – Residential and Business District on the Waterfront

Photo: Jarmo Roiko-Jokela

Kalasatama Facts:

- Land area 175 hectares
- Business premises floor area 390,000m²
- Services floor area 45,000m²
- Jobs 8,000
- Housing floor area 1,000,000m² (6,000–7,000 units)
- Residents 20,000
- Travel time to the city centre by metro 6 minutes
- Construction time 2009–2030

Kalasatama is an area of 175 hectares of waterfront.

The beautiful maritime milieu is the perfect place to enjoy life, with effective public transport and a location near the city centre.

The completion of construction is estimated to occur in the 2030s.

Effective public transport is one of the greatest benefits of Kalasatama. Also, the light traffic network will be extensive, with numerous bicycle paths and pedestrian zones leading directly to the city centre and to the other parts of Helsinki. The area's maritime aspect will be enhanced by a 5 km public shoreline route.

Commercial services

In the future, Kalasatama will provide a large number of commercial services for businesses and residents. 390,000 m² of office premises will be built, and the district will provide a workplace for 8,000 people.

The building developer of the 180,000 m² Kalasatama Centre will plan and construct the future premises, the shopping centre, streets, bridges, the extension to the metro station and the social and health clinic. Apartments will also be constructed. Kalasatama Centre will be implemented as a partnership project between a private developer SRV and the City of Helsinki.

Premises and lots

Kalasatama offers numerous lots for business premises, with ecological solutions, transformability and services along historical industrial buildings and modern architecture. The transformation of a former gasometer in Suvilahti into a large cultural centre adds further value to the area.

Kalasatama's beautiful maritime milieu.

Smart energy and waste solutions

The carbon-neutral future of energy services is being built in Kalasatama. The goal is a model neighborhood with a smart grid of global significance, where the latest technological innovations in energy, information and telecommunications are combined.

The logistics and traffic of Kalasatama will be eased with an automated vacuum waste collection system. Covering the whole area, the piping connects to the Kalasatama waste collection point in the centre of the area. ●



The new LEON city villas will comprise 44 housing units.



The Eastern Artistic Axis takes you from Kalasatama to Arabianranta

Arabianranta district spreads at only a two or three kilometers' distance from Kalasatama. A project entitled 'Arabia Helsinki becoming visible' will be launched in the WDC 2012 year. There are several layers to be discovered in this lively city suburb. The WDC 2012 themes are 'Open Helsinki' and 'Embedding Design in Life'. Other important themes are user-orientation, design, history, nature and residents.

Arabianranta city suburb is a showcase of the widespread use of architectural competitions in Helsinki to build high-quality areas. All the competitions have now been completed and the construction is under process.

There is a project, for example, where the city villas link every unit successfully

to the magnificent waterfront landscape. Even the entrance halls open wide views to the surroundings. The city villas are strongly characterised by novel balconies clad in wood. Each villa is fitted with a communal penthouse sauna with a patio and a view.

The construction of a new residential area in Arabianranta begun in 2000. The development stemmed from art and design education and industries, and Arabianranta came to be aptly called Art and Design City. The core of the area is formed by the University of Art and Design Helsinki, Pop & Jazz Conservatory, and operations including manufacturing and retail of the Finnish design group Iittala.

The new housing area will be home to 7,000 residents. Arabianranta is already

home to approximately 300 businesses and 4,000 jobs, two-thirds of them in the creative industries and most of them originating from two site incubators. Arabianranta is the most important hub of creative industries and creative people in the Nordic countries.

Arabianranta's development relies on Helsinki's city planning philosophy of mixed use – combining living, working and studying in one area, to minimise needs for commuting. Another goal in Helsinki is to develop areas with individual characters and profiles. Art and design is evident in Arabianranta in many ways, not least in the high quality of architectural design. The residential buildings represent all housing types – owner occupied, right of occupancy, and rental housing. ●

Jätkäsaari – City Life by the Open Sea

Aerial photo of the Helsinki peninsula.

The new urban district, a mere 10-minute tram ride from Helsinki city centre, has a metro station nearby, a highway connection to the west and a newly designed pedestrian and cycle route Baana to the city centre. This route will be opened in June this year. The shoreline is to be developed to provide public recreational areas with seafront promenades, cafés and marinas.

In Jätkäsaari, people will live and work in an urban environment in which they will enjoy easy access to a wide selection of services.

Whether walking along the shoreline and enjoying the panorama of the open sea, or strolling through the large parkland winding through the area, residents will have space to relax and enjoy their surrounds.

More than 5 million passengers pass through the harbour yearly

Serving predominantly the route between Helsinki and Tallinn, Estonia, the existing passenger boat harbour will remain in Jätkäsaari. A new line Helsinki – St. Petersburg has also started operations this January.

Commercial services and business premises

The vicinity to the city centre along with the demand for various kinds of services makes Jätkäsaari an attractive location for entrepreneurs. In addition to its 17,000 residents, services will be utilised by people travelling through the passenger harbour, staying in hotels, using the sports centre or working in the area.

A commercial centre and two – three hotels will be constructed in Jätkäsaari. Ground floors of residential buildings along the main streets will be utilised for business use, and the largest commercial prem-

ises will be situated in the central blocks (60,000 m²), with additional office spaces to be built near the harbour. A competition to select the developer is to be organised in the next few years.

The central blocks of Jätkäsaari will offer a range of services, shops, offices and apartments. Both the general concept and the detailed plan of the central blocks are still in the planning stage. The local plan of Jätkäsaari permits the construction of office space in the passenger harbour areas.

On the west side of Jätkäsaari, a private cancer hospital and research facility has already been built.

The housing stock offers everyone a suitable housing mode

The traces of port occupation are not effaced when building new but the roughness of a cargo port and the open sea are present in the new cityscape. The inner city like atmosphere of the district is formed by compact, sheltered blocks, multiform building styles and the street-level small shops and cafés along the main streets.

The housing stock in Jätkäsaari is diverse. The high-rises have mainly 7 to 8 floors and their two upper floors with terraces form a low-rise like structure. The highest apartment block of the district has 16 floors. The number of floors in the buildings decreases the closer the sea is. At the waterfront, the dwelling houses are 2 to 3 floor

Jätkäsaari Facts:

- Land area 100 hectares
- Parks 20 hectares
- Business and services floor area 300,000 m²
- Jobs 6,000
- Residential buildings floor area 600,000 m²
- Residents 16,000–17,000
- Travel time to Helsinki centre 5–10 minutes
- Construction period 2009–2025

row houses and TownHouse city low-rises. There are housing units in various forms of occupation available in Jätkäsaari.

The WDC year strengthens the co-operation with residents and businesses in the area

In Jätkäsaari, approaches for attaining better prerequisites of life for residents were sought as early as at the building phase. The targets are achieved through many innovative solutions exploiting design.

There is an info centre entitled Huuto-konttori for the residents. At the centre, there is a multi-touch wall and a scale model of the district on display. The info centre is for the use of not only residents but also of the other actors in the district.

Jätkäsaari has been endowed with a visual identity, that is, a logo and a marketing code. The identity shows in many spots in Jätkäsaari, e.g. in uniform construction site fences telling the story of Jätkäsaari. All these elements contribute to the unique Jätkäsaari identity.

Site-level guiding activities and logistics operations are a part of a new approach by which builders are obligated to follow jointly agreed rules. Coordination ensures a smooth and safe coexistence of building activities, residents and port operations as well as the minimisation of environmental loads. The proceedings were started in Jätkäsaari in 2010. ●

Telakkaranta – Plans to Revitalise an Old Shipyard from the 19th Century

Photo: Davidsson Tarkela Architects



Waterfront promenade.

Close to Jätkäsaari, an old shipyard area is waiting for a new future. The Telakkaranta area is – according to plans – to be revitalised and turned into a living room for the citizens of the World Design Capital. The winning entry of a competition organised for the future of Telakkaranta, entitled Living Harbour, has now been developed further, and a street plan has been drafted for the area.

Photo: Lundgaard & Trandberg Arkitekter A/S



The Living Harbour entry was posted to last spring's competition by the Danish architects' office Lundgaard & Trandberg Arkitekter. The plan focuses on revitalising the area, creating a district where old industrial halls are interspersed with new apartment blocks and public spaces.

The plans for the area include a sea-front promenade with cafés, restaurants and historic docked ships. Most of the buildings in the area are old red-brick storehouses and newer industrial halls that will be con-

verted into offices, shops and cultural venues. In addition, new apartment and office blocks have been planned. Telakkaranta will be linked to the shoreline walking paths that circle the heart of Helsinki.

The district will be densely built, but with residential buildings interspersed by public spaces. Several functions create a small city within the city, which is open around the clock. The plan takes into account the proximity of the sea and the people who might want to move to the area,

so it will also be suitable for families with children.

A mansard-roofed, modern hotel building will stand out between the retained historic industrial buildings. The quay, its pedestrian links to the district of Punavuori and the hotel quarter with its public seashore piazza will form a maritime living room that is open to all.

These plans are still under consideration, but there are expectations that the construction could start during 2014. ●

Wanted: Room for Creativity

Aalto University has set its sights on new learning environments

As the official decision was made and Otaniemi became the main campus of the new Aalto University, nobody was terribly surprised. After all, the majority of the students of the new “innovation university” hail from Otaniemi, so it makes sense to focus resources here. Otaniemi is also very much a “spiritual” home for Aalto, since the core buildings in the campus area have been designed by Alvar Aalto himself. Still, a lot of new construction is needed if the Otaniemi campus wants to accommodate the Aalto University School of Arts, Design and Architecture which is to shift its operations here, also.



Kari Kontturi, Managing Director of Aalto University Properties Ltd (Aalto-yliopistokiinteistöt Oy), says that the coming years will feature intense development in Otaniemi.

“We are launching an architectural competition to get some ideas as to what do with the core campus area,” Kontturi says, adding that the competition is very much about “taking the bull by the horns” in the sense that previously, real estate development has focused on the fringes of the campus area. The reason for this simple: Aalto’s legacy has been so awe-inspiring that no one has dared to touch the core.

“As a result, however, the core campus area has fallen behind, in a sense. We need a competition to find some fresh solutions to the situation,” Kontturi says.

Master Plan in the Works

Aalto University Properties Ltd was set up to administrate, uphold and develop the premises and real estate assets of the new university – with the focus on the long term. Kari Kontturi recognises that the company has some work to do.

“At present, we’re sitting on real estate that is in serious need of renovation,” Kontturi admits. The extensive retooling needed in the campuses is expected to swallow

€ 230 million by the year 2020. Or, at least, those are the numbers at the moment – Aalto University is working on a premises programme that will be completed by the autumn of 2012.

“There may be even some radical changes to the plans,” Kontturi says.

He believes that the future premises will deploy multi-space functions with a digital edge:

“We want new solutions that inspire people, exploring opportunities with remote working and ICT, for instance.”

Aalto is Central

At the same time, the Otaniemi campus is key element in the Espoo’s T3 strategy which is – while combining arts, business and science – very much in tune with the Aalto ideology. In fact, one could argue that Aalto is the centre piece in the city’s plans:

“Otaniemi, as an area, is already a global innovation network hub, but through a benchmarking effort, one can find out the best ways to improve operations,” Kontturi says. In an extensive study, about 200 international innovation hubs were analysed to find out exactly what works – and what doesn’t.

Still, visions are not going to materialise overnight and for now, the innovation

university has to get by with premises that are not always so innovative. Nevertheless, the aged real estate assets of Aalto have a considerable price tag at € 450 million. There are about 40 buildings which feature as much as 330.000 sqrm (NIA) of which the company owns about 280.000 sqrm (NIA).

Satisfied with Space

Also, the surveys arranged amongst university staff and students in both 2010 and 2011 about the quality and functionality of the premises have yielded positive results. With regards to main campus, the park-like environment of Otaniemi is a big hit with the faculty and students – and the participants of the survey also stated that the premises of the university are quite suitable for their designated functions.

Both students and faculty expressed opinions about the “no cars on campus” policy that has been developing bit by bit. While in global comparison, cars are not very visible on university campuses around the world, Otaniemi is still a very motorised campus.

Kontturi would like to see a shift towards a more green campus – and is hoping that the arriving metro is going to help in the effort. ●

Sami J. Anteroinen

Maximising Momentum

Metroline expansion energises Espoo on all fronts

Construction of the western metroline advances on schedule – and from the looks of it, the metroline could well head further west than originally planned. Presently, Matinkylä is the end of the line in Espoo, but there is talk about pushing westward, all the way to Kivenlahti. This would mean adding a stretch of seven kilometers to the line, as well as realising five new metro stations: Finnöö, Kaitaa, Soukka, Espoonlahti and Kivenlahti.

Photos: WSP Group



Finnoo station is a special case in the sense that it could be added to core western metroline, even if the extra line does not materialise. The seaside neighbourhood is presently home to about 3,000 people, but it has been underdeveloped due to water purification activities in the area. Now, as the water purification plant is closing its operations, there is suddenly more room – and the metroline is bound to enliven the entire area.

Project Manager Torsti Hokkanen from the City of Espoo says that Finnoo could accommodate as many as 20,000 residents. “Or rather, 15,000 inhabitants for Finnoo and 5,000 for the neighbouring Kaitaa,” Hokkanen adds.

High Hopes

The northern part of Finnoo will be largely defined by the coming metro station and its surroundings. There are plans which allow for high-rise construction by the metro station – the highest of these towers could reach 40 stories.

In addition to an ambitious skyline, the forte of the new-and-improved Finnoo is access to sea in the south. Presently there is already an active boat harbour, and the harbour concept will be fine-tuned as well: the new focus is on service orientation.

Olavi Louko, Director of Technical and Environment Services for the City, says that Finnoo will become an attractive seaside neighbourhood with a tight community structure. “Really what we have here is the last great shore area in Espoo – and there are plenty of opportunities for development.”

Competition Launched

In order to find out just what those opportunities could be, the City of Espoo is launching an international architectural competition in January for the development of South Finnoo.

“We will get the competition results in the summer and are hoping for an active participation,” says Hokkanen.

In addition to introducing a new kind of harbour concept, Finnoo has more natural assets in its disposal. A nature and ecology centre could be in the cards as well in the near future. Due to a dedicated focus on softer values, also the commercial services at the metro station could concentrate on such items as all-natural food products and fresh fish.

“Since Iso Omena shopping centre is so near, it would make sense to have smaller specialty stores here,” Louko points out.

Targeting 2015

As plans are made for Finnoo and other potential metro stations to the west, the “main line” metro project is doing just fine. The expansion project is well on schedule and

Metro: The Making Of

Metro traffic was introduced to the Helsinki metropolitan region already in 1982. The original metro line – running from west to east – has been expanded many times since. The extension of the metro line to Espoo has been on the table from the very beginning, and the development of the public transport system from Helsinki to the west has been studied on numerous occasions over the years.

Finally, the project planning for the west metro was launched in 2007 and completed in 2008. The Espoo City Council approved the proposal for the underground city plan enabling construction in January 2009 and Helsinki decided on the underground plan in November 2009. The plan was ratified in Helsinki in December 2009.

Construction of the west metro began in Ruoholahti in November 2009, where a metro plan extending from Ruoholahti to Salmisaari shore already existed. An existing maintenance tunnel in Ruoholahti was used for excavation towards Salmisaari.

Excavation work began in Espoo and in Lauttasaari in Helsinki in the summer 2010. First stations contracts will be started in 2012 and track contract will kick off in 2013. Testing of the system will take place in 2014 and the west metro is to open for traffic at the end of 2015. ●

metro traffic is expected to start as planned towards the end of 2015.

One quarter of the excavation has already been performed, says Matti Kokkinen, Managing Director of Länsimetro Oy.

“The total length of metro tunnels of the western expansion line is 28 kilometres – we’re talking about twin tunnels with a length of 14 km each – and we have covered six and half kilometers of that distance.”

The west metro project reached its most challenging phase – rock blasting – already in 2009 in Ruoholahti, but now explosions are rocking the ground also in Espoo.

According to Kokkinen, rock blasting is also the slowest phase in the entire project, and work conducted in the middle of a city slows the project down even more, since it cannot be performed at night and the blasting must be timed so as not to disturb the residents or damage the environment.

Master Blasters

Kokkinen says that as blasting progresses, test boreholes are drilled, into which water is pumped under pressure. “If the rock absorbs more than 60 litres of water per minute, it is so friable that it must be strengthened with injected cement,” he explains the technical aspects.

Work on stations and tracks can begin as soon as the blasting is completed, in the summer of 2012. Track work will begin with the substructure, followed by surface structures and track laying. At the same time, the stations will be fitted with 56 different electrical systems, from lighting to track power supply and smoke detection systems.

The last eight months of the project are reserved for the test drives, with the metro line’s external areas, such as escalators, plat-

form areas, station buildings etc. being completed simultaneously. “Only one percent of the work we are doing will be visible above ground,” says Kokkinen.

Seven Straight

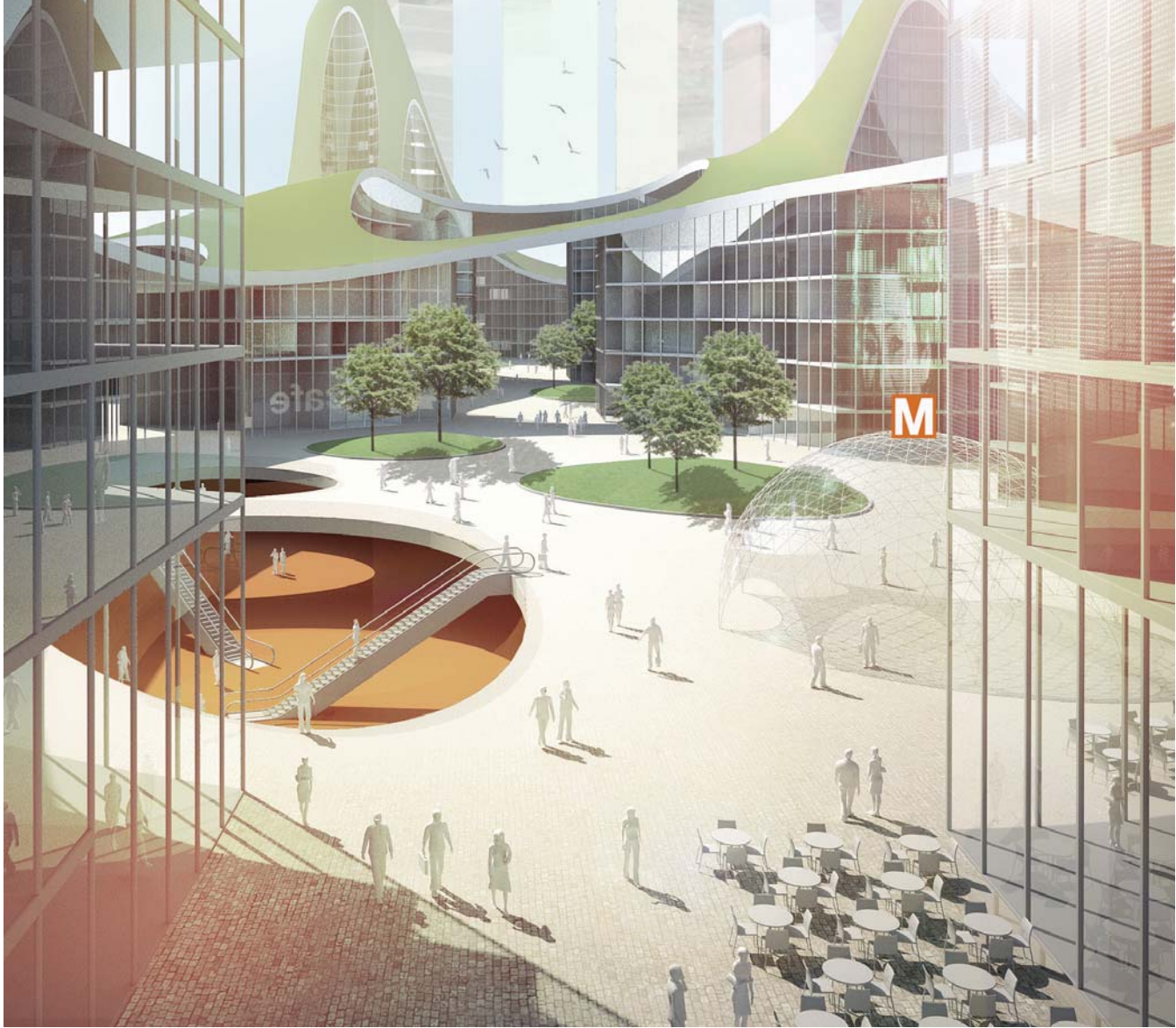
Louko and Kokkinen acknowledge that metro has been a long time coming – and its impact will continue to be felt on the construction front for years after 2015. The development of the individual metro stations and their surrounding areas will be intense in the future, too.

According to the original plan, the western expansion will introduce seven stations, located in Espoo at Matinkylä, Urheilupuisto, Tapiola, Otaniemi and Keilaniemi, and in Helsinki at Koivusaari and Lauttasaari.

“There is also a reservation made for Niittykumpu, but nothing is certain as of yet,” says Kokkinen. Located between Matinkylä and Urheilupuisto stations, Niittykumpu was previously only an option for future construction, but it might be viable build and fund the Niittykumpu metro station simultaneously with the other stations.

The Espoo metro expansion has been the centre of intense public attention – which is no wonder given the fact that the project is the biggest single infrastructure undertaking in Finland today. All and all, the west metro will be 13.9 kilometres in length, comprising two parallel tunnels travelling underground for the entire length of the track.

In addition to the stations, excavation work will be carried out for fifteen vertical shafts designed for emergency exit, pressure equalisation, ventilation and smoke extraction. Nine work tunnels have been designed for construction and maintenance work.



Going Automatic

The west metro will also run as an automatic metro right from the beginning. The automatic system will make train traffic safer and faster, with increased frequency. To begin with, the shortest interval between trains will be 2.5 minutes. Ultimately, the metro ride from Matinkylä to Ruoholahti will take 16 minutes.

Of course, upon completion the metro will connect the southern parts of Espoo to the regional rail transport system. It is estimated that over 100,000 passengers will use the metro daily and that around 60,000 will cross the border between Helsinki and Espoo every day. According to estimates, the busiest stations are likely to be Tapiola, Matinkylä and Lauttasaari.

"We are expecting that the metroline will add a dynamic element to the communities nearby the metro station and also to areas which are a little further off," says Olavi Louko, adding that the new Suurpelto community is only a couple of kilometres away from the nearest station and could possibly use electrically charged e-buses in the feeder traffic.

Moving Innovation

The metroline is also very exciting in the sense that it will link together the powerful Tapiola-Otaniemi-Keilaniemi triangle. Each of these areas has left a permanent mark in history, and together they form the most potent trio in the country.

According to Louko, the arrival of the metroline bodes well also for the "innovation university" Aalto which decided to place its main campus in Otaniemi. Students have easy access to the metro and are only minutes away from downtown Helsinki. "The City of Espoo is actively involved in developing the Aalto University Campus," Louko says.

Also, as World Design Capital 2012 is finally upon us, it is worthwhile to mention that the design of the metro stations themselves should be something to see, too. One of the prerequisites for the designers was instant recognition: that you need but to glance at the station from the train and know immediately where you are.

The platforms will be 90 metres in length, spacious and unbroken, with tracks located on both sides. The stations of the

west metro will be fitted with platform screen doors, increasing passenger safety in the platform area. Also the old stations will be equipped with platform screen doors.

Down at the Station

The lighting of the stations plays a big role in the eventual user-experience. Natural light will be exploited whenever possible and lighting solutions will aim to promote accessibility and prevent glare. There will be no separate ceiling designs; ceilings will be shotcreted. The master plan calls for all stations to be accessible and each level easy to reach.

The over-all guiding vision is "metro station as a meeting place" and will be realised a little differently in each of the locations. In any case, the metro will be a memorable experience that transcends the basic need for transportation. ●

Sami J. Anteroinen

Power Triangle

Tapiola, Otaniemi and Keilaniemi combine arts, business and science

You're not likely to find this type of trio anywhere else in the world – not in such a compact form, anyway. Three neighbouring communities of East Espoo have shot to international prominence all on their own, but put together they provide a truly unique combination. Recognising the inherent opportunities here, the City of Espoo has composed a T3 strategy which seeks to make the most of the perfect marriage of arts, business and science.

Tapiola, for one, is the legendary “Garden City” and its commercial centre was a pioneer for urban development in Finland – and Tapiola is looking to be forerunner in the future as well.

Next stop is Otaniemi which boasts the Finnish version of Silicon Valley, combining higher education with research and busi-

Photos: SARC Architects





ness. As Aalto University decided to place its main campus in Otaniemi, the significance of the area rose even higher.

Finally, in Keilaniemi one can find the corporate “dream team” of the land, with a skyline filled with proud towers of such international hi-tech companies as Nokia and Kone.

Strong Commitment from City

The City of Espoo knows full well that it is in possession of a national treasure here – and plans to take care of the communities in a fitting manner. The renewal of Tapiola, Otaniemi and Keilaniemi will be the largest single construction project in the history of Espoo. In the coming years, massive investments to the tune of 4-5 billion euros will pour into the triangle.

Spurred on by the arrival of the metro, the entire Tapiola centre will go over a complete transformation by 2020. The building of an “innovation campus” in Otaniemi is another great undertaking which will continue for years. The common identity and connectivity of the triangle will be boosted as the Ring Road I will go underground to allow also pedestrian access – from the Tapiola side – to the shoreline in Keilaniemi.

Jukka Mäkelä, Mayor of Espoo, is excited about the coming transformation. Still, the road ahead is not an easy one: “As a specific challenge, I would say that land use planning must be flexible enough. With regards to Tapiola centre and Otaniemi we are trying to affect significant change and take

care of the valuable heritage of the areas at the same time,” Mäkelä comments.

Reinventing Tapiola

For example, Tapiola is a not an easy target for a beauty treatment, since the original Garden City has a permanent place in the hearts of Finns. The community is internationally known as a groundbreaking effort in city planning and construction; architecturally speaking, the area is held in very high esteem, receiving lavish praise also for its versatility. Next year Tapiola will celebrate its 60th birthday.

Antti Mäkinen is in charge of the Tapiola Development Project and is deeply aware of the complex issues surrounding the community upgrade. In accordance to the development strategy, the objective is to strengthen the best values of Tapiola, uphold the quality of the environment and find guidelines for Tapiola’s new success. In the process, such issues as structural, social, economic and visual sustainability will be carefully considered.

What’s in the cards for Tapiola 2.0, then? Well, according to the plans, a new wave of construction will introduce one million square metres of construction. Residential use – which has always been a strong element here – should encompass about 400,000 square metres, office construction will add another 400,000 and the rest will be divided between trade, education and service premises.

“There are numerous projects that

will materialise by 2015, coinciding with the launch of the metro,” Mäkinen says. Primary among these is a new shopping centre that will have residential buildings constructed on top of it. According to the plans, the new entity will also feature a park on the residential deck: “Garden City gone vertical,” in a sense.

Do Nothing, Lose Everything

Antti Mäkinen is aware of the critics’ view that nothing ought to be touched in the community at all. He counters by pointing out that if the renewal process is not carried out, the proud community will fall victim to erosion and neglect and, eventually, crumble to the ground.

“The survival of Tapiola is at stake here, and we dare not risk it,” he says, adding that the new Tapiola will be a model city for sustainable development, too, while continuing to carry the proud mantle of the Garden City.

For Tapiola centre, the first wave of construction has already started. As a result, the centre will become a more versatile commercial hub which combines the best features of traditional city centre and modern shopping centre.

“We are creating an attractive centre for the pedestrians – in fact, it will be the biggest of its kind in all of Finland,” Mäkinen says. With underground parking, cars won’t even be visible. And with the advent of the metro, the need for cars diminishes as well.

As the Tapiola centre gets a complete

makeover, also energy efficiency will improve by leaps and bounds. As the centre is planned as one entity from the beginning, there are considerable energy savings to be achieved. The area will also feature a mass district cooling system – first of its kind in Espoo.

Otaniemi Gets Creative

Otaniemi is another area standing on the brink of a new era. As the innovation campus gets going, Otaniemi is likely to add architecturally ambitious landmark buildings into the campus. After all, the area has a proud legacy to uphold as the key buildings have been designed by Alvar Aalto himself.

The City of Espoo is very much involved here, as well. For instance, the City is looking to realise a new kind of student/researcher residential community, Aalto Village, in Otaniemi. Together with her partners, the City of Espoo wants to introduce a brand new living concept which encourages students and scientists to network and participate in the development of the entire neighbourhood. The innovation village will feature premises for both study and community interaction. Great traffic connections and information technology solutions will provide an additional dynamic boost.

By building Aalto Village, the City of Espoo and the Aalto University are also tackling a pressing problem, since Aalto does not have enough apartments for students and researchers. The village concept will provide at least a partial solution to the dilemma and will hopefully be popular among international students and researchers, as well.

There is plenty of action in the neighbourhood beyond Aalto University, as well. In fact, Otaniemi is the biggest hi-tech hub

Get on the Electric Bus

In addition to metro, Espoo is interested in spearheading the cause of greener public transportation in other areas as well. One such project is multi-partner effort E-Bus which aims to find out if electric buses could to handle for example feeder traffic to the metro stations.

In the background, there is Espoo's vision that electric public transportation could be utilised in e.g. Tapiola-Otaniemi-Keilaniemi area and Suurpelto. In addition, the emerging Finnish e-vehicle cluster benefits from such efforts, creating new opportunities for business.

The E-Bus project is going to launch an internationally significant testing platform for vehicle manufacturers to test, study and develop electric buses for public transportation. The testbed is expected to be demanding, given the cold conditions of the Finnish winter, for instance.

Already the project has raised eyebrows among the vehicle manufactures and other stakeholders. At present, the framework for the project is such that the bus battery should allow for a minimum of 50 kilometres before recharging. The buses in questions should be 8 to 12 metres in length. ●

in Northern Europe with its 32,000 people and 800 companies.

Otaniemi creates between 40 to 70 new startups every year, pumping new blood into the Finnish business scene. According to experts, nowhere in the Nordic or Baltic States can one find another brain concentration like Otaniemi. The closest match seems to be Berlin's Adlershof, 1,200 kilometers away.

Keilaniemi Aims High

Of course, Otaniemi is very intimately linked with Keilaniemi which is the corporate engine for the entire country. High-rise buildings are pretty much the norm here, offering a spectacular skyline to those driving to Espoo from Helsinki. The hi-tech corporate neighbourhood is waiting for a metro-line to make the lives of the employees more

easier, but the metro extension is expected to spark residential construction as well.

According to the master plan, Keilaniemi could soon feature four housing towers with 27–35 storeys each, reaching 100 metres. The area in question would include almost 80,000 square metres of residential building volume, and would add a completely new element to the area, revitalising also the shoreline with activities and services.

As the caretaker of the triangle, Antti Mäkinen is very excited about the development in each of the three neighbourhoods:

“Arts, science and business are already the strong points of this triangle and the metro will help us take this concept into a new level of excellence.” ●

Sami J. Anteroineen

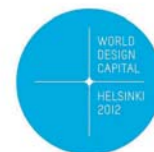


Living in the Future?

Suurpelto community offers a glimpse of tomorrow today



Suurpelto is a real living lab environment, not just a living lab for marketing purposes,” says Pekka Vikkula, Project Manager for Suurpelto. Just about every new development project in the land claims they are doing something new and extraordinary, but Suurpelto really appears to be delivering the goods.



For one thing, in Suurpelto services are produced in a brand new way. The apartment buildings, for example, feature a designated services space at the lobby, which is both a drop-off and pick-up point for meals, medicine or groceries – or just about any type of service.

Logistical expertise and operating/co-ordinating excellence join forces in Suurpelto to make sure that the residents get the service they need – when they need it. In fact, Suurpelto promises to maximise innovation and living comfort in a way that is without equal in international comparison, too.

The community features also an underground waste disposal system where the residents drop their garbage through a waste chute and sufficient negative pressure is created to suck the garbage to a waste terminal. From this terminal, waste is delivered on for further processing by trucks.

“The waste system is the first of its kind in Finland,” Vikkula explains. The green streak of the community is evident also in the construction of low-energy apartment buildings.

Ready for School

Suurpelto is a blueprint for something new, a vision for a community where the best and the brightest minds meet, along with cutting-edge products and services. According to the City of Espoo, this type of an approach is certain to attract also international residents – and to offer further proof, the new Espoo International School will open its doors right here in the autumn 2015.

Presently, the new community has

about 1,000 residents –and will continue to add another thousand inhabitants every year from now on for quite some time. Ultimately, the new community is supposed to house around 7,000 residents.

Suurpelto is a “final frontier” in the sense that it is just about the only remaining strip of land in the core of the Greater Helsinki Area that enables greenfield approach. Located right next to Ring II, Suurpelto is within a striking distance from Espoo city centres and even downtown Helsinki is only a fifteen-minute drive away. Nevertheless, despite its urban location, Suurpelto is very much a garden city, integrating into Espoo’s broad-spanning Central Park. All and all, Suurpelto encompasses 325 hectares, 89 hectares of which have been reserved for parks and green areas.

More from the Core

One thing that has been missing from Suurpelto is a clear heart. Now, NCC Property Development has drawn up a plan together with architect agency Tommila to create a Service Campus for the community. While the earlier blueprint called for lots of offices in the centre, now the direction is towards residential development and community services.

“The plan for Service Campus encompasses 200,000 floor square metres, allowing for the development of very versatile functions and services,” Vikkula says.

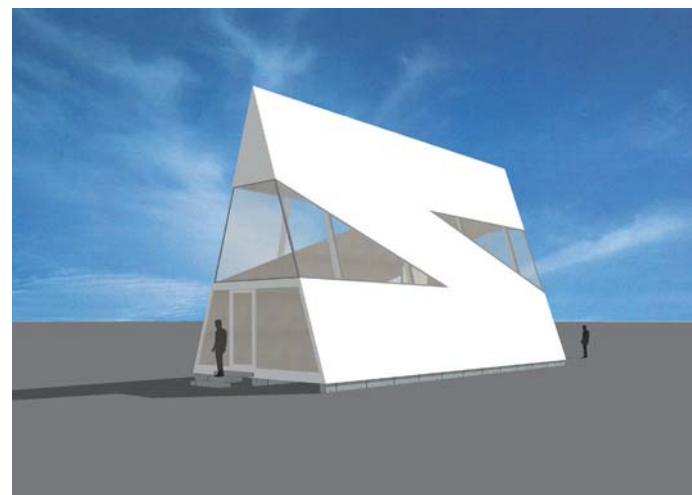
Also Olavi Louko, the Direc

tor of Technical and Environment Services for the City of Espoo, is pleased with progress the new community is making.

“The development of Suurpelto is very important for the City also in the sense that a truly innovative environment is being created there,” Louko says, adding that the whole community encourages a pioneering mindset: experimentation is the preferred method of doing things in Suurpelto.

Suurpelto is also participating in the World Design Capital 2012 by realising an information pavilion with a service design approach. The information pavilion rounds up the residents and players of the area to create new services that help develop the community onwards. ●

Sami J. Anteroine



Tapiola Group: Facelift for Tapiola Centre



The revitalisation of Tapiola commercial centre has been launched with the advent of new metro line, new underground parking and upgraded bus terminal. One of the key corporate players in the Finnish real estate field, Tapiola Group, is keen on developing commercial premises on Merituulentie street area at Tapiola business district. Vesa Immonen, Managing Director of Tapiola Real Estate Ltd., is expecting big things from the future: “The Tapiola Centre keeps developing intensely with regard to its commercial and communal services, traffic conditions and living environments.”

Tapiola Group is also one of the most significant property owners in the area and remains fully committed to the development of the neighbourhood which is culturally, commercially and historically unique. The Group is, for instance, aiming to place specialty stores into the new parts of the commercial centre, believing that the new offering will complement the current service mix.

The new Tapiola Centre will be built according to the principles of sustainable development. This is a joint consensus of both Tapiola Real Estate Ltd. and City of Espoo.

District Cooling Enters Espoo

At the end of 2011, Tapiola Real Estate Ltd. entered into an agreement with Fortum for the delivery and installation of an energy-efficient district cooling grid to the Tapiola centre area. The new cooling system will effectively minimise energy consumption in

the area in half; i.e. although the volume of property will roughly double from the present level, consumption of energy will remain at the present level.

Side-by-side with construction of Tapiola centre, processes for environmental certificates to the planned and launched renovations have been initiated and relevant applications have been filed. This has been done in accordance with the strategy of Tapiola Group as a property owner to increase the sustainability of property use.

Making all the pieces of the puzzle fit is a big challenge. The residents, actors and property owners of the area, as well as the City of Espoo, all carry their individual perspectives, Immonen says.

“We must be able to bring these views together, when we are planning the new Tapiola Commercial Centre.” ●

Sami J. Anteroinen

Marriott on the Move

The iconic hotel brand lands on the shores of Espoo

Marriott International plans to open a 272-room Marriott Hotel in Westend, Espoo. The 18-storey hotel will be owned by Kiinteistö Oy Kuninkaansatama, a joint venture between Ultivista Oy and BMZ-Invest Oy.



The Helsinki Marriott Hotel will be groundbreaking in the sense that it is Marriott's first hotel in Finland. The convenient location in the Westend district of Espoo – one of the most affluent districts of the greater Helsinki area (and the country) – should add to the appeal of the hotel, largely thanks to the stunning views of Helsinki and a unique waterfront location.

Furthermore, the hotel is only a ten minutes' drive removed from Helsinki city center and within striking distance from Helsinki-Vantaa Airport. In addition, the hotel will sit right next to the corporate hub of Keilaniemi, which accommodates the headquarters of many Finnish companies.

Ilari Schouwvliieger from BMZ-Invest says that the hotel has been in the works for quite some time:

"We had the first drafts of the hotel drawn up in 2005. Marriott became a part of the project two years ago," he says. The hotel will be operated by Scandinavian Hospitality Management Espoo under a franchise agreement.

Complete by 2014?

Presently, the architect agency Larkas & Laine is making minor modifications into space division of the hotel, after which the documentation for the building permit will be put forward. With regards to inhouse technical solutions, planning already has a good momentum, Schouwvliieger says.

Construction process can begin as the building permit has been issued by the City and potential complaints have been properly handled. Conceivably, building of the hotel could kick off in the autumn 2012 which would put the hotel on track for completion by spring 2014.

Niklas Sucksdorff from Larkas & Laine is the main designer of the project. He feels that the high-reaching tower is important also in the sense that it will make a big impact on the cityscape.

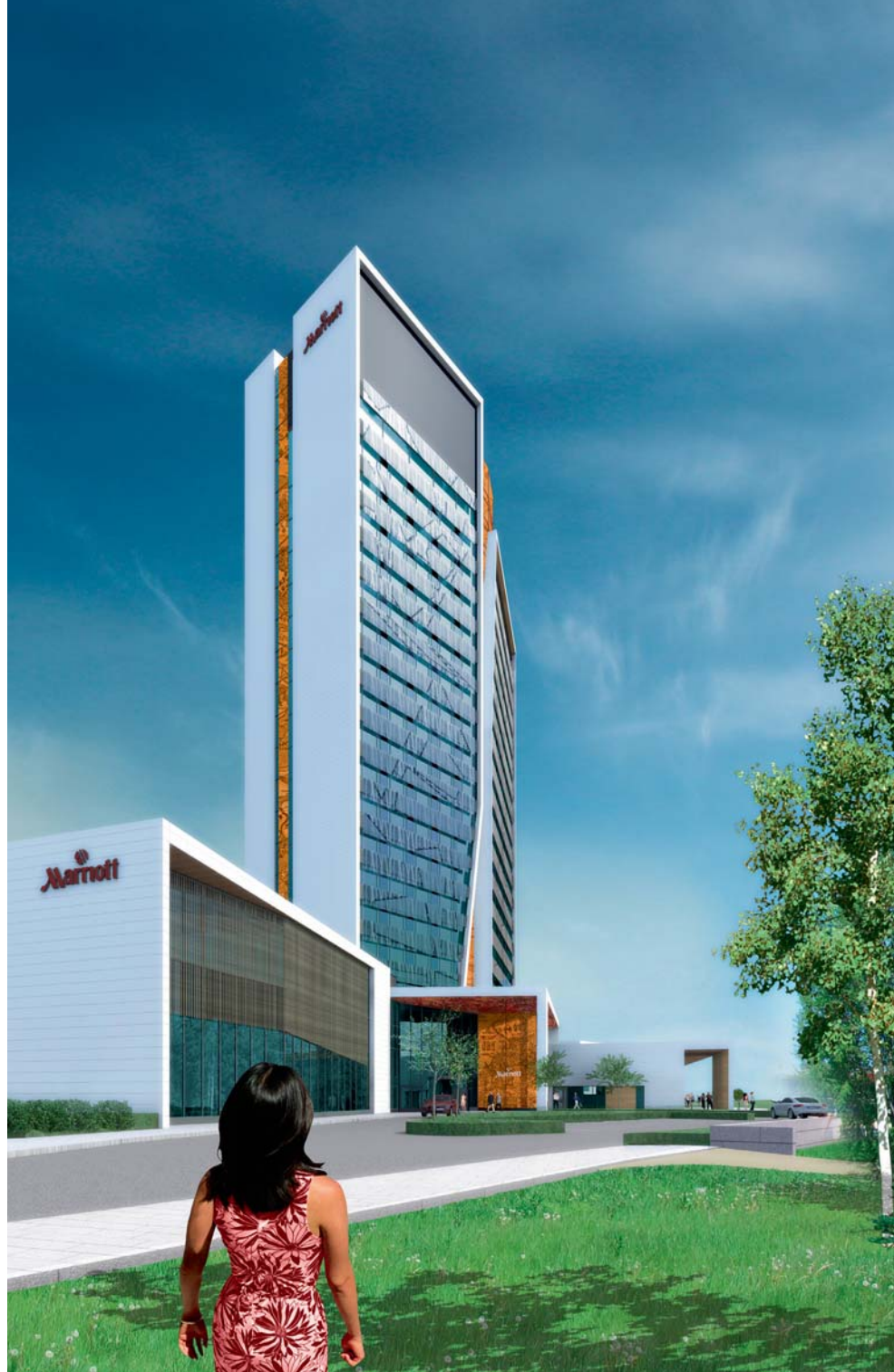
"Driving to Espoo from Helsinki, it is the first building people see – a real gateway to Espoo," Sucksdorff says, pointing out that there are no other towers on that side of the Länsiväylä road.

According to the plans, the Helsinki Marriott Hotel will boast over 10,500 square feet of meeting space, an executive lounge and a business center. For recreation and relaxation, the hotel will feature a state-of-the-art health club with indoor pool.

Perks for the Community

For the citizens, there will also be a boardwalk café to liven up the action on the shoreline. Also the spa services will be available to the surrounding community.

Ilari Schouwvliieger notes that the City of Espoo has been trying to re-energise various areas in the city and has achieved some success in this arena as well. Schouwvliieger



er perceives Marriott hotel to fit well into this picture:

"The additional service offering at the hotel and the retooling of the shore will introduce new kinds of services into Westend and Tapiola," Schouwvliieger says, adding that the citizens have been longing for some sort of excitement on the beach.

"After all, earlier on there was quite a bit of activity in this particular area – for example, a dance pavilion and a tennis centre."

Finally Finland

Marriot International sees strong develop-

ment opportunities in the Nordic countries and is convinced that expansion into Finland is the right move. Marriott has two hotels in Sweden and one in Denmark. Globally, the hotel chain has 3,500 hotels in 70 countries.

Marriot also looks forward to continued partnership with Scandinavian Hospitality Management. Harald Jacobsen, president of Scandinavian Hospitality Management, has called the Helsinki Marriott Hotel "a fantastic extension" for the Marriott Hotels & Resorts brand. ●

Sami J. Anteroineen



Smart & Green

Skanska leads the way in both information models and sustainable construction

There's something new cooking at the legendary Mannerheimintie street in Helsinki. The entity known as Manskun Rasti is already making headlines – never mind that only the first building out of the planned four is up and running. A high-profile project for Skanska Commercial Development Finland (CDF), Manskun Rasti is a great chance for Skanska to show what it can do, especially as the first building serves as the new headquarters for Skanska Finland. Bringing together best practices from building information model (BIM) planning as well as green construction, Manskun Rasti excels on a number of fields.

The latest – and most international – recognition for Manskun Rasti came in December as winners of the Tekla Global BIM Awards competition were announced. The winner of the BIM Project category of the competition was Manskun Rasti which had previously won the national qualifier.

Manskun Rasti was acknowledged for the most complete use of BIM from the beginning to the end of the project. Among other things, the extensive use of the BIM and collaboration aspects were praised, as well as the use of IFC for project collaboration and communication for combining the models from different project parties.

Maximising Cooperation

The winners of the competition were chosen by a jury of the world's leading BIM experts. According to the jury, Skanska has done pioneering work by utilising a highly detailed building information model at every step of the building and construction process with "outstanding results". Building information modeling was used in an exemplary way for maximised collaboration. The project was managed based on the model, with all disciplines utilising the modeled building information, the jury found.

All and all, Tekla Global BIM Awards 2011 gathered 46 exemplary construction projects around the world and over 2,000 votes were cast for the different Tekla models presented on the competition website.

Jukka Pitkänen, Managing Director of Skanska Commercial Development Finland, is proud of the accomplishment and comments that BIM is something that Skanska has been really focusing on over the years.

"In fact, Skanska's international BIM knowledge centre is located right here in Helsinki," he adds.

Getting the Big Picture

Looking at the breakthrough of information models in the industry, Pitkänen acknowl-

edges that there has been a learning curve of sorts – at first, BIM was utilised in some parts of the process, and there were systems running side by side that were not always compatible.

“Taking the entire process and putting it under BIM from start to finish has made the difference,” he says. Along the way, Skanska first encouraged designers to “go BIM” and supported the transition to the new ways – and now BIM is simply required.

“In our projects, we use the best BIM designers there are,” Pitkänen says.

Talking about the benefits of BIM, Pitkänen points out that the information model approach is so versatile it can improve operations across the board. Whether you’re talking about product volume, safety or acquisitions BIM helps you to stay on top of the situation.

“Looking ahead, we see BIM being used more and more also in the property management phase. That is one direction we are keen on exploring.”

Platinum Power

BIM also helps to shrink down the carbon footprint – which is another forte for Skanska Commercial Development Finland. Pitkänen says that CDF is aiming to get a Platinum Level LEED certificate for all four buildings in Manskun Rasti – and as one would guess, Platinum is as high as you can go.

Pitkänen knows what he is talking about, too: CDF’s very first project, Lintulahti office building in Helsinki received a Platinum Level LEED certificate already in 2010 – marking the first time an office building project in Europe achieved such a feat.

By now, LEED (Leadership in Energy and Environmental Design) Green Building Rating System is no stranger to anybody in the real estate industry. Developed in 2000 by the US Green Building Council, LEED has spread all around the world. Under the system, each building is assessed using six different criteria: sustainable land use, water usage, energy efficiency, selection of materials and recycling, indoor air and new innovations in the design process.

Pitkänen is confident that Skanska can repeat Lintulahti’s Platinum success in its own headquarters and in the other three buildings at Manskun Rasti – but just going through the motions won’t be enough, as the LEED requirements keep tightening up.

Embrace the Challenge

Still, Pitkänen says that Skanska, as an organisation, is not interested in doing things the easy way – the key issue here is sustainability and Skanska wants to do each project in the best possible way.

“We have to keep pushing, looking for new solutions,” Pitkänen says, adding that this is no time to be resting on one’s lau-

rels. Better, more sustainable buildings are the way of the future – and Skanska wants to be one of the key players in the field of carbon-conscious construction.

With this in mind, Skanska has also come up with an environmental “colour palette” of its own – one that is independent of international certificates but is very much pointing in the same direction.

The first phase is ‘Vanilla’, which means that the building project is merely complying with the existing practices, codes and standards. ‘Green’ is the next step, surpassing compliance but not yet “near-zero environmental impact”. Final stage is ‘Deep Green’, meaning that zero environmental impact level is achieved on the top priority issues (energy, carbon, materials and water).

“With regards to requirements and versatility, Deep Green level goes beyond LEED Platinum,” Pitkänen comments.

At Manskun Rasti, for instance, environmentally sound solutions are a part of the building’s DNA right from the planning phase. With regards to energy savings, the greatest boost comes from cutting-edge air conditioning technology, Pitkänen reveals.

“Basically, we use bigger air condi-

tioning machines that are able to put out air at slower speeds.”

Welcome to the Future

According to Jukka Pitkänen, the Skanska crew is excited about moving to the new hi-tech headquarters at the end of February. The eight-storey building features 9,000 square metres of innovative space, with Skanska as the only user.

“The second building is also nearing its completion in the summer of 2012,” Pitkänen adds. Skanska already has the building permit process ongoing for the third building, as well, and is eager to get started on the project that promises to deliver the highest tower of the quartet (12 storeys).

While Manskun Rasti will continue to be a hot topic around town for years to come, Pitkänen is anxious to return to Lintulahti, also. Another green-tech office building looks to be in the cards for the area, with building permit already pending.

“A lot depends on the market situation, but we would very much like to get started on Lintulahti II this year,” Pitkänen says. ●

Sami J. Anteroineen



LEGAL VIEWPOINTS ON GREEN COMMERCIAL LEASES IN FINLAND

Sustainability and eco-efficiency with respect to real property is usually addressed in connection with the construction and usage of properties.

Construction legislation regulates sustainability in property construction. Finnish buildings are fairly young from a European perspective and our climatic conditions place great demands on energy efficiency e.g. regarding heat insulation.

The Finnish Energy Certificate Act came into force on 1 January 2008. The energy certificate includes a multi-tiered scale indicating the amount of energy the building will need. This scale is then implemented to facilitate the comparison of any given building's energy efficiency with other similar buildings. The purpose of the Act is to direct the attention of building designers, developers, builders, owners and users to the amount of energy used thereby as well as to the possibilities of reducing that amount in both new as well as existing buildings.

The environmental classification of real estate in Finland is increasingly becoming more important in the construction, sale and leasing of business properties. Both real estate investors as well as tenants may require that the building is certified or that it at least fulfills the conditions thereof should the decision be made to apply for certification at a later date. The environmental classification systems most widely implemented in Finland include the international BREEAM and LEED systems as well as Finnish system PromisE.

The decisions and acts of tenants have a remarkable impact on the eco-efficiency of the use of properties. This article discusses how sustainability issues are addressed in Finnish commercial leases.

Green Leases

Finnish commercial lease agreements are fairly standardized and usually do not mention eco-efficiency matters directly. Furthermore, the terms and conditions of commercial leases are regulated by the Commercial Lease Act that came into force in 1995. In view of improving the sustainability of the use of commercial properties, the most central aspects of a traditional commercial lease agreement would be the following:

- rent and maintenance costs (especially electricity, water, air-conditioning, heating, lighting and waste management)
- repairs and alterations, improvements by the tenant

In my experience, fairly few Finnish commercial leases can be regarded as pure gross or net leases. Gross lease refers here to the total rent, including compensation for the capital employed for the rented premises and the stand-alone costs thereof (real estate tax and insurance) as well as mainte-

nance costs. Net lease refers to a lease including both the cost of capital as well as the stand-alone costs thereof, but the tenant pays for all the maintenance costs incurred by the rented premises. In most Finnish commercial leases the maintenance costs are divided between the lessor and the tenant. The usual practice is to include in the agreement a table setting out in detail the division of maintenance and repair responsibilities between the tenant and the lessor.

A green lease should encourage the contracting parties to strive for eco-efficiency regarding maintenance costs. In practice, this could be carried out e.g. through the tenant being responsible for the costs generated by the electricity, heating, water and waste management used by the tenant. This, however, requires that these costs can be measured with sufficient detail for each tenant and that clear provisions thereto are included in the lease agreement. This model, where maintenance costs are allocated between the lessor and the tenant, creates a financial incentive for both parties to strive for eco-efficiency.

Eco-efficiency issues are also relevant when repairs or alterations are carried out on the property or leased premises. The eco-efficiency of the building may be increased by, for example, reducing consumption of electricity by improving heat insulation or

by choosing the right lighting solutions. An eco-efficient choice may, however, be more expensive than other alternatives. Furthermore, customary Finnish commercial leases do not allow the tenant to carry out repairs or alterations on the premises without the lessor's permission, including repairs or alterations that would improve the energy-efficiency of the building. A shared responsibility for the maintenance costs will, on its part, direct the choices made by the lessor and the tenant when investing in repairs and alterations as well.

If the lease agreement provides that the building must fulfill the requirements for an environmental certificate, it should be clearly defined how the responsibility and costs generated thereby are allocated between the lessor and the tenant. The lessor is primarily liable for these if the fulfillment of certification requirements are included in the agreed condition requirements of the leased prem-

ises. Such a provision, however, may prove risky for the lessor since the tenant has under law the right to terminate the lease if the premises are not maintained in the agreed condition. I have not yet seen such provisions included in Finnish lease agreements.

In addition to allocating the maintenance costs of the leased premises as well as repairs and alterations, a green lease may also include other provisions that affect the eco-efficiency of the building and leased premises. The lease agreement may, for example, include provisions requiring that the tenants participate in a recycling program and sort their waste; that energy-efficient bulbs be used for lighting; or that the lessor ensures that good parking facilities for bicycles as well as facilities for washing up and changing clothes for those who commute to work by bicycle are available to the tenants.

The eco-efficient use of leased premises necessitates not just a green lease agree-

ment, but also that sustainability matters are taken into consideration when concluding service contracts for the building and the leased premises with regard to, for example, property management, cleaning and waste disposal.

Strict provisions may not always be needed for the promotion of eco-efficiency in commercial leases. Softer methods include e.g. a lessor and tenant agreeing upon mutual eco-efficiency goals and the forms of co-operation in order to achieve these goals. Successful co-operation necessitates the exchange of information with regards to, for example, energy use and factors influencing it as well as regular follow-ups on the progress made towards achieving the mutually agreed goals. The framework for such co-operation may be laid down in the lease agreement, for example, by agreed eco-efficiency goals and the methods for achieving said goals as well as on a system to mutually monitor the progress made for example on a yearly basis.

Conclusion

Factors influencing eco-efficiency will certainly rise in importance in Finland for real estate investments as well as in connection with commercial leases. Eco-efficiency has direct economic impact on the owners and lessors of property as well as the tenants using the premises. Shortcomings in eco-efficiency may limit the possibilities of selling and leasing buildings reducing thus their value.

Until now eco-efficiency has not been widely taken into consideration when concluding commercial lease agreements in Finland. Eco-efficiency has been, however, partially and indirectly taken into consideration through the allocation of maintenance costs, which acts as an incentive to reduce utilisation of electricity and water. The increasing use of the environmental certification of buildings will create on its part pressure to address and regulate issues influencing the said classification in lease agreements. Those operating in the real estate industry in Finland seem to be waiting to see how the concept of eco-efficiency will actually be implemented and established, for example, in lease agreements. The Finnish Association of Building Owners and Construction Clients (RAKLI), for example, is working on a project focusing on creating agreement conventions regarding eco-efficiency, aiming to establish operations models and tools for agreement negotiations conducted and agreements concluded between the lessor (the owner) and the tenant (the user) as well as service providers. ●

Ilmo Korpelainen
ATTORNEYS-AT-LAW JURIDIA LTD



Closer to Heaven

Airport cities are providing
a glimpse of a more dynamic future



Airports have long ago ceased being just airports. Serving as gateways for the transportation of goods and people from one region or country to another is passé – the new, much broader concept for an airport designates it as a business destination in its own right. These new airborne hubs serve as economic engines for their region and local communities, possessing also national significance.

The new concept hasn't forsaken the traditional aeronautical services, but really the talk of the town is everything outside the core: new non-aeronautical functions and revenue drivers are steadily emerging, which challenge our view of the traditional airport. From developing real estate into commercial assets and transforming terminals into fully functioning shopping malls to expanding logistics and distribution chains, the buzz of the industry is diversification.

The old adage "location, location, location" reigns supreme here. As airports are typically surrounded by hundreds or even thousands of hectares of undeveloped land due to, for instance, environmental reasons, real estate players have come to recognise that many international airports are sitting on a potential goldmine.

What this means is that office blocks, hotels, convention centres, medical facilities, casinos, free trade zones and even entertainment and theme parks can be built

within or just beyond the airport fence to generate new sources of revenue for the airport operator.

All Together Now

One of the new aerial power players is Aviapolis, born around the Helsinki-Vantaa International Airport in Finland. What makes Aviapolis significant also in international comparison is that this airport city was among the earliest and most ambitious pro-



Photo: Finavia Oyj

centration in the entire Helsinki region. Its commercial facilities include retail, hospitality and entertainment complexes, office parks, high tech assembly and logistics and distribution centers, all of which combined employ over 38,000 workers.

In addition to quantity, also the level of quality is remarkable here: many of the Aviapolis companies are high-value generating, high-paying businesses that contribute immensely to the competitiveness of the whole country. As companies get to enjoy the best possible business environment and infrastructure, the word spreads quickly in corporate circles. At the same time, the air connectivity of Helsinki-Vantaa Airport keeps increasing. Helsinki is, for example, known for its success in building air bridges between Asia and Europe, providing easy access for business travelers.

As to offer further proof, recently the British Monocle magazine named Helsinki Airport the best airport for connections. The magazine praised Helsinki Airport for its "human scale, outstanding wayfinding, sensible shopping and good network of destinations". In addition, the airport has a good track record on the Skytrax industry survey.

Change the Game

Airport cities are still a rather new phenomenon and the quest for identity is still on. Nevertheless, some building blocks have changed little over time. For instance, the passenger terminal – the spatial and functional core of the whole operation – has been likened to an urban central square.

The leading expert on airport cities, Dr. John D. Kasarda, has commented that the days when airports primarily offered magazines and fast food outlets are long gone. As a matter of fact, airport terminals have become sophisticated revenue engines featuring brand name boutiques, speciality retail and upscale restaurants along with entertainment and cultural attractions.

Hong Kong International Airport, for instance, hosts more than 30 high-end designer clothing shops. Singapore Changi offers cinemas, saunas and a tropical butterfly forest, while Las Vegas McCarran has a museum and Amsterdam Airport Schiphol a Dutch Master's art gallery.

A number of airports have taken the airport city concept forward, among them Frankfurt Airport, which is developing 2,100 hectares of office space at the Gateway Gardens and the Mönchhof Logistics Park, Incheon International Airport's International Business Centre (IBC I) and Amsterdam Airport Schiphol's AirportCity and 'Amsterdam Connecting Trade' (ACT) logistics hub.

Going Dutch

In many ways, the Schiphol Airport is another great example of what long-term strategic

planning can achieve. In 1985, the Airport drew up Master Plan 2000, getting ready for the great changes of the future. At the time Schiphol Airport handled around 18 million passengers a year, and it was expected that the volumes would grow to 30 million by 2010. As 2010 finally arrived, the figure was 45 million. One part of the winning formula was the open skies agreement between the US and the Netherlands – the first of its kind in Europe.

In addition, the strategy relied on an ambitious building programme – the € 6 billion project included the construction of a new terminal, a new traffic control tower, a new railway station (Schiphol Plaza) and the construction of a fifth runway. In essence, the master plan laid the foundation for the Airport City to be.

A major part of the new ideology was composing a complete business model out of the airport and its land assets. Previously, airports had relied (in addition to retail) in their infrastructure assets such as runways, terminals and parking facilities to earn their revenue. The bold business push that started in the 1990's, launched a new model in which aviation and non-aviation were separated and real estate around the airport was intensely developed. As a consequence, non-aviation activities soared, bringing in 60% of Schiphol's total revenue today.

Metropolis – Only Now with Wings

According to Kasarda, the next step in the evolution of airports is the Aerotropolis. This means, in essence, that as an airport city develops outwards, boundaries between the airport and its surrounding urban centre or city become blurred, giving birth to an integral business and residential district in its own right. Enter: Aerotropolis.

Similar in shape to the traditional metropolis and made up of a central city and its commuter-linked suburbs, the aerotropolis consists of an airport city and extensive outlying areas of aviation-orientated businesses and their associated residential developments. Intermodal connections, such as rail links, highways and waterways to nearby urban centres, are very much part of the equation.

Kasarda argues that among the first airports to make the aerotropolis concept a reality are Memphis International Airport, Chicago O'Hare International Airport, Dallas/Fort Worth International Airport and Atlanta Hartsfield-Jackson International Airport.

For example, the Atlanta Hartsfield-Jackson International Airport's aerotropolis generated an estimated 434,000 jobs in 2009 and contributed \$ 58.2 billion in direct and indirect revenue in 2009. ●

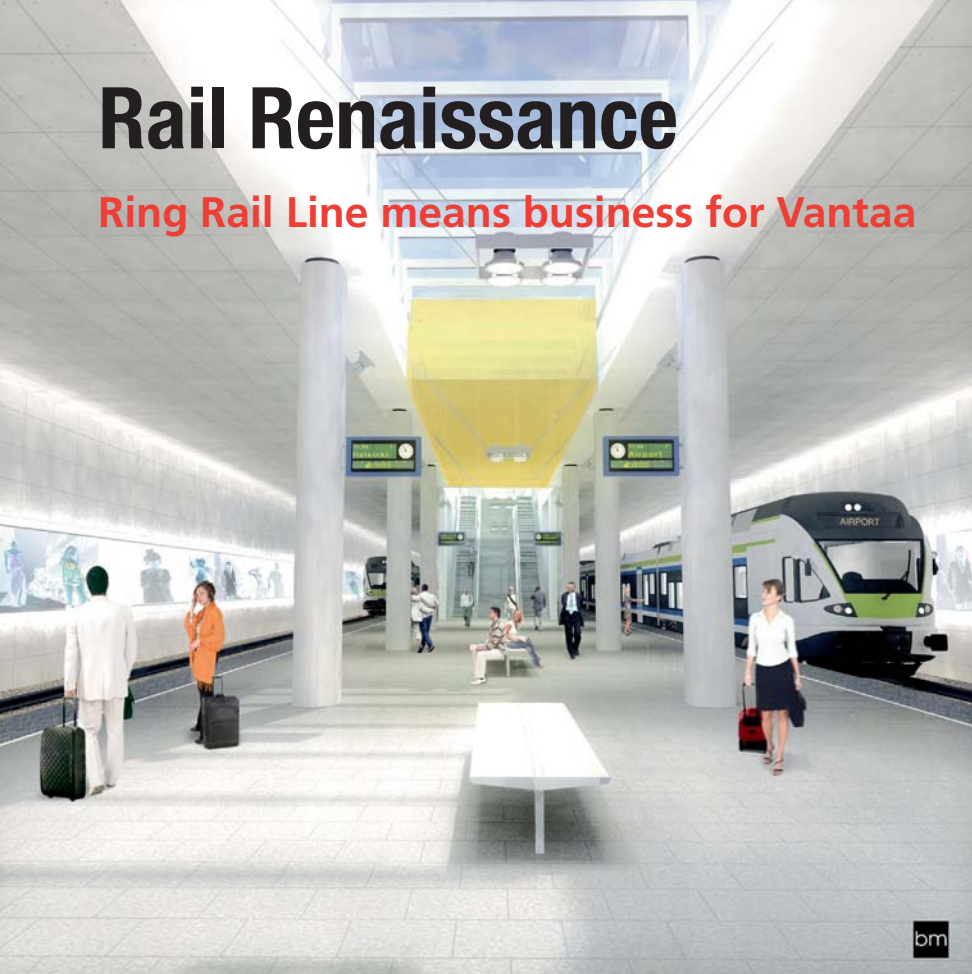
Sami J. Anteroinen

jects to form a partnership among airport area land owners, real estate developers, the City of Vantaa and national aviation authority Finavia. The original idea was to leverage Helsinki Airport for efficient and sustainable commercial development on the airport's periphery – and the master plan has worked out very well indeed.

By attracting essentially the full range of aviation-intensive commercial facilities to its 42 square kilometre area, Aviapolis has become the fastest growing business con-

Rail Renaissance

Ring Rail Line means business for Vantaa



Ring Rail Line connects many of the residential and corporate neighbourhoods of the area.

Vantaa is about to take the train into the future. Previously, the City has relied on a kind of “air supremacy” to attract companies and residents, as the Helsinki-Vantaa International Airport has provided a boost to the neighbouring Aviapolis area and beyond. In a couple of years, however, the new Ring Rail Line will add a whole new dimension to the regional mass transportation system.

The Ring Rail Line has been a dream of the capital region developers for a long time, but finally the construction of the line was started in 2009 and it will start to operate in 2014. Riding the rails, the journey time from the centre of Helsinki to the airport will be about half an hour.

Juha-Veikko Nikulainen, Deputy Mayor for the City of Vantaa, says that the Ring Rail Line will make a huge difference for Vantaa. He believes that the new rail connection will transform the entire metropolitan structure in ways that we can't even begin to imagine yet.

“This thing will take time to develop but the impact will be remarkable,” assess-

es the new Deputy Mayor charged with real estate development.

The 18-kilometre line will bring rail services to completely new areas in Vantaa, and feeder traffic will allow people who live farther away to take advantage of services as well. The Ring Rail Line will go under the airport in an 8-kilometre tunnel, which in turn has called for excavation effort similar to that of the west metro project. The challenging excavation phase will be completed in February.

Wanted: Greener Communities

According to the City of Vantaa master plan, a number of environmentally-conscious communities will bloom along the tracks, contributing to a more cohesive city structure. The key area is the emerging Marja-Vantaa which will eventually be a home for 30,000 residents. Marja-Vantaa Project Director Reijo Sandberg explains that the green ideology starts off with two things: sustainable buildings and traffic arrangements.

“For instance, at Marja-Vantaa we have researched bicycle user profiles and are building bike routes based on preferences,” Sandberg says.

The train station for Marja-Vantaa will be Kivistö – and according to the predictions, it will also be the busiest station (along with the Airport.) Approximately 15,000

people will live within five minutes' bike ride from the station.

In addition to Kivistö and Airport, there will be stations at Leinelä and Aviapolis. There are also reservations made for additional stations under ground in Ruskasanta and Viinikkala and on the surface in Vehkala and Petas. At the moment it looks like Vehkala might be the next station to be realised.

“As the need surfaces, we can move forward with Vehkala,” Nikulainen says.

Retooling Ring Road III

Streamlining the logistics in Vantaa involves also the renovation of Ring Road III, a crucial traffic artery from national perspective as well. The first phase of the effort is now complete and the traffic is already more fluid. Still, there's more to come:

“We're already talking with the Ministry of Transport about phase II,” Nikulainen comments.

For companies looking to establish operations in the capital region, great air, rail and road connections are something that simply can not be overlooked. Furthermore, the City has taken good care to offer centralised infrastructure, land use and development all under one roof, more or less.

“Our role is to serve and support the entrepreneurs in the best way we know how,” Nikulainen says, adding that no other big city in Finland has such a straight-forward approach to e.g. zoning and building permit issues. ●

Sami J. Anteroineen



Travel time from downtown Helsinki to the airport is 30 minutes; 8 minutes from Tikkurila.

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Shaping the Future

Rooted in design, the Lahti region keeps aiming high

One of the World Design Capital 2012 partner cities is Lahti. As other participating cities are all located in the Helsinki Metropolitan Area, the inclusion of Lahti has raised some eyebrows – why is Lahti a part of WDC2012?



For those in the know, this is very much a no-brainer. No other city in Finland can claim such a strong legacy in design. The foundation was laid already in the 1950's with the emergence of world-class furniture industry and has continued strong to this day. Lahti is clearly the centre of the Finnish furniture industry, with approximately half of the employees in the entire sector working in the region.

"We have a strong tradition of industrial design in the Lahti region and have enjoyed consistent success in this area," says Essi Alaluukas, Managing Director of Lahti Regional Development Company LAKES.

What the City of Lahti wants to do now is to expand the scope even further by bringing design focus to areas where design approach has been lacking. To speed things along, a couple of years ago the City composed Lahti Design Manual in order to pool together resources and create fresh cityscape.

"From the citizens' point of view, there is need for design that is strong on user experience in everyday life – and this is something we very much want to promote."

Driving the Industry

Academically speaking, the anchor for design excellence in Lahti is the esteemed Institute of Design, today a part of Lahti University of Applied Sciences.

The newest player in the field is Finnish Design Foundation, established in No-

vember 2009. The Lahti-based foundation supports design-related research, education and development in Finland with special focus on SMEs.

One of the founding members of Finnish Design Foundation is the Lahti-based Kemppe, one of the leading welding technology companies in the world. Anssi Rantasalo, CEO of Kemppe, says that the Foundation is significant in the sense that it supports also smaller companies who do not have access to big resources.

"There are plenty of opportunities in the entire process, starting with material selection. Design is, after all, about so many things all at once: there are issues ranging from usability to ergonomic considerations and visual aspects," Rantasalo says.

Anssi Rantasalo is also a member of the WDC 2012 Committee. Through his involvement in the Committee, Rantasalo has become even more convinced that the participation of Lahti is a key element of the entire project:

"With its industrial design excellence, Lahti really brings a lot of substance to the WDC2012," he says.

Form & Function

Rantasalo's own company is a fine example of holistic design approach. In its over 60 years of operation, Kemppe has introduced many new innovations to the market, pioneering the development of both welding technology and productive welding solu-



Essi Alaluukas, Managing Director of Lahti Regional Development Company.

tions. The company has always placed primary emphasis on usability and design, in addition to the technical quality of the products.

In November 2011, the company's new Kempact RA product family won the coveted iF product design award. In addition to superb design, the product family was praised for its functionality. The offi-

LAHTI region fast facts

- 200,000 inhabitants
- Bridges culture and sports in a natural setting
- About 1 hour to Helsinki and 2,5 hours to St. Petersburg
- 10,000 companies in the region
- Logistics, cleantech, mechatronics and wellbeing among key industries
- Strong international expertise, especially Russian

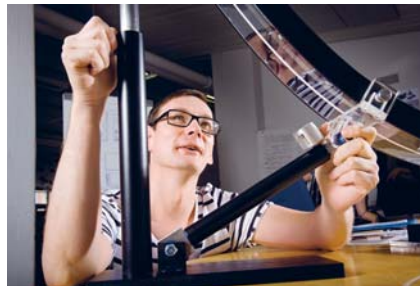
More information: www.lahtiregion.net, www.lakes.fi
Mr. Miika Laakso, miika.laakso@lakes.fi



Anssi Rantasalo, CEO of Kemppi.

cial launch of Kempact RA takes place in early 2012.

“For us, the recognition is important because it shows we’re heading the right way,” Rantasalo says, adding that the Kemppi employees are excited and proud of the accomplishment. Still, this kind of attention is nothing new to a company that has received a lot awards for its design prowess



in recent years – among them, several red dot awards.

According to Essi Alaluukas, the companies of the Lahti region recognise that design is a crucial competitive factor – and its importance will only grow in the coming years.

“While production may migrate to other countries in some cases, the design and R&D functions of companies are likely to stay right here in Finland,” Alaluukas says, while adding that production facilities may be competitive as well:

“If Finnish companies are able to re-



new their processes and concepts, also production functions can thrive here,” she says.

Global Reach

Again, Kemppi provides an example of how to strengthen the local manufacturing base. In 2009, the company invested in a new electronics plant that integrates into the existing plant. In addition, the company has a new production facility in India.

When asked about what it takes to handle the global logistics of an international technology company, Rantasalo replies by

saying that Lahti has been – and continues to be – a great base of operations for Kemp-
pi. The company has an outsourced distribu-
tion warehouse at the Helsinki-Vantaa Inter-
national airport and deliveries between Lahti
and the airport run smoothly.

Kemp-
pi is not the only company which
has realised the logistical benefits of the
Lahti region.

In addition to the Airport, also the
Vuosaari Harbour is one hour away – and
if you're Russia-bound, it only takes a couple
of hours to get to St. Petersburg by the
brand new Allegro train.

Get Connected

The key logistics hubs in the region are Ku-
jala, Nostava and Henna, located in Lahti,
Hollola and Orimattila, respectively. Kujala
logistics centre, for instance, combines great
rail and road connections with a highly con-
ceptualised operative area. The centre was
planned to maximise the synergies inherent
in the partnership concept and is equipped
with a full range of supplementary services.
Kujala centre is located only three kilome-
ters southeast of downtown Lahti.

"Kujala is already in full swing and
is developing a new type of 'dry port' con-
cept," says Essi Alaluukas.

Henna, on the other hand, is an area
which includes also residential activity. Hen-
na subscribes to a "pearls on a string" ide-
ology which calls for sustainable commu-
nities to be formed along rail connections.

"Henna could
combine industrial and residential
functions with great
connections," Ala-
luukas says, while
adding that negoti-
ations are still un-
der way about the
future of the area.

Nostava is al-
so an interesting
prospect, but local
development has to
wait for a decision
on a potential ring
road.

Keep It Clean

Perhaps the most
exciting local sec-
tor right now is cleantech which is current-
ly making its international breakthrough.
Lahti region is home to Finland's second
most important centre for the environmen-
tal industry as approximately 10% of Fin-
land's environmental trade is located here.

In recent years, the cleantech cluster
in Lahti has been experiencing impressive
growth. The special environmental expertise
found in the region encompasses e.g. pub-
lic water system maintenance, internation-
al projects, soil treatment, waste manage-
ment and recycling. Lahti also spearheads
the national cleantech cluster programme.



Linked more and more to cleantech,
there is also the mechatronics cluster which
is built around the local technology indus-
try. Mechatronics is the biggest industrial
cluster in the Lahti area – when measured
in terms of number of companies, overall
turnover, and number of employees – mak-
ing up 30% of all industry.

Essi Alaluukas comments that one of
the interesting trends in Lahti is that compa-
nies and industries are exploring synergies in
unprecedented ways: "As a consequence, we
see design, cleantech and mechatronics con-
verge more and more," she says. ●

Building on Success

Design is no flavour of the month in
Lahti. Jyrki Myllyvirta, Mayor of
Lahti, says that industrial design was
selected as one of the focus points of the
City's business strategy long before any
WDC2012 action came to exist. Neverthe-
less, the Mayor acknowledges that the spe-
cial year gives "an additional boost" to com-
panies who are looking to capitalise on lo-
cal design expertise.

"At the same time, we are providing
the citizens with new ways to participate in
the development of the city environment and
are working together to make Lahti an even
more enjoyable community."

One characteristic of Lahti is that the
environment is very versatile – and the plans
for development fully reflect this. Mylly-
virta says that the attraction of the City re-
volves largely around such things as the de-
lightful city centre and the upgraded pedes-
trian areas.

The vicinity of the train station – and
the areas along the tracks – offer "the most
significant opportunity of the decade" for

development. Diverse business premises and
residential units would be a good fit for a
"travel hub" where train and bus connec-
tions merge.

Down by the Lake

New kinds of tourism services are also in the
works along the Lake Vesijärvi – for exam-
ple, Teivaa harbour is one intriguing pros-
pect, combining nature with full access to
downtown services.

Lahti is known for its strong clus-
ters and business savvy – both companies
and people flock to the city in numbers and
thrive here. When asked about the secret of
success, Myllyvirta observes that the pre-
sent appeal of the city is due to a long-term
effort and commitment.

"There is a pleasant environment,
plenty of culture and events and basically
the characteristics of a small metropolis in a
compact setting of 100,000 residents."

"In addition, the City is easily acces-
sible by both train and car, there is a broad



Jyrki Myllyvirta, Mayor of Lahti.

expertise base which serves the corporate
sector and, for instance, environmental and
design industries are highly visible," Myl-
lyvirta says, adding that it is the sum of all
these factors that has helped the city grow
and develop to its present state. ●

Sami J. Anteroinen

Red-brick Renaissance

Photos: Renor



One of the players active in building a new, dynamic Lahti, is Renor, a Finnish real estate investment company that owns, develops and leases business premises. The company's forte is owning old buildings – mainly former industrial properties – in different parts of southern Finland, retooling old red-brick communities into modern business complexes.

Timo J. Valtonen, Managing Director of Renor, says that the company has big plans for Lahti – especially for the historical Askon alue district. This red-brick neighborhood is already home to plenty of companies – and also Renor has its head-

quarters right here – but Valtonen believes that there is still plenty of potential left. The prime asset in the area, Askon 2 building, alone could add another 14,000 square metres of space, if everything goes as planned.

“At present, we have 130,000 square

metres of leasable space of which about 80,000 is rented out,” he says.

Breaking Records

Real Estate Manager Timo Väisänen confirms that business is booming: “2011 was a record year for us in office rental, with 5,800 square metres of new office space rented out.”

The historical atmosphere of the former industrial milieu is one factor that draws companies here – the first building was raised in 1928. Also, the key location practically right next to the train station and Lahti city centre is a crucial element, Valtonen and Väisänen comment. Still, in the 40 hectare area one could do so much more:

“We’re talking with the City to create a true community here, one that would combine great connections with corporate and residential elements,” Valtonen says, adding that Renor believes good things might come out of the City’s plans to develop the neighbouring travel centre.

“Solidifying the urban structure is one of the big things on the table, and we want to do our part in this.” ●

Sami J. Anteroinen



Capitalising on Creativity

Turku uses hit Culture Capital year as springboard for great things

Turku had a great year as the European Capital of Culture in 2011 – but from the look of things, the Southwestern powerhouse is just warming up. According to the target set by the City, by 2016 Turku will be “the creative hub of the Baltic Sea” with a strong foundation in both arts and sciences.



The main goals of the special year were well-being, internationalism and the commercial export of creative enterprise and culture. The activities were based on a rather wide definition of culture – with events ranging from multicultural encounters to culinary arts – and the audience found the diverse offering very appealing: well over two million people took part in the festivities.

Jouko Turto, Director of Turku Municipal Property Corporation, says that this party is just getting started. Instead of just one year on a cultural rollercoaster, Turku wants to make culture a permanent part of its DNA. But this transition goes beyond culture, too, in the sense that Turku wants to harness all the creative forces of the community, regardless of the sector.

“We feel that when right people get together, good things will happen. Once you have the talent and the networks necessary to go out there and try something new, the City of Turku can help you find a setting that works for you and your company,” Turto lays down the strategy.

Full Steam Ahead

Turto points out that it is the task of the City to serve as a kind of enabler, offering e.g. cluster conveniences and synergies. The old saying “nothing attracts a crowd like a crowd” holds true here – once the legions of the Creative Class get going, they often make their nests in close proximity to like-minded people.

A good example of the City’s commitment to turn the special year into a permanent thing is Logomo, an ancient engineering workshop located just off the railway station. Logomo found a new lease on life as a cultural centre which will host major concerts and exhibitions – and has already charmed its way into the hearts of both locals and tourists.

Logomo was visited by 230,000 people during the year – while our target was



set at 150,000 patrons, says Anna Kivinen from Turku Region Development Centre.

With all the activity and plenty of people, one would not guess that Logomo is still a very much a work in progress. The main hall of the complex only opened in November, and the construction will continue for some time to come.

“The renovation work will be complete in 2013–14 and Logomo will feature 10,000 square metres of space for creative industry companies by then,” Kivinen says. In total, Logomo will encompass 25,000 square metres.

Cultural HQ

According to Kivinen, it is very important for the creative crowd to have a lasting anchor even after 2011. With Logomo, the whole community has a cultural headquarters that combines business mindset with a pioneering spirit.

“We are expecting dozens of companies from the creative industries to settle in the premises, once the renovation is completed.”

Jouko Turto notes that Logomo is significant also in the sense that it opens up a brand new city district, talking about the vacant space left in its wake by exiting railway operations. Turto and Kivinen are both of the opinion that Logomo has become a place that especially the citizens have come to embrace.

“Logomo has already increased the appeal of the downtown area – and that appeal will only grow in the future, once the companies kick off their operations in earnest,” Turto says.

Design Quarter Emerging

Another creative base of operations can be found just off the waterfront in the downtown area. The venerable Fortuna Quarter is about to become a “design heaven,” introducing a completely new type of commercial area in town. The City sees Fortuna as a unique shopping destination, a place where



you can immerse yourself in arts and crafts and go design-hunting like nowhere else. Brimming with history, tradition and 19th century atmosphere, the Quarter is sure to give a big boost to the local creative industry and enhance the appeal of the downtown area.

Fortuna Project Manager Aino Ukkola says that the neighbourhood is very much about tradition and, in the final analysis, stories:

“The creative people who work here are inspired by the area – and their own stories become a part of the legacy of the Quarter,” Ukkola says.

Spice Things Up

Turto adds that Fortuna is looking to deploy new business models where the small local players can join forces to reach a bigger customer base. According to Turto, the Turku Region has world-class design-makers who are known for their unique products, but they have lacked a proper commercial platform. To rectify the situation, various concepts such as shop-in-shop and pop-up have been explored in order to find the right solutions for the neighbourhood.

The City is looking into the ownership and renovation issues of the area in early 2012 and is ready to invest considerably in the project.

Even though the development of Fortuna hasn't really started yet, the audience got a taste of the things to come in the summer, as Hans Välimäki, arguably the best chef in the land, showed up with his friends to launch a pop-up restaurant.

“That's the type of spirit we're trying to nurture in the quarter – that you would be curious to go there and see what's going on this time,” Ukkola says.

Riverside Renaissance

In addition to Fortuna, also Vanha Suurtori (Old Grand Square) is about to renew itself. The idea here is to make the square more inviting by adding trees and greenery and polishing up the neighbourhood. Preference will be given to light traffic and solutions that fit well into the environment.

“The development of Vanha Suurtori has been started and it will be a nice addition to the waterfront.”

Yet another target for development is Linnanfältti which promises to showcase plenty of ambitious Finnish wood construction. In fact, the Linnanfältti area is one of the national pilots in the wood construction promotion programme. The City wants to realise a high-quality residential area in the vicinity of the legendary Turku Castle: a neighbourhood that is visually appealing and fully conscious of history.

“The Linnanfältti city plan will come under review in 2012,” says Turto. ●

Sami J. Anteroinein

Aura of Success

Turku combines ICT and Life sciences with logistics edge

Turku business scene has always thrived due to its diversity and depth. The City was also among the first in Finland to realise the value of clusters and cooperation. Case in point: Turku Science Park, one of the largest, oldest and still fastest growing innovation parks in Finland.

Turku Science Park brings together academic and business experts, with special focus on biotechnology and ICT. It offers a unique growth environment for the commercialisation of research-oriented innovations and for the generation and growth of enterprise activities related to hi-tech.



Jouko Turto notes that the elements needed for successful operations are all present at Turku Science Park. The compact Science Park area features universities, numerous hi-tech companies and other service providers in a tight mix.

"The ownership of the park is now centralised, with Turun Teknologia-instituutti Oy taking care of the development of the entity."

Strong Partners

Furthermore, Turku Science Park is actively networking with national and international expertise clusters. For instance, the Science Park has a co-operation agreement with the German Technologiepark Heidelberg GmbH, one of the best-known clusters of biomedical business and research expertise in Europe. In addition, Turku Science Park has a joint venture company, Biocelex, with the world-famous Swedish Karolinska Institutet.

Turku has always been known for its prowess in Life Sciences. BioTurku – the cluster for biotechnology actors in the Turku region – comprises around one hundred players, including companies as well as training and research centres.

The key R&D areas are drug development, diagnostics, biomaterials and functional foods. Specific areas of application include hormonal diseases and cancer, inflammatory diseases, infectious diseases, diseases of the central nervous system, as well as regenerative medicine and biomaterials.

"A lot of the companies here have a long testing and development phase behind them and are now accelerating their operations also commercially," says Turto.

Superstar Appeal

Turku Science Park Ltd is also acting as the national coordinator of the HealthBIO cluster, which is a joint effort of the five leading biotech centres in Finland and a part of the Centre of Expertise Programme.

"Some of the world's best surgical talent is to be found right here, too," Turto says, pointing out that superstar football player David Beckham came to Turku when faced with a tough operation.

This focus can also be seen in real estate investments – the ambitious expansion of the Turku's T-hospital started in 2007 and the finishing touches will be delivered in 2012. According to Turto, the end result will be probably the best, the most versatile hospital in North Europe.

"The idea is to put the focus on the people," says Turto who expects great things from the hospital and the entire local healthcare network.

Information Revolution

The other strong anchor at the Park – information and communication technology – is the second biggest business sector in South-west Finland at the moment. ICT has been growing continuously and steadily, employing a total of 13,500 people. The Turku–Salo region forms Finland's strongest ICT expertise cluster outside the Helsinki metropolitan area.

At Turku Science Park, applied ICT is linked especially to the social affairs and health sector, maritime and metal industries, and biotechnology and pharmaceutical industries. Other strong areas include electronics, digital media and speech and language technology.

The vast scope of ICT is to be expected since Finnish ICT expertise ranks among the very best in the world. Recently, The Economist Intelligence Unit ranked Finland second in the IT industry competitiveness comparison (the USA was number one). Business environment and R&D environment were listed as Finland's specific strengths.

LogiCity Gets Going

In addition to the science park, Turku has also plenty of logistics expertise – and sky is the limit, given Turku's superior position as a linchpin between East and West. Look-

ing at the map, it is no wonder that a number of logistics operations and key players have found their way to Turku. In fact, the biggest logistics centre project in Finland is presently under way in the region, with the aim of revolutionising the field of multimodal transport.

As part of the Trans-European Network (TEN), the Nordic Triangle traffic corridor – that links together the capitals of Denmark, Norway, Sweden, Finland and St. Petersburg – is a key area of EU logistics development.

Turku's role in all of this is to link the different modes of transport in the Finnish section of the corridor to Sweden via sea and train ferry connection. To succeed in this task, a logistics superhub LogiCity has been launched. LogiCity is located at the junction of Turku Airport, railway connections to Russia (and on to China), the motorway into Central Finland and the E18 ring road. The area in question forms an internationally attractive cluster for companies which depend on efficient logistics.

Winning Concept

According to the LogiCity vision, more than one million square metres of floor space will be eventually open for construction here. In 2010, the responsibility of LogiCity development was transferred to Turku Municipal Property Corporation. Since then, operations have moved more intensively towards construction and property development, as the area begins to take shape in earnest.

The main land-owners in the area are the City of Turku and Finavia which have now partnered up with Hartela and SRV.

"We are waiting for our joint venture service concept to kick off," Turto says, adding that the activities in the area are increasing steadily: for instance, DHL and TNT are stepping up their operations here.

Under the master plan, LogiCity is not meant to be a home for logistics companies only – also assembly industries can benefit from the multimodal environment and the added value service package here.

Eye on the Future

However, the area will not materialise overnight: the City is expecting LogiCity to take 10–15 years to fully develop, but the area is off to a great start.

"LogiCity is a smart, cost-efficient concept that is bound to become a big hit in the industry," Turto says.

As to offer further proof, Finavia just picked Turku Airport as the Airport of the Year in Finland. In terms of cargo volumes, running at 7,000 tonnes, Turku was topped only by Helsinki Airport. The volume of cargo transported through Turku Airport has increased rapidly in recent years. ●

Sami J. Anteroinen



Photo: Suomen Lindana



Photo: City of Helsinki / Matti Tirni

Rollercoaster Sentiment

Nothing seems certain in today's economy – but real estate industry is still standing

The public debt crisis keeps spreading in Europe and the United States – and the market is sweating.

Industrialised countries must finally face the music and take measures to tackle their mounting debts. Substantial cuts are called for, and it is hard to see venues for growth in the present situation.

Traditionally, real estate has proven to be a stable asset class in investment allocation in times of trouble. Properties also offer good protection against inflation: at present, many investment managers feel that inflation will be even more likely to rise after the implementation of so-called quantitative easing. Rental income from properties is, almost without exception, tied to an inflation protected index.

According to economic forecasts, the Finnish economy is predicted to grow only moderately – or not at all – during 2012. Still, in this turmoil many companies see opportunity and they are settling into new properties – which has, in turn, added momentum to the construction of new office

buildings in the Helsinki Metropolitan Area.

Analyst Tuomas Ahonen from Catella Property says that there is reason to believe that the property market will continue to attract investors also in the near future.

“The business is likely to continue without any dramatic drops, but these are still very challenging and trying times,” he says.

Volumes Down

The total transaction volume for Finland is around € 1.6 – 1.7 billion for 2011 – where as the most optimistic experts predicted that the figure would be above three bil-

lion. From the looks of things, the return to a normal transaction volume won't happen for a while now.

Also property financing is harder to come by nowadays. Catella predicts that once the banks move towards the even stricter Basel III regulations, which tighten the banks' return requirements, more strain is put on the price and availability of future property financing. Especially banks dependent on wholesale funding will have to strain lending in the future.

It is nevertheless unlikely that property financing will totally freeze, says Ahonen.

"Good properties will continue to receive bank financing if they meet a certain criteria." This means that the foundation of the property must be solid, loan-to-value-ratio moderate and the plans of the owner plausible.

Leverage Still Possible

The interest level is likely to remain at the low level of recent years with the new economic threats forcing the hand of the European Central Bank – as a consequence, the interest rates are dropping.

"This will keep the yield spread between properties and interests more or less unchanged, which makes it possible to use loan leverage efficiently also in the future in cases where new financing is achieved," Tuomas Ahonen comments.

According to Catella, because of the low interest rate, it is also conceivable that potential problem loans, which have been a much talked about subject in the property market for quite a while, will remain unresolved. This may happen, if the banks do not see a justified cause or are not pushed to realise their losses in the current non-liquid market situation, but instead extend the loan maturities and wait for the situation to be cured by itself in time.

Töölönlahti Leads the Way

In Helsinki, it is noteworthy that there is a constant short supply of retail space to be let in the city centre. Furthermore, retail space is more recession-resilient than office space, as there are fewer alternative locations for retail. Uncertain conditions also highlight risks – for the benefit of retail space. In the coming years, the Helsinki city centre will also witness a relocation of office users involving tens of thousands of square metres, once the Töölönlahti office area will be completed.

In December, it was announced that UPM will build a new head office to Töölönlahti area in the Helsinki city centre. The company has applied for building permit from the City of Helsinki. UPM views the business cycle to be favourable for the company, and has agreed with the constructor,

YIT Corporation, that construction work will commence in early 2012.

Previously in the same neighbourhood, Etera won the competitive tendering organised by Senaatti-kiinteistöt for the area's third office quarter. The construction of the area is well under way with the support of Lemminkäinen, which is in charge of building and letting. The three quarters have a total of 45,000 m² of permitted building volume.

With the emerging new construction, the Helsinki city centre will gain a substantial amount of new, modern office space that is lacking in the neighbourhood. The main user of the first building that will be completed by the end of 2012 is Alma Media. KPMG will be the main user of the second building, and the user of the third building has not yet been revealed.

Keilaniemi: Finishing Touches

Another interesting milieu by the water is Keilaniemi in Espoo which is known as the "home shore" for Finnish corporate giants such as Nokia, Kone and Fortum. The high profile office neighbourhood is nearing its completion with the newest construction projects: Keilaranta 1 and Swing Plus are already under way, and negotiations with potential tenants to Keilaranta Tower are well in progress.

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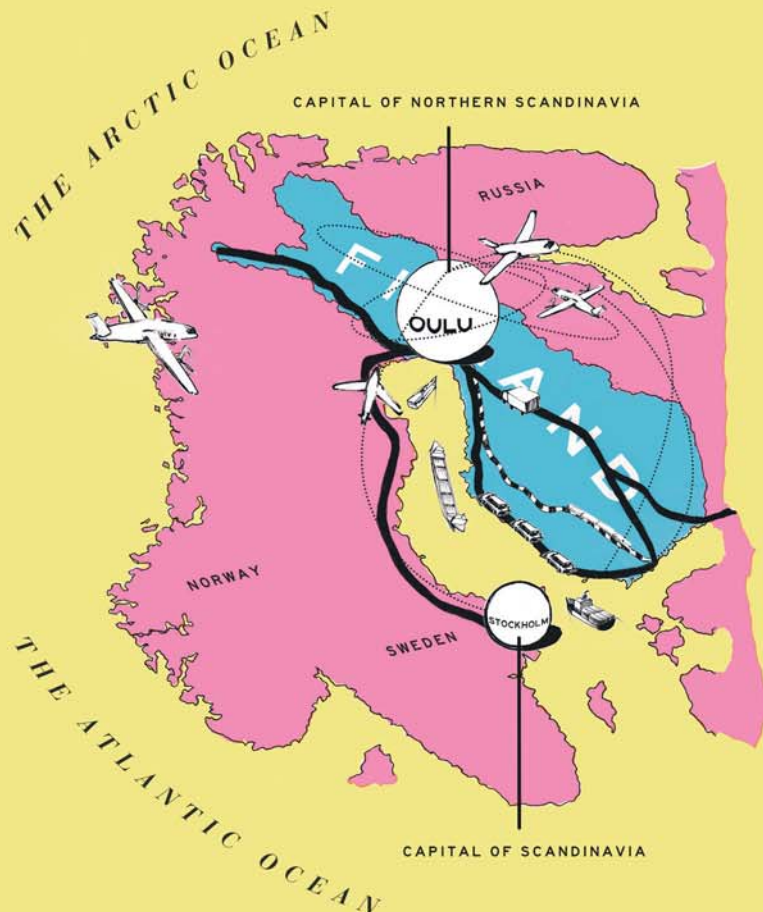
When these projects are finished, Keilaniemi will measure approximately 250,000 m². Spurred on by the introduction of the metro line, also residential construction looks to be in the cards for Keilaniemi in the near future.

Tuomas Ahonen notes that despite economic turmoil, big infrastructure projects such as the metro have the ability to generate good things for their surrounding communities.

"The metro stations will benefit from a significant wave of development over the coming years," Ahonen says, noting that the stimulating effect of the metro is already being felt.

In the future, the boundaries of Espoo power triangle Tapiola-Otaniemi-Keilaniemi will blur even further as these three areas will become easily accessible by the metro.

An interesting new factor in the equation is the "innovation university" Aalto: due to the concentration of the Aalto University in the hi-tech hub Otaniemi, new projects are under way in the area. For example, the Nokia Research Center will move from Ruoholahti to the new Open Innovation House office building in Otaniemi. Among others, also the European Institute of Innovation and Technology (EIT) will settle into the same property. ●



INVEST IN OULU – CAPITAL OF NORTHERN SCANDINAVIA

The Oulu region with a population of over 250,000 is clearly the biggest regional hub industry- and commerce-wise in Northern Scandinavia. Oulu has the youngest average age in Finland (34.5) and the highest level of educated inhabitants beyond the capital area. Furthermore, Oulu is also the logistic hub of Northern Scandinavia and can easily be reached by the Finland's second busiest airport, excellent harbours and railways and highways. Actually, the Oulu export and import harbor has the largest container terminal in the Bothnian Bay and the arctic region of the Nordic countries.

New North – New Oulu

One of the most significant reasons for Oulu to be so dominant its versatility in the business scene. Northern parts of Scandinavia and Russia along the Arctic Ocean are becoming very attractive for Europeans looking for energy and mining solutions. The solid industrial base of Oulu will certainly offer possibilities for growth as the Northern Scandinavian and North-West Russian investments worth over 100 billion will kick off in the following years. The mayor of Oulu has already launched an initiative on building a gas pipe to Germany from Northern Norway by using the Bothnian Bay and the Baltic Sea.

Key industry sectors in Oulu also include the internationally recognized High Tech know-how. All in all, there are over 800 ICT companies in the region, with such global brands as Nokia Siemens Networks, Elektrobit, Renesas, Google and Polar Electro. In addition to the 16,000 High Tech professionals, we also have twice as many students here, which ensures a solid base for the future.

Oulu Data Center

With excellent global connections globally and a safe and optimal environment, Oulu is viewed as the Silicon Valley of Europe. There are excellent conditions for carrying out international Data Center investments as well as to build, productize and market hi-tech based services. The competitive advantages of Oulu include reliable electricity networks and price of electricity, readily built power transmission infrastructure, proven green energy, infrastructures exploiting the cool environment plus the close vicinity of the Internet Exchange point.

Development of the City Centre

Oulu is currently developing the city area to gain more of a metropolitan look in the near future. Up to 80,000 square meters of floor space for housing and business will be built in the heart of Oulu. In 2014, the underground parking facilities in the city will also become reality.

Oulu HealthWorld

The Kontinkangas area in Oulu is the knowledge and collaboration cluster for LifeScience and IT as well as Health and Wellbeing service providers. This area is being developed into one of the best known centers of Connected Health on the globe. As an outcome there will be an internationally linked Oulu HealthWorld, which will offer a true Living Lab for testing and developing the new generation social and healthcare models and systems.

Hiukkavaara – the most significant future construction site in Oulu

Sustainable development will be the key when developing Hiukkavaara. This close by area, 7 kilometers north-east from the city centre, will offer city like one-family homes for about 20,000 people. Moreover, 9,500 apartments will be built and there will be 1,800 jobs in the area. The first phase street plan for Hiukkavaara is now completed and the second phase is being prepared. Additionally, there is an open idea competition for the street planning of Hiukkavaara center.

Opening your business in Oulu, Finland

The first step when considering investing or opening a new business in Finland and in the Oulu Region in particular is to contact Invest in Oulu team. Free of charge and in full confidentiality, we offer direct assistance to individuals, corporations and other organizations interested in access the business markets.

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The Nordic Countries

and Mobile Communications

15 May 2012 from 15:00 to 20:00

- History of NMT and GSM
- An overview of modern telecommunications
- Research within the sector
- Future solutions

Intercultural Training is the Medium

10 October 2012 from 9:00 to 17:00

- Cultural differences in business life
- Moderator Bettina Sångbom-Ek

Work and Workforce in the North

29 October 2012 from 13:00 to 19:30

- Workforce availability
- What kind of work will be available and what kind of workforce will be needed in the future?
- The conflict of workforce demand and supply
- Immigration?
- Employment measures in general
- Employment measures directed at young people

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Aulanko Gets Serious

New ideas provide a boost during tough times, real estate experts believe



Photo: Pekka Hovi

ing hand in hand with innovation environments. Urban centres with ample technology provide testbeds for the solutions of the future – “living lab” is just getting started.

High Hopes

Globally, a true metropolis is of course known for its impressive skyline – and true skyscrapers are something that has been lacking in Helsinki. However, the City of Helsinki officials are flashing a green light to vertically ambitious projects now – provided that the functional and economic concept is sound.

Hannu Penttilä, the Deputy Mayor in charge of real estate in Helsinki, pointed out that Helsinki needs effective norms and building expertise to make the equation work. Fancy visions won't materialise very soon or very easily, but the buzz is still very strong in such places as Pasila and Kalasatama – both eager to bring a little piece of Manhattan into Helsinki.

Niina Puumalainen from the City of Helsinki said that there are presently 50 tower projects in the works. To accommodate this strong trend, the City has, for instance, worked out a service path for the developers. Puumalainen also discussed the current phenomenon of hybrid buildings which combine various functions. The entire discussion revolving high-rise buildings was one of the more popular topics at Aulanko – thanks to, at least in part, to businessman Hjalles Harkimo's announcement to raise “Lion Tower” near the Hartwall Arena (another Harkimo project).

Green to the Core

Skyscrapers can also be viewed from the perspective of green construction as they bring cohesion to the community structure. Sustainability was, once again, one of the main themes at Aulanko, as the Finnish Innovation Fund Sitra showcased how environmentally-conscious methods will transform the real estate industry by 2020.

Sitra Director Jukka Noponen also issued a stern warning to the industry: buildings which are not resource-efficient and low-carbon in terms of operation and location (and which are not equipped to flex in tune with the changing needs of the users) will not remain profitable in the future to come. ●

Sami J. Anteroine

Niina Puumalainen from the City of Helsinki introduced the tower project in the works.

The Kiinko Annual Convention of Property Investment Prospects convened again in Hämeenlinna, Finland, and provided an up-to-date view of the industry today. Under the theme of “Attractive viability,” the November seminar cut to core of the so-called new economic order, trying to make sense of the present situation.

Despite disturbing news from abroad – with Greece leading the pack – there was optimism, too. Aulanko summit organisers declared that people, events and innovation build up the appeal of real estate and pave the way for a better tomorrow – a notion that was seconded by the participants.

Looking at the economy, both the Finnish experts and international gurus gave pretty much the same message. Future looks very murky and the double-dip scenario looks

very likely. This would mean that Europe will slip into recession again. The more positive projections showed growth, but only in very moderate terms. While the economic framework places tough challenges in front of the real estate industry, there was also a consensus that smart players can ride out the stormy waters by honing their concepts to perfection and focusing on performance.

User is King

One of the key issues on the table was user-orientation as it regards real estate. For example, Johannes Suikkanen from consulting company Gemic talked about the changing nature of data. As people are now more willing (and able) to give out information about themselves, this makes it possible to build new community services and concepts based on sharing.

Jukka Viitanen, CEO of Hubconcepts, continued along the same lines by talking about how community structures are chang-



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offers the chance of great variety in partitioning. The GLA will be about 7000 m².

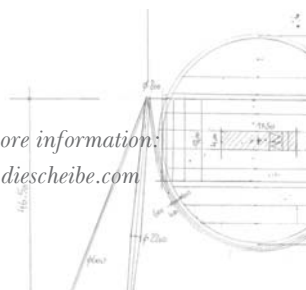
Of course this innovative structure will in a number of details need innovative solutions.

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HYY Real Estate, Kaivopiha Ltd, serves commercial and office premises customers as well as offers residences and activity and association premises to students and the Student Union. Premises are located in the centre of Helsinki around the Ylioppilaskatu and Kaivopiha squares.

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Invest in Finland is a government agency promoting foreign investments into Finland. We assist international companies in finding business opportunities in Finland and provide all the relevant information and guidance required to establish a business in Finland.

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LAKES – Lahti Regional Development Company is a regional development organization. Its core tasks are co-ordination of the regional business strategy, enterprise services, marketing of the region and looking after the general interests of business life in Finland and abroad.

Specialty Areas

LAKES – Lahti Regional Development Company offers tailored and individual assistance to help companies find the best possible business premises and industrial land in the Lahti region.

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Subsidiaries & Representatives

Sweden, Norway, Denmark, Baltic countries

Specialty Areas

NCC Property Development develops and sells commercial properties in defined growth markets in the Nordic countries and the Baltic region. We create future environments for working, living and communication.

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Ovenia Oy provides customer driven property management services for investors and corporate clients.

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Renor Ltd maintains, develops, rents and sells its real estate property. The real estate property includes residential buildings, apartments, office, industrial, warehouse buildings, areas and sites planned for various purposes and general purpose sites.

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See front insert and page 46

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The SRV Group is a leading Finnish project management contractor, also offering comprehensive property and construction services on a partnership basis. The company is engaged in the development and construction of commercial and office premises, housing, industrial, logistics and civil engineering sites as well as entire business parks and housing estates in Finland, Russia and the Baltic states.

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Tapiola Real Estate Ltd provides real estate investment and management services. Half of the company is owned by Tapiola General Mutual Insurance Company and the other half by Tapiola Mutual Life Assurance Company. Tapiola Real Estate Ltd offers real estate investment, managing and counselling services as well as manages real estate investments and fixed assets. The company also engages in rental business, marketing, house management and administration, maintenance, outsourcing and sales services.

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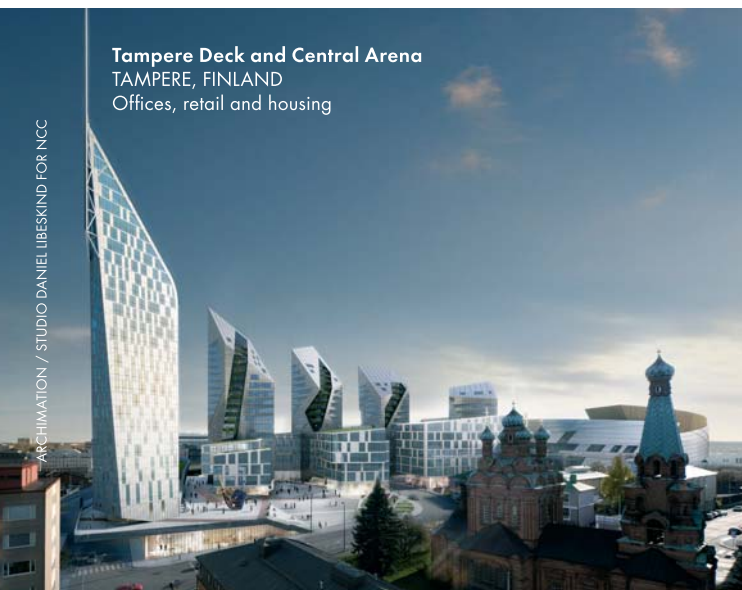
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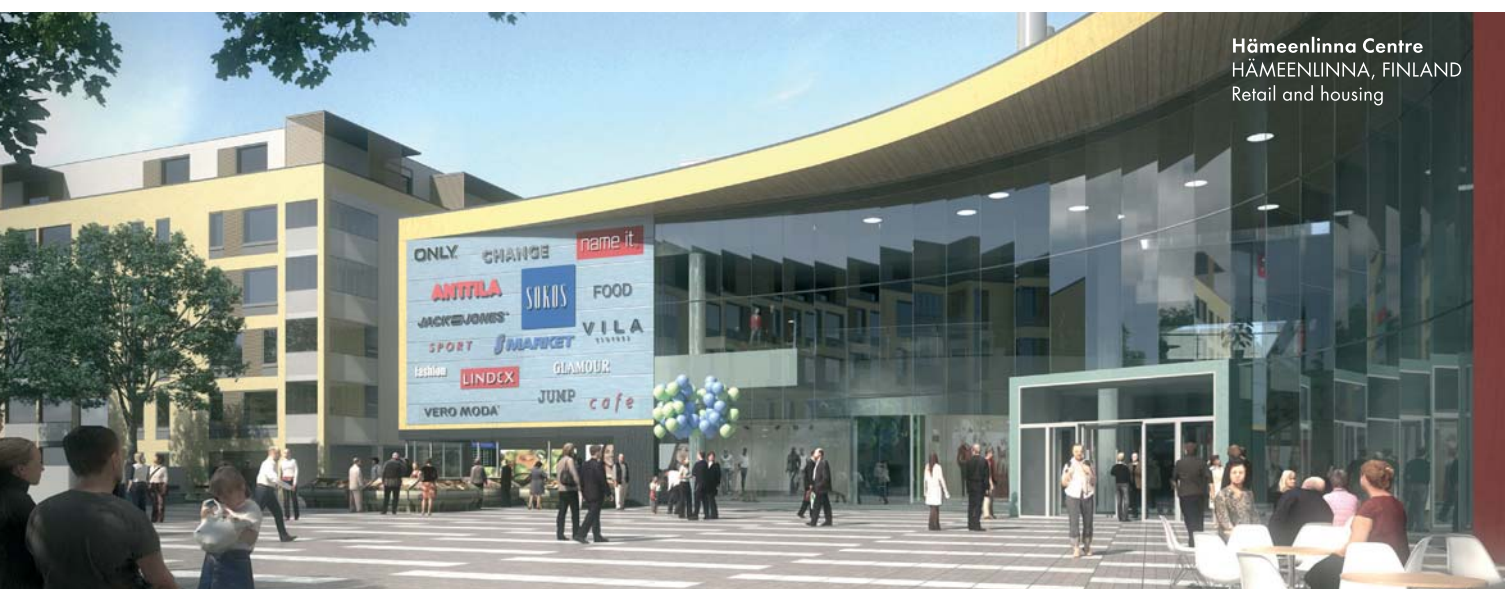
The world is becoming a one. It's not enough to be specialized in one branch. Areas to develop have to be multi-usable, alive and combine the needs of different users.

NCC is riding on the top of the development. Mixed used centers include commercial properties, offices and housing a one united complex. These projects will shape the entire cityscape and offer high-profile investment opportunities with a green edge.

Matinkylä Metro Centre
ESPOO, FINLAND
Retail and housing



Hämeenlinna Centre
HÄMEENLINNA, FINLAND
Retail and housing



NCC Property Development has been named the best property developer in the Nordic region for the fourth consecutive year by international magazine Euromoney.

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Find more inspiring information ncc.fi

